WH202C JUNE 2023

Bull Field, Takeley
Transport Assessment by Motion

Prepared in support of the Section 62A Planning Application
at Bull Field, Takeley.

Proposed Mixed Use Development
Bull Field, Takeley

Transport Assessment

For

Weston Homes

motion

Document Control Sheet

Proposed Mixed Use Development

Bull Field, Takeley

Weston Homes

This document has been issued and amended as follows:

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1.0 Introduction

Preamble

1.1 This Transport Assessment Report (TAR) has been prepared on behalf of Weston Homes to consider transport and highways matters relating to a planned residential development on land at Bull Field (the Application Site).

1.2 The Application Site is located north of Takeley, within the administrative boundaries of Uttlesford District Council (UDC) and Essex County Council (ECC). The Application Site forms part of a wider landholding illustrated below. Bull Field is located to the east of Weston's Business Centre and west of Smiths Green. This TAR considers the transport effects arising from the Bull Field parcel. Separate planning applications have been submitted for the 7 Acres and Jacks parcels consisting of 3,568m^2 of commercial floorspace and 40 residential dwellings respectively. The 7 Acres scheme was recently granted consent while the Jacks scheme is still under consideration at the time of writing.

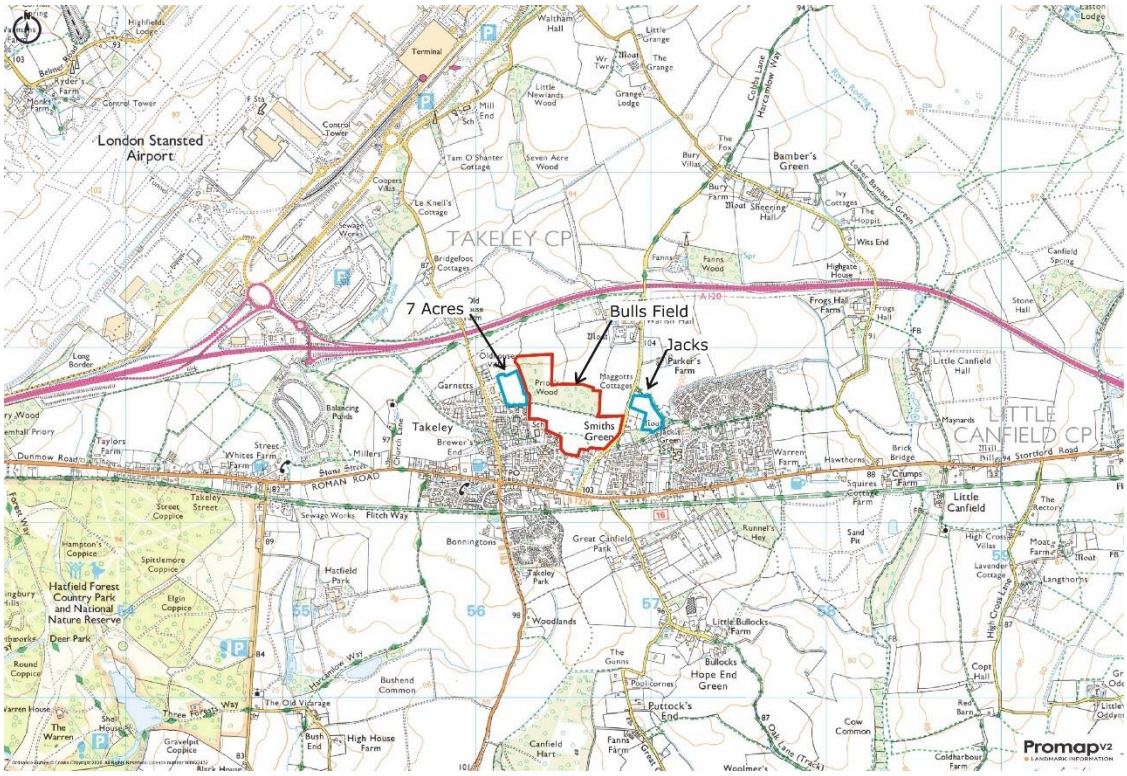


Figure 1.1 - Application Site Location Plan

Proposed Development

1.3 The development (the Proposed Development) comprises, 96 residential dwellings (use class C3) along with associated access and infrastructure. At present the Application Site is under agricultural use and benefits from an existing vehicular access point, which will be subject to improvements to safely accommodate the change in land uses.

1.4 This TAR includes the proposals at 7 Acres and Jacks as committed developments proposals in order to understand the cumulative transport effects of the various development proposals in order to provide a robust assessment.

Assessment Criteria and Transport Impact Tests

1.5 The National Planning Policy Framework (NPPF), which was published in July 2021 sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances.

1.6 Paragraph 2 of the NPPF states:

"The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements."

1.7 Paragraph 110 of the NPPF states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. "

1.8 Paragraph 111 sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways stating that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

1.9 These three criteria (paragraph 110) and subsequent tests (paragraph 111) have been applied to the assessments presented in this TAR in order to determine if the Proposed Development is acceptable in transport terms.

Document Scope and Structure

1.10 In this context the TAR is structured as follows:

- Section 2 provides a summary of the relevant national, County wide and local transport policy and assessment guidance of relevance to the Proposed Development;
- Section 3 sets out baseline conditions for sustainable means of travel and current highway conditions, including baseline modelling;
- Section 4 describes the Proposed Development; and,
- Section 5 presents the baseline traffic forecasting, Proposed Development trip generation, traffic distribution and traffic assignment methodologies and outcomes;

1.11 A summary and conclusion is provided at Section 6 which in summary is that:

- The Application Site is spatially well located to access sustainable transport modes and the Proposed Development has been designed in order to promote the uptake of these;

- The Proposed Development has been design led to achieve safe and suitable access for all users but with a focus on safe, suitable and convenient access for pedestrians and cyclists; and
- Potential impacts from the Proposed Development on the transport network have been assessed and shown to be able to be cost effectively mitigated to an acceptable degree.

1.12 In essence the Proposed Development provides the opportunity to provide new homes at a location that is accessible to public transport, to which safe and suitable access can be achieved and in circumstances in which potential residual cumulative impacts can be mitigated to an acceptable degree.

1.13 In accordance with paragraph 111 of NPPF, there are therefore no transport or highway reasons why planning permission should be withheld or refused.

2.0 Relevant Transport Policy

National Planning Policy Framework

2.1 The National Planning Policy Framework (NPPF) sets out a presumption in favour of sustainable development. It recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances.

2.2 Paragraph 2 of the NPPF states that:

"The National Planning Policy Framework must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements."

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions.

2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 105 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 Paragraph 108 details the responsibilities of councils to set parking standards in accordance with the infrastructure of the local area as follows:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.6 Paragraph 110 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. "

2.7 Paragraph 111 sets out the test that a determining authority should apply when determining the suitability of a planning application in terms of transport and highways stating that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.8 The above guidance sets the overarching framework within which the suitability of all planning applications should be considered and forms the basis for designing and assessing the Proposed Development.

Uttlesford District Council Development Plan Documents

2.9 Planning applications within Uttlesford are currently assessed against the policies contained within the Uttlesford Local Plan, adopted in January 2005. A summary of the transportation policies which are relevant to the proposals are as follows:

- *Policy GEN 1 – Access:* Development must provide access arrangements that are safe, take account of the needs of vulnerable road users, discourage private car use and provide sufficient capacity for the anticipated demand.
- *Policy GEN 6 – Infrastructure Provision to Support Development:* Development must provide infrastructure made necessary by the development, additionally contributions may be required to mitigate cumulative impacts.
- *Policy GEN 8* – Vehicle Parking Standards: Development will not be permitted unless appropriate parking provision is made as set out in the 'Vehicle Parking Standards' SPD.

2.10 UDC has adopted the parking standards contained with the ECC document entitled 'Parking Standards – Design and Good Practice', the relevant standards are reproduced below. Residential standards are minimums while the commercial standards are maximums.

Use	Car	Cycle	Two-Wheeler	Disabled
1 bedroom	1 space per dwelling	1 secure covered space per dwelling. None if garage or secure area is provided within dwelling curtilage	N/A	N/A if parking is within dwelling curtilage, otherwise as Visitor/Unallocated
2+ bedroom	2 spaces per dwelling			
Visitor/Unallocated	0.25 spaces per dwelling (rounded up to the nearest whole number)	If no garage or secure area provided the 1 covered secure space per dwelling in a secure area plus 1 per 8 dwellings for visitors	1 space plus 1 per 20 car spaces (for 1st 100 spaces) the 1 per 30 car spaces	200 vehicle bays or less – 3 bays or 6% of total, whichever is greater. Over 200 vehicle bays – 4 bays plus 4% of total capacity
B2	1 space per 50m^2	1 space per 250m^2 for staff plus 1 per 500m^2 for visitors		200 vehicle bays or less - 2 bays or 5% of total, whichever is greater. Over 200 vehicle bays - 6 bays plus 2% of total capacity
B8	1 space per 150m^2	1 space per 500m^2 for staff plus 1 per 1000m^2 for visitors		

Table 2.1 – ECC Parking Standards

2.11 In addition to the above, there is a local policy applicable to larger dwellings that is applied in addition to the ECC standards. These include a requirement for 4+ bedroom properties to be provided with a minimum of three spaces per dwelling. Garages are excluded if the internal dimensions are less than 7 metres by 3 metres.

2.12 Additionally, UDC reference ECC's document entitled 'Highways Development Management', a summary of the relevant policies contained therein is as follows:

- *Policy DM 1 – General Policy:* Development is required to provide safe and suitable access that complies with relevant standards that does not present a risk to the safety of the highway network.
- *Policy DM 6 – Estate Roads:* Estate roads will be designed in accordance with current standards with a particular emphasis on ensuring a high quality built environment and public realm.
- *Policy DM 7 – Application of Design Standards:* All works within the highway must comply with current national and ECC design standards appropriate to the category of road.
- *Policy DM 8 – Vehicle Parking Standards:* Development Proposals must comply with ECC's current parking standard document.
- *Policy DM 9 – Accessibility and Transport Sustainability:* Developers must seek to minimise private vehicle trips.
- *Policy DM 10 – Travel Plans:* ECC will require the provision of a Travel Plan and monitoring fee, all residential dwellings will be provided with a travel information pack.

3.0 Baseline Conditions

Accessibility to Non-Car Travel

3.1 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- Most people will walk to a destination that is less than one mile (Planning for Walking, 2015);
- The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015); and,
- Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (Planning for Walking, 2015).

3.2 Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot". However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance.

3.3 Figure 3.1 below shows a map of the local area including the local road network and public transport nodes as well as a selection of key local services and amenities.

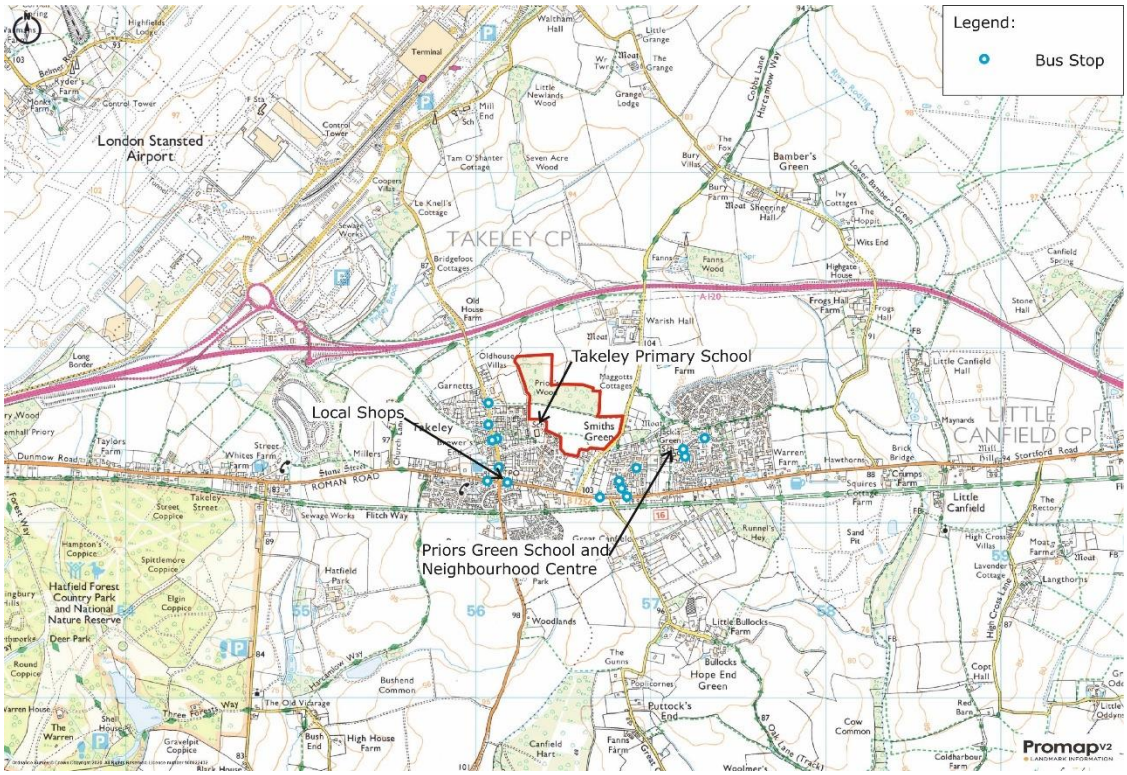


Figure 3.1: Local Area

3.4 Details on each of these sustainable modes of travel are set out below.

Accessibility by Foot and by Bicycle

3.5 Parsonage Road is provided with footways on both sides of the carriageway between the Application Site and the signalised junction with Dunmow Road (the B1256) to the south. This provides access to local shops and the wider footway network serving Takeley.

3.6 Smith's Green is not equipped with footways, it is however possible to access Jacks Lane from the rear of the Jacks site. This local byway provides a pedestrian/ cycle link to the recent Little Canfield development, including Priors Green School, local bus stops and the neighbourhood centre.

3.7 Parsonage Road and Smiths Green Lane are generally suitable for cyclists, both being subject to 30 mph speed limits and primarily serving local traffic. More widely, the Flitch Way follows the path of a disused railway to the south of Dunmow Road. It forms part of National Cycle Route 16 and links Takeley to Great Dunmow and Braintree and also the intersection with National Route 50. Smiths Green Lane forms part of the on-road route linked with the National Cycle Network that runs north to Bambers Green, Molehill Green and network of smaller villages within Uttlesford.

3.8 The majority of both Takeley and Little Canfield are accessible by foot from each of the three parcels within a two-kilometre walk. Walking catchments from each are illustrated at **Appendix A**. A cycling catchment is also included.

3.9 Table 3.1 provides a summary of local services, facilities and amenities in relation to the Application Site, together with the associated travel times by sustainable transport modes. Standard walk (i.e. 1.4 m/s) and cycle speeds (i.e. 12 mph or 5.4 m/s) referenced in the Institute of Highways and Transportation's document entitled 'Providing for Journeys on Foot' and the Department for Transport's 'Local Transport Note 2/08 – Cycle Infrastructure Design' have been used.

Destination	**Distance (metres)**	**Typical Journey Times (minutes)**		
		Foot	**Cycle**	**Bus/Train**
Public Transport Interchanges				
Dunmow Road Bus Stops	750	9	3	N/A
Bishops Stortford Railway Station	8,500	N/A	N/A	25
Community Facilities				
Priors Green Community Hall	850	10	4	N/A
Holy Trinity Church	1,700	21	7	N/A
Health Facilities				
Yogi Pharmacy	800	10	3	N/A
Herts & Essex Community Hospital	7,400	N/A	N/A	24
Dunmow Community Clinic	7,700	N/A	N/A	22
Education Facilities				
Takeley Primary School	1000	12	5	N/A
Roseacres Primary School	350	5	2	N/A
Birchwood High School	6,800	N/A	N/A	24
The Hertfordshire and Essex High School	8,600	N/A	N/A	30
Local Retail Outlets				
Londis	800	10	3	N/A
Takeley News	800	10	3	N/A
Red Chilli Fish and Chips	800	10	3	N/A
Open Spaces				

Destination	Distance (metres)	Typical Journey Times (minutes)		
		Foot	Cycle	Bus/Train
Takeley Sports Field	1,300	16	5	N/A
Takeley Football Club	1,100	14	3	N/A
Clarendon Road Park	1,200	15	4	N/A
Priors Green Community Hall	850	10	4	N/A
Key Employment Areas				
Takeley Business Centre	600	8	2	N/A
Bishops Stortford Town Centre	8,500	N/A	N/A	26
Stansted Airport	2,600	N/A	N/A	10

Typical Journey Times to Key local Services

Pedestrian and Cycle Network Assessment

3.10 The local Pedestrian and Cycle Network has been assessed using the LTN 1/20 cycle infrastructure design published by the department of transport. The LTN 1/20 provides guidance on planning for cycling, space for cycling within highways and cycle lanes and cycle tracks.

3.11 There is a currently a plan to implement a new cycle route along Parsonage Road between Four Ashes junction and Stansted Airport. This plan is not fixed and several options are being considered as to how best to implement the new cycle route. The applicant is willing to make a financial contribution towards the delivery of such a plan, proportionate to the scale of development.

Public Rights of Way Assessment

3.12 The plan provided at **Appendix B** illustrates the existing public rights of way (PRoW) of relevance to the Proposed Development. This comprises footpath reference 48-40. Currently this is not subject to any maintenance.

3.13 The Proposed Development would retain the footpath on the alignments identified on the definitive map. It would be designed to a specification to be agreed with Essex County Council.

3.14 In addition the Proposed Development will deliver cycle and pedestrian routes which will have permissive rights for the public.

Accessibility by Public Transport

3.15 Takeley is served by several bus routes, which are accessible from stops on Parsonage Road, Dunmow Road and within the Little Canfield development. A summary of local bus routes and frequencies is provided below in Table 3.2.

Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
42A	Galleywood – Chelmsford – Broomfield Hospital – Little Waltham – Great Waltham – Barnston - Great Dunmow – Takeley – Stansted Airport	School Service only	No Service	Every 2 Hours
133	Colchester – Marks Tey – Bradwell – Braintree – Rayne – Little Dunmow – Great Dunmow – Takeley – Stansted Airport	Hourly	Hourly	Hourly
305	Stansted – Takeley – Hatfield Broad Oak – Hatfield Heath – Little Hallingbury – Hockerill – Bishops Stortford	Hourly	Hourly	No Service

Service	Route	Frequency		
		Mon-Fri	Saturday	Sunday
322/323/ 324	Bishops Stortford – Takeley – Great Dunmow – Bran End - Stebbing	Hourly	Hourly	No Service
508	Harlow Town Centre – Sawbridgeworth – Bishop's Stortford – Takeley – Stansted Airport	Hourly	Hourly	No Service

Table 3.2 – Local Bus Services

3.16 Bishop's Stortford station is located eight kilometres west of the Application Site, while this is beyond reasonable walk and cycle distances for functional journeys, it is accessible within 30 minutes via bus route 508 which serves the stop near the Four Ashes junction.

3.17 In addition to the above, Stansted Airport serves as a major public transport interchange catering for rail, national coach, regional coach and local bus services and is just a six minute bus journey from the stops on Parsonage Road. There are approximately 10 rail departures per hour, four to London Liverpool Street, two to Stratford, two to Stansted Airport and two to Cambridge. A summary of the routes is provided in Table 3.3.

Destination	Route	Frequency
London	Stansted Airport - Bishop's Stortford – Harlow – Tottenham Hale – London Liverpool Street	Every 30 minutes
Norwich	Stansted Airport – Audley End – Whittlesford Parkway – Cambridge – Cambridge North – Ely – Brandon – Thetford – Attleborough – Wymondham - Norwich	Hourly
Cambridge	Stansted Airport - Cambridge	Hourly
Birmingham/ Nuneaton	Stansted Airport – Cambridge – Ely – March – Peterborough – Stamford – Oakham – Melton Mowbray – Leicester – Nuneaton – Coleshill Parkway – Birmingham New Street	Every 2 hours

Table 3.3 – Rail Services from Stansted Airport

Accessibility to Non-Car Travel Summary

3.18 The above review demonstrates that the Application Site is spatially well located to encourage people travelling to and from the Application Site to make journeys by walking, cycling and public transport.

3.19 The Proposed Development therefore presents an opportunity to provide new residence at a location that is already accessible by a variety of modes of transport and would therefore have the potential to reduce reliance upon the private car.

Highway Network

3.20 The various elements of the Proposed Development will be accessed via Parsonage Road (vehicular) and Smiths Green (on foot or cycle). Parsonage Road has a north-south alignment and is one of the primary roads within Takeley. It forms a crossroads with Dunmow Road (the B1256) in the centre of Takeley, known as the Four Ashes Crossroad. To the north, Parsonage Road provides access to Stansted Airport as well as routes to Stansted Mountfitchet and Saffron Walden.

3.21 Smiths Green Lane a country lane that runs between Dunmow Road and Bamber's Green. The southern section has residential development on both sides, set back a considerable distance from the carriageway and separated by common land. To the north, the road runs through more open countryside with sporadic residential and agricultural development.

3.22 Dunmow Road runs east-west though Takeley, forming junctions with both Parsonage Road and Smiths Green Lane. It was formerly the A120 trunk road, having been downgraded when the new dual

carriageway that bypasses Takeley to the north was opened in 2003. It provides links to Great Dunmow to the east and both Bishop's Stortford and the M11 to the west.

3.23 Street lighting provision within Takeley is intermittent and most noticeably there is no street lighting on Parsonage Road.

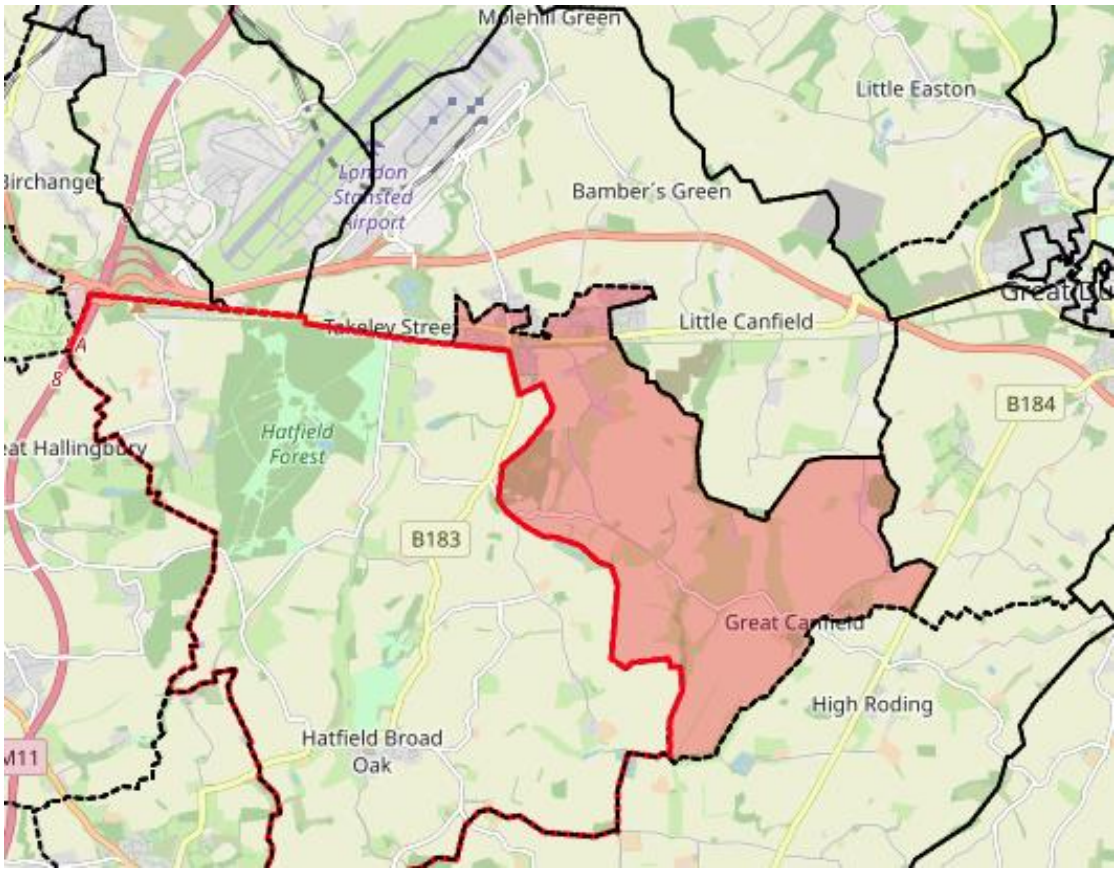
Baseline Travel Patterns

3.24 In order to assess the relative attractiveness of the sustainable modes of transport that the Application Site has access to, the 2011 Census Data results associated with residents living in the local area has been interrogated. Details of the data extracted from the 2011 Census is summarised in Table 3.4.

Mode	Study Area (Uttlesford 006C LSOA)	Uttlesford
Public Transport	10.5%	11.8%
• *Rail*	*8.2%*	*10.2%*
• *Bus*	*2.3%*	*1.6%*
Car/van driver	78.9%	71.3%
Car/van passenger	4.0%	4.0%
Taxi	0.5%	0.3%
Motorcycle	0.4%	0.6%
Pedal Cycle	1.2%	1.2%
On foot	3.9%	10.1%
Other	0.7%	0.6%
TOTAL	**100%**	**100%**

Table 3.4 – Travel to Work Data (2011 Census)

3.25 In the absence of site-specific data, 2011 Census data continues to be the most appropriate means of understanding travel patterns in a given area. 2021 Census data was significantly impacted by the pandemic and the associated impact of working habits and other travel patterns and therefore cannot be relied upon.



Uttlesford 006C

3.26 This area was selected on the basis that it includes most of the existing built-up area of Takeley. Alternatives, the Uttlesford 006 MSOA for example, are predominantly rural and are therefore unlikely to provide an accurate representation of travel habits within Takeley.

3.27 It is acknowledged that the majority of the site does not actually fall within this area. That said, the area does include much of the existing neighbouring residential development. In any event, it should be noted this data is provided for context and that the trip generation figures do not rely on it.

3.28 As with the rest of Uttlesford, Table 3.3 indicates that the predominant mode of transport for travelling to work amongst existing residents is the private car. However, as approximately 16% of people travel to work via the more sustainable modes of transport (i.e. public transport, walking and cycling), it is considered that the sustainable transportation options introduced above provide existing residents of this area of Uttlesford with a choice of transportation modes for work based trips. Whilst there is also likely to be a growing propensity for working at home, meaning there is potential for the overall number of trips to reduce, particularly at peak times.

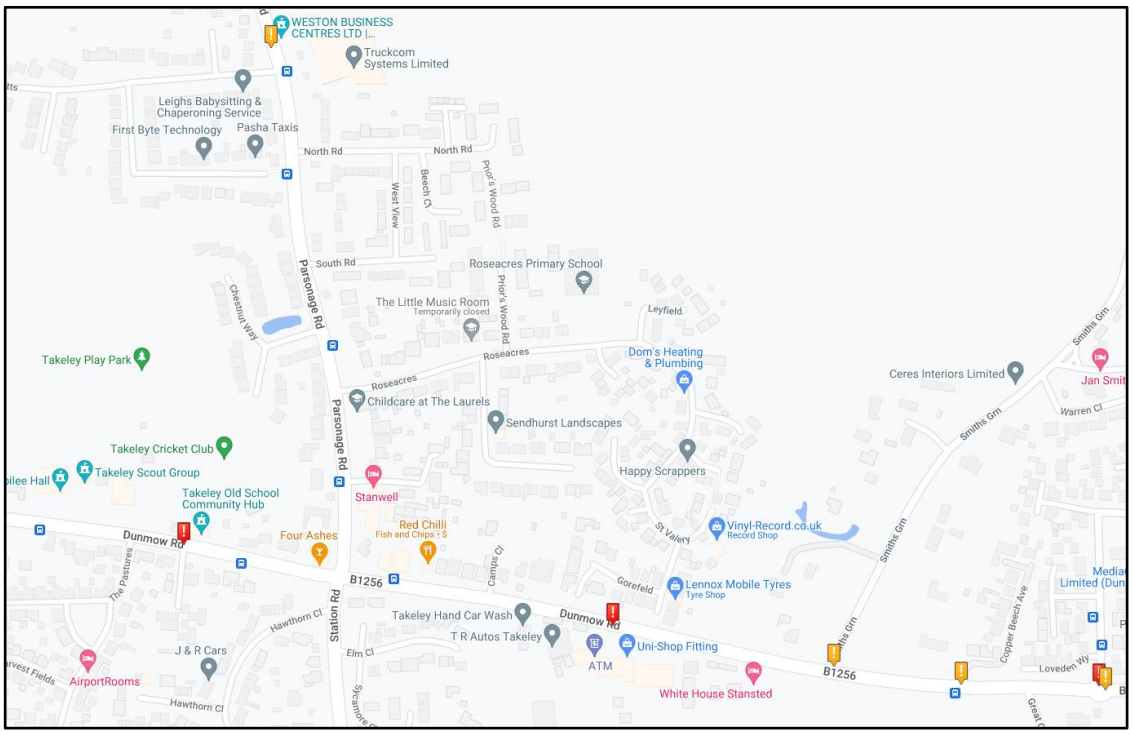
Road Safety

3.29 ID42-015 of the NPPG recommends that:

"an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period in the proposed site has been identified as within a high accident area."

Personal Injury Accident (PIA) data recorded within the immediate vicinity of the Application Site has been obtained from the *Crashmap* website for the five-year period covering 2017 to 2021, the most

recent for which data is avaialble at the time of writing. A copy of the road safety reports covering the study area indicated below is provided at **Appendix C**.



Road Safety Study Area

3.30 A total of 7 accidents have been identified within the study area. Of these:

- 1 was at or in the approach to the Four Ashes crossroads;
- 1 occurred close to the Westons Business Centre access, involving a parked car; and,
- 5 were located at various locations along the B2156 (including one at the junction of Smiths Green).

3.31 Based on the evidence presented above, it is concluded that the local highway network does not suffer from significant defects that are likely to result in an abnormally high accident rate. As a result, there is not a need to consider this matter in any further detail as part of this assessment.

Traffic Data

Baseline Flows

3.32 The previous applications used historic data, collected in 2018, due to difficulties in collecting representative data during the COVID pandemic. At the request of ECC, new data has been collected to conduct this assessment.

3.33 Surveys were conducted on Tuesday 7th February 2023. The results of these surveys are included at **Appendix D**, while the AM and PM peak flows are illustrated on **Figures 3.1** and **3.2**.

Baseline Modelling

3.34 The following tables provide a summary of the performance of both junctions under baseline conditions. The full junction modelling outputs are included at **Appendix E**. It should be noted that the LinSig model for the Four Ashes Crossroad is based specifications obtained from ECC, included at **Appendix F**.

Validated/ Optimised	AM Peak			PM Peak		
	% Deg Sat	Delay	PRC	% Deg Sat	Delay	PRC
Optimised	63.3	15.18	42.2	63.8	16.82	41.1

Table 3.5 – Four Ashes Modelling Summary (2023 Baseline)

Junction	AM Peak			PM Peak		
	Max RFC	Max Delay	LoS	Max RFC	Max Delay	LoS
Westons Access	0.13	8.66	A	0.36	11.46	A

Table 3.6 – Westons Business Centre Modelling Summary (2023 Baseline)

Junction	AM Peak			PM Peak		
	Max RFC	Max Delay	LoS	Max RFC	Max Delay	LoS
Hall Road Mini Rbt	0.70	18.26	B	0.57	12.70	B

Table 3.7 – Hall Road Mini Roundabout (2023 Baseline)

Junction	AM Peak			PM Peak		
	Max RFC	Max Delay	LoS	Max RFC	Max Delay	LoS
Dunmow Road/Roding Drive	0.46	8.96	A	0.88	22.69	C

Table 3.8 – Dunmow Road/Roding Drive (2023 Baseline)

Junction	AM Peak			PM Peak		
	Max RFC	Max Delay	LoS	Max RFC	Max Delay	LoS
Dunmow Road/Warwick Road	0.50	6.85	A	0.52	5.67	A

Table 3.9 - Dunmow Road/Warwick Road (2023 Baseline)

Scenario	AM Peak			PM Peak		
	Max RFC	Max Delay	LoS	Max RFC	Max Delay	LoS
2021 Baseline	0.10	7.27	A	0.08	8.23	A

Table 3.10 – Smiths Green/Dunmow Road (2023 Baseline)

3.35 When considering the above results, it should be noted LinSig assumes that a degree of saturation of 100% on a link indicates traffic flows are equal to its capacity. Notwithstanding this, it is generally accepted a negative Practical Reserve Capacity (PRC) is considered to be representative of a junction operating over its practical capacity and may be subject to periods of congestion/delay.

3.36 Similarly, the IHT indicates that Ratio of Flow to Capacity (RFC) values of 0.85 to 0.90 have historically been considered to reflect uncongested design thresholds, whilst an RFC of 1 indicates that a junction is operating at capacity. As the results presented above indicate that all junctions are operating with an RFC of less than 1, it is evident that all of the assessment junctions operate within capacity, assuming opportunities to optimise signals timings at the Four Ashes Crossroads are taken up.

4.0 Proposed Development

4.1 The proposed development comprises 96 residential dwellings (use class C3). The proposed layout is included at **Appendix G** while a summary of the proposed mix is provided in Table 4.1.

Dwelling Type	Number
1 Bedroom	9
2 Bedroom	28
3 Bedroom	36
4 Bedroom	14
5 Bedroom	9
Total	**96**

Table 4.1 – Development Summary

Vehicular Access

4.2 The primary vehicular access will be taken from Parsonage Road through the Weston Homes Business Centre. This access will serve the existing business centre, the consented commercial units and medical centre and proposed residential development. It comprises a simple priority junction similar to that which already exists.

4.3 A 6.5 metre wide carriageway then runs through the business centre, providing access to the commercial units and medical centre. The primary access roads are equipped with two metre footways throughout the Application Site.

4.4 Speed surveys have been undertaken on Parsonage Road. These demonstrate that the 85th percentile speeds are in the order of 40mph. Observed speeds of this magnitude would require junction visibility splays of 2.4 x 120m. The plan provided at **Appendix H** demonstrates that this is achievable.

4.5 It should be noted that a new roundabout is to be constructed approximately 200 metres north of the site access. This roundabout, part of application UTT/19/0393, will effectively form a new 'gateway' for vehicles approaching Takeley from the north. The introduction of this roundabout is likely to serve as a traffic calming measure, moderating vehicle speeds in the area.

Pedestrian and Cycle Access

4.6 Segregated cycle and footways run alongside the primary access road. The plan provided at **Appendix I** illustrates the main pedestrian and cycle routes and accesses proposed.

Parking

4.7 Car and cycle parking are provided in accordance with the policies set out in section 2 with dwellings with two or three bedrooms being allocated two spaces and one bedroom dwellings allocated one space. Four bedroom units are allocated three spaces in line with local policy requirements. 25 visitor spaces are provided, meeting the 0.25 space per dwelling standard. Overall, a total of 196 spaces are provided, an average of 2.04 spaces per dwelling.

Servicing

4.8 The internal road network has been designed to accommodate the largest vehicles likely to access the Application Site on a regular basis. Swept path analysis, included at **Appendix J**, demonstrates that both a refuse vehicle and fire tender can access all parts of the Application Site.

Sustainable Travel

4.9 It is proposed that a Travel Plan is prepared and implemented prior to occupation of the Proposed Development. The aim of the travel plan would be to manage the operational travel characteristics of the Application Site in order to encourage more sustainable travel choices.

4.10 It is proposed the preparation, agreement, implementation and post occupation management of a Travel Plan forms part of the legal agreement.

5.0 Development Impact Assessment

Trip Generation

5.1 In order to assess the volume of traffic that is likely to be generated by the Proposed Development, the industry standard TRICS database has been interrogated to determine trip rates for privately owned houses.

5.2 The results of this assessment are summarised below, while the TRICS outputs are included at **Appendix K**. For consistency, the same trip rates are used for this assessment as Jacks and previous proposals.

Time Period	Vehicle Trip Rates (Per unit)			Vehicle Trip Generation (96 units)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0.131	0.367	0.498	13	35	48
PM Peak (17:00-18:00)	0.336	0.156	0.492	32	15	47
Daily (07:00-19:00)	2.262	2.283	4.545	217	219	436

Table 5.1 – Proposed Development Trip Generation (Residential)

5.3 It is note that no allowance has been made for trip internalisation for example residents of the new development travelling to the health facilities and / or working at the employment area.

5.4 Similarly, no allowance has been made for existing health or employment journeys made by residents living in proximity to the Application Site who may divert to the new, closer facilities. In particular it is expected that a high proportion of these would be made by foot rather than car. Table 5.1 indicates that the Proposed Development has the potential to generate a total of 48 two-way vehicle movements in the AM peak period and 47 two-way vehicle movements in the PM peak period. The daily equivalent is generation of 436 two-way vehicle movements.

5.5 Vehicular activity of this magnitude equates to a maximum of less than one additional vehicle per minute in the peak travel periods.

Background Traffic Growth

5.6 TEMPRO growth rates has been applied in order to account background traffic growth. The growth rates,
5.7 included at **Appendix L**, account for growth between 2023 and 2028. The year in which the surveys were conducted and the expected date of completion respectively.

5.8 When examining these growth rates, it should be considered that no adjustments have been made to housing or job growth forecasts, so there is an element of double counting once the committed development flows. The 2028 Without Development flows are produced by applying these growth rates to the 2023 flows before adding committed development flows.

Traffic associated with the following committed developments is included in all future scenarios:

- Land East of Parsonage Road, including the proposed care home (Refs: UTT/19/0393/OP and UTT/19/0394/OP);
- Land West of Parsonage Road (Ref: UTT/19/0393/OP);
- Land West of Woodside Way (Ref: UTT/13/2107/OP);
- Land East of Elsenham (Ref: UTT/19/0462/FUL);
- Isabel Road, Elsenham (Ref: UTT/19/2470/OP);

- 7 Acres (Ref: UTT/22/2744/FUL); and,
- Jacks (Ref: UTT/22/3126/FUL).

Distribution and Assignment

5.9 For the purposes of this assessment, it has been assumed that traffic associated with the proposed development would distribute onto the local highway network in accordance with 2011 Census data extracted from the Nomis website. Copies of the data extracted from the Nomis website is provided at **Appendix M**.

5.10 These development flows are then added to the 2028 Without Development flows to produce 2028 With Development Flows.

Junction Modelling

5.11 The following tables provide a summary of the performance of both junctions under the 2028 Without Development and 2028 With Development scenarios. The full junction modelling outputs are included at **Appendix E**. As noted previously, the LinSig model for the Four Ashes Crossroad is based on the one submitted as part of the TA associated with Land North of Canfield Drive. ECCH offered no objection to this development and accepted the conclusions of this modelling.

Scenario	AM Peak			PM Peak		
	% Deg Sat	Delay	PRC	% Deg Sat	Delay	PRC
2028 Without Development	74.7	19.63	20.5	77.4	23.12	16.3
2028 With Development	76.3	20.94	17.9	79.1	24.61	13.7

Table 5.2 – B1256 – Four Ashes Modelling Summary

Scenario	AM Peak			PM Peak		
	Max RFC	Max Delay	LoS	Max RFC	Max Delay	LoS
2028 Without Development	0.34	10.38	A	0.54	14.58	A
2028 With Development	0.36	10.65	A	0.57	16.02	B

Table 5.3 – Weston's Business Centre Modelling Summary

Scenario	AM Peak			PM Peak		
	Max RFC	Max Delay	LoS	Max RFC	Max Delay	LoS
2028 Without Development	0.87	38.36	C	0.71	16.74	C
2028 With Development	0.87	40.21	C	0.72	16.92	C

Table 5.4 – Hall Road Mini Roundabout Modelling Summary

Scenario	AM Peak			PM Peak		
	Max RFC	Max Delay	LoS	Max RFC	Max Delay	LoS
2028 Without Development	0.53	9.70	A	0.99	39.61	C
2028 With Development	0.54	9.81	A	0.99	69.14	C

Table 5.5 – Dunmow Road/Roding Drive Modelling Summary

Scenario	AM Peak			PM Peak		
	Max RFC	Max Delay	LoS	Max RFC	Max Delay	LoS
2028 Without Development	0.61	8.51	A	0.58	6.54	A
2028 With Development	0.61	8.53	A	0.59	6.68	A

Table 5.6 - Dunmow Road/Warwick Road Modelling Summary

Scenario	AM Peak			PM Peak		
	Max RFC	Max Delay	LoS	Max RFC	Max Delay	LoS
2028 Without Development	0.12	11.83	A	0.10	15.30	A
2028 With Development	0.13	12.15	A	0.10	15.48	A

Table 5.7 – Dunmow Road/Smiths Green Modelling Summary

5.12 The results presented above indicate that once development related traffic is added to the highway network the overall performance of junctions will be subject to relatively minor reductions in capacity and delays.

5.13 The Parsonage Road/Hall Road mini-roundabout is forecast to operate with a maximum RFC of 0.87 in both future AM peak scenarios. While this is above the 0.85 threshold typically considered to represent uncongested operation, it is still within the junction's maximum theoretical capacity. The impact of the Proposed Development is therefore de minimis in this location, leading to no change in RFC and approximately one second increase in RFC. It is therefore concluded that the impact of the proposals in this location cannot be considered as being severe. A similar situation is forecast to occur at the Dunmow Road/Roding Drive mini-roundabout, where a maximum RFC of 0.99 is forecast.

5.14 The above is particularly evident given the inspector's conclusions in relation to the recent Section 62 application on Land East of Station Road, Elsenham (Ref:S62A/2022/0012). With respect to the mini-roundabout it was concluded that:

"… the junction would be close to design capacity at RFC 0.91 would result in some queuing. An RFC of up to 1.00 is generally accepted for the operation of existing junctions in peak periods."

5.15 Given these conclusions and the limited volume of traffic expected to pass through the junction, it is concluded that the Proposed Development will not result in severe or unacceptable impacts in this location.

6.0 Summary and Conclusions

6.1 This Transport Assessment Report (TAR) has been prepared on behalf of Weston Homes to consider transport and highways matters relating to a planned residential development on land at Bull Field (the Application Site).

6.2 This Transport Assessment demonstrates that the Application Site benefits from access to a good network of pedestrian and cycle links, which connect the Application Site to the public transport network that serves the local area and a range of local facilities. On this basis, it is considered that the proposed development is ideally located to encourage people to travel to the Application Site by more sustainable modes of transport in accordance with the aims of the NPPF and Uttlesford Local Plan Policy GEN1.

6.3 It has been shown that the proposals are unlikely to have a material impact upon the local transport networks. Indeed, the results of our various analyses indicate that the proposals would not lead to a material increase in person trips during the peak travel periods or through the course of a typical day. It has also been shown that there is the potential to cost effectively offset the impact of the proposed development upon the local highway network, if required. In this regard it is evident that the proposals accord with Highways Development Management Policy DM1.

6.4 The proposed site access strategy has been designed in accordance with current best practice guidance and thus ensures that safe and suitable access for all can be provided.

6.5 The proposals make provision for car parking spaces that are consistent with anticipated demands for residents and visitors at the end of the current plan period. Given that the analyses undertaken to establish this position have had regard to local car ownership rates, it is clear that the proposed parking strategy accords with the guiding principles of the NPPF. Cycle parking will be provided in accordance with the adopted parking standards.

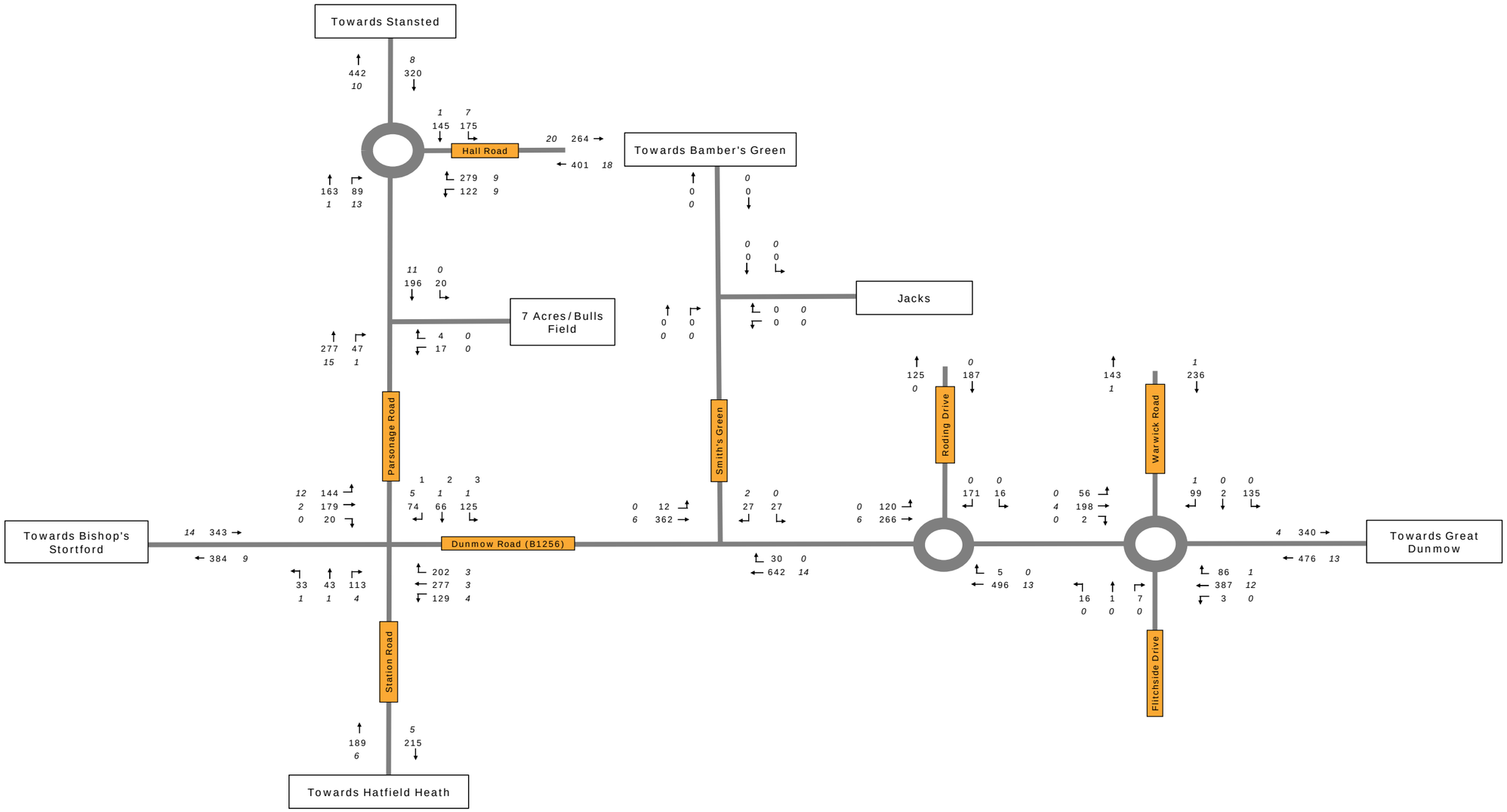
6.6 In this regard, it is considered that the proposals provide adequate car parking provision to meet anticipated demands and therefore will not result in the displacement of parking onto surrounding roads, whilst the use of bicycles will be encouraged. Indeed, it is noteworthy that a Travel Plan will be operated to encourage less reliance upon single occupancy vehicle trips.

6.7 In summary the report demonstrates that:

- The location of the Application Site accords with the relevant national and local transport planning policies;
- The Application Site benefits from access to a sustainable transport network that provides alternatives to the private car;
- An analysis of personal injury accident data records has identified no significant issues associated with the local highway network that are detrimental to road safety levels
- Appropriate provision can be made for access, parking and servicing in accordance with relevant guidance and standards; and,
- The proposed development will not lead to a residual severe impact upon the operation of the local transport networks.

6.8 On the basis of the above, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the operating capacity of the local transport networks.

Figures



Key:

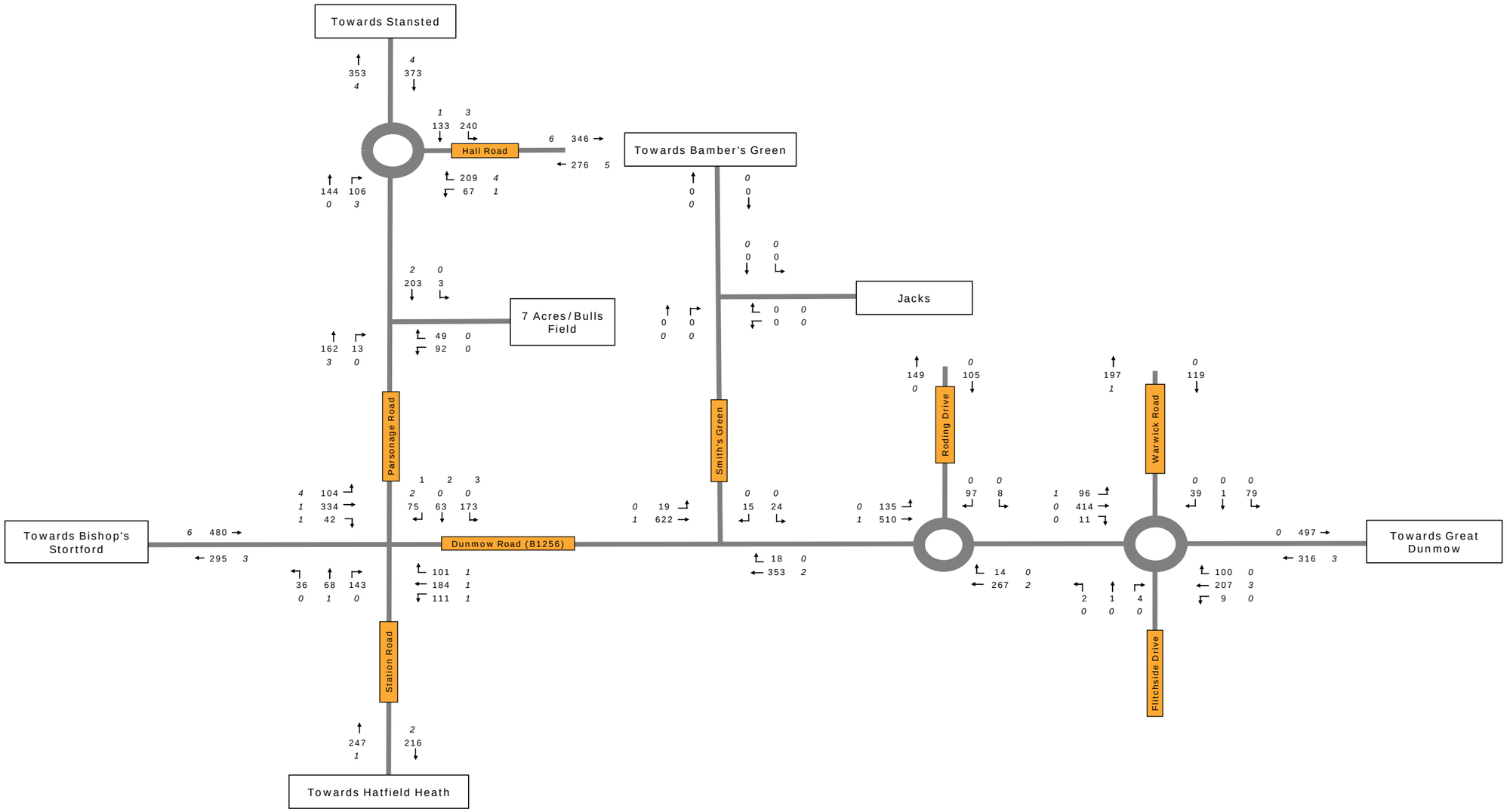
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

2023 AM Peak Traffic Flows

Figure: 3.1



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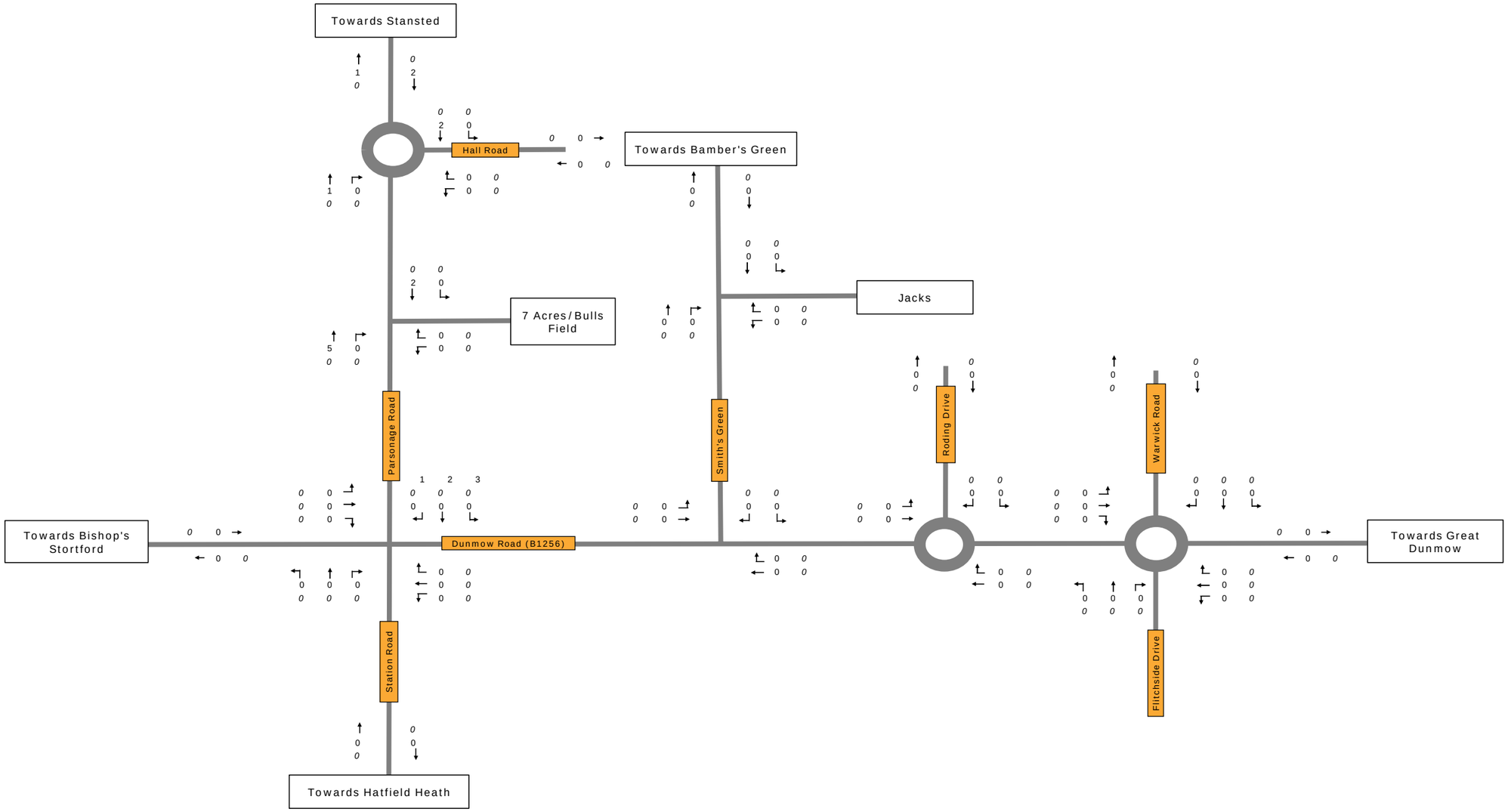
45 HGVs

Notes:

Warish Farm, Takeley

2023 PM Peak Traffic Flows

Figure: 3.2



Key:

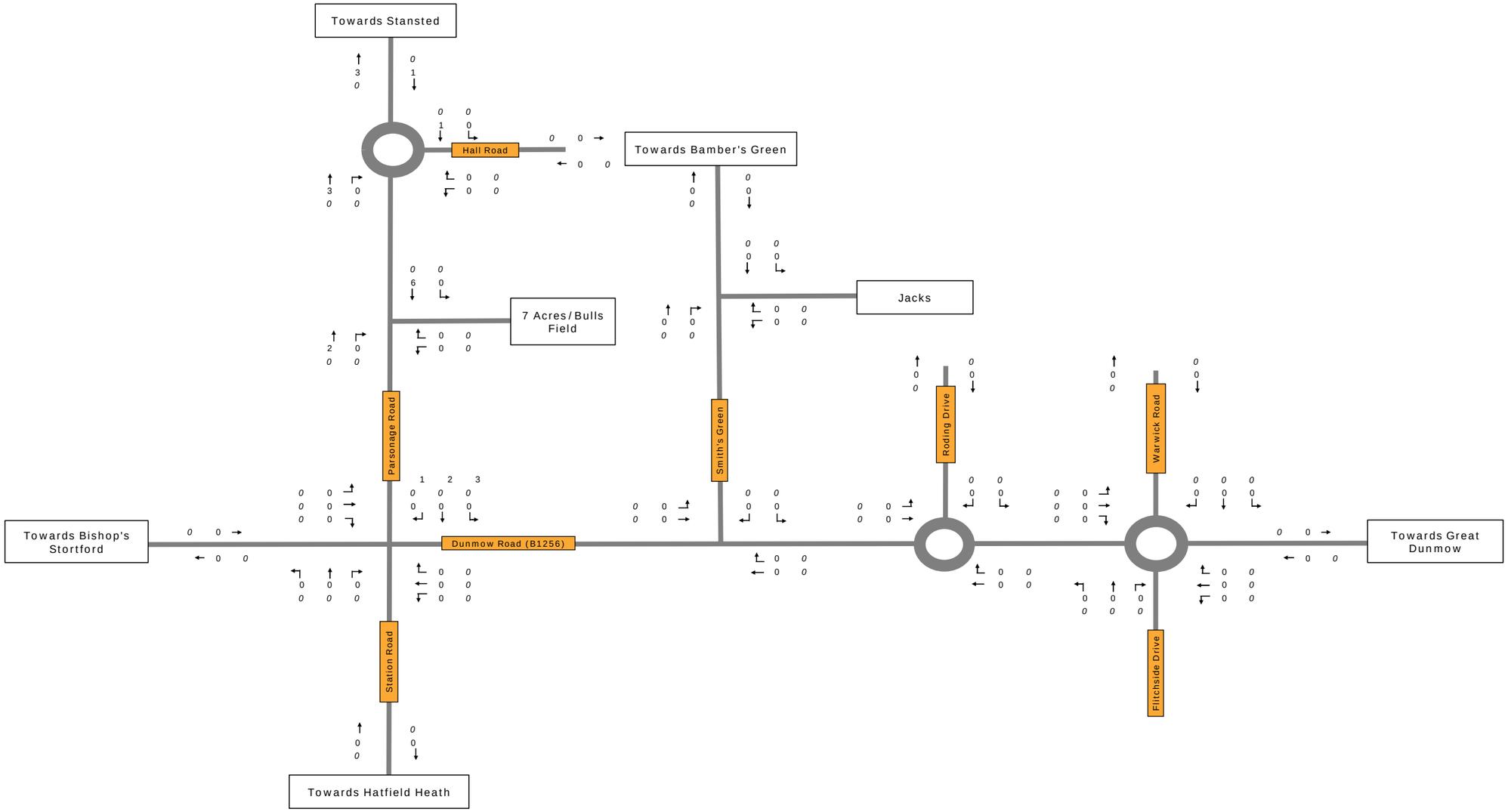
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Care Home Dev Flows AM

Figure: 5.1



Key:

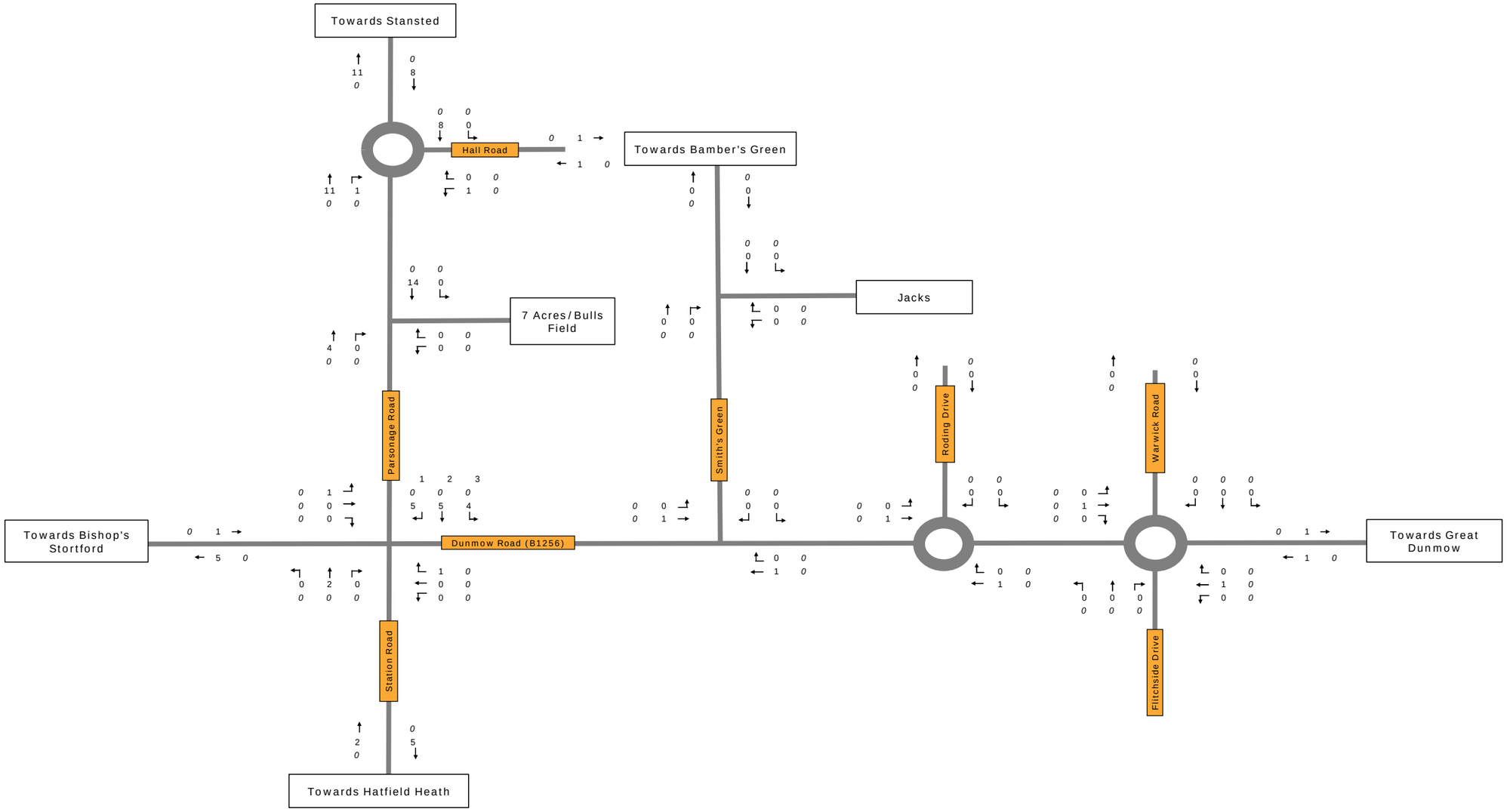
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Care Home Dev Flows PM

Figure: 5.2



Key:

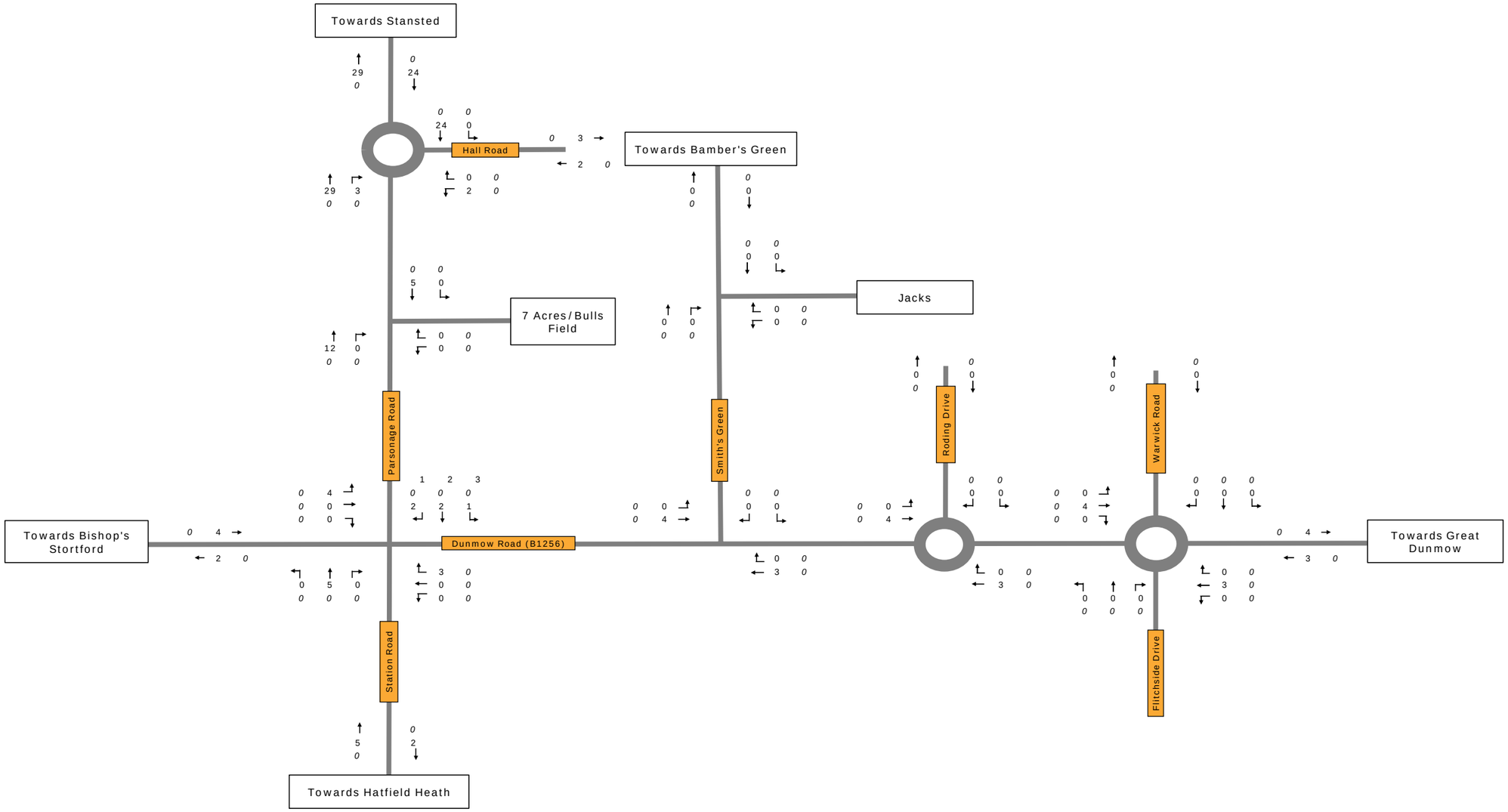
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

West of Parsonage Road Flows AM

Figure: 5.3



Key:

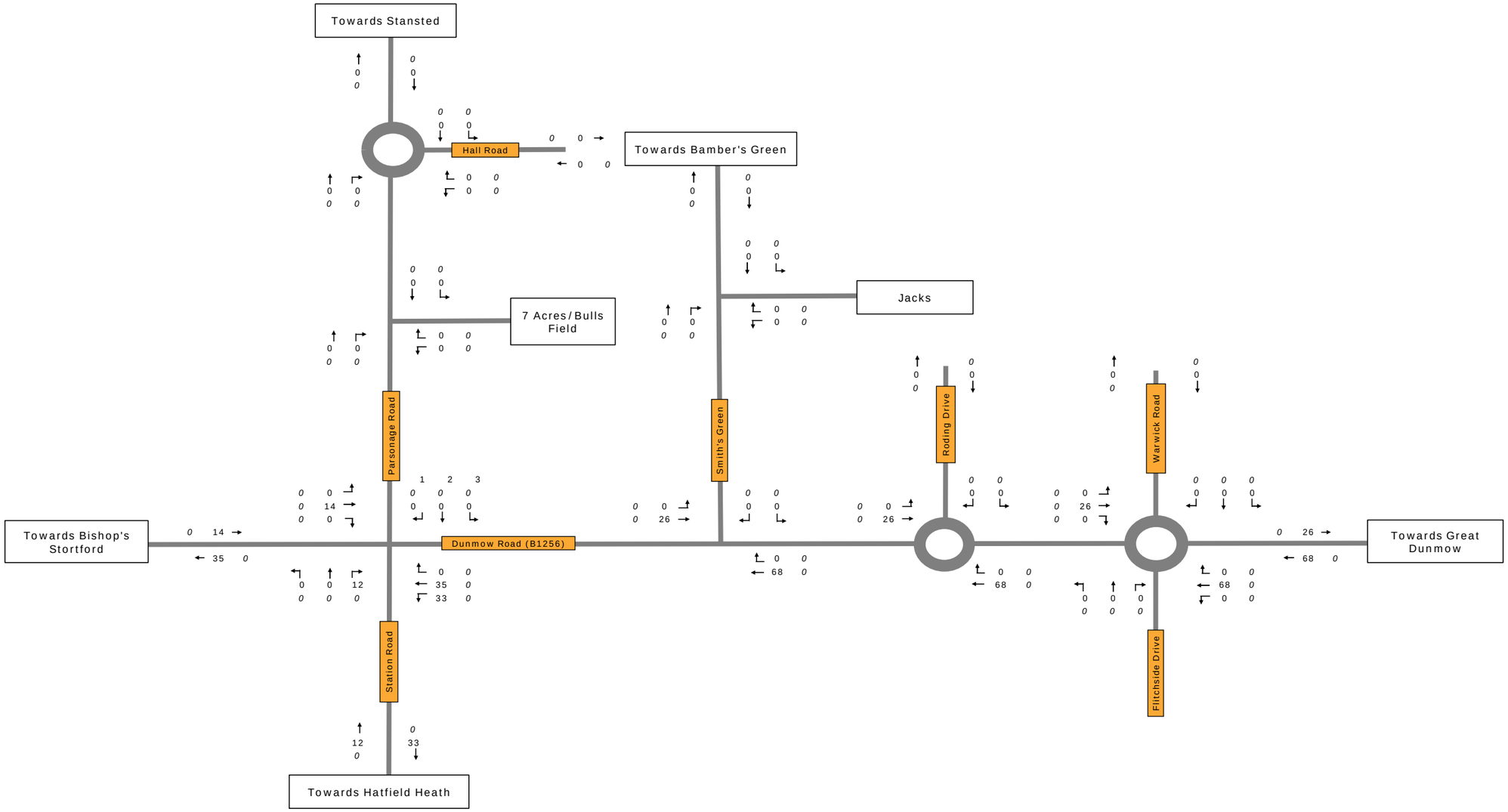
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

West of Parsonage Road Flows PM

Figure: 5.4



Key:

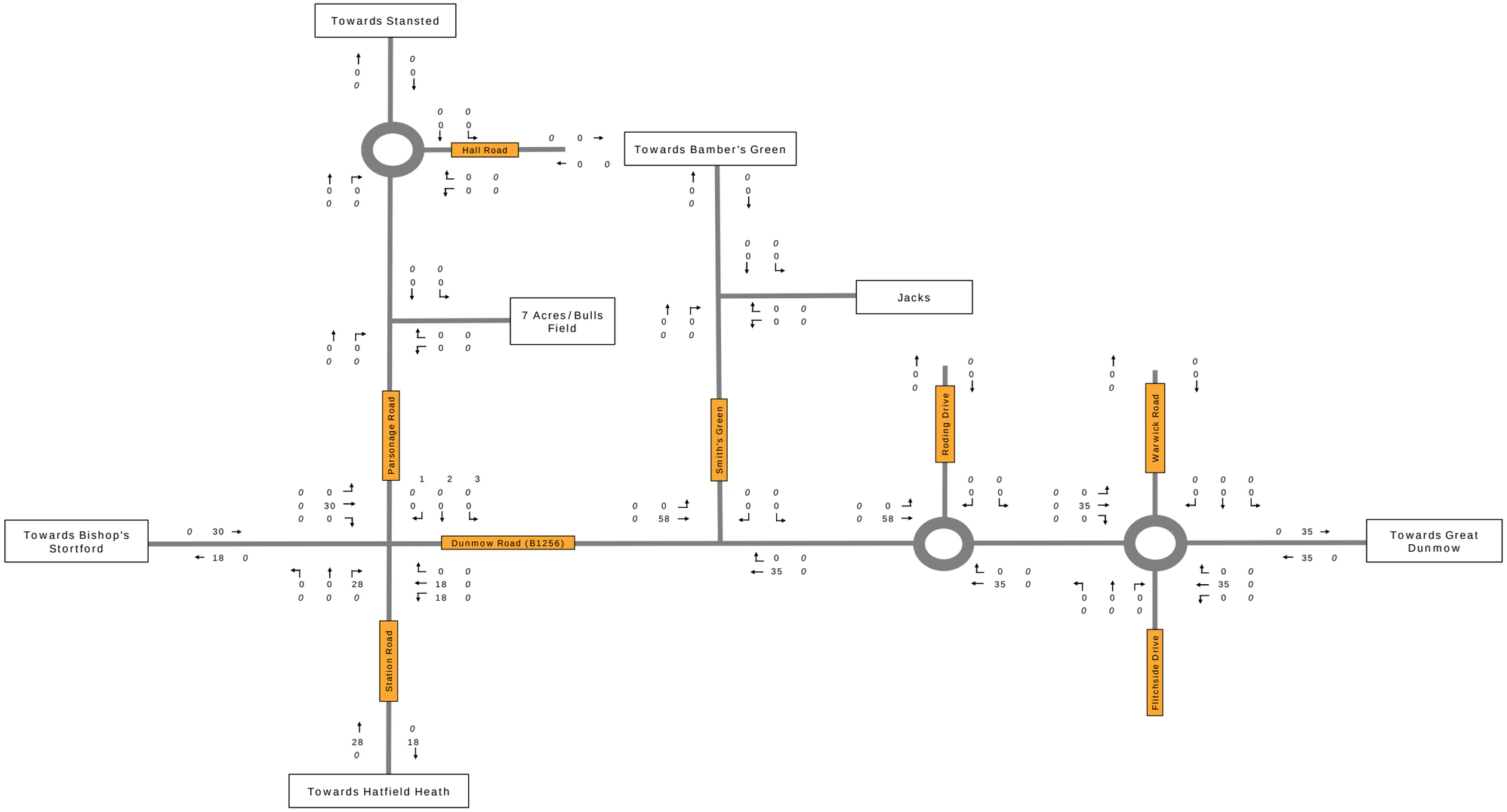
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Land West of Woodside Way Flows AM

Figure: 5.5



Key:

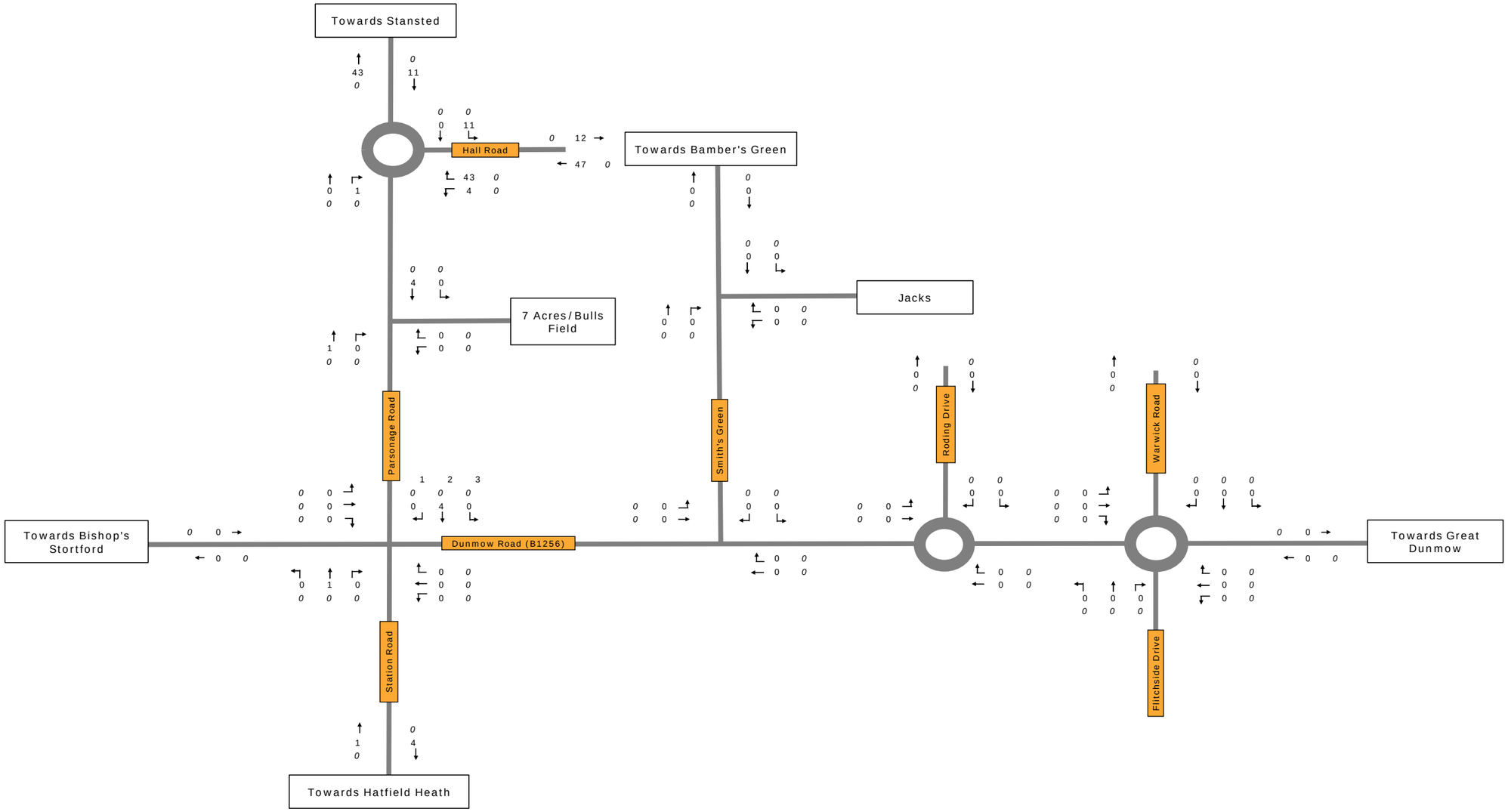
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Land West of Woodside Way Flows PM

Figure: 5.6



Key:

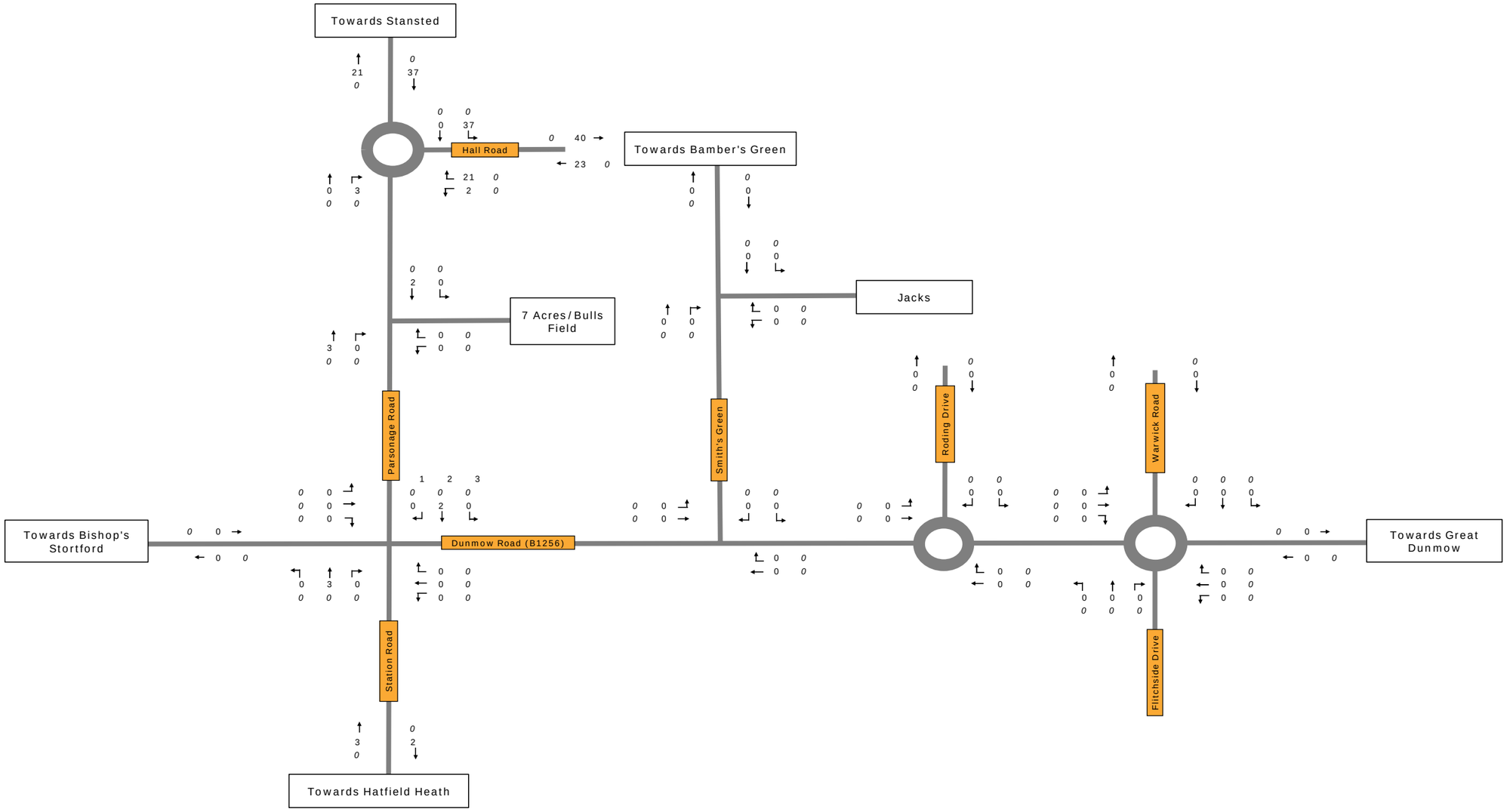
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Land East of Elsenham Development Flows AM

Figure: 5.7



Key:

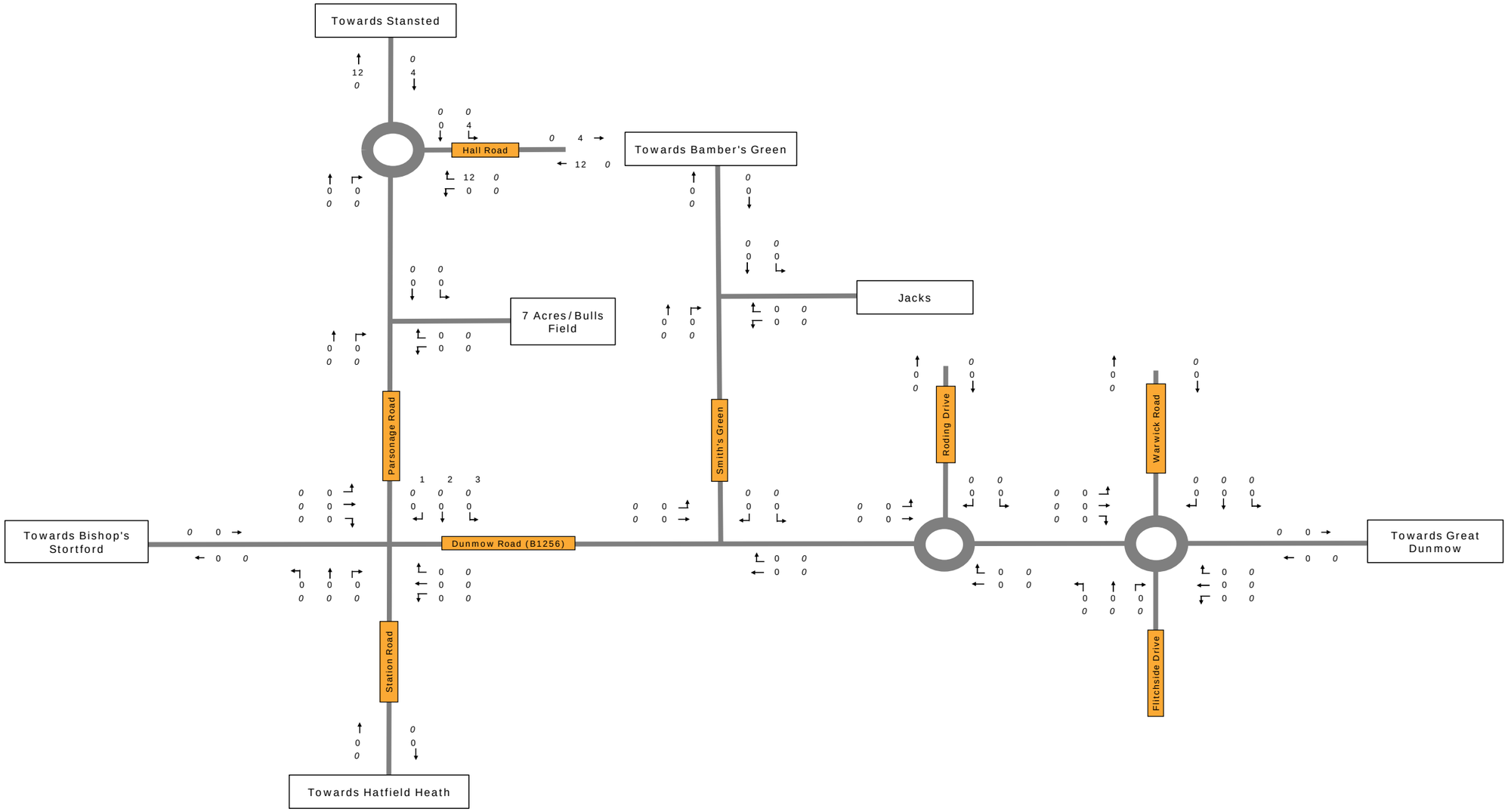
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Land East of Elsenham Development Flows PM

Figure: 5.8



Key:

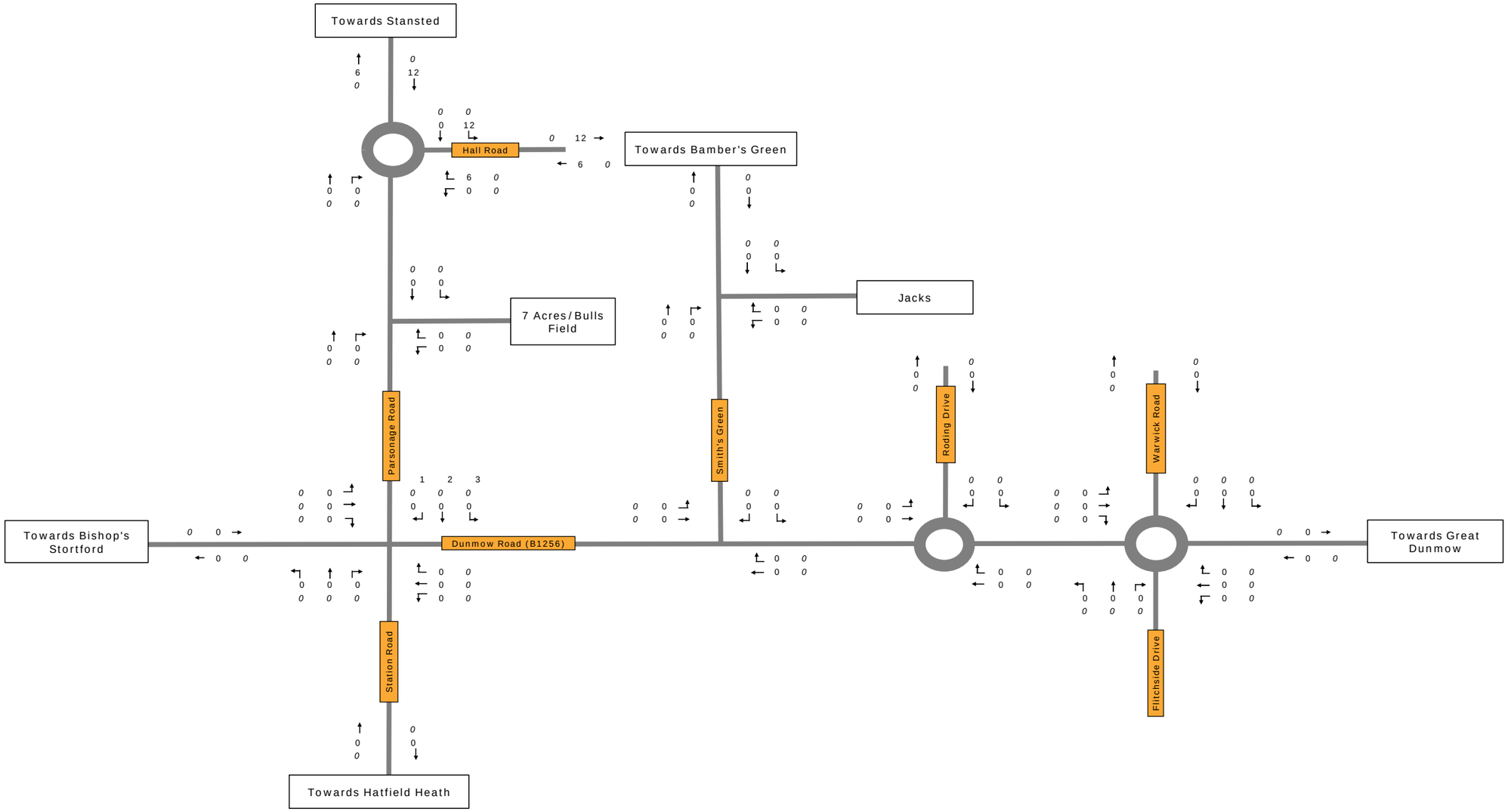
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Isabel Road Flows AM

Figure: 5.9



Key:

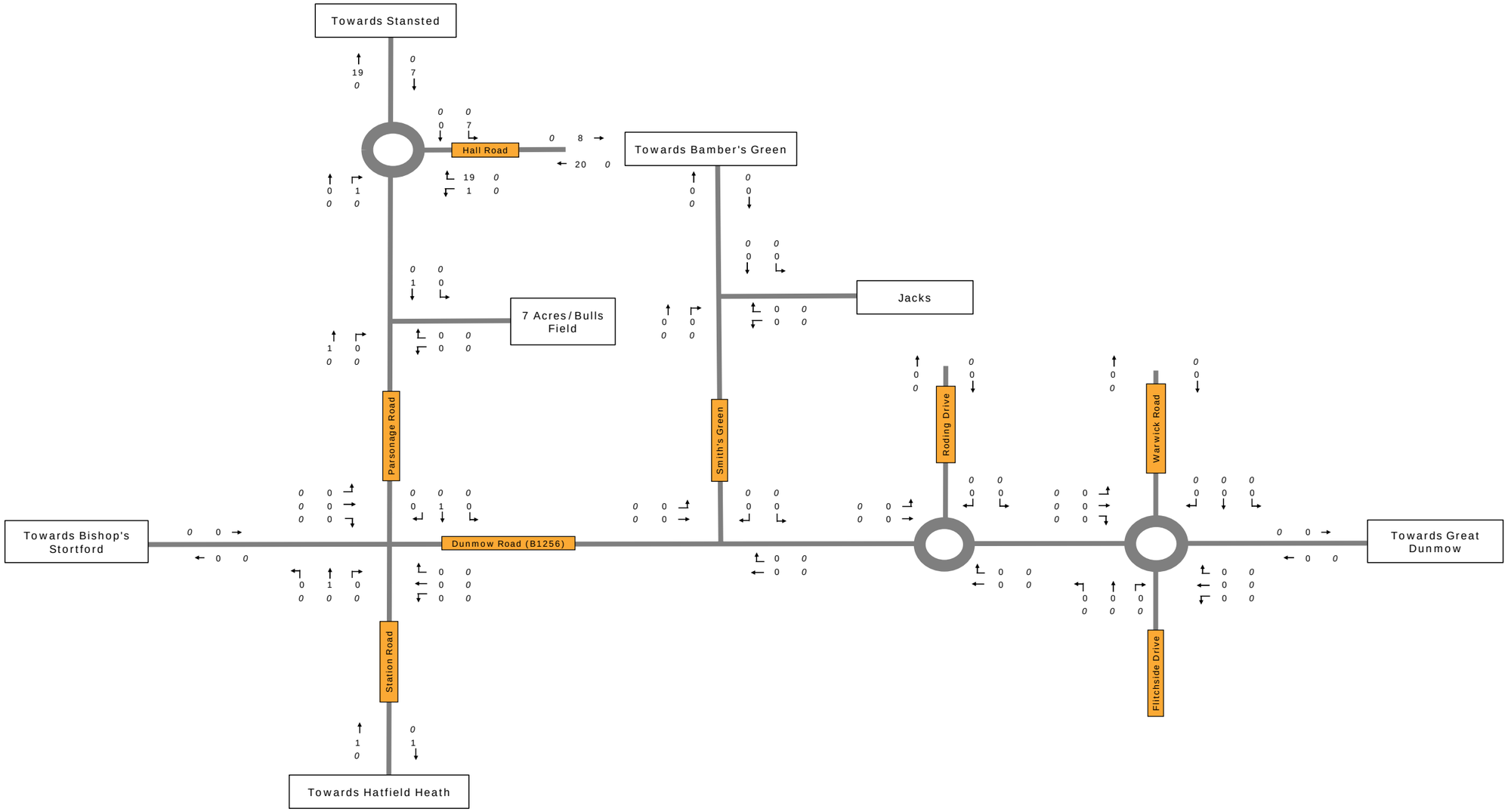
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Isabel Road Flows PM

Figure: 5.10



Key:

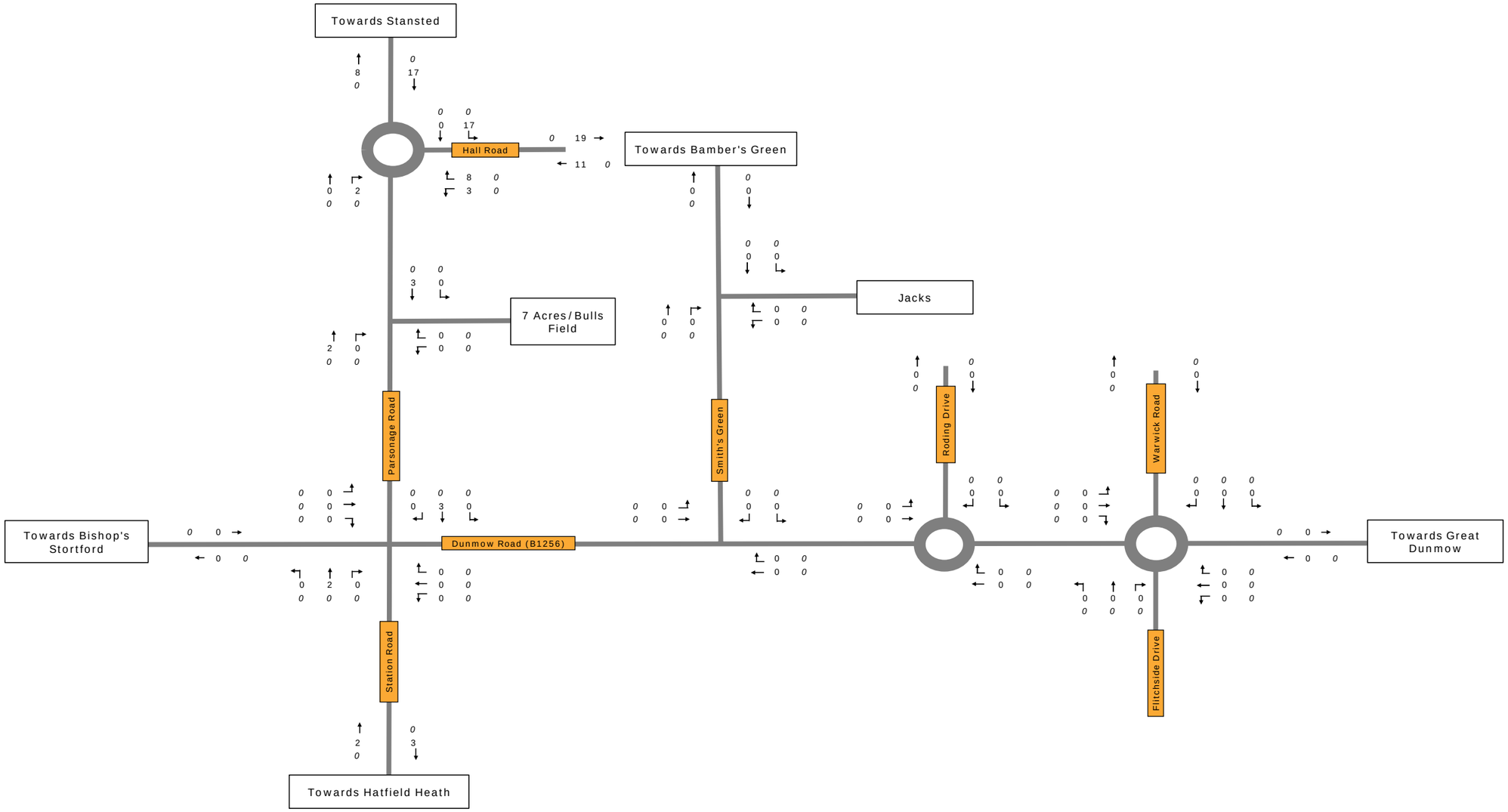
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Elsenham Hall Road Flows AM

Figure: 5.11



Key:

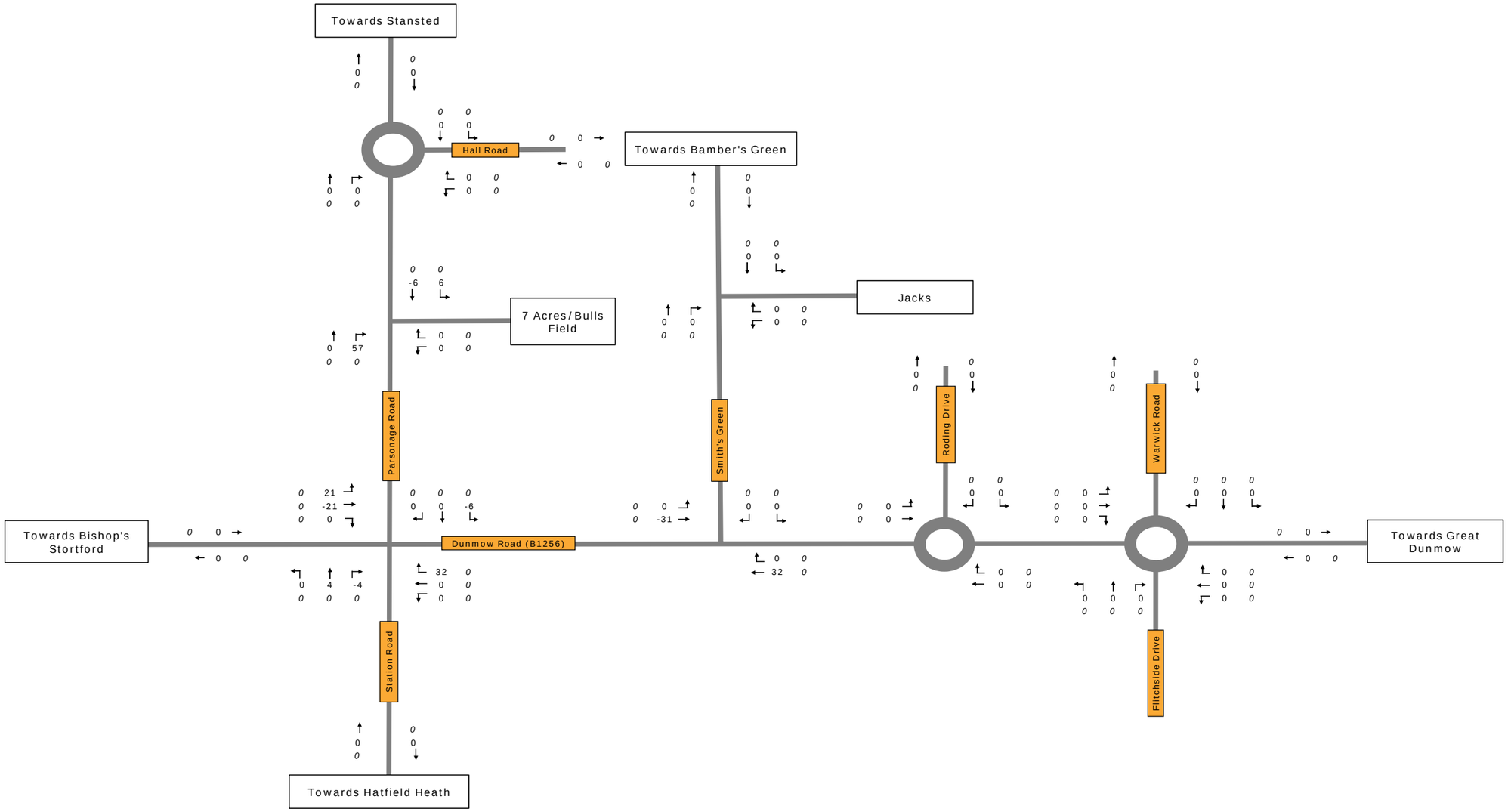
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Elsenham Hall Road Flows PM

Figure: 5.12



Key:

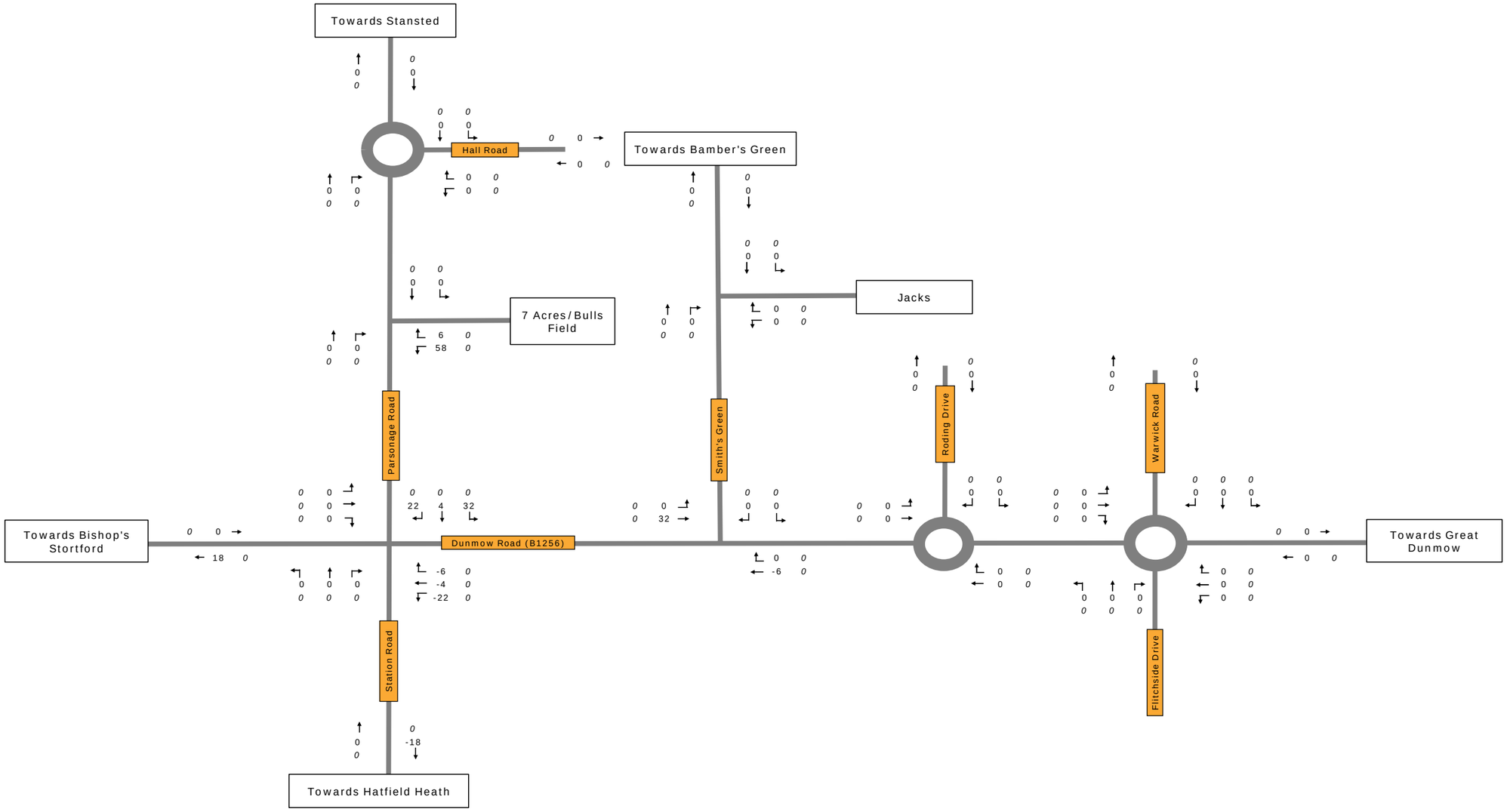
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Redistributed Car Park Flows AM

Figure: 5.13



Key:

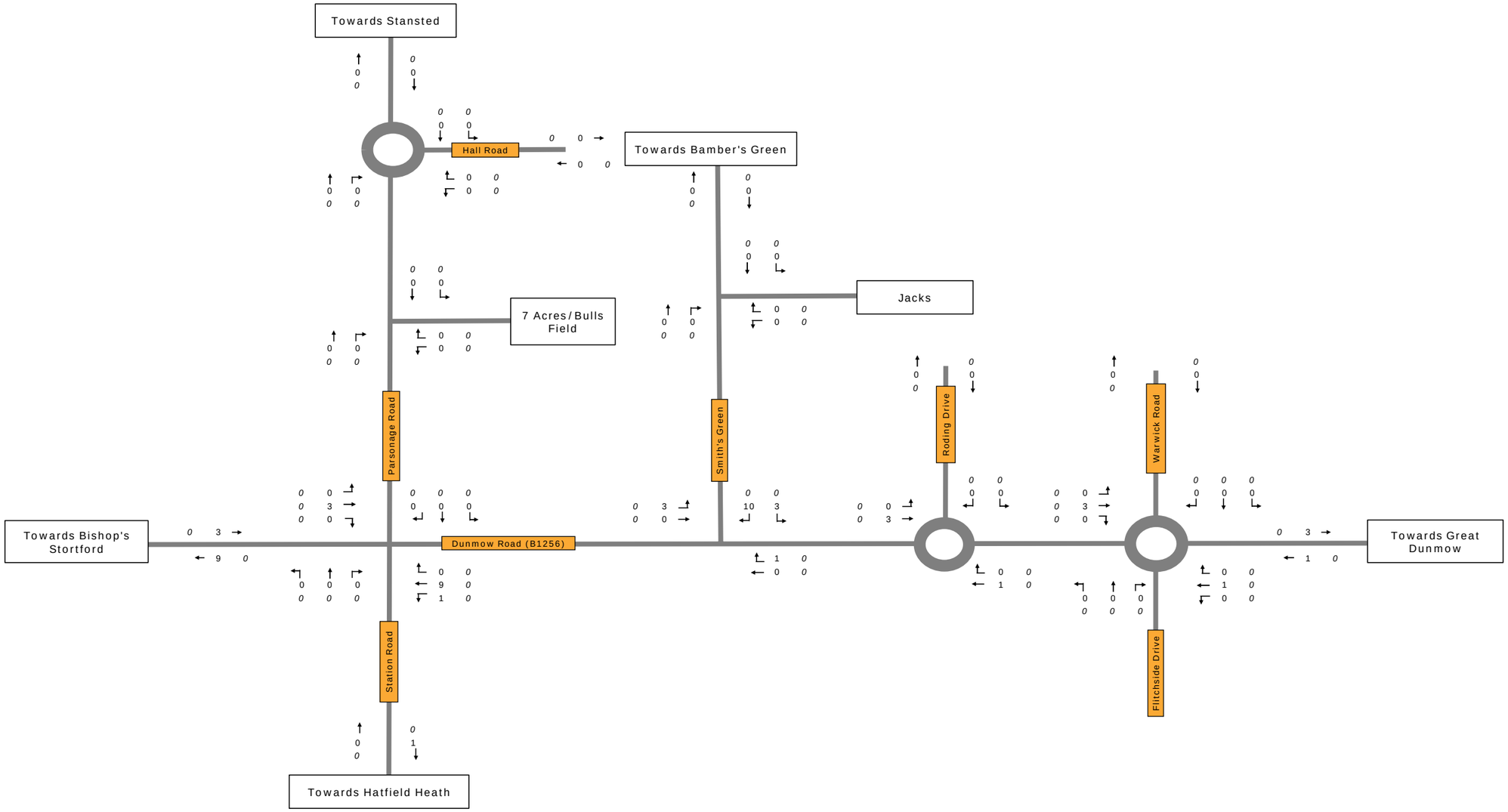
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Redistributed Car Park Flows PM

Figure: 5.14



Key:

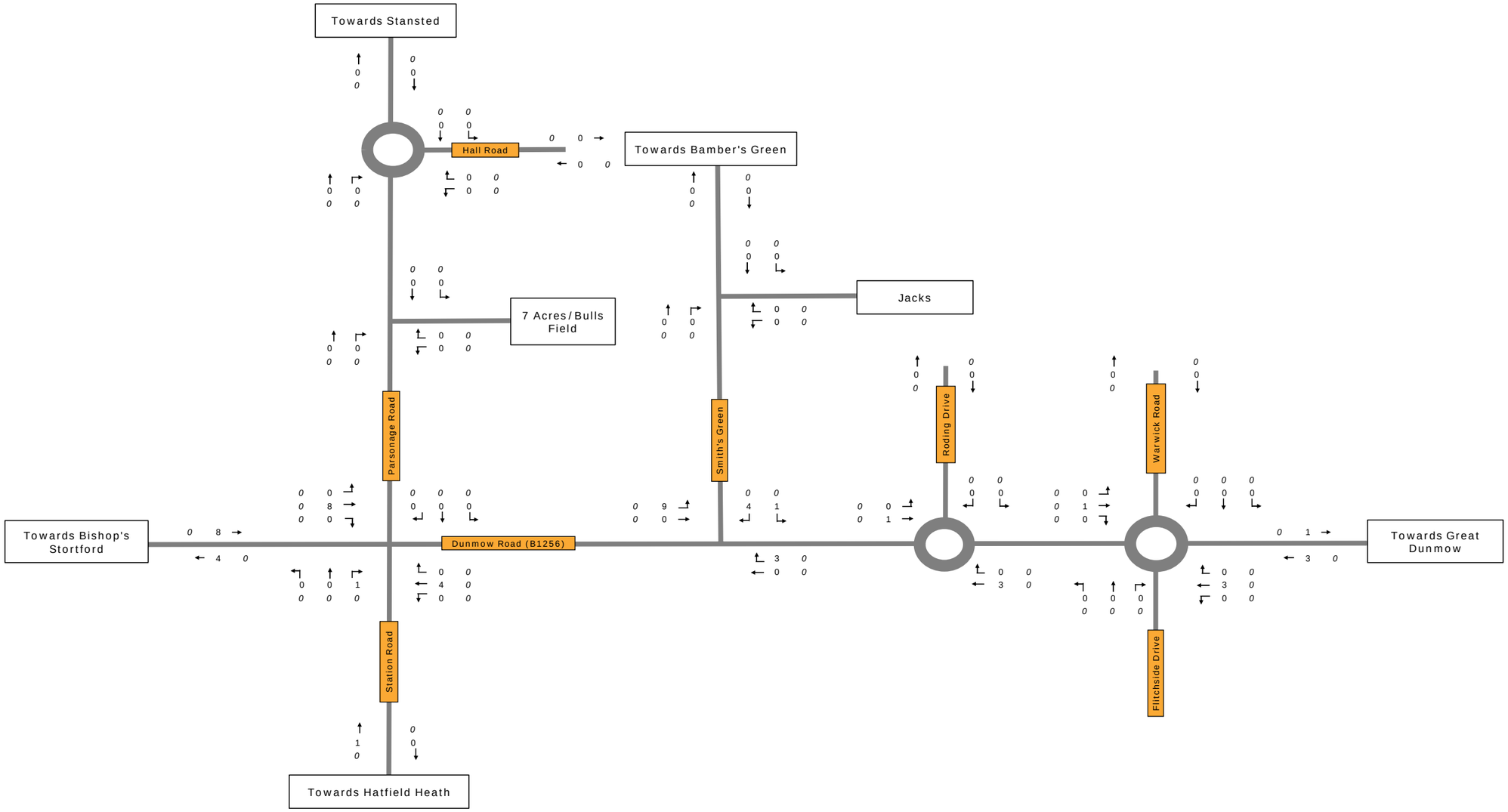
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Jacks Development Traffic Flows - AM Peak Hour

Figure: 5.15



Key:

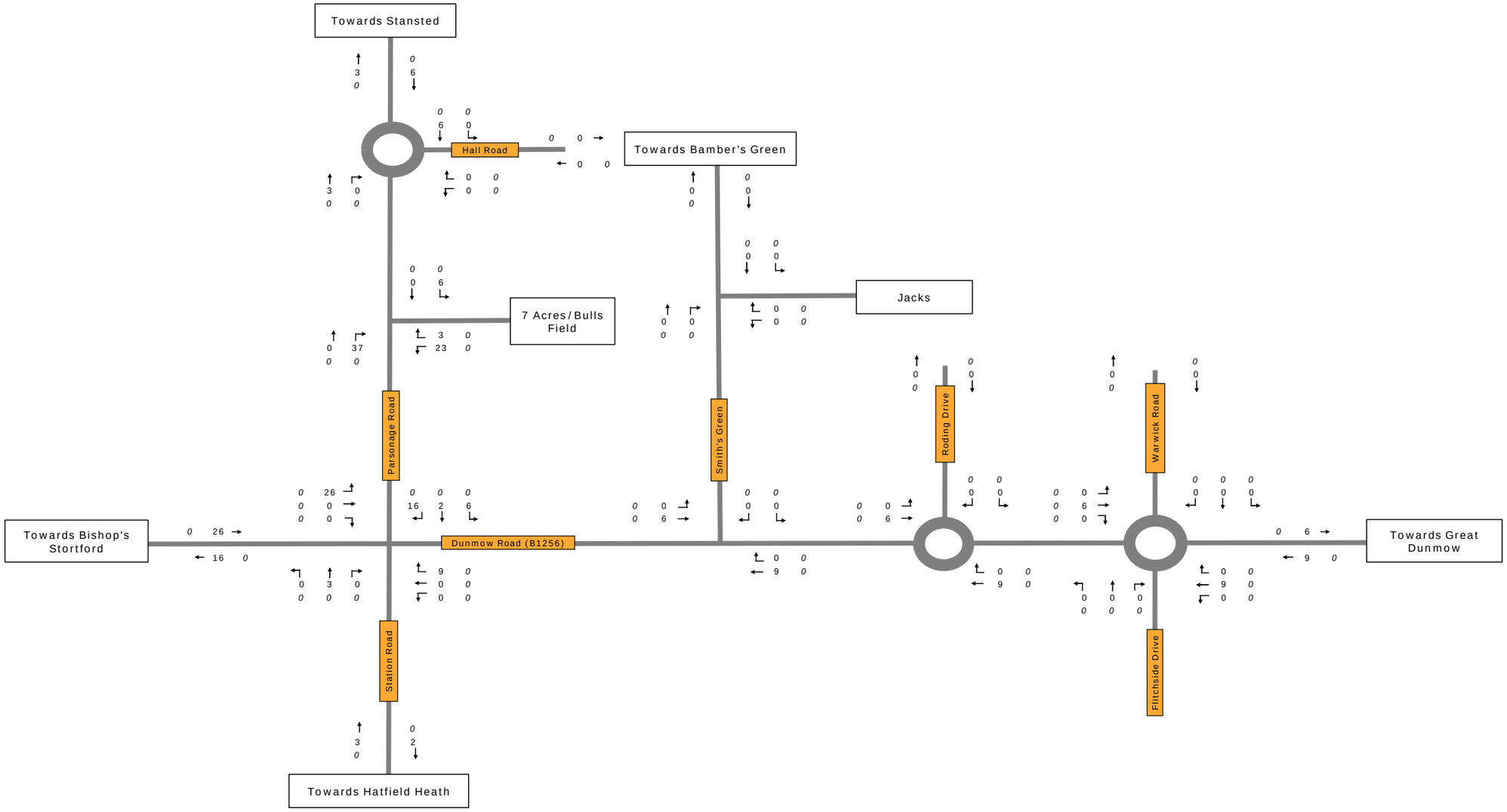
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Jacks Development Traffic Flows - PM Peak Hour

Figure: 5.16



Key:

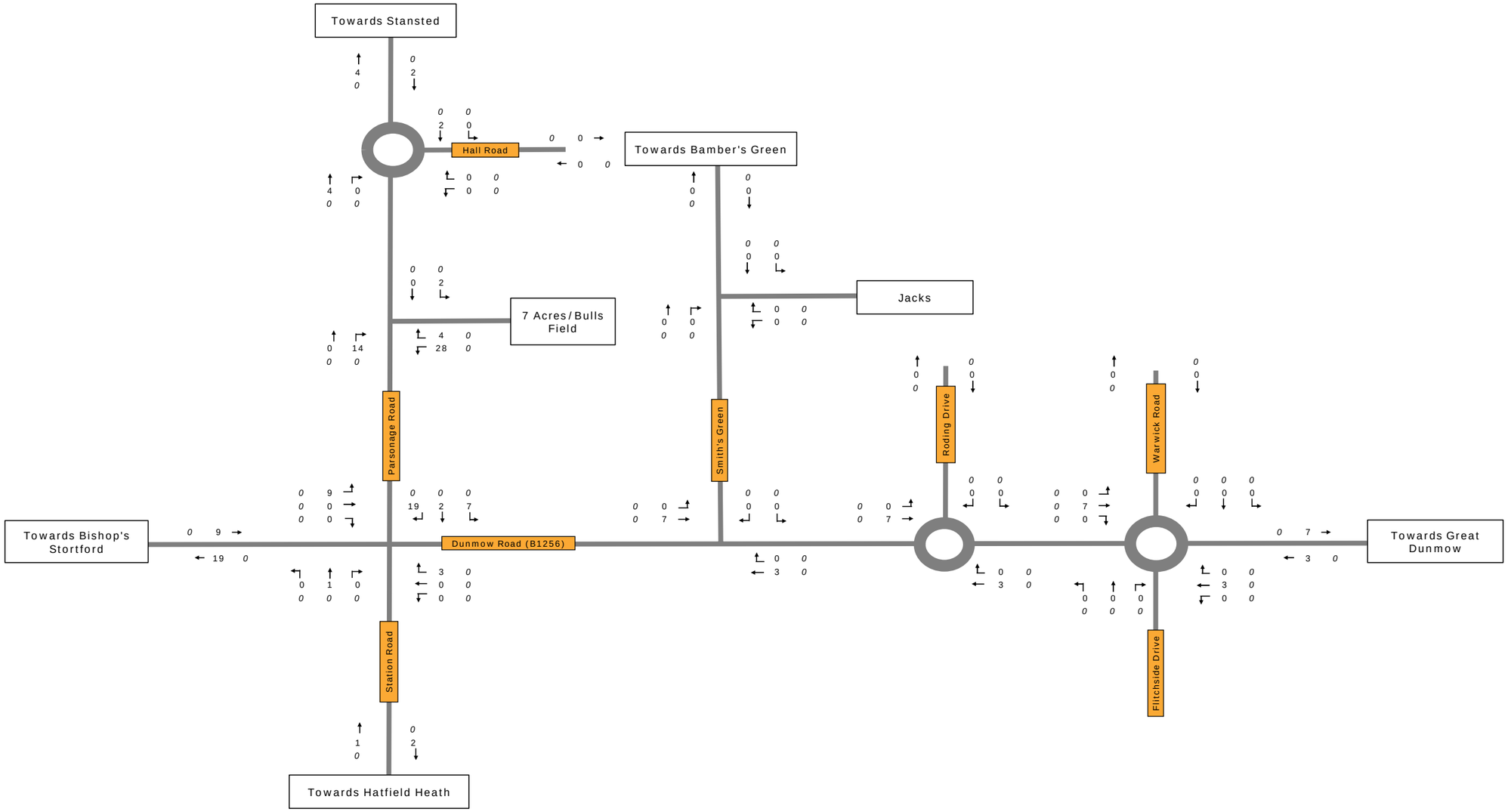
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

7 Acres Development Traffic Flows - AM Peak Hour

Figure: 5.17



Key:

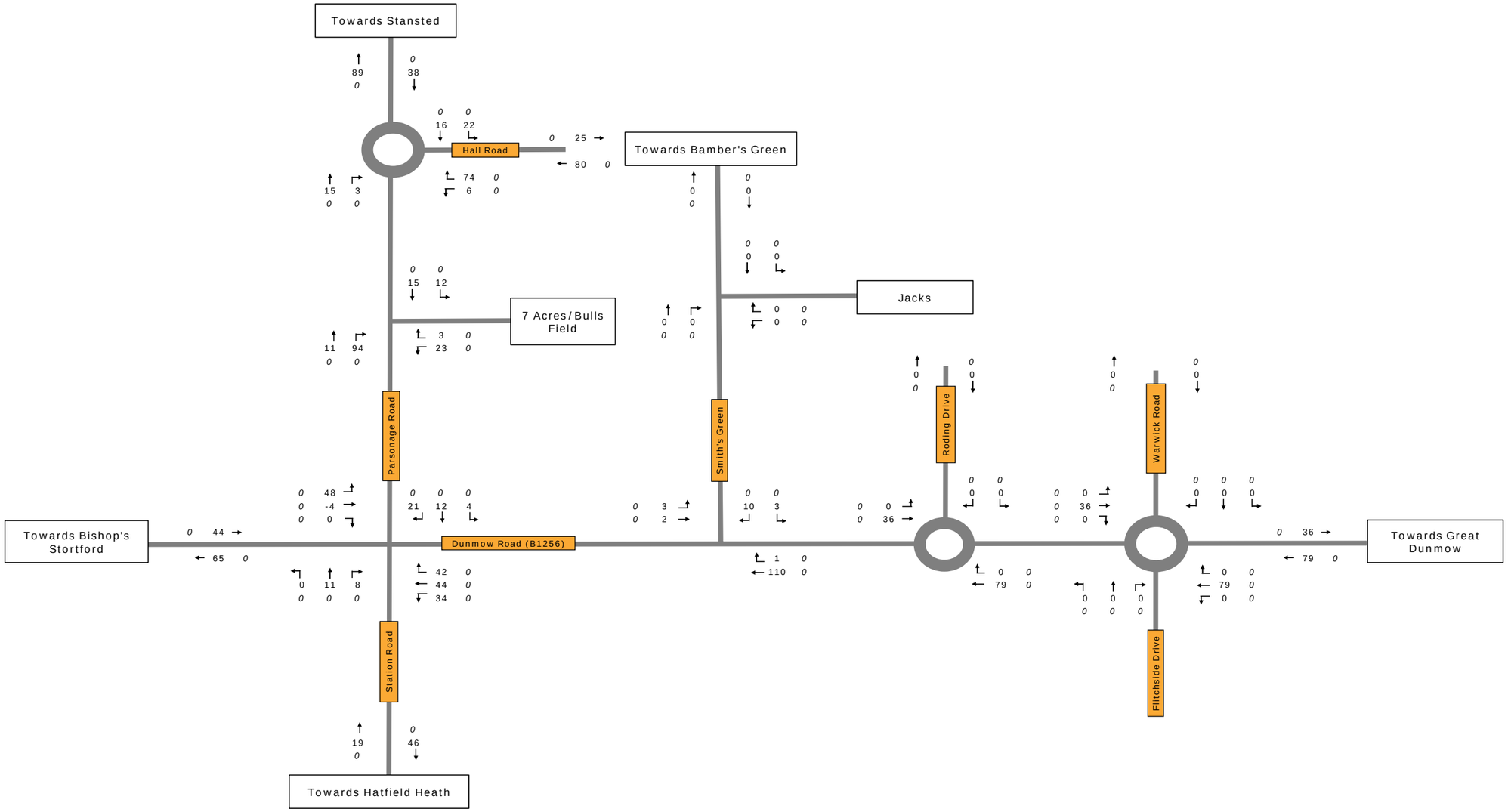
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

7 Acres Development Traffic Flows - PM Peak Hour

Figure: 5.18



Key:

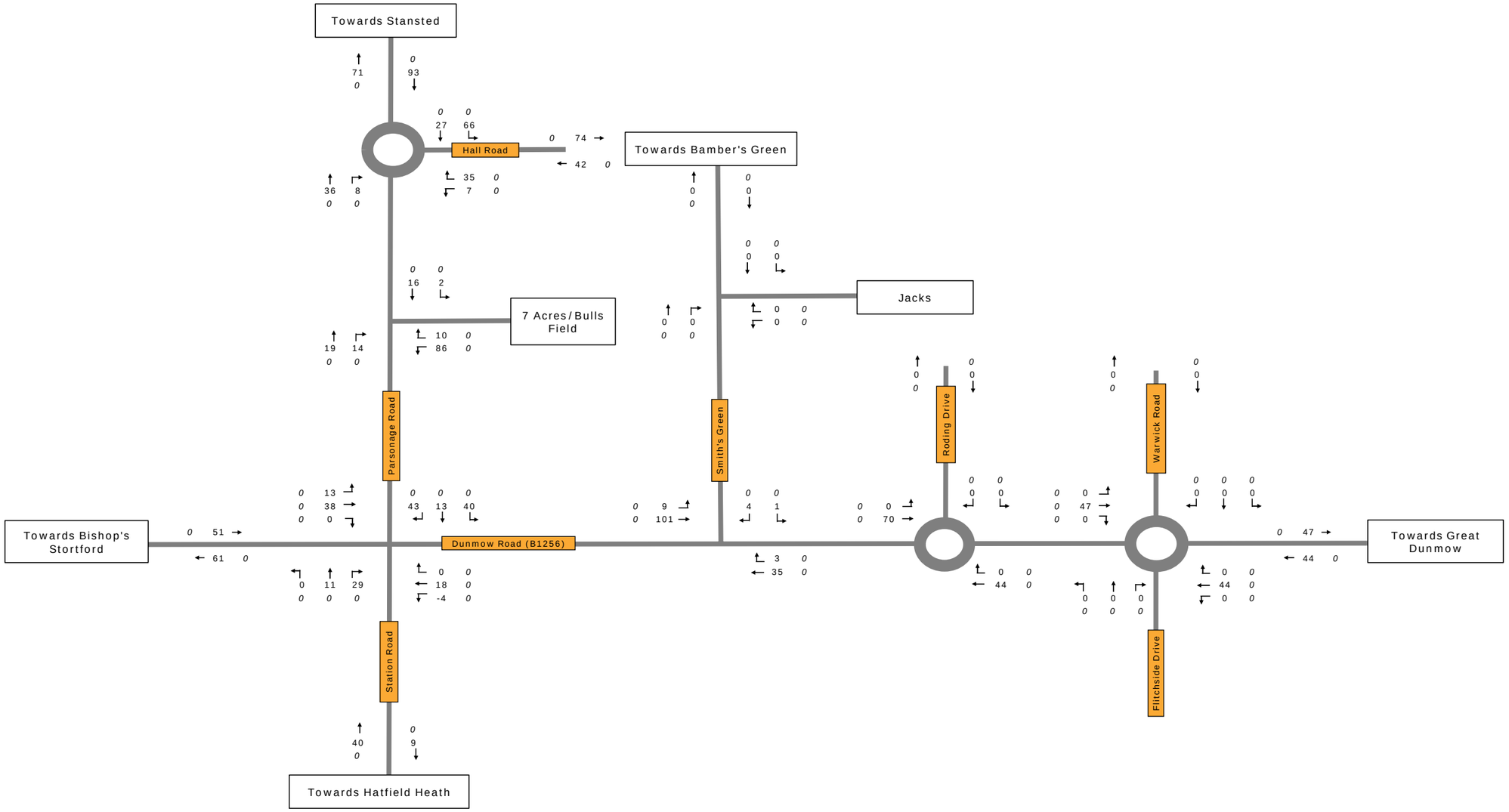
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Total Committed AM

Figure: 5.19



Key:

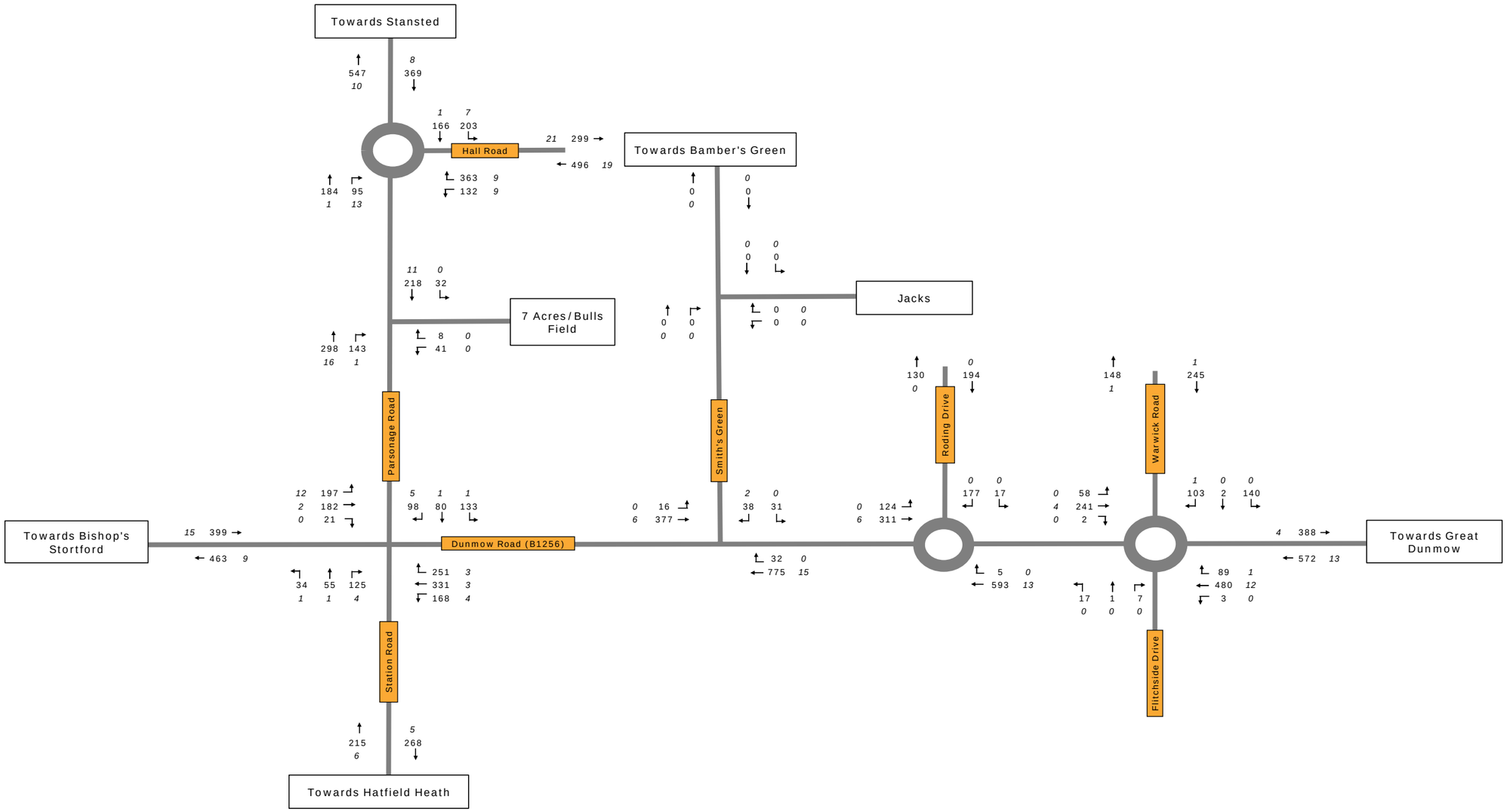
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Total Committed PM

Figure: 5.20



Key:

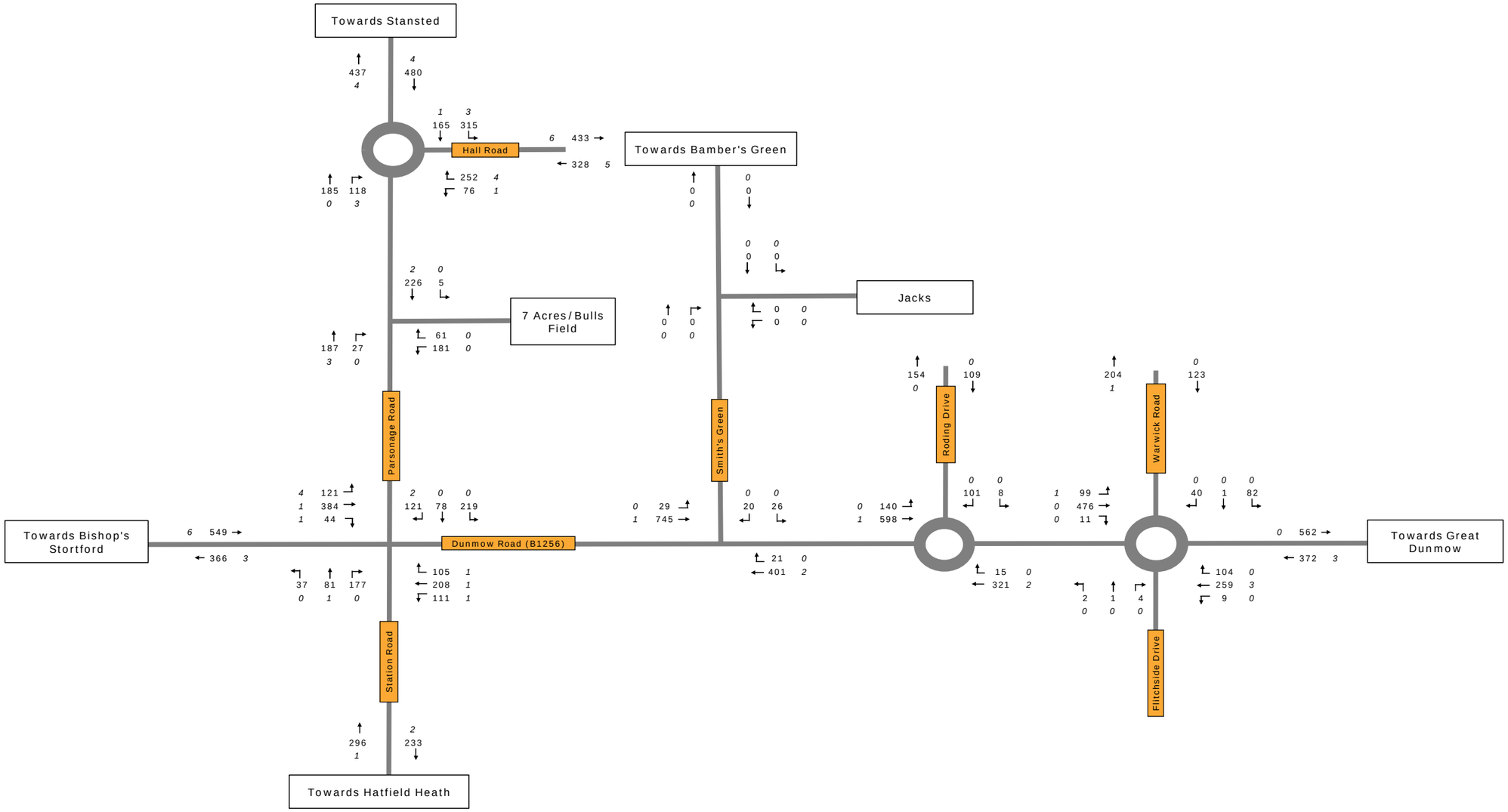
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

2028 AM Peak Traffic Flows

Figure: 5.21



Key:

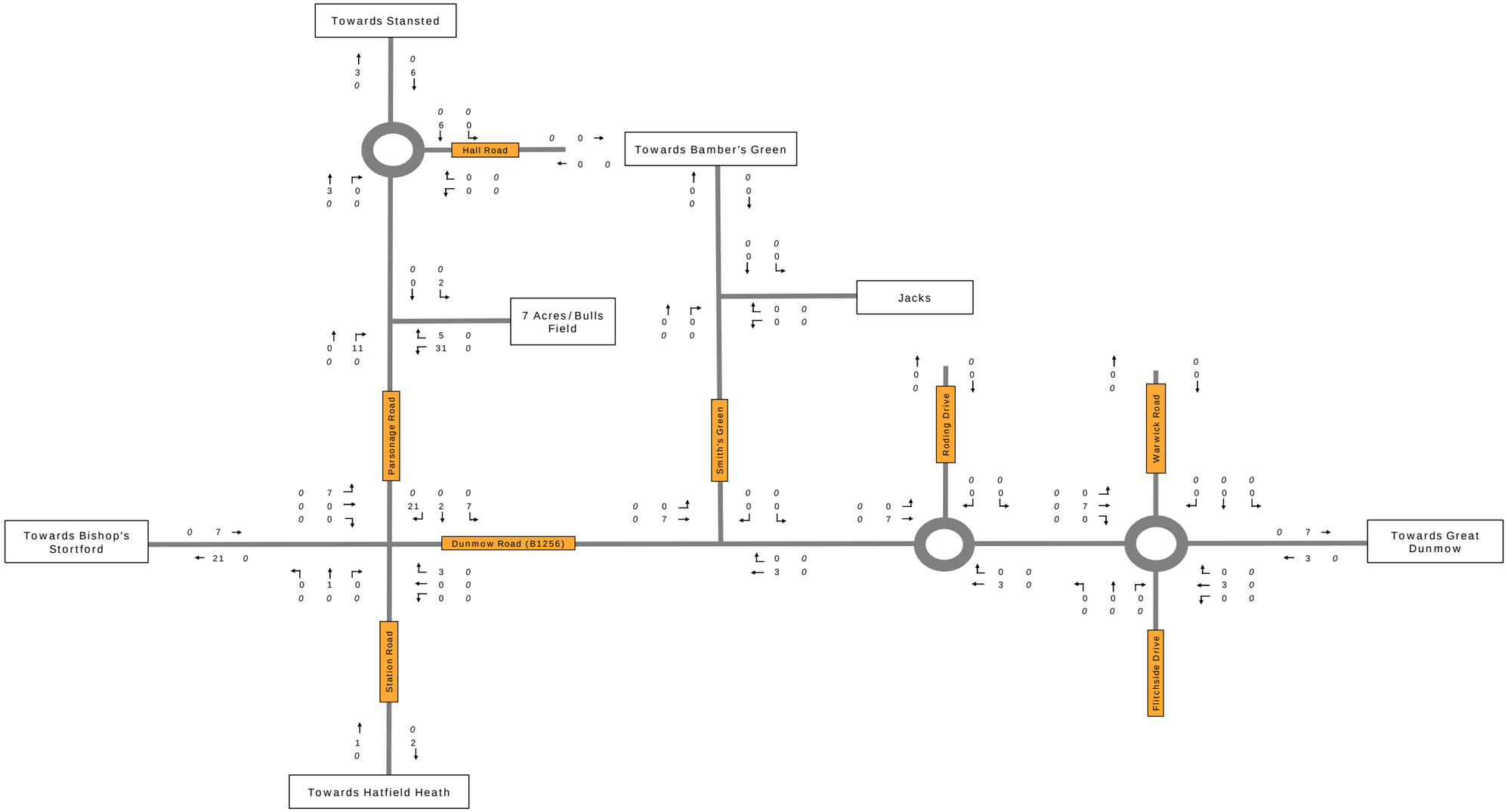
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

2028 PM Peak Traffic Flows

Figure: 5.22



Key:

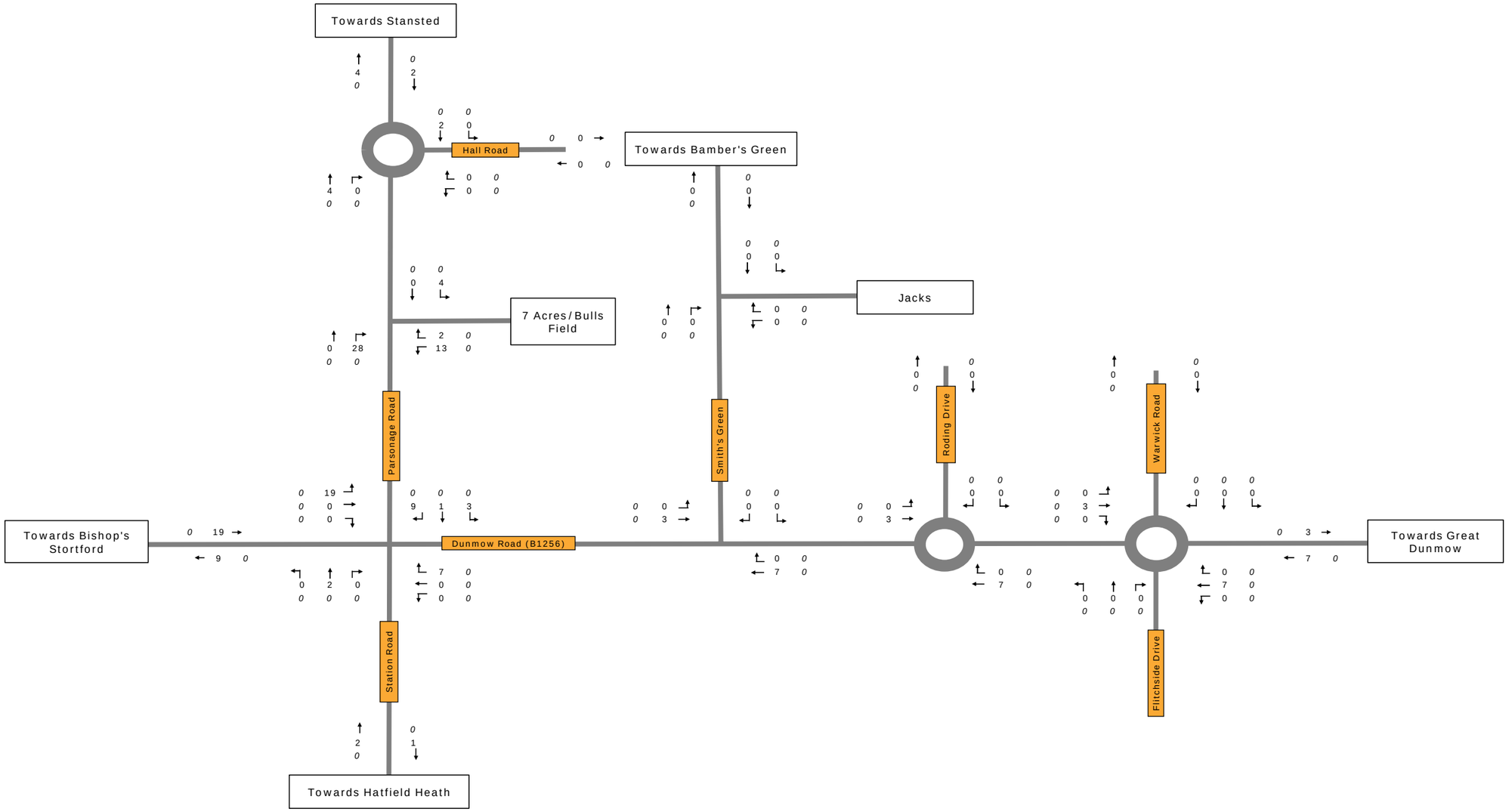
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Bulls Field Development Flows - AM Peak

Figure: 5.23



Key:

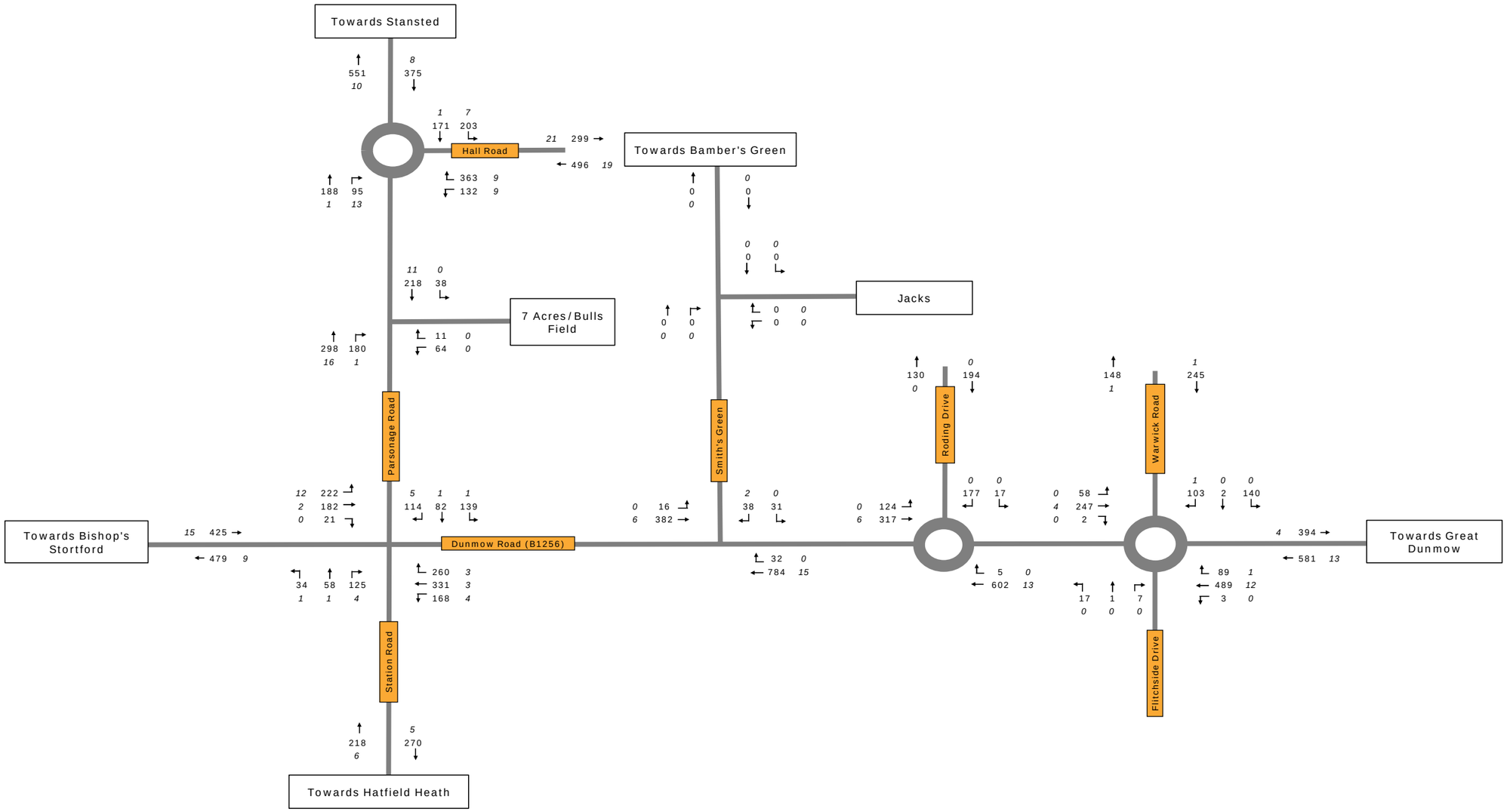
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

Bulls Field Development Flows - PM Peak

Figure: 5.24



Key:

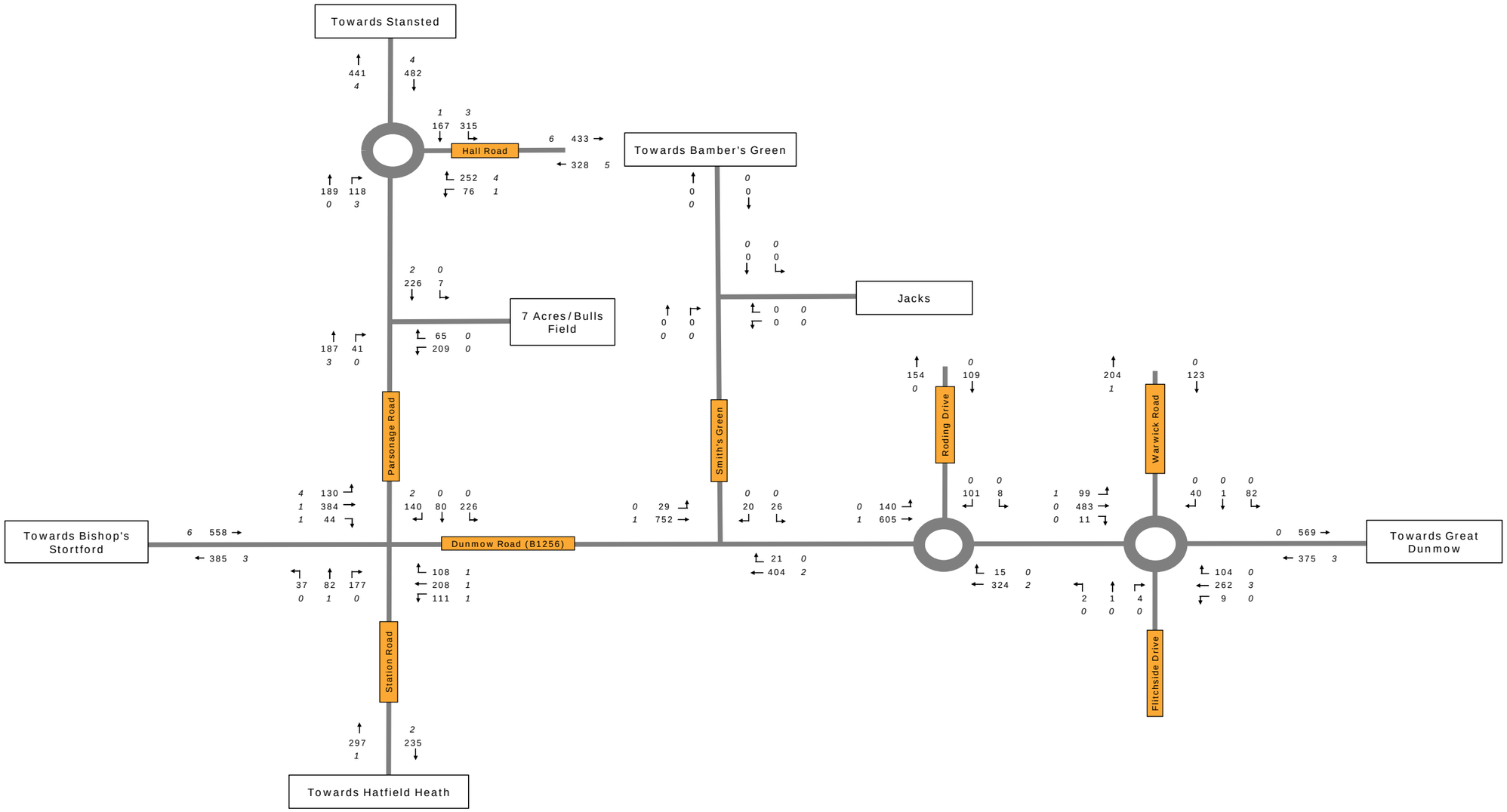
123 Total Vehicles
45 HGVs

Notes:

Warish Farm, Takeley

2028 With Development - AM Peak

Figure: 5.25



Key:

123 Total Vehicles
45 HGVs

Notes:

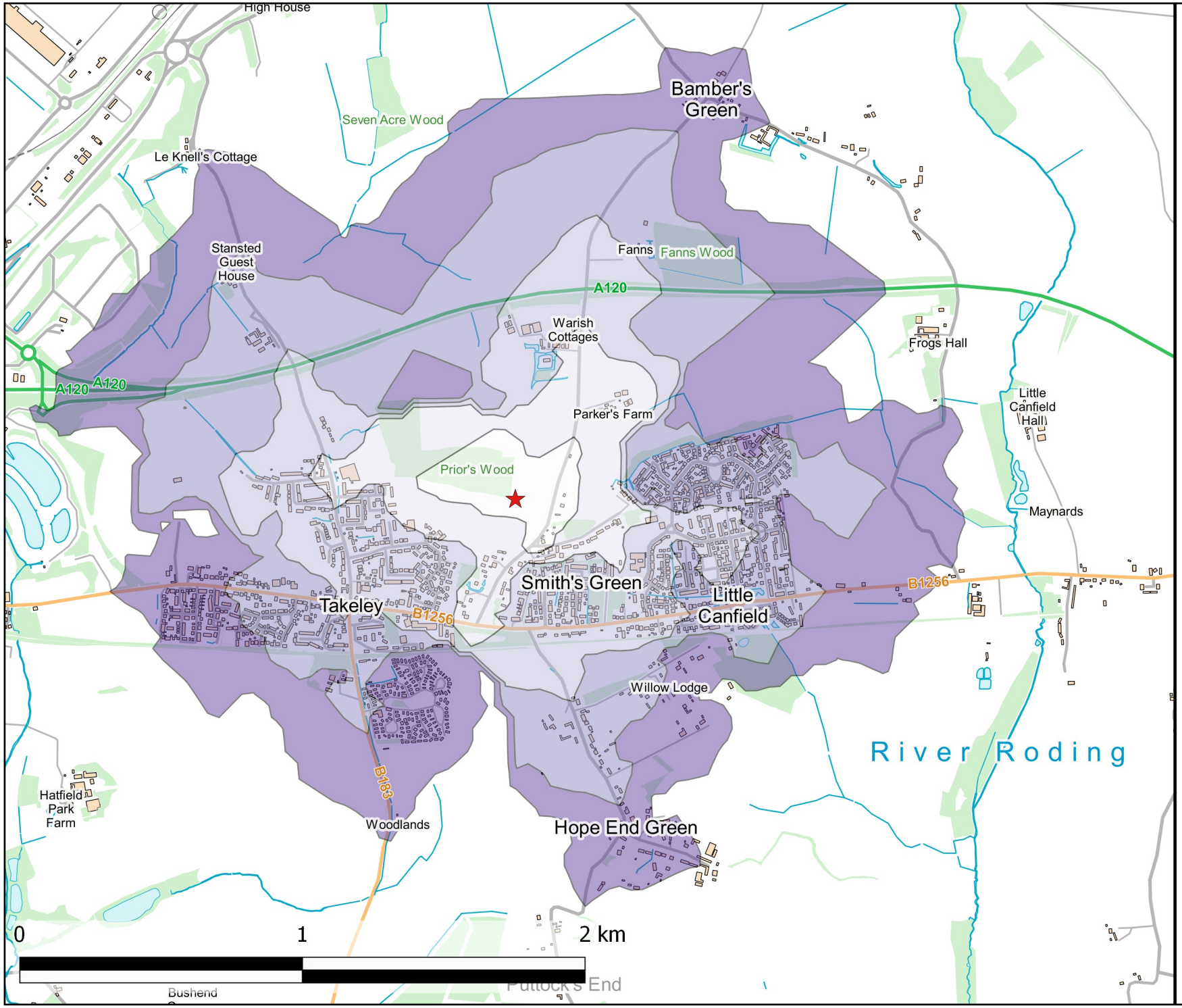
Warish Farm, Takeley

2028 With Development - PM Peak

Figure: 5.26

Appendix A

Walking Catchments



Key:

Bull Field East

north

Walk Isochrone (minutes)

- 5
- 10
- 15
- 20
- 25

Assumed walk speed: 4.8 km/h

Title

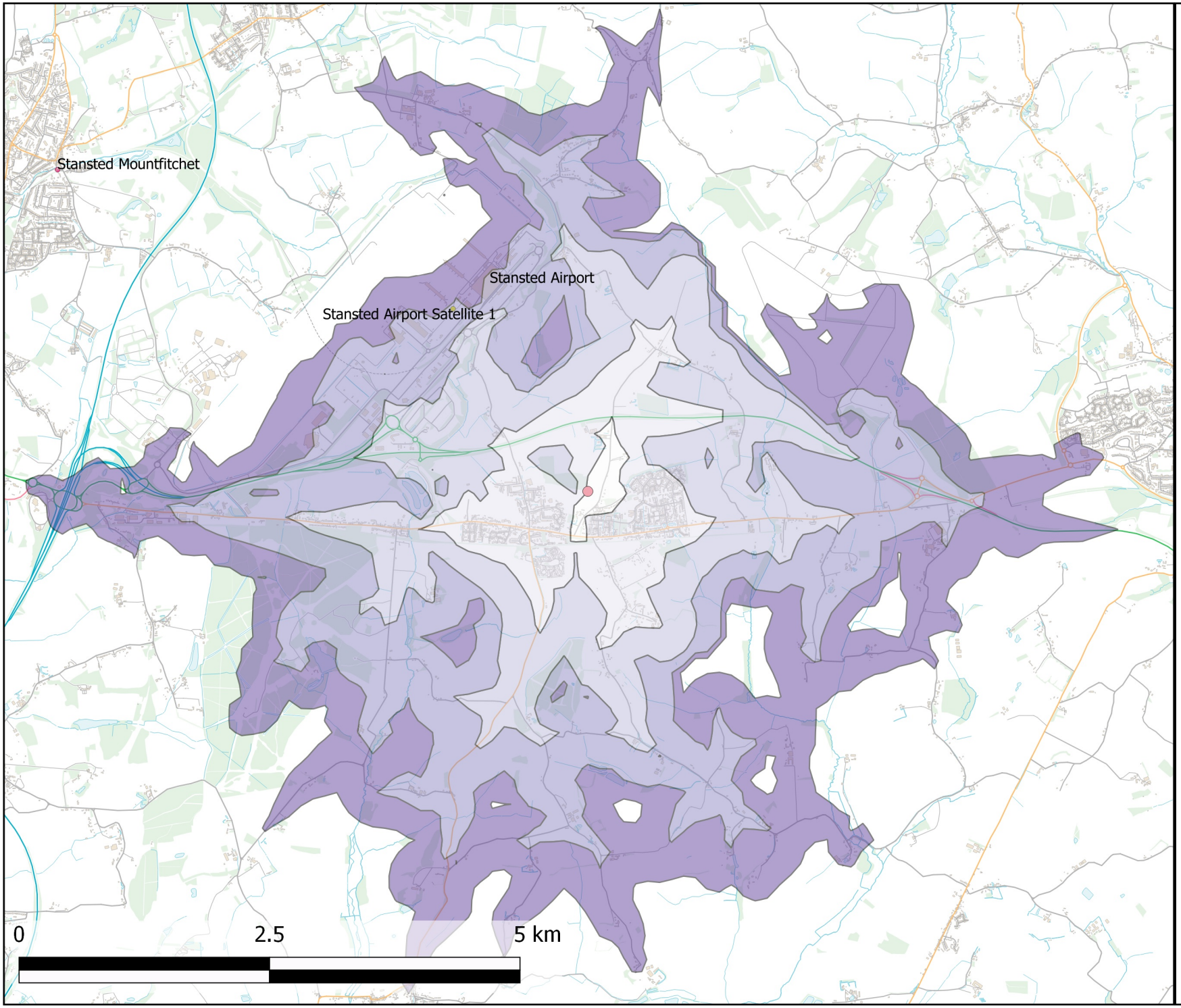
Warish Farm, Takeley
Accessibility on Foot - Bull Field East

motion

9 Greyfriars Road, Reading, RG1 1NU
Tel: 0118 206 2930

scale	drawn by	date
stated	JE	21/10/2020

drawing number	rev
2007045 - Figure 4	-



Key:

Site Location

north

Cycling Isochrone (minutes)

- 5
- 10
- 15
- 20
- 25

Title

Accessibility by Cycle

motion

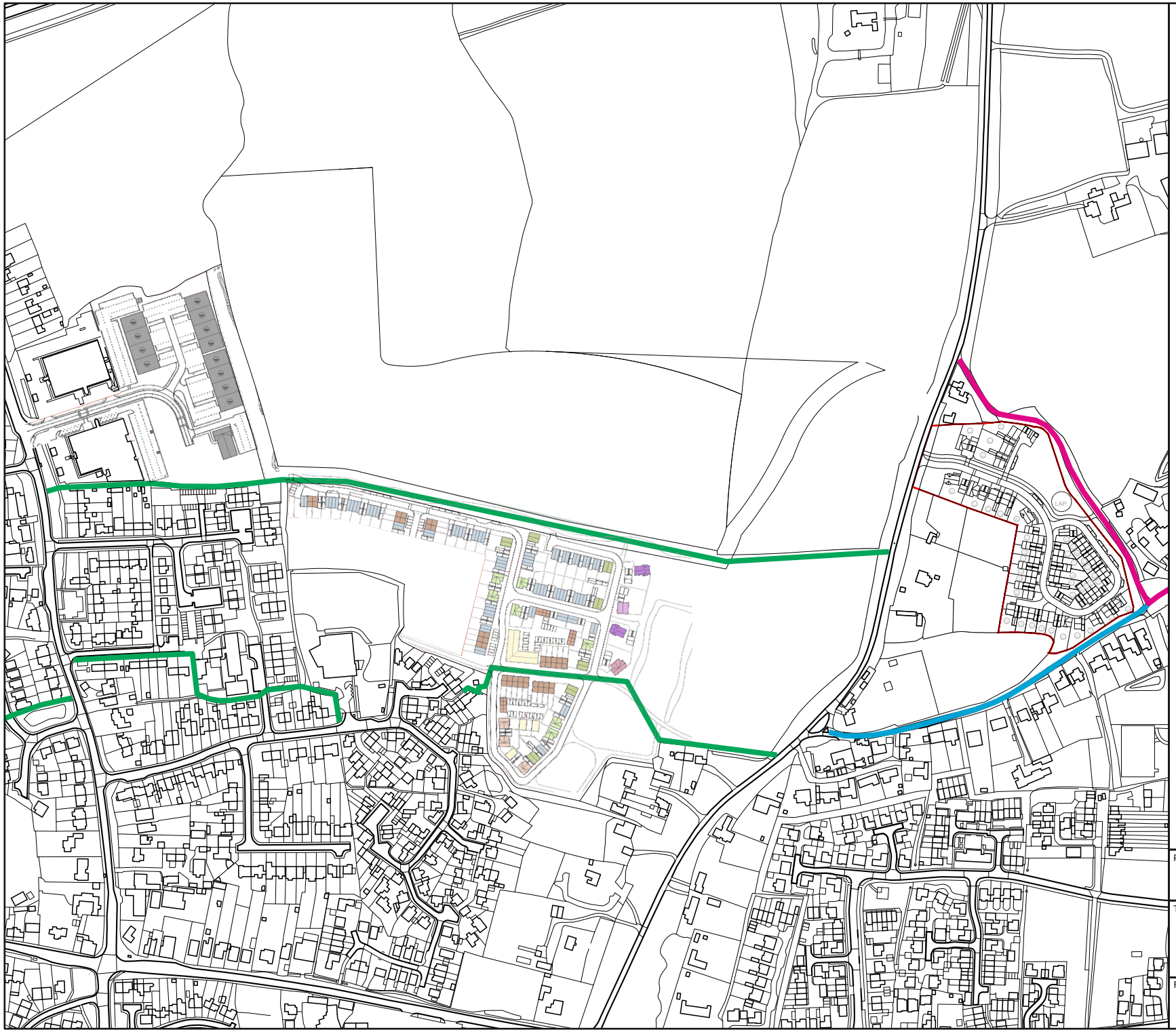
9 Greyfriars Road, Reading, RG1 1NU
Tel: 0118 206 2930

scale	drawn by	date
stated	JE	08/06/2021

drawing number	rev
Appendix A	-

Appendix B

Public Rights of Way



Legend

- Byway
- Footpath
- Other Route with Public Access

motion
9 Greyfriars Road Reading, RG1 1NU
T: 0118 206 2930
www.motion.co.uk

Project:
Bulls Field, Takeley

Title:
Public Rights of Way

Figure:
Appendix B

Revision:
-

Appendix C

Crashmap Output Reports

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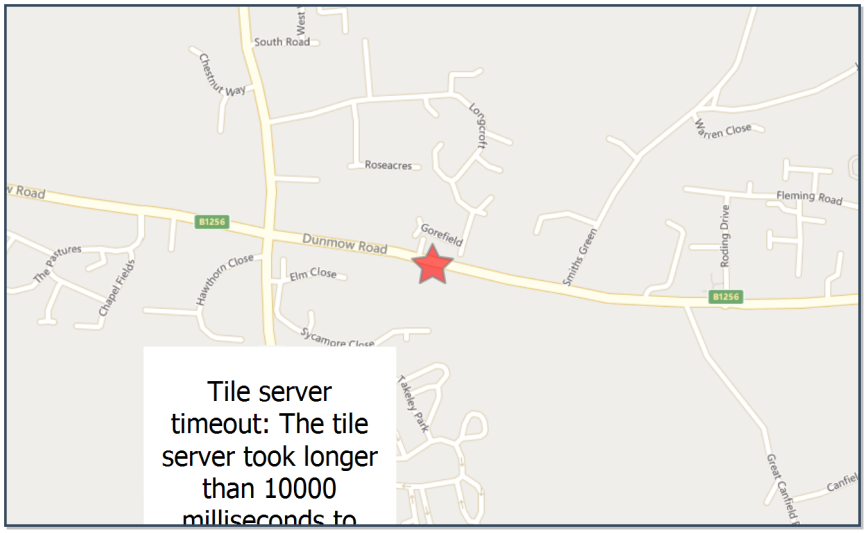
Validated Data

Crash Date:	Sunday, January 29, 2017	**Time of Crash:**	5:55:00 PM	**Crash Reference:**	**2017420150216**

Highest Injury Severity:	Serious	**Road Number:**	B1256	**Number of Casualties:**	2
Highway Authority:	Essex			**Number of Vehicles:**	2
Local Authority:	Uttlesford District			**OS Grid Reference:**	556386 221195
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	14	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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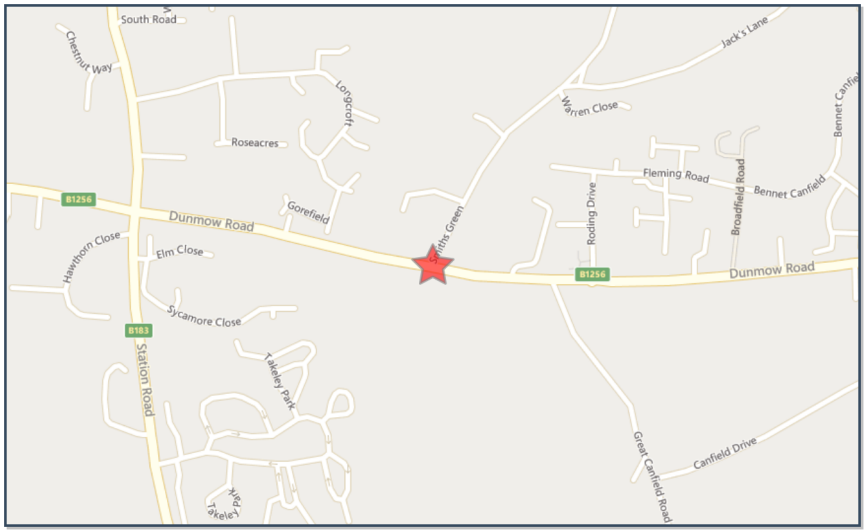
Validated Data

Crash Date:	Tuesday, February 28, 2017	**Time of Crash:**	8:26:00 AM	**Crash Reference:**	**2017420160149**

Highest Injury Severity:	Slight	**Road Number:**	B1256	**Number of Casualties:**	1
Highway Authority:	Essex			**Number of Vehicles:**	2
Local Authority:	Uttlesford District			**OS Grid Reference:**	556587 221164
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	17	Male	46 - 55	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Car (excluding private hire)	1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

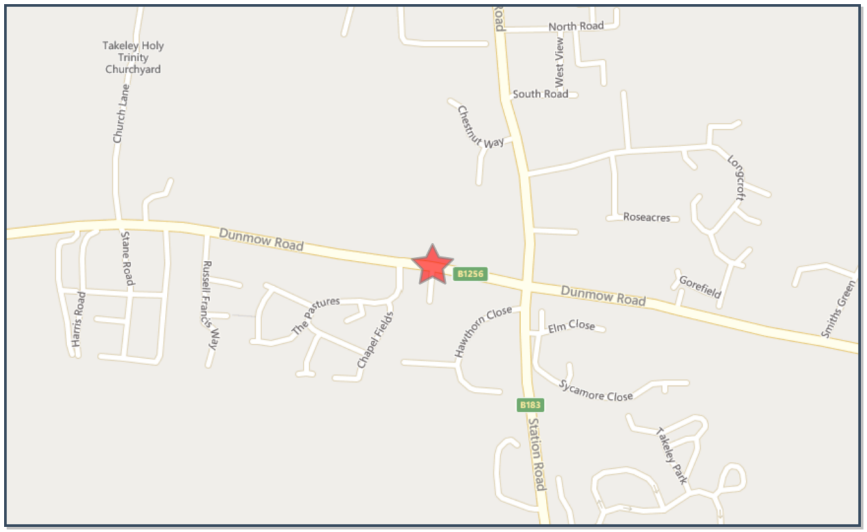
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Friday, May 18, 2018	**Time of Crash:**	5:25:00 PM	**Crash Reference:**	**2018420294331**

Highest Injury Severity:	Serious	**Road Number:**	B1256	**Number of Casualties:**	4
Highway Authority:	Essex			**Number of Vehicles:**	2
Local Authority:	Uttlesford District			**OS Grid Reference:**	555995 221256
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	10	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
1	3	Serious	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

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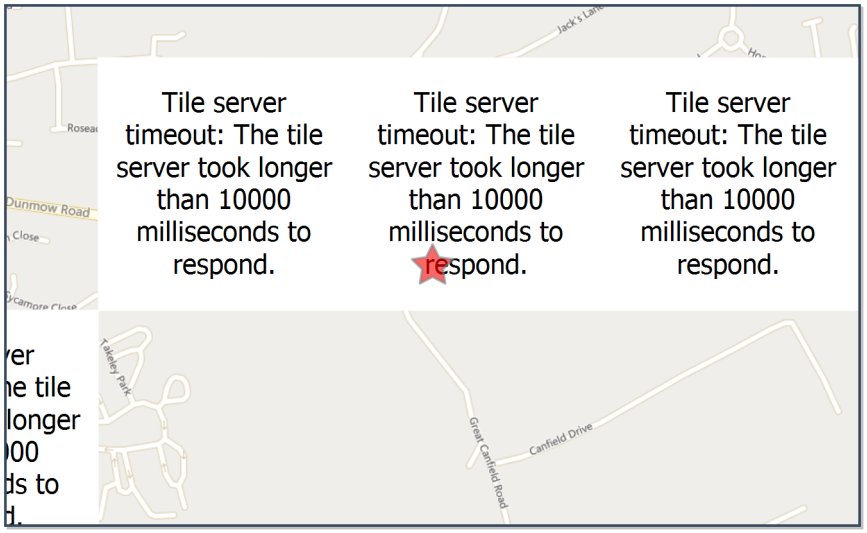
Validated Data

Crash Date:	Wednesday, June 12, 2019	**Time of Crash:**	8:00:00 AM	**Crash Reference:**	**2019420847316**

Highest Injury Severity:	Slight	**Road Number:**	B1256	**Number of Casualties:**	1
Highway Authority:	Essex			**Number of Vehicles:**	2
Local Authority:	Uttlesford District			**OS Grid Reference:**	556834 221151
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	26 - 35	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle is in the act of turning right	Back	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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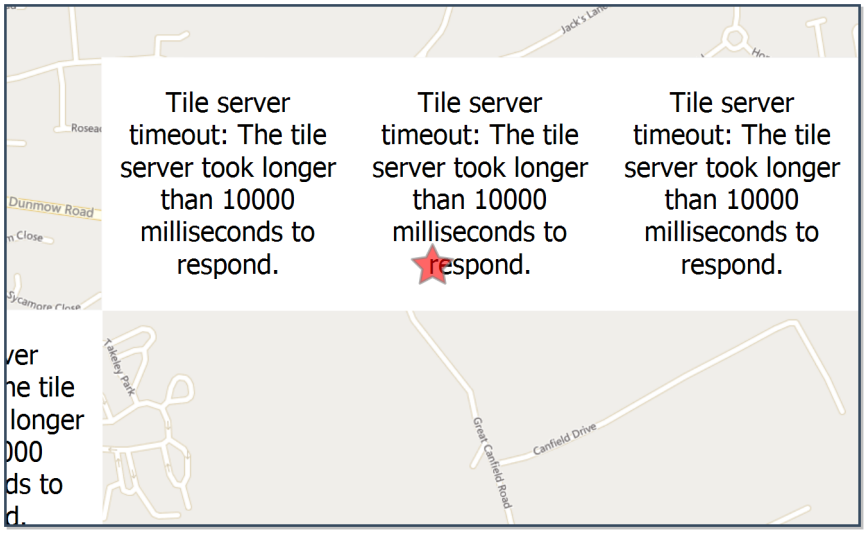
Validated Data

Crash Date:	Friday, September 25, 2020	**Time of Crash:**	4:15:00 PM	**Crash Reference:**	**2020420984479**

Highest Injury Severity:	Serious	**Road Number:**	B1256	**Number of Casualties:**	2
Highway Authority:	Essex			**Number of Vehicles:**	2
Local Authority:	Uttlesford District			**OS Grid Reference:**	556828 221154
Weather Description:	Fine with high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	0	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Tree
2	Van or goods vehicle 3.5 tonnes mgw and under	5	Male	56 - 65	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other
1	2	Serious	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

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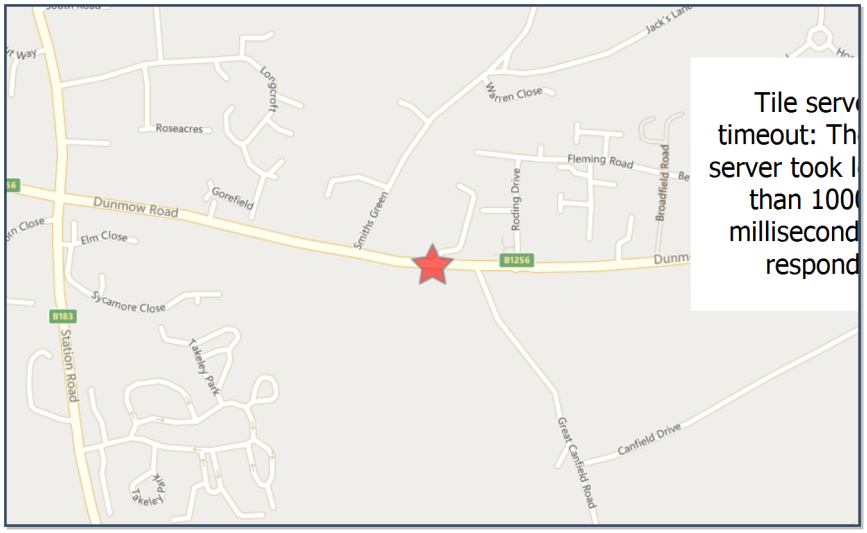
Provisional Data does not include vehicle and casualty records

Crash Date:	Thursday, March 04, 2021	**Time of Crash:**	2:42:00 PM	**Crash Reference:**	**2021421025760**

Highest Injury Severity:	Slight	**Road Number:**	B1256	**Number of Casualties:**	1
Highway Authority:				**Number of Vehicles:**	2
Local Authority:				**OS Grid Reference:**	556703 221152

Weather Description:	Fine without high winds
Road Surface Description:	Dry
Speed Limit:	30
Light Conditions:	Daylight: regardless of presence of streetlights
Carriageway Hazards:	None
Junction Detail:	T or staggered junction
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type:	Single carriageway
Junction Control:	Give way or uncontrolled



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Provisional Data does not include vehicle and casualty records

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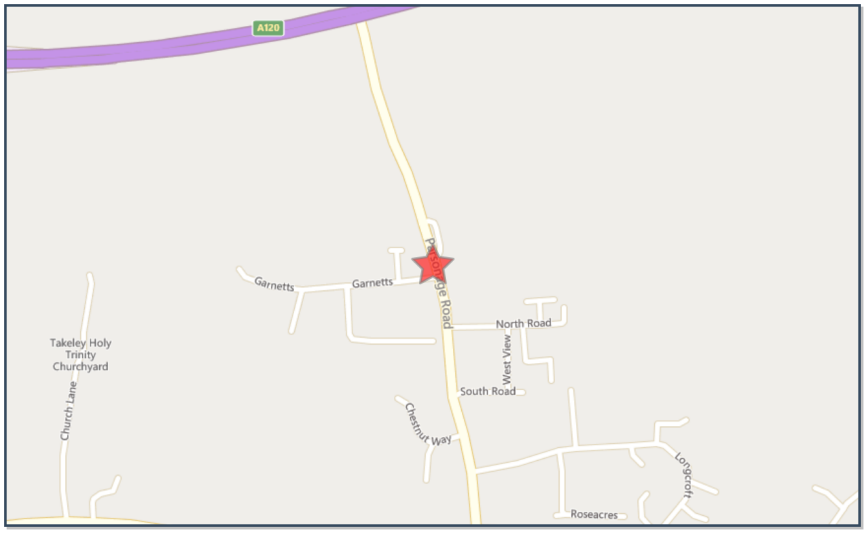
Validated Data

Crash Date:	Saturday, August 07, 2021	**Time of Crash:**	9:45:00 PM	**Crash Reference:**	**2021421074752**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Essex			**Number of Vehicles:**	2
Local Authority:	Uttlesford District			**OS Grid Reference:**	556060 221707
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Authorised person				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	18	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	12	Unknown	Unknown	Vehicle is parked in the carriageway	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

Appendix D

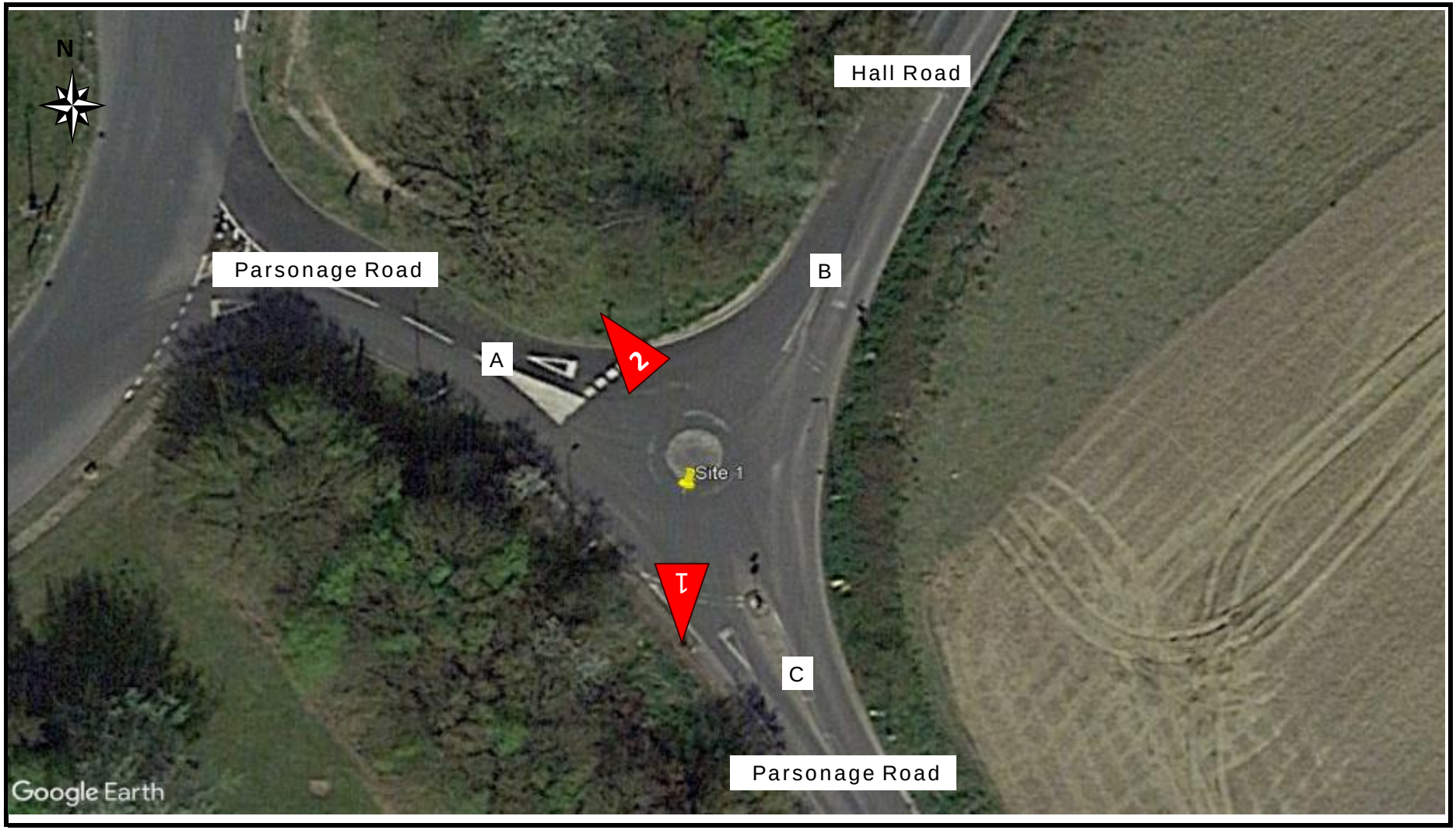
Traffic Surveys

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	34507 Takeley
Site Number/Name:	Site 1 - Parsonage Road/Hall Road
Client:	Motion
Date:	07/02/2023
Weather:	Dry, Bright and Cold

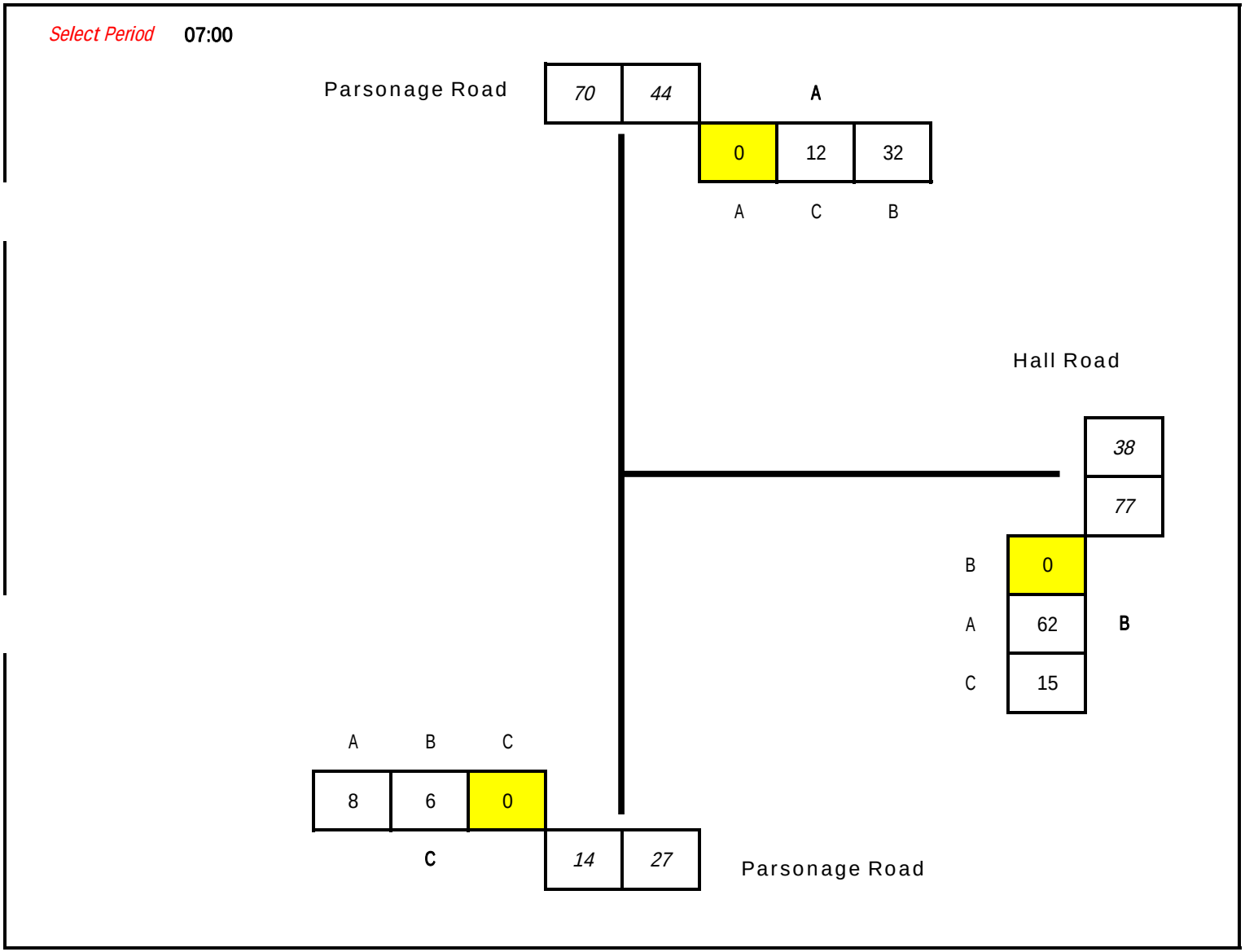
Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 1 - Parsonage Road/Hall Road	*Date:*	Tuesday 07 Feb 2023

Job Type:	Junction Count				
Co-ordinates:	51°53'7.06"N, 0°15'34.15"E	*Postcode:*	CM22 6PL	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 1 - Parsonage Road/Hall Road	*Client:*	Motion
Flow Diagram	*Date:*	Tuesday 07 Feb 2023

Select Period 07:00



Advanced Transport Research

Site 1 - Parsonage Road/Hall Road

Classified Counts

	A to A								A to B								A to C								B to A							
Times	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
07:00 - 07:15	0	0	0	0	0	0	0	0	25	6	0	1	0	0	0	0	10	0	0	0	2	0	0	0	47	11	1	0	3	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	31	11	1	1	1	0	0	0	25	2	0	0	0	0	0	0	34	5	1	0	2	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	22	3	2	1	1	0	0	0	30	2	0	0	0	0	0	0	48	5	1	0	1	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	39	6	0	3	1	0	0	0	22	2	1	0	2	0	0	0	52	3	4	1	1	0	0	0
08:00 - 08:15	2	0	0	0	0	0	0	0	41	6	1	1	1	0	0	0	34	4	0	0	0	0	0	0	64	11	1	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	38	7	0	1	0	0	0	0	29	3	0	0	0	0	0	0	69	4	2	1	1	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	24	4	0	2	2	0	0	0	35	4	0	0	1	0	0	0	50	5	2	3	1	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	32	11	0	2	1	1	0	0	31	3	1	0	0	0	0	0	56	9	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	24	5	2	0	3	0	0	0	22	0	0	0	1	0	0	0	38	8	1	3	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	22	4	1	2	2	0	0	0	16	2	0	0	0	0	0	0	37	6	3	0	2	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	19	4	0	0	1	0	0	0	10	0	0	0	1	0	0	0	35	5	2	2	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	14	5	2	1	0	0	0	0	12	2	0	0	0	0	1	0	19	9	2	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	60	12	0	2	0	0	0	0	71	16	0	0	0	0	0	0	16	8	2	2	1	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	47	9	3	3	3	0	0	0	60	7	1	0	1	0	0	0	25	13	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	44	9	3	1	2	0	0	0	43	10	0	0	1	0	0	0	41	20	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	40	8	1	0	1	0	0	0	60	12	0	0	0	1	0	0	33	6	1	0	2	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	42	7	1	0	0	0	0	0	28	7	1	0	0	0	0	0	60	3	2	1	0	2	0	0
17:15 - 17:30	1	0	0	0	0	0	0	0	41	9	2	0	1	0	0	0	21	5	0	0	0	0	0	0	46	4	1	0	1	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	62	7	0	0	1	0	0	0	35	1	0	0	1	0	0	0	42	5	0	0	0	0	0	0
17:45 - 18:00	1	0	0	0	0	0	0	0	62	5	0	0	0	0	0	0	33	1	0	0	0	0	0	0	42	0	0	0	0	0	0	0
18:00 - 18:15	1	0	0	0	0	0	0	0	32	7	0	0	0	1	0	0	30	1	0	0	2	0	0	0	39	3	0	0	0	0	0	0
18:15 - 18:30	3	0	0	0	0	0	0	0	30	3	0	0	0	0	0	0	16	0	0	0	0	1	0	0	29	2	0	0	2	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	29	3	0	0	2	0	0	0	14	0	0	0	2	0	0	0	19	4	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	35	2	0	0	0	0	0	0	15	0	0	0	0	0	0	0	20	2	0	0	0	0	0	0

	B to B								B to C								C to A									
Times	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**	**Car**	**LGV**
07:00 - 07:15	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	0	5	2	0	0	0	1	0	0	4	0
07:15 - 07:30	0	0	0	0	0	0	0	0	12	2	3	0	0	0	0	0	22	4	0	2	0	0	0	0	7	3
07:30 - 07:45	1	0	0	0	0	0	0	0	15	3	0	1	0	0	0	0	32	4	0	0	1	0	0	0	11	4
07:45 - 08:00	0	0	0	0	0	0	0	0	23	3	1	4	1	0	0	0	27	3	0	0	1	0	0	0	12	3
08:00 - 08:15	0	0	0	0	0	0	0	0	25	2	2	2	0	0	0	0	40	3	0	0	1	0	0	0	23	1
08:15 - 08:30	0	0	0	0	0	0	0	0	29	2	0	1	0	0	0	0	50	4	0	0	1	0	0	0	16	1
08:30 - 08:45	0	0	0	0	0	0	0	0	30	4	0	1	0	0	0	0	25	3	1	0	0	1	0	0	10	3
08:45 - 09:00	0	0	0	0	0	0	0	0	19	2	1	2	0	0	0	0	34	0	0	0	0	0	0	0	18	3
09:00 - 09:15	0	0	0	0	0	0	0	0	21	3	0	1	0	0	0	0	30	3	1	0	2	0	0	0	17	1
09:15 - 09:30	0	0	0	0	0	0	0	0	11	2	1	3	0	0	0	0	21	6	0	0	0	0	0	0	9	4
09:30 - 09:45	0	0	0	0	0	0	0	0	6	1	3	4	0	0	0	0	18	4	0	0	0	0	0	0	8	3
09:45 - 10:00	0	0	0	0	0	0	0	0	6	0	1	1	0	0	0	0	12	3	0	0	3	0	0	0	4	1
16:00 - 16:15	0	0	0	0	0	0	0	0	13	4	0	3	0	0	0	0	18	1	0	0	2	1	0	0	10	9
16:15 - 16:30	0	0	0	0	0	0	0	0	10	1	4	0	0	0	0	0	16	0	1	0	1	0	0	0	18	6
16:30 - 16:45	0	0	0	0	0	0	0	0	12	5	0	1	0	0	0	0	21	2	0	0	1	0	0	0	16	6
16:45 - 17:00	0	0	0	0	0	0	0	0	13	1	0	1	0	0	0	0	24	2	1	0	0	0	0	0	12	5
17:00 - 17:15	0	0	0	0	0	0	0	0	18	4	0	1	0	0	0	0	43	0	0	0	1	0	0	0	28	5
17:15 - 17:30	0	0	0	0	0	0	0	0	14	5	0	0	0	0	0	0	44	4	0	0	0	0	0	0	30	5
17:30 - 17:45	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	22	2	0	0	1	0	0	0	18	3
17:45 - 18:00	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	0	25	1	0	0	1	0	0	0	14	0
18:00 - 18:15	0	0	0	0	0	0	0	0	14	0	0	0	0	2	0	0	18	1	0	0	0	0	0	0	19	1
18:15 - 18:30	1	0	0	0	0	0	0	0	9	0	0	0	4	0	0	0	19	0	0	0	4	0	0	0	11	1
18:30 - 18:45	0	0	0	0	0	0	0	0	9	3	0	1	0	0	0	0	19	0	0	0	0	0	0	0	9	1
18:45 - 19:00	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	21	2	0	0	1	0	0	0	10	4

Job Number & Name:	**34507 Takeley**
Client:	**Motion**
Date:	**Tuesday 07 February 2023**

C to B						C to C							
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	2	0	0	0	0	0	0	0	0	0	0	0	0
0	5	0	0	0	0	0	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	2	1	0	0	0	0	0	0	0	0	0	0	0
2	3	0	0	0	0	1	0	0	0	0	0	0	0
1	4	0	0	0	0	0	0	0	0	0	0	0	0
2	2	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0	0	0

2	1	1	0	0	0	0	0	0	0	0	0	0	0
0	2	1	0	0	0	1	0	0	0	0	0	0	0
1	1	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	3	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 1 - Parsonage Road/Hall Road
PCU Values

Job Number & Name: **34507 Takeley**
Client: **Motion**
Date: **Tuesday 07 February 2023**

	A to A								A to B								A to C							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	6.0	0.0	2.3	0.0	0.0	0.0	33.3	10.0	0.0	0.0	0.0	4.0	0.0	0.0	14.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.0	11.0	1.5	2.3	2.0	0.0	0.0	47.8	25.0	2.0	0.0	0.0	0.0	0.0	0.0	27.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	3.0	3.0	2.3	2.0	0.0	0.0	32.3	30.0	2.0	0.0	0.0	0.0	0.0	0.0	32.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.0	6.0	0.0	6.9	2.0	0.0	0.0	53.9	22.0	2.0	1.5	0.0	4.0	0.0	0.0	29.5
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	41.0	6.0	1.5	2.3	2.0	0.0	0.0	52.8	34.0	4.0	0.0	0.0	0.0	0.0	0.0	38.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	7.0	0.0	2.3	0.0	0.0	0.0	47.3	29.0	3.0	0.0	0.0	0.0	0.0	0.0	32.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	4.0	0.0	4.6	4.0	0.0	0.0	36.6	35.0	4.0	0.0	0.0	2.0	0.0	0.0	41.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0	11.0	0.0	4.6	2.0	0.4	0.0	50.0	31.0	3.0	1.5	0.0	0.0	0.0	0.0	35.5
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	5.0	3.0	0.0	6.0	0.0	0.0	38.0	22.0	0.0	0.0	0.0	2.0	0.0	0.0	24.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	4.0	1.5	4.6	4.0	0.0	0.0	36.1	16.0	2.0	0.0	0.0	0.0	0.0	0.0	18.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	4.0	0.0	0.0	2.0	0.0	0.0	25.0	10.0	0.0	0.0	0.0	2.0	0.0	0.0	12.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	5.0	3.0	2.3	0.0	0.0	0.0	24.3	12.0	2.0	0.0	0.0	0.0	0.0	0.2	14.2
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	12.0	0.0	4.6	0.0	0.0	0.0	76.6	71.0	16.0	0.0	0.0	0.0	0.0	0.0	87.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.0	9.0	4.5	6.9	6.0	0.0	0.0	73.4	60.0	7.0	1.5	0.0	2.0	0.0	0.0	70.5
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.0	9.0	4.5	2.3	4.0	0.0	0.0	63.8	43.0	10.0	0.0	0.0	2.0	0.0	0.0	55.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	8.0	1.5	0.0	2.0	0.0	0.0	51.5	60.0	12.0	0.0	0.0	0.0	0.4	0.0	72.4
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	7.0	1.5	0.0	0.0	0.0	0.0	50.5	28.0	7.0	1.5	0.0	0.0	0.0	0.0	36.5
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	41.0	9.0	3.0	0.0	2.0	0.0	0.0	55.0	21.0	5.0	0.0	0.0	0.0	0.0	0.0	26.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.0	7.0	0.0	0.0	2.0	0.0	0.0	71.0	35.0	1.0	0.0	0.0	2.0	0.0	0.0	38.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	62.0	5.0	0.0	0.0	0.0	0.0	0.0	67.0	33.0	1.0	0.0	0.0	0.0	0.0	0.0	34.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	32.0	7.0	0.0	0.0	0.0	0.4	0.0	39.4	30.0	1.0	0.0	0.0	4.0	0.0	0.0	35.0
### - ###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	30.0	3.0	0.0	0.0	0.0	0.0	0.0	33.0	16.0	0.0	0.0	0.0	0.0	0.4	0.0	16.4
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	3.0	0.0	0.0	4.0	0.0	0.0	36.0	14.0	0.0	0.0	0.0	4.0	0.0	0.0	18.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	2.0	0.0	0.0	0.0	0.0	0.0	37.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0
07:00 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	117.0	26.0	4.5	13.8	6.0	0.0	0.0	167.3	87.0	6.0	1.5	0.0	8.0	0.0	0.0	102.5
07:15 - 08:15	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	133.0	26.0	6.0	13.8	8.0	0.0	0.0	186.8	111.0	10.0	1.5	0.0	4.0	0.0	0.0	126.5
07:30 - 08:30	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	140.0	22.0	4.5	13.8	6.0	0.0	0.0	186.3	115.0	11.0	1.5	0.0	4.0	0.0	0.0	131.5
07:45 - 08:45	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	142.0	23.0	1.5	16.1	8.0	0.0	0.0	190.6	120.0	13.0	1.5	0.0	6.0	0.0	0.0	140.5
08:00 - 09:00	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	135.0	28.0	1.5	13.8	8.0	0.4	0.0	186.7	129.0	14.0	1.5	0.0	2.0	0.0	0.0	146.5
08:15 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	118.0	27.0	3.0	11.5	12.0	0.4	0.0	171.9	117.0	10.0	1.5	0.0	4.0	0.0	0.0	132.5
08:30 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	102.0	24.0	4.5	13.8	16.0	0.4	0.0	160.7	104.0	9.0	1.5	0.0	4.0	0.0	0.0	118.5
08:45 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.0	24.0	4.5	9.2	14.0	0.4	0.0	149.1	79.0	5.0	1.5	0.0	4.0	0.0	0.0	89.5
09:00 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	79.0	18.0	7.5	6.9	12.0	0.0	0.0	123.4	60.0	4.0	0.0	0.0	4.0	0.0	0.2	68.2
16:00 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	191.0	38.0	10.5	13.8	12.0	0.0	0.0	265.3	234.0	45.0	1.5	0.0	4.0	0.4	0.0	284.9
16:15 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	173.0	33.0	12.0	9.2	12.0	0.0	0.0	239.2	191.0	36.0	3.0	0.0	4.0	0.4	0.0	234.4
16:30 - 17:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	167.0	33.0	10.5	2.3	8.0	0.0	0.0	220.8	152.0	34.0	1.5	0.0	2.0	0.4	0.0	189.9
16:45 - 17:45	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	185.0	31.0	6.0	0.0	6.0	0.0	0.0	228.0	144.0	25.0	1.5	0.0	2.0	0.4	0.0	172.9
17:00 - 18:00	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	207.0	28.0	4.5	0.0	4.0	0.0	0.0	243.5	117.0	14.0	1.5	0.0	2.0	0.0	0.0	134.5
17:15 - 18:15	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	197.0	28.0	3.0	0.0	4.0	0.4	0.0	232.4	119.0	8.0	0.0	0.0	6.0	0.0	0.0	133.0
17:30 - 18:30	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	186.0	22.0	0.0	0.0	2.0	0.4	0.0	210.4	114.0	3.0	0.0	0.0	6.0	0.4	0.0	123.4
17:45 - 18:45	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	153.0	18.0	0.0	0.0	4.0	0.4	0.0	175.4	93.0	2.0	0.0	0.0	8.0	0.4	0.0	103.4
18:00 - 19:00	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	126.0	15.0	0.0	0.0	4.0	0.4	0.0	145.4	75.0	1.0	0.0	0.0	8.0	0.4	0.0	84.4
AM Total	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	###	72.0	13.5	34.5	26.0	0.4	0.0	###	###	24.0	3.0	0.0	14.0	0.0	0.2	###
PM Total	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	###	81.0	15.0	13.8	20.0	0.4	0.0	###	###	60.0	3.0	0.0	14.0	0.8	0.0	###
Daily Total	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	###	###	28.5	48.3	46.0	0.8	0.0	###	###	84.0	6.0	0.0	28.0	0.8	0.2	###
#### - ####	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	###	28.0	1.5	13.8	8.0	0.4	0.0	###	###	14.0	1.5	0.0	2.0	0.0	0.0	###
#### - ####	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	###	33.0	10.5	2.3	8.0	0.0	0.0	###	###	34.0	1.5	0.0	2.0	0.4	0.0	###

	B to A								B to B								B to C							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	47.0	11.0	1.5	0.0	6.0	0.0	0.0	65.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	2.0	0.0	0.0	0.0	0.0	0.0	15.0
### - ###	34.0	5.0	1.5	0.0	4.0	0.0	0.0	44.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	2.0	4.5	0.0	0.0	0.0	0.0	18.5
### - ###	48.0	5.0	1.5	0.0	2.0	0.0	0.0	56.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	15.0	3.0	0.0	2.3	0.0	0.0	0.0	20.3
### - ###	52.0	3.0	6.0	2.3	2.0	0.0	0.0	65.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	3.0	1.5	9.2	2.0	0.0	0.0	38.7
### - ###	64.0	11.0	1.5	0.0	0.0	0.0	0.0	76.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	2.0	3.0	4.6	0.0	0.0	0.0	34.6
### - ###	69.0	4.0	3.0	2.3	2.0	0.0	0.0	80.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	2.0	0.0	2.3	0.0	0.0	0.0	33.3
### - ###	50.0	5.0	3.0	6.9	2.0	0.0	0.0	66.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	4.0	0.0	2.3	0.0	0.0	0.0	36.3
### - ###	56.0	9.0	0.0	0.0	0.0	0.0	0.0	65.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	2.0	1.5	4.6	0.0	0.0	0.0	27.1
### - ###	38.0	8.0	1.5	6.9	0.0	0.0	0.0	54.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	3.0	0.0	2.3	0.0	0.0	0.0	26.3
### - ###	37.0	6.0	4.5	0.0	4.0	0.0	0.0	51.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	2.0	1.5	6.9	0.0	0.0	0.0	21.4
### - ###	35.0	5.0	3.0	4.6	0.0	0.0	0.0	47.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	1.0	4.5	9.2	0.0	0.0	0.0	20.7
### - ###	19.0	9.0	3.0	0.0	0.0	0.0	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	1.5	2.3	0.0	0.0	0.0	9.8
### - ###	16.0	8.0	3.0	4.6	2.0	0.0	0.0	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	4.0	0.0	6.9	0.0	0.0	0.0	23.9
### - ###	25.0	13.0	0.0	0.0	0.0	0.0	0.0	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	1.0	6.0	0.0	0.0	0.0	0.0	17.0
### - ###	41.0	20.0	0.0	0.0	0.0	0.0	0.0	61.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	5.0	0.0	2.3	0.0	0.0	0.0	19.3
### - ###	33.0	6.0	1.5	0.0	4.0	0.0	0.0	44.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	1.0	0.0	2.3	0.0	0.0	0.0	16.3
### - ###	60.0	3.0	3.0	2.3	0.0	0.8	0.0	69.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	4.0	0.0	2.3	0.0	0.0	0.0	24.3
### - ###	46.0	4.0	1.5	0.0	2.0	0.0	0.0	53.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	5.0	0.0	0.0	0.0	0.0	0.0	19.0
### - ###	42.0	5.0	0.0	0.0	0.0	0.0	0.0	47.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	9.0
### - ###	42.0	0.0	0.0	0.0	0.0	0.0	0.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	2.0	0.0	0.0	0.0	0.0	0.0	16.0
### - ###	39.0	3.0	0.0	0.0	0.0	0.0	0.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.8	0.0	14.8
### - ###	29.0	2.0	0.0	0.0	4.0	0.0	0.0	35.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0
### - ###	19.0	4.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	3.0	0.0	2.3	0.0	0.0	0.0	14.3
### - ###	20.0	2.0	0.0	0.0	0.0	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0
07:00 - 08:00	181.0	24.0	10.5	2.3	14.0	0.0	0.0	231.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	63.0	10.0	6.0	11.5	2.0	0.0	0.0	92.5
07:15 - 08:15	198.0	24.0	10.5	2.3	8.0	0.0	0.0	242.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	75.0	10.0	9.0	16.1	2.0	0.0	0.0	112.1
07:30 - 08:30	233.0	23.0	12.0	4.6	6.0	0.0	0.0	278.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	92.0	10.0	4.5	18.4	2.0	0.0	0.0	126.9
07:45 - 08:45	235.0	23.0	13.5	11.5	6.0	0.0	0.0	289.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	107.0	11.0	4.5	18.4	2.0	0.0	0.0	142.9
08:00 - 09:00	239.0	29.0	7.5	9.2	4.0	0.0	0.0	288.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	103.0	10.0	4.5	13.8	0.0	0.0	0.0	131.3
08:15 - 09:15	213.0	26.0	7.5	16.1	4.0	0.0	0.0	266.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	99.0	11.0	1.5	11.5	0.0	0.0	0.0	123.0
08:30 - 09:30	181.0	28.0	9.0	13.8	6.0	0.0	0.0	237.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.0	11.0	3.0	16.1	0.0	0.0	0.0	111.1
08:45 - 09:45	166.0	28.0	9.0	11.5	4.0	0.0	0.0	218.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.0	8.0	7.5	23.0	0.0	0.0	0.0	95.5
09:00 - 10:00	129.0	28.0	12.0	11.5	4.0	0.0	0.0	184.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.0	6.0	7.5	20.7	0.0	0.0	0.0	78.2
16:00 - 17:00	115.0	47.0	4.5	4.6	6.0	0.0	0.0	177.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.0	11.0	6.0	11.5	0.0	0.0	0.0	76.5
16:15 - 17:15	159.0	42.0	4.5	2.3	4.0	0.8	0.0	212.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.0	11.0	6.0	6.9	0.0	0.0	0.0	76.9
16:30 - 17:30	180.0	33.0	6.0	2.3	6.0	0.8	0.0	228.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.0	15.0	0.0	6.9	0.0	0.0	0.0	78.9
16:45 - 17:45	181.0	18.0	6.0	2.3	6.0	0.8	0.0	214.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.0	12.0	0.0	4.6	0.0	0.0	0.0	68.6
17:00 - 18:00	190.0	12.0	4.5	2.3	2.0	0.8	0.0	211.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.0	13.0	0.0	2.3	0.0	0.0	0.0	68.3
17:15 - 18:15	169.0	12.0	1.5	0.0	2.0	0.0	0.0	184.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	49.0	9.0	0.0	0.0	0.0	0.8	0.0	58.8
17:30 - 18:30	152.0	10.0	0.0	0.0	4.0	0.0	0.0	166.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	44.0	4.0	0.0	0.0	0.0	0.8	0.0	48.8
17:45 - 18:45	129.0	9.0	0.0	0.0	4.0	0.0	0.0	142.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	46.0	5.0	0.0	2.3	0.0	0.8	0.0	54.1
18:00 - 19:00	107.0	11.0	0.0	0.0	4.0	0.0	0.0	122.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	44.0	4.0	0.0	2.3	0.0	0.8	0.0	51.1
AM Total	###	81.0	30.0	23.0	22.0	0.0	0.0	###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	###	26.0	18.0	46.0	2.0	0.0	0.0	###
PM Total	###	70.0	9.0	6.9	12.0	0.8	0.0	###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	###	28.0	6.0	16.1	0.0	0.8	0.0	###
Daily Total	###	###	39.0	29.9	34.0	0.8	0.0	###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	###	54.0	24.0	62.1	2.0	0.8	0.0	###
#### - ####	###	29.0	7.5	9.2	4.0	0.0	0.0	###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	###	10.0	4.5	13.8	0.0	0.0	0.0	###
#### - ####	###	33.0	6.0	2.3	6.0	0.8	0.0	###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.0	15.0	0.0	6.9	0.0	0.0	0.0	78.9

	C to A								C to B								C to C							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	5.0	2.0	0.0	0.0	0.0	0.4	0.0	7.4	4.0	0.0	0.0	4.6	0.0	0.0	0.0	8.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	22.0	4.0	0.0	4.6	0.0	0.0	0.0	30.6	7.0	3.0	0.0	11.5	0.0	0.0	0.0	21.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	32.0	4.0	0.0	0.0	2.0	0.0	0.0	38.0	11.0	4.0	0.0	6.9	0.0	0.0	0.0	21.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	27.0	3.0	0.0	0.0	2.0	0.0	0.0	32.0	12.0	3.0	4.5	4.6	0.0	0.0	0.0	24.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	40.0	3.0	0.0	0.0	2.0	0.0	0.0	45.0	23.0	1.0	0.0	2.3	0.0	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	50.0	4.0	0.0	0.0	2.0	0.0	0.0	56.0	16.0	1.0	0.0	4.6	2.0	0.0	0.0	23.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	25.0	3.0	1.5	0.0	0.0	0.4	0.0	29.9	10.0	3.0	3.0	6.9	0.0	0.0	0.0	22.9	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	34.0	0.0	0.0	0.0	0.0	0.0	0.0	34.0	18.0	3.0	1.5	9.2	0.0	0.0	0.0	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	30.0	3.0	1.5	0.0	4.0	0.0	0.0	38.5	17.0	1.0	3.0	4.6	0.0	0.0	0.0	25.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	21.0	6.0	0.0	0.0	0.0	0.0	0.0	27.0	9.0	4.0	0.0	2.3	0.0	0.0	0.0	15.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	18.0	4.0	0.0	0.0	0.0	0.0	0.0	22.0	8.0	3.0	4.5	4.6	0.0	0.0	0.0	20.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	12.0	3.0	0.0	0.0	6.0	0.0	0.0	21.0	4.0	1.0	0.0	2.3	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	18.0	1.0	0.0	0.0	4.0	0.4	0.0	23.4	10.0	9.0	3.0	2.3	2.0	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	16.0	0.0	1.5	0.0	2.0	0.0	0.0	19.5	18.0	6.0	0.0	4.6	2.0	0.0	0.0	30.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	21.0	2.0	0.0	0.0	2.0	0.0	0.0	25.0	16.0	6.0	1.5	2.3	0.0	0.0	0.0	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	24.0	2.0	1.5	0.0	0.0	0.0	0.0	27.5	12.0	5.0	1.5	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	43.0	0.0	0.0	0.0	2.0	0.0	0.0	45.0	28.0	5.0	0.0	6.9	0.0	0.0	0.0	39.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	44.0	4.0	0.0	0.0	0.0	0.0	0.0	48.0	30.0	5.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	22.0	2.0	0.0	0.0	2.0	0.0	0.0	26.0	18.0	3.0	0.0	0.0	0.0	0.0	0.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	25.0	1.0	0.0	0.0	2.0	0.0	0.0	28.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	18.0	1.0	0.0	0.0	0.0	0.0	0.0	19.0	19.0	1.0	0.0	2.3	0.0	0.0	0.0	22.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	19.0	0.0	0.0	0.0	8.0	0.0	0.0	27.0	11.0	1.0	0.0	2.3	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	19.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	21.0	2.0	0.0	0.0	2.0	0.0	0.0	25.0	10.0	4.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	86.0	13.0	0.0	4.6	4.0	0.4	0.0	108.0	34.0	10.0	4.5	27.6	0.0	0.0	0.0	76.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 08:15	121.0	14.0	0.0	4.6	6.0	0.0	0.0	145.6	53.0	11.0	4.5	25.3	0.0	0.0	0.0	93.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	149.0	14.0	0.0	0.0	8.0	0.0	0.0	171.0	62.0	9.0	4.5	18.4	2.0	0.0	0.0	95.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	142.0	13.0	1.5	0.0	6.0	0.4	0.0	162.9	61.0	8.0	7.5	18.4	2.0	0.0	0.0	96.9	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
08:00 - 09:00	149.0	10.0	1.5	0.0	4.0	0.4	0.0	164.9	67.0	8.0	4.5	23.0	2.0	0.0	0.0	104.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
08:15 - 09:15	139.0	10.0	3.0	0.0	6.0	0.4	0.0	158.4	61.0	8.0	7.5	25.3	2.0	0.0	0.0	103.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
08:30 - 09:30	110.0	12.0	3.0	0.0	4.0	0.4	0.0	129.4	54.0	11.0	7.5	23.0	0.0	0.0	0.0	95.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
08:45 - 09:45	103.0	13.0	1.5	0.0	4.0	0.0	0.0	121.5	52.0	11.0	9.0	20.7	0.0	0.0	0.0	92.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	81.0	16.0	1.5	0.0	10.0	0.0	0.0	108.5	38.0	9.0	7.5	13.8	0.0	0.0	0.0	68.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 17:00	79.0	5.0	3.0	0.0	8.0	0.4	0.0	95.4	56.0	26.0	6.0	9.2	4.0	0.0	0.0	101.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
16:15 - 17:15	104.0	4.0	3.0	0.0	6.0	0.0	0.0	117.0	74.0	22.0	3.0	13.8	2.0	0.0	0.0	114.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
16:30 - 17:30	132.0	8.0	1.5	0.0	4.0	0.0	0.0	145.5	86.0	21.0	3.0	9.2	0.0	0.0	0.0	119.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:45	133.0	8.0	1.5	0.0	4.0	0.0	0.0	146.5	88.0	18.0	1.5	6.9	0.0	0.0	0.0	114.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 18:00	134.0	7.0	0.0	0.0	6.0	0.0	0.0	147.0	90.0	13.0	0.0	6.9	0.0	0.0	0.0	109.9	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:15 - 18:15	109.0	8.0	0.0	0.0	4.0	0.0	0.0	121.0	81.0	9.0	0.0	2.3	0.0	0.0	0.0	92.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:30 - 18:30	84.0	4.0	0.0	0.0	12.0	0.0	0.0	100.0	62.0	5.0	0.0	4.6	0.0	0.0	0.0	71.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
17:45 - 18:45	81.0	2.0	0.0	0.0	10.0	0.0	0.0	93.0	53.0	3.0	0.0	4.6	0.0	0.0	0.0	60.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
18:00 - 19:00	77.0	3.0	0.0	0.0	10.0	0.0	0.0	90.0	49.0	7.0	0.0	4.6	0.0	0.0	0.0	60.6	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
AM Total	###	39.0	3.0	4.6	18.0	0.8	0.0	###	###	27.0	16.5	64.4	2.0	0.0	0.0	###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
PM Total	###	15.0	3.0	0.0	24.0	0.4	0.0	###	###	46.0	6.0	20.7	4.0	0.0	0.0	###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Daily Total	###	54.0	6.0	4.6	42.0	1.2	0.0	###	###	73.0	22.5	85.1	6.0	0.0	0.0	###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
#### - ####	###	10.0	1.5	0.0	4.0	0.4	0.0	###	67.0	8.0	4.5	23.0	2.0	0.0	0.0	###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
#### - ####	###	8.0	1.5	0.0	4.0	0.0	0.0	###	86.0	21.0	3.0	9.2	0.0	0.0	0.0	###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	34507 Takeley
Site Number/Name:	Site 1 - Parsonage Road/Hall Road
Client:	Motion
Date:	07/02/2023
Weather:	Dry, Bright and Cold

Advanced Transport Research		Job Number & Name:	34507 Takeley
Site 1 - Parsonage Road/Hall Road		Date:	Tuesday 07 Feb 2023

Job Type:	Queue Lengths				
Co-ordinates:	51°53'7.06"N, 0°15'34.15"E	Postcode:	CM22 6PL	Times:	0700-1000 1600-1900

Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 1 - Parsonage Road/Hall Road	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 07 February 2023

	Parsonage Road SB		Hall Road		Parsonage Road NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	2		2		1	
07:05 - 07:10	0		2		2	
07:10 - 07:15	1		1		1	
07:15 - 07:20	3		2		4	
07:20 - 07:25	0		2		2	
07:25 - 07:30	3		1		1	
07:30 - 07:35	2		2		4	
07:35 - 07:40	1		5		2	
07:40 - 07:45	4		3		3	
07:45 - 07:50	5		2		3	
07:50 - 07:55	1		3		4	
07:55 - 08:00	2		2		2	
08:00 - 08:05	6		4		4	
08:05 - 08:10	3		6		5	
08:10 - 08:15	2		6		3	
08:15 - 08:20	3		10		4	
08:20 - 08:25	3		2		2	
08:25 - 08:30	3		8		2	
08:30 - 08:35	1		3		2	
08:35 - 08:40	2		9		4	
08:40 - 08:45	6		5		3	
08:45 - 08:50	2		3		4	
08:50 - 08:55	3		5		3	
08:55 - 09:00	1		1		1	
09:00 - 09:05	2		2		3	
09:05 - 09:10	1		0		1	
09:10 - 09:15	2		4		4	
09:15 - 09:20	0		3		2	
09:20 - 09:25	3		2		1	
09:25 - 09:30	1		2		2	
09:30 - 09:35	1		4		2	
09:35 - 09:40	1		3		3	
09:40 - 09:45	2		1		2	
09:45 - 09:50	1		2		0	
09:50 - 09:55	1		0		1	
09:55 - 10:00	1		3		2	

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research		*Job Number & Name:*	34507 Takeley
Site 1 - Parsonage Road/Hall Road		*Client:*	Motion
Queue Lengths		*Date:*	Tuesday 07 February 2023

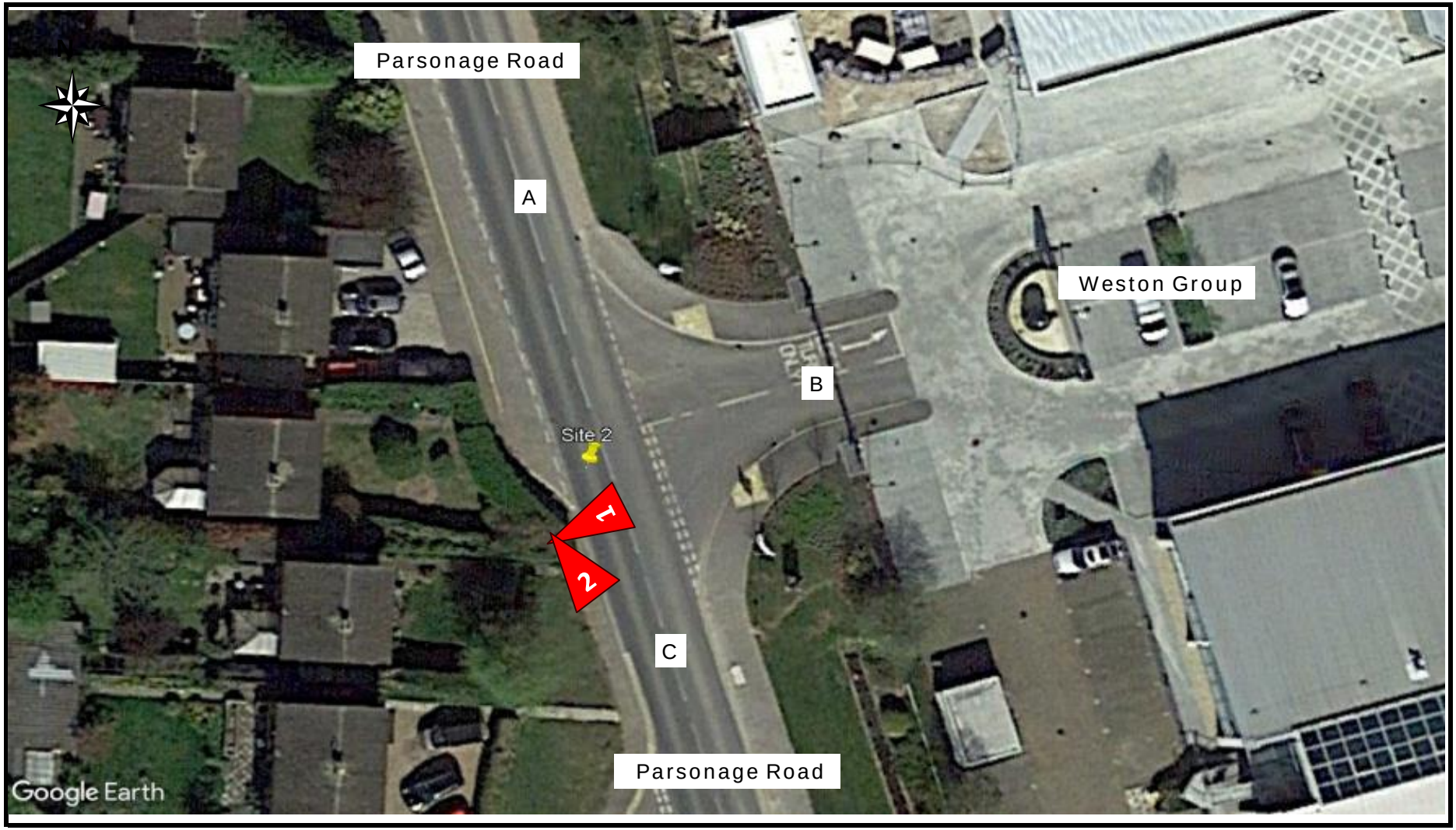
	Parsonage Road SB		Hall Road		Parsonage Road NB	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
16:00 - 16:05	4		3		1	
16:05 - 16:10	4		2		0	
16:10 - 16:15	5		2		3	
16:15 - 16:20	3		4		2	
16:20 - 16:25	6		11		2	
16:25 - 16:30	2		6		2	
16:30 - 16:35	0		4		2	
16:35 - 16:40	0		1		3	
16:40 - 16:45	2		2		2	
16:45 - 16:50	4		1		1	
16:50 - 16:55	2		3		2	
16:55 - 17:00	0		4		1	
17:00 - 17:05	4		2		2	
17:05 - 17:10	4		5		5	
17:10 - 17:15	1		1		3	
17:15 - 17:20	4		1		3	
17:20 - 17:25	1		5		2	
17:25 - 17:30	1		3		4	
17:30 - 17:35	2		1		1	
17:35 - 17:40	3		1		3	
17:40 - 17:45	4		3		2	
17:45 - 17:50	4		1		2	
17:50 - 17:55	1		1		3	
17:55 - 18:00	2		5		2	
18:00 - 18:05	3		2		2	
18:05 - 18:10	2		1		3	
18:10 - 18:15	2		2		1	
18:15 - 18:20	3		2		2	
18:20 - 18:25	1		0		1	
18:25 - 18:30	0		2		3	
18:30 - 18:35	0		0		0	
18:35 - 18:40	1		2		1	
18:40 - 18:45	0		0		3	
18:45 - 18:50	1		0		2	
18:50 - 18:55	2		3		1	
18:55 - 19:00	1		0		0	

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	34507 Takeley
Site Number/Name:	Site 2 - Parsonage Road/Weston Group
Client:	Motion
Date:	07/02/2023
Weather:	Dry, Bright and Cold

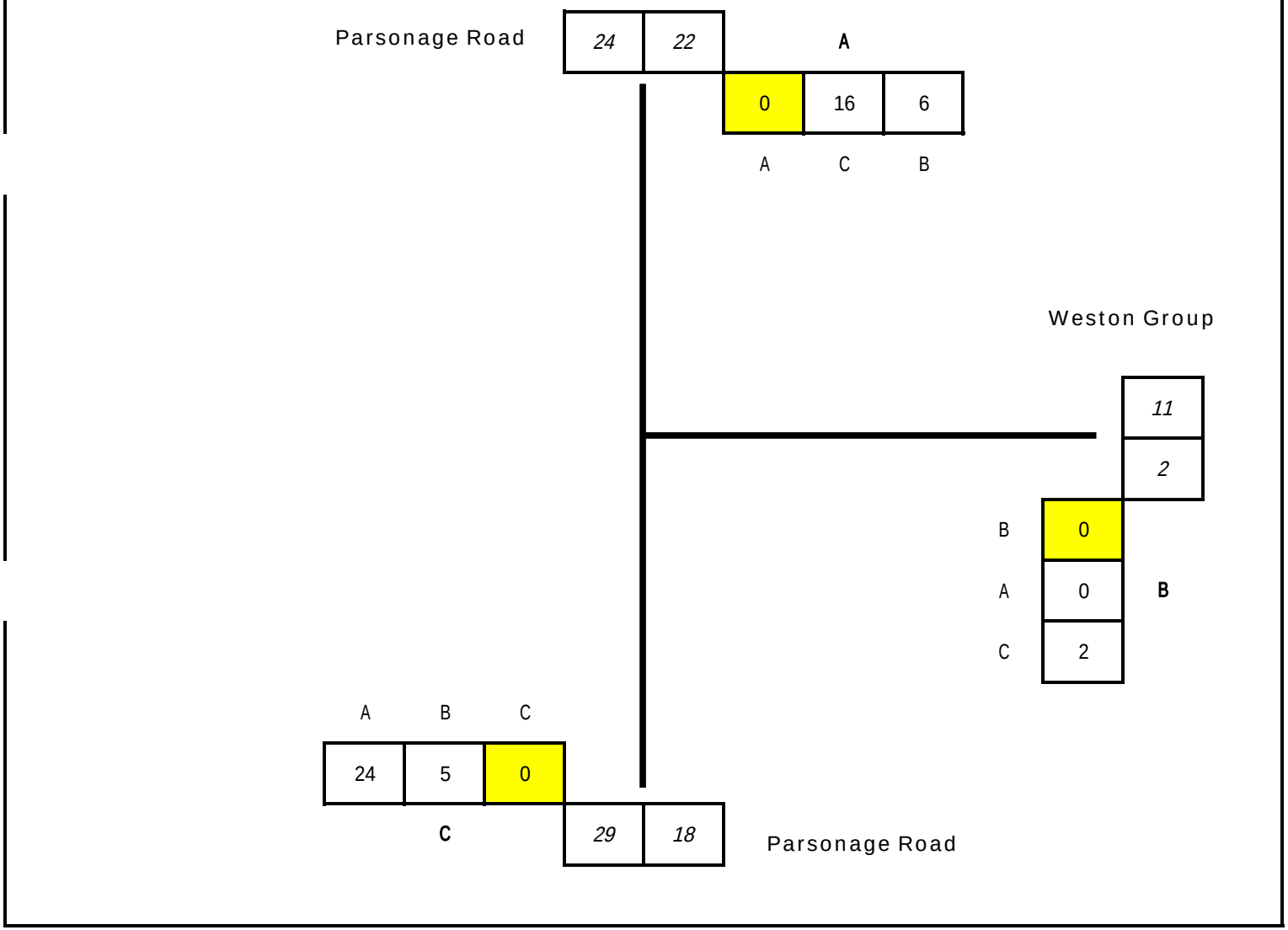
Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 2 - Parsonage Road/Weston Group	*Date:*	Tuesday 07 Feb 2023

Job Type:	Junction Count				
Co-ordinates:	51°52'20.03"N, 0°15'55.69"E	*Postcode:*	CM22 6PU	*Times:*	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 2 - Parsonage Road/Weston Group	*Client:*	Motion
Flow Diagram	*Date:*	Tuesday 07 Feb 2023

Select Period 07:00



Advanced Transport Research
Site 2 - Parsonage Road/Weston Group
Classified Counts

	A to A								A to B								A to C								B to A							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	25	3	3	0	0	0	0	0	2	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	30	6	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	35	6	2	6	4	0	0	0	1	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	34	6	2	2	0	0	0	0	3	1	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	42	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	48	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	39	5	2	2	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	1	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	31	4	1	1	0	0	0	0	0	2	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	20	4	0	4	1	0	0	0	0	1	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	17	1	4	3	1	0	0	0	1	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	16	2	4	1	0	0	1	0	1	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	21	0	3	0	0	0	0	1	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	81	10	5	0	1	0	0	0	1	1	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	57	16	0	1	1	0	0	0	4	2	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	13	0	1	0	1	0	0	1	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	11	1	0	0	0	0	0	27	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	34	10	0	1	0	0	0	0	11	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	5	0	0	1	0	0	0	9	1	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	51	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	42	2	0	0	1	1	0	0	4	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	1	0	0	1	1	0	0	2	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	2	0	1	2	0	0	0	3	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0

	B to B								B to C								C to A									
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV
07:00 - 07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	5	0
07:15 - 07:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	57	7	0	0	0	0	0	0	5	0
07:30 - 07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	52	11	1	6	2	0	0	0	4	0
07:45 - 08:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	40	8	2	1	0	0	0	0	7	0
08:00 - 08:15	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	68	5	1	1	1	0	0	0	9	0
08:15 - 08:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	66	5	0	4	2	0	0	0	16	0
08:30 - 08:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	36	6	2	2	0	1	0	0	10	0
08:45 - 09:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	66	4	1	4	2	0	0	0	8	3
09:00 - 09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	41	4	2	3	0	0	0	0	4	1
09:15 - 09:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	31	9	0	2	0	0	0	0	4	0
09:30 - 09:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	21	6	4	1	0	0	0	0	2	0
09:45 - 10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	20	2	0	2	3	0	0	0	3	0
16:00 - 16:15	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	23	10	2	1	2	1	0	0	1	0
16:15 - 16:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	37	4	1	2	2	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	36	6	1	1	1	0	0	0	2	2
16:45 - 17:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	25	7	2	1	0	0	0	0	2	0
17:00 - 17:15	0	0	0	0	0	0	0	0	51	1	0	0	0	0	0	0	35	7	0	2	1	0	0	0	2	0
17:15 - 17:30	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	38	7	0	0	1	0	0	0	6	0
17:30 - 17:45	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	31	1	0	1	0	0	0	0	4	0
17:45 - 18:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	34	3	0	0	1	0	0	0	1	0
18:00 - 18:15	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	0	29	2	0	1	1	0	0	0	1	0
18:15 - 18:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	18	0	0	1	3	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	24	1	0	0	0	0	0	0	1	0
18:45 - 19:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	35	1	0	0	1	0	0	0	0	0

Job Number & Name: **34507 Takeley**
Client: **Motion**
Date: **Tuesday 07 February 2023**

C to B						C to C							
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 2 - Parsonage Road/Weston Group
PCU Values

Job Number & Name: **34507 Takeley**
Client: **Motion**
Date: **Tuesday 07 February 2023**

	A to A								A to B								A to C							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	25.0	3.0	4.5	0.0	0.0	0.0	0.0	32.5
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	30.0	6.0	0.0	0.0	2.0	0.0	0.0	38.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	35.0	6.0	3.0	13.8	8.0	0.0	0.0	65.8
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	34.0	6.0	3.0	4.6	0.0	0.0	0.0	47.6
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	42.0	3.0	0.0	2.3	0.0	0.0	0.0	47.3
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	48.0	7.0	1.5	2.3	2.0	0.0	0.0	60.8
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	39.0	5.0	3.0	4.6	0.0	0.0	0.0	51.6
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	31.0	4.0	1.5	2.3	0.0	0.0	0.0	38.8
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	20.0	4.0	0.0	9.2	2.0	0.0	0.0	35.2
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	17.0	1.0	6.0	6.9	2.0	0.0	0.0	32.9
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	16.0	2.0	6.0	2.3	0.0	0.0	0.2	26.5
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.0	21.0	0.0	6.9	0.0	0.0	0.0	####
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	81.0	10.0	7.5	0.0	2.0	0.0	0.0	####
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	57.0	16.0	0.0	2.3	2.0	0.0	0.0	77.3
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	69.0	13.0	0.0	2.3	0.0	0.4	0.0	84.7
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.0	11.0	1.5	0.0	0.0	0.0	0.0	66.5
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	34.0	10.0	0.0	2.3	0.0	0.0	0.0	46.3
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	5.0	0.0	0.0	2.0	0.0	0.0	42.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	51.0	0.0	0.0	0.0	0.0	0.0	0.0	51.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	42.0	2.0	0.0	0.0	2.0	0.4	0.0	46.4
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	1.0	0.0	0.0	2.0	0.4	0.0	33.4
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	2.0	0.0	2.3	4.0	0.0	0.0	31.3
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0	0.0	0.0	0.0	0.0	0.0	26.0
07:00 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	106.0	15.0	7.5	13.8	10.0	0.0	0.0	152.3
07:15 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	124.0	21.0	10.5	18.4	10.0	0.0	0.0	183.9
07:30 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	1.0	0.0	0.0	0.0	0.0	0.0	21.0	141.0	21.0	6.0	20.7	10.0	0.0	0.0	198.7
07:45 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	2.0	0.0	0.0	0.0	0.0	0.0	24.0	159.0	22.0	7.5	23.0	10.0	0.0	0.0	221.5
08:00 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	2.0	0.0	0.0	0.0	0.0	0.0	20.0	163.0	21.0	7.5	13.8	2.0	0.0	0.0	207.3
08:15 - 09:15	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	16.0	2.0	0.0	0.0	0.0	0.0	0.0	18.0	160.0	19.0	6.0	11.5	2.0	0.0	0.0	198.5
08:30 - 09:30	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	14.0	1.0	0.0	0.0	0.0	0.0	0.0	15.0	138.0	20.0	6.0	18.4	4.0	0.0	0.0	186.4
08:45 - 09:45	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	107.0	14.0	10.5	23.0	4.0	0.0	0.0	158.5
09:00 - 10:00	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	84.0	11.0	13.5	20.7	4.0	0.0	0.2	133.4
16:00 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	290.0	60.0	7.5	11.5	4.0	0.4	0.0	373.4
16:15 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	261.0	50.0	9.0	4.6	4.0	0.4	0.0	329.0
16:30 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	214.0	50.0	1.5	6.9	2.0	0.4	0.0	274.8
16:45 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	192.0	39.0	1.5	4.6	2.0	0.4	0.0	239.5
17:00 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	174.0	26.0	1.5	2.3	2.0	0.0	0.0	205.8
17:15 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	162.0	17.0	0.0	2.3	4.0	0.4	0.0	185.7
17:30 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	158.0	8.0	0.0	0.0	6.0	0.8	0.0	172.8
17:45 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	146.0	5.0	0.0	2.3	8.0	0.8	0.0	162.1
18:00 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	120.0	6.0	0.0	2.3	8.0	0.8	0.0	137.1
AM Total	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	46.0	3.0	0.0	0.0	0.0	0.0	0.0	49.0	###	47.0	28.5	48.3	16.0	0.0	0.2	###
PM Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	###	92.0	9.0	16.1	14.0	1.2	0.0	###
Daily Total	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	55.0	4.0	0.0	0.0	0.0	0.0	0.0	59.0	###	###	37.5	64.4	30.0	1.2	0.2	###
#### - ####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	2.0	0.0	0.0	0.0	0.0	0.0	20.0	###	21.0	7.5	13.8	2.0	0.0	0.0	###
#### - ####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	###	50.0	9.0	4.6	4.0	0.4	0.0	###

	B to A								B to B								B to C							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
### - ###	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0
### - ###	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0
### - ###	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
### - ###	4.0	2.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
### - ###	27.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.0	1.0	0.0	0.0	0.0	0.0	0.0	52.0
### - ###	11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0
### - ###	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
### - ###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.4	0.0	3.4
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
### - ###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
07:00 - 08:00	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
07:15 - 08:15	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0
07:30 - 08:30	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0
07:45 - 08:45	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0
08:00 - 09:00	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	1.0	0.0	0.0	0.0	0.0	0.0	17.0
08:15 - 09:15	0.0	2.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	1.0	0.0	0.0	0.0	0.0	0.0	12.0
08:30 - 09:30	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	9.0
08:45 - 09:45	1.0	3.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	7.0
09:00 - 10:00	2.0	3.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0
16:00 - 17:00	7.0	3.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	1.0	0.0	0.0	0.0	0.0	0.0	25.0
16:15 - 17:15	33.0	3.0	0.0	0.0	0.0	0.0	0.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.0	1.0	0.0	0.0	0.0	0.0	0.0	71.0
16:30 - 17:30	43.0	2.0	0.0	0.0	0.0	0.0	0.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.0	1.0	0.0	0.0	0.0	0.0	0.0	84.0
16:45 - 17:45	48.0	1.0	0.0	0.0	0.0	0.0	0.0	49.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	1.0	0.0	0.0	0.0	0.0	0.0	91.0
17:00 - 18:00	48.0	1.0	0.0	0.0	0.0	0.0	0.0	49.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.0	1.0	0.0	0.0	0.0	0.0	0.0	92.0
17:15 - 18:15	25.0	1.0	0.0	0.0	0.0	0.0	0.0	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.0	0.0	0.0	0.0	0.0	0.4	0.0	43.4
17:30 - 18:30	16.0	1.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.4	0.0	30.4
17:45 - 18:45	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	0.4	0.0	18.4
18:00 - 19:00	11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.4	0.0	14.4
AM Total	9.0	4.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.0	2.0	0.0	0.0	0.0	0.0	0.0	33.0
PM Total	66.0	4.0	0.0	0.0	0.0	0.0	0.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	###	2.0	0.0	0.0	0.0	0.4	0.0	###
Daily Total	75.0	8.0	0.0	0.0	0.0	0.0	0.0	83.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	###	4.0	0.0	0.0	0.0	0.4	0.0	###
#### - ####	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	1.0	0.0	0.0	0.0	0.0	0.0	17.0
#### - ####	33.0	3.0	0.0	0.0	0.0	0.0	0.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.0	1.0	0.0	0.0	0.0	0.0	0.0	71.0

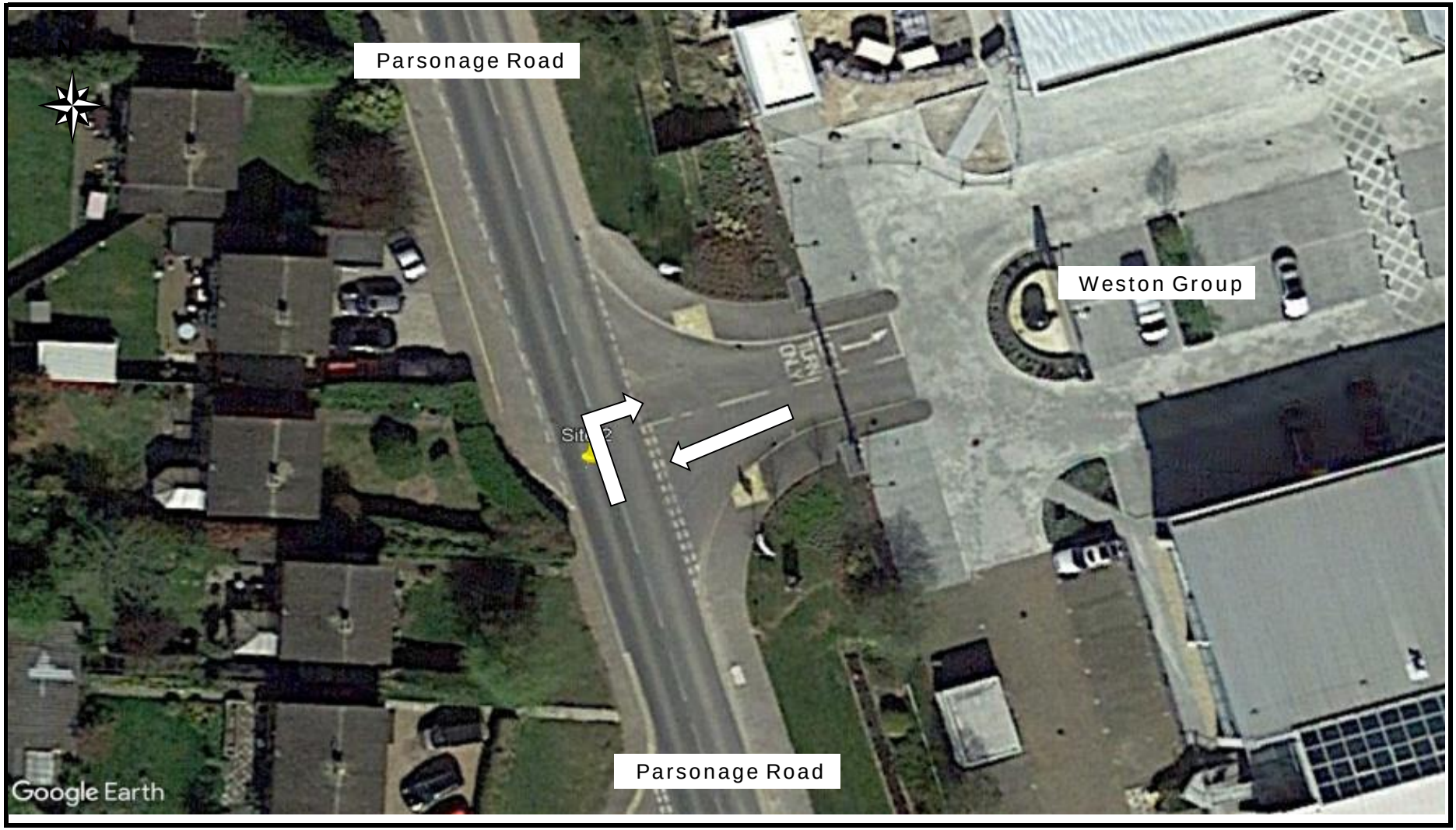
	C to A								C to B								C to C							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	24.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	57.0	7.0	0.0	0.0	0.0	0.0	0.0	64.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	52.0	11.0	1.5	13.8	4.0	0.0	0.0	82.3	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	40.0	8.0	3.0	2.3	0.0	0.0	0.0	53.3	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	68.0	5.0	1.5	2.3	2.0	0.0	0.0	78.8	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	66.0	5.0	0.0	9.2	4.0	0.0	0.0	84.2	16.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	36.0	6.0	3.0	4.6	0.0	0.4	0.0	50.0	10.0	0.0	0.0	2.3	0.0	0.0	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	66.0	4.0	1.5	9.2	4.0	0.0	0.0	84.7	8.0	3.0	0.0	0.0	0.0	0.0	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	41.0	4.0	3.0	6.9	0.0	0.0	0.0	54.9	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	31.0	9.0	0.0	4.6	0.0	0.0	0.0	44.6	4.0	0.0	1.5	0.0	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	21.0	6.0	6.0	2.3	0.0	0.0	0.0	35.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	20.0	2.0	0.0	4.6	6.0	0.0	0.0	32.6	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	23.0	10.0	3.0	2.3	4.0	0.4	0.0	42.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	37.0	4.0	1.5	4.6	4.0	0.0	0.0	51.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	36.0	6.0	1.5	2.3	2.0	0.0	0.0	47.8	2.0	2.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	25.0	7.0	3.0	2.3	0.0	0.0	0.0	37.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	35.0	7.0	0.0	4.6	2.0	0.0	0.0	48.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	38.0	7.0	0.0	0.0	2.0	0.0	0.0	47.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	31.0	1.0	0.0	2.3	0.0	0.0	0.0	34.3	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	34.0	3.0	0.0	0.0	2.0	0.0	0.0	39.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	29.0	2.0	0.0	2.3	2.0	0.0	0.0	35.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	18.0	0.0	0.0	2.3	6.0	0.0	0.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	24.0	1.0	0.0	0.0	0.0	0.0	0.0	25.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	35.0	1.0	0.0	0.0	2.0	0.0	0.0	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	173.0	26.0	4.5	16.1	4.0	0.0	0.0	223.6	21.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 08:15	217.0	31.0	6.0	18.4	6.0	0.0	0.0	278.4	25.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	226.0	29.0	6.0	27.6	10.0	0.0	0.0	298.6	36.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	210.0	24.0	7.5	18.4	6.0	0.4	0.0	266.3	42.0	0.0	0.0	2.3	0.0	0.0	0.0	44.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 09:00	236.0	20.0	6.0	25.3	10.0	0.4	0.0	297.7	43.0	3.0	0.0	2.3	0.0	0.0	0.0	48.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	209.0	19.0	7.5	29.9	8.0	0.4	0.0	273.8	38.0	4.0	0.0	2.3	0.0	0.0	0.0	44.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 09:30	174.0	23.0	7.5	25.3	4.0	0.4	0.0	234.2	26.0	4.0	1.5	2.3	0.0	0.0	0.0	33.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:45	159.0	23.0	10.5	23.0	4.0	0.0	0.0	219.5	18.0	4.0	1.5	0.0	0.0	0.0	0.0	23.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	113.0	21.0	9.0	18.4	6.0	0.0	0.0	167.4	13.0	1.0	1.5	0.0	0.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 17:00	121.0	27.0	9.0	11.5	10.0	0.4	0.0	178.9	5.0	2.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 17:15	133.0	24.0	6.0	13.8	8.0	0.0	0.0	184.8	6.0	2.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 17:30	134.0	27.0	4.5	9.2	6.0	0.0	0.0	180.7	12.0	2.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:45	129.0	22.0	3.0	9.2	4.0	0.0	0.0	167.2	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 18:00	138.0	18.0	0.0	6.9	6.0	0.0	0.0	168.9	13.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 18:15	132.0	13.0	0.0	4.6	6.0	0.0	0.0	155.6	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 18:30	112.0	6.0	0.0	6.9	10.0	0.0	0.0	134.9	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:45	105.0	6.0	0.0	4.6	10.0	0.0	0.0	125.6	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 19:00	106.0	4.0	0.0	4.6	10.0	0.0	0.0	124.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AM Total	###	67.0	19.5	59.8	20.0	0.4	0.0	###	77.0	4.0	1.5	2.3	0.0	0.0	0.0	84.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM Total	###	49.0	9.0	23.0	26.0	0.4	0.0	###	20.0	2.0	0.0	0.0	0.0	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Total	###	###	28.5	82.8	46.0	0.8	0.0	###	97.0	6.0	1.5	2.3	0.0	0.0	0.0	###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#### - ####	###	20.0	6.0	25.3	10.0	0.4	0.0	###	43.0	3.0	0.0	2.3	0.0	0.0	0.0	48.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#### - ####	###	24.0	6.0	13.8	8.0	0.0	0.0	###	6.0	2.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	34507 Takeley
Site Number/Name:	Site 2 - Parsonage Road/Weston Group
Client:	Motion
Date:	07/02/2023
Weather:	Dry, Bright and Cold

Advanced Transport Research		Job Number & Name:	34507 Takeley
Site 2 - Parsonage Road/Weston Group		Date:	Tuesday 07 Feb 2023

Job Type:	Queue Lengths				
Co-ordinates:	51°52'20.03"N, 0°15'55.69"E	Postcode:	CM22 6PU	Times:	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 2 - Parsonage Road/Weston Group	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 07 February 2023

	Weston Group Access		Parsonage Road Right-Turn	
Times	Lane 1	Lane 2	Lane 1	
07:00 - 07:05	0	0	0	
07:05 - 07:10	0	0	0	
07:10 - 07:15	0	0	0	
07:15 - 07:20	0	0	0	
07:20 - 07:25	0	0	0	
07:25 - 07:30	0	0	0	
07:30 - 07:35	0	0	0	
07:35 - 07:40	0	0	0	
07:40 - 07:45	0	0	0	
07:45 - 07:50	0	0	0	
07:50 - 07:55	0	0	0	
07:55 - 08:00	0	0	0	
08:00 - 08:05	0	0	0	
08:05 - 08:10	0	0	0	
08:10 - 08:15	1	0	0	
08:15 - 08:20	0	0	0	
08:20 - 08:25	0	0	0	
08:25 - 08:30	0	0	0	
08:30 - 08:35	0	0	0	
08:35 - 08:40	1	0	2	
08:40 - 08:45	0	0	0	
08:45 - 08:50	0	0	0	
08:50 - 08:55	0	0	4	
08:55 - 09:00	0	0	0	
09:00 - 09:05	0	0	0	
09:05 - 09:10	0	0	0	
09:10 - 09:15	0	0	0	
09:15 - 09:20	0	0	0	
09:20 - 09:25	0	0	0	
09:25 - 09:30	1	0	0	
09:30 - 09:35	0	0	0	
09:35 - 09:40	0	0	0	
09:40 - 09:45	0	0	0	
09:45 - 09:50	0	0	0	
09:50 - 09:55	0	0	0	
09:55 - 10:00	0	0	0	

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 2 - Parsonage Road/Weston Group	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 07 February 2023

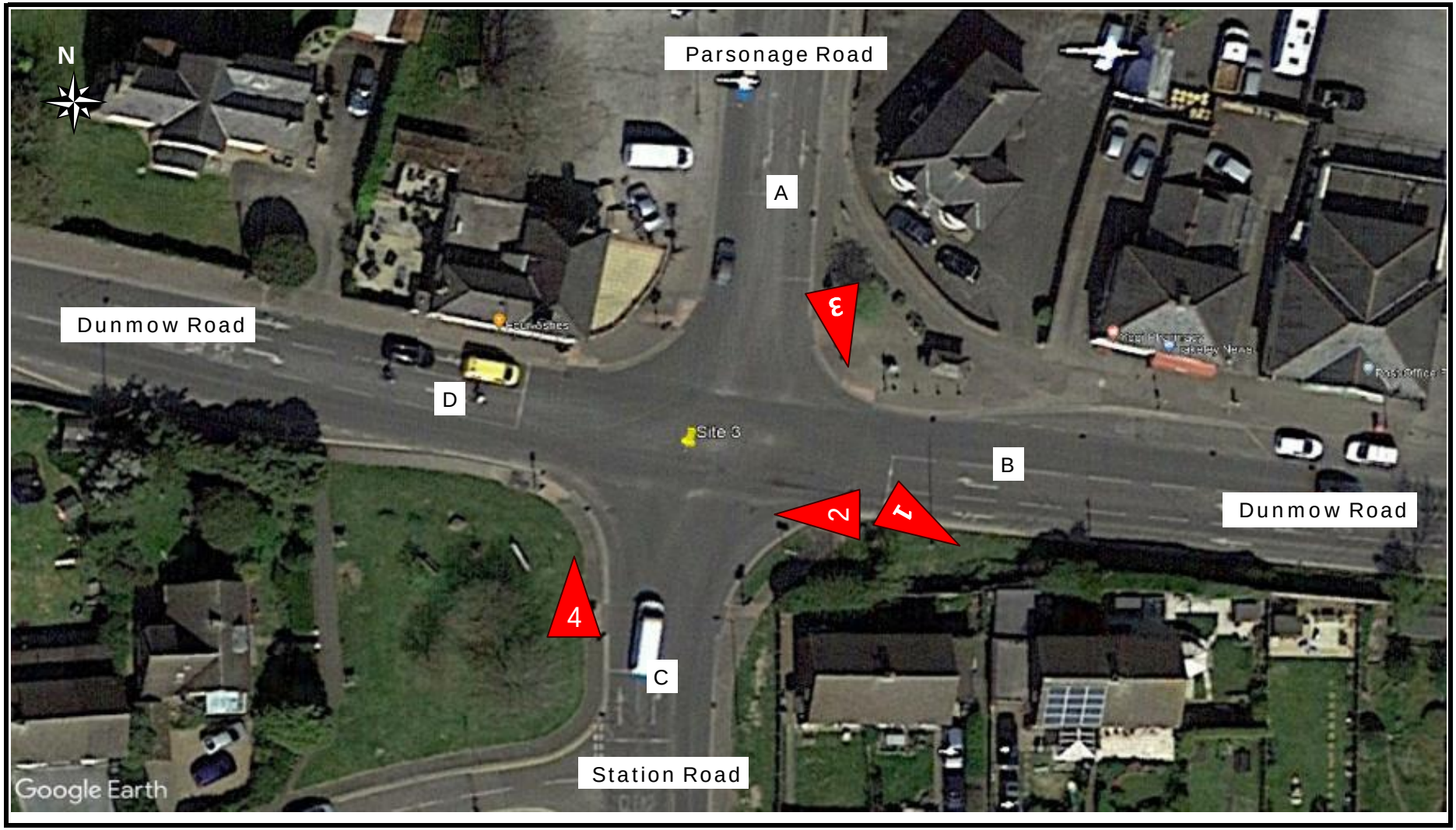
	Weston Group Access		Parsonage Road Right-Turn	
Times	Lane 1	Lane 2	Lane 1	
16:00 - 16:05	1	0	0	
16:05 - 16:10	1	0	0	
16:10 - 16:15	0	0	0	
16:15 - 16:20	1	0	0	
16:20 - 16:25	1	0	0	
16:25 - 16:30	0	0	0	
16:30 - 16:35	0	0	0	
16:35 - 16:40	1	0	0	
16:40 - 16:45	1	0	0	
16:45 - 16:50	0	0	0	
16:50 - 16:55	0	0	0	
16:55 - 17:00	1	0	2	
17:00 - 17:05	2	0	0	
17:05 - 17:10	3	1	0	
17:10 - 17:15	3	0	0	
17:15 - 17:20	2	0	0	
17:20 - 17:25	0	0	0	
17:25 - 17:30	0	0	0	
17:30 - 17:35	1	0	0	
17:35 - 17:40	1	0	0	
17:40 - 17:45	0	0	0	
17:45 - 17:50	0	0	0	
17:50 - 17:55	0	0	0	
17:55 - 18:00	1	0	0	
18:00 - 18:05	1	0	0	
18:05 - 18:10	0	0	0	
18:10 - 18:15	1	0	0	
18:15 - 18:20	0	0	0	
18:20 - 18:25	0	0	0	
18:25 - 18:30	0	0	0	
18:30 - 18:35	0	0	0	
18:35 - 18:40	0	0	0	
18:40 - 18:45	0	0	0	
18:45 - 18:50	0	0	0	
18:50 - 18:55	0	0	0	
18:55 - 19:00	0	0	0	

ADVANCED TRANSPORT RESEARCH

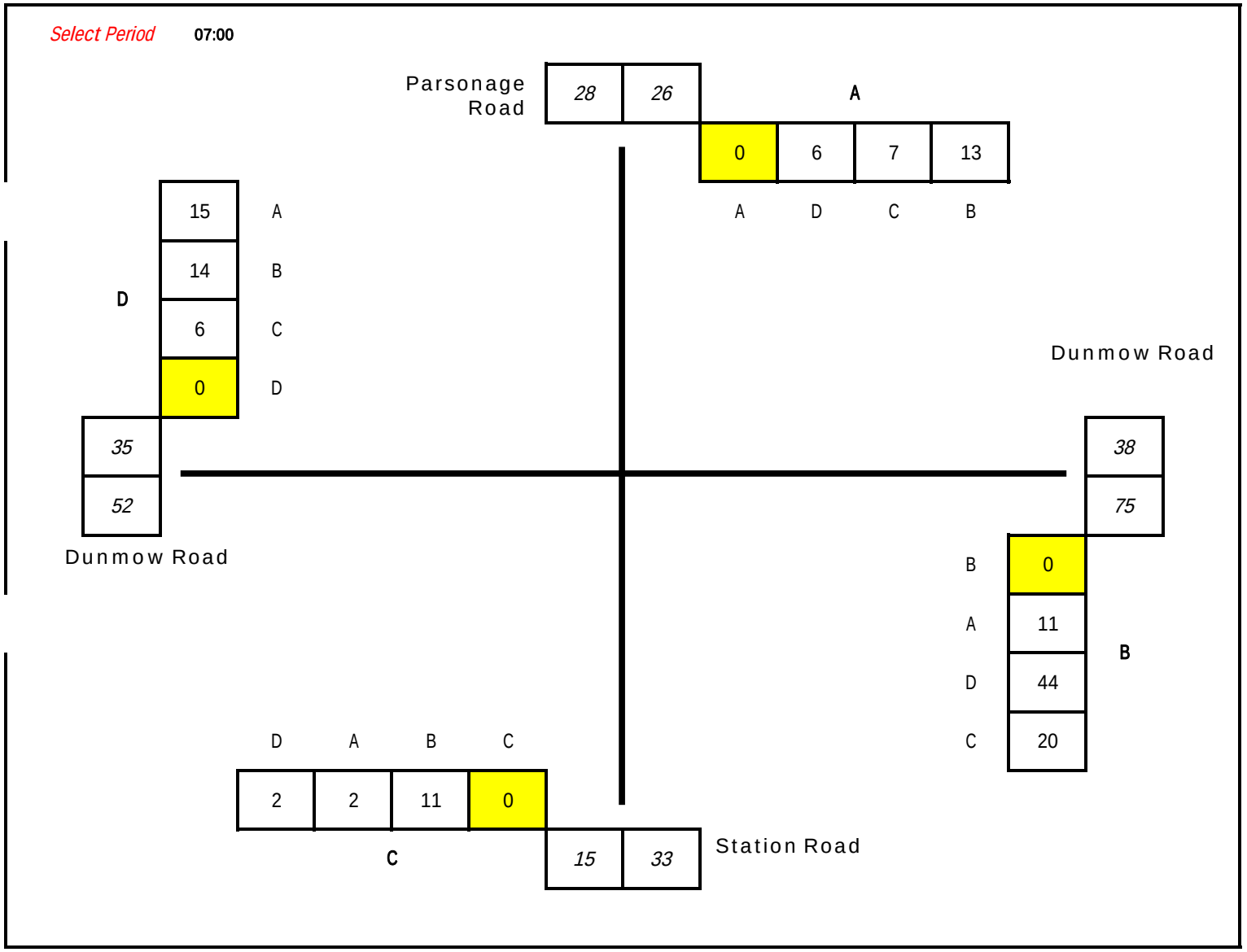
Job Number & Name:	34507 Takeley
Site Number/Name:	Site 3 - Parsonage Road/Dunmow Road
Client:	Motion
Date:	07/02/2023
Weather:	Dry, Bright and Cold

Advanced Transport Research		Job Number & Name:	34507 Takeley
Site 3 - Parsonage Road/Dunmow Road		Date:	Tuesday 07 Feb 2023

Job Type:	Junction Count				
Co-ordinates:	51°52'4.08"N, 0°15'58.93"E	Postcode:	CM22 6SH	Times:	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 3 - Parsonage Road/Dunmow Road	*Client:*	Motion
Flow Diagram	*Date:*	Tuesday 07 Feb 2023



Advanced Transport Research

Site 3 - Parsonage Road/Dunmow Road

Classified Counts

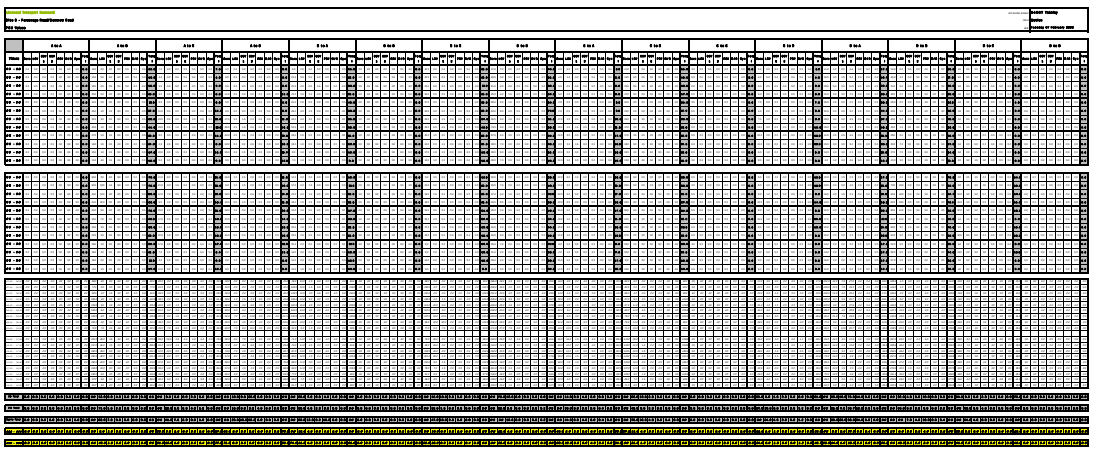
	A to A								A to B								A to C								A to D								B to A								B to B								B to C									
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV
07:00 - 07:15	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	37	7
07:15 - 07:30	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	21	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	48	3
07:30 - 07:45	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	22	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	51	4
07:45 - 08:00	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	24	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	49	4
08:00 - 08:15	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	41	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	1	0	0	0	58	5
08:15 - 08:30	0	0	0	0	0	0	0	0	25	1	1	0	0	0	0	0	11	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	46	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	63	9
08:30 - 08:45	0	0	0	0	0	0	0	0	32	3	0	0	0	0	0	0	23	0	0	0	1	0	0	0	17	1	1	1	0	0	0	0	44	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29	4	1	0	0	0	0	0	55	5
08:45 - 09:00	0	0	0	0	0	0	0	0	40	1	0	0	0	0	0	0	19	2	1	0	0	0	0	0	38	2	1	2	0	0	0	0	51	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	32	6	3	0	0	0	0	0	73	6
09:00 - 09:15	0	0	0	0	0	0	0	0	27	1	1	0	0	0	0	0	8	3	0	0	0	0	0	0	24	2	1	1	0	0	0	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1	2	0	0	0	0	0	57	4
09:15 - 09:30	0	0	0	0	0	0	0	0	19	1	0	1	1	0	0	0	2	4	0	0	0	0	0	0	13	2	0	2	0	0	0	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	2	1	0	0	0	0	0	38	7
09:30 - 09:45	0	0	0	0	0	0	0	0	15	1	1	0	0	0	0	0	10	0	1	0	0	0	0	0	15	2	1	4	1	0	0	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17	1	1	0	0	0	0	0	38	9
09:45 - 10:00	0	0	0	0	0	0	0	0	11	4	1	1	0	0	1	0	5	0	2	0	0	0	0	0	8	1	2	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	1	1	1	0	0	0	0	38	7
16:00 - 16:15	0	0	0	0	0	0	0	0	66	9	0	0	0	0	0	0	11	8	0	1	0	0	0	0	16	1	3	0	0	0	0	0	12	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	0	0	0	30	9
16:15 - 16:30	0	0	0	0	0	0	0	0	60	13	1	0	1	0	0	0	21	3	1	0	0	0	0	0	8	1	1	0	0	0	0	0	17	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24	5	0	0	0	0	0	0	36	7
16:30 - 16:45	0	0	0	0	0	0	0	0	44	12	0	0	0	0	0	0	12	7	0	0	1	0	0	0	19	1	0	2	0	0	0	0	23	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	0	0	0	37	4
16:45 - 17:00	0	0	0	0	0	0	0	0	51	12	0	0	0	0	0	0	9	1	0	0	0	1	0	0	15	3	1	1	0	0	0	0	19	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	18	7	0	0	0	1	0	0	29	9
17:00 - 17:15	0	0	0	0	0	0	0	0	62	8	0	0	0	0	0	0	19	2	0	0	0	0	0	0	29	1	0	0	0	0	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	3	0	0	0	0	0	0	38	2
17:15 - 17:30	0	0	0	0	0	0	0	0	35	7	0	0	0	0	0	0	17	2	0	0	0	0	0	0	10	2	0	1	0	0	0	0	30	6	0	0	1	0	0	0	0	0	0	0	0	0	0	0	35	4	0	0	0	0	0	0	46	7
17:30 - 17:45	0	0	0	0	0	0	0	0	33	3	0	0	0	0	0	0	9	1	0	0	0	0	0	0	13	2	1	0	0	0	0	0	20	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	17	1	1	0	0	0	0	0	40	4
17:45 - 18:00	0	0	0	0	0	0	0	0	22	2	0	0	1	0	0	0	12	1	0	0	0	0	0	0	16	0	0	0	0	0	0	0	23	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	1	0	0	40	5
18:00 - 18:15	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	0	17	0	0	0	0	1	0	0	18	2	0	0	1	0	0	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	35	7
18:15 - 18:30	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	0	7	2	0	0	0	1	0	0	8	1	0	0	1	0	0	0	14	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	31	2
18:30 - 18:45	0	0	0	0	0	0	0	0	18	0	0	1	1	0	0	0	4	2	0	0	1	0	0	0	8	1	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	4	0	0	0	0	0	0	33	4
18:45 - 19:00	0	0	0	0	0	0	0	0	16	1	0	0	0	0	0	0	11	3	0	0	0	0	0	0	9	0	0	0	0	0	0	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	31	3

B to D						C to A								C to B								C to C								C to D								D to A								D to B								D to C					
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B
0	0	0	0	0	0	2	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	11	1	0	2	0	1	0	0	13	0	0	0	1	0	0	0	6	0	0	0	0	0
0	0	0	0	0	0	4	1	0	2	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	30	3	1	4	1	0	0	0	26	1	0	0	0	0	0	0	8	0	0	0	0	0
0	0	0	0	0	0	5	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	29	5	2	5	1	0	0	0	31	0	0	0	1	0	0	0	5	0	0	0	0	0
1	0	0	0	0	0	5	1	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	31	3	2	1	0	0	0	0	38	0	0	0	0	0	0	0	3	0	0	0	0	0
1	0	0	0	0	0	2	0	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	35	1	0	1	0	0	0	0	48	0	0	0	2	0	0	0	4	0	0	0	0	0
0	0	0	0	0	0	2	0	0	0	0	0	0	0	23	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	31	2	0	4	1	1	0	0	43	3	0	0	0	0	0	0	3	0	0	0	0	0
1	0	0	0	0	0	17	1	0	0	0	0	0	0	26	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	28	3	0	3	0	0	0	0	40	5	0	0	0	0	0	0	5	0	0	0	0	0
1	0	0	0	0	0	19	1	1	0	0	0	0	0	17	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	26	3	0	4	1	0	0	0	35	1	2	0	0	0	0	0	7	1	0	0	0	0
2	0	0	0	0	0	14	3	0	0	0	0	0	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	0	14	2	3	2	0	0	0	0	29	5	1	0	0	0	0	0	8	1	0	0	0	0
0	0	0	0	0	0	8	3	1	0	0	0	0	0	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	0	0	0	23	3	2	4	0	0	0	0	30	7	0	0	0	0	0	0	5	2	0	1	0	0
3	0	0	0	0	0	10	3	0	0	0	0	0	0	23	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6	1	0	1	0	0	0	0	14	1	2	1	0	0	0	0	27	7	0	0	0	0	0	0	6	2	1	0	0	0
0	0	0	0	0	0	12	1	0	0	0	0	0	0	13	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	4	1	0	2	3	0	0	0	22	3	0	1	1	0	1	0	4	3	1	0	0	0
0	0	0	0	0	0	12	6	1	0	0	1	0	0	31	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	0	10	2	1	1	1	0	0	0	67	8	0	0	2	0	1	0	9	2	1	1	0	0
0	0	0	0	0	0	21	2	0	0	1	0	0	0	29	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	8	4	0	0	0	2	0	0	13	4	0	2	1	0	0	0	73	10	0	0	0	0	0	0	9	1	0	0	0	0
1	0	0	0	0	0	22	3	0	0	1	0	0	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	16	4	1	1	0	0	0	0	65	15	0	1	1	1	0	0	10	4	0	0	0	0
1	0	0	1	0	0	10	5	0	0	0	0	0	0	28	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10	3	1	0	0	1	0	0	14	2	0	1	0	0	0	0	62	10	0	0	0	1	0	0	10	1	0	0	0	0
0	0	0	1	0	0	15	2	0	0	0	0	0	0	50	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	22	4	0	2	0	0	0	0	85	11	0	0	0	0	0	0	12	1	0	0	0	0
1	0	0	0	0	0	19	1	1	0	0	0	0	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0	17	4	1	0	0	0	0	0	81	12	0	0	0	0	0	0	4	1	0	0	0	0
0	0	0	0	1	0	15	3	0	0	0	0	0	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	0	20	4	0	0	0	0	0	0	69	9	1	0	0	0	0	0	9	1	0	0	0	0
0	0	0	0	0	0	11	1	0	0	0	0	0	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	26	2	0	1	1	0	0	0	61	5	0	0	0	0	0	0	13	0	0	1	0	0
0	0	0	0	0	0	9	0	0	0	0	0	0	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	13	2	0	0	1	0	0	0	63	6	0	0	0	0	0	0	6	2	0	0	0	0
0	0	0	0	0	0	2	1	0	0	2	0	0	0	20	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	13	2	0	1	0	0	0	0	68	6	0	0	0	0	0	0	10	2	0	0	0	0
1	0	0	0	0	0	15	2	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	0	16	1	0	0	0	0	0	0	67	1	0	0	0	0	0	0	5	0	0	0	0	2
0	0	0	0	0	0	12	4	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	12	0	0	0	1	0	0	0	36	3	1	0	0	0	0	0	3	0	0	0	0	0

b Number & Name:	**34507 Takeley**
Client:	**Motion**
Date:	**Tuesday 07 February 2023**

		D to D							
Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0



ADVANCED TRANSPORT RESEARCH

Job Number & Name:	34507 Takeley
Site Number/Name:	Site 3 - Parsonage Road/Dunmow Road
Client:	Motion
Date:	07/02/2023
Weather:	Dry, Bright and Cold

Advanced Transport Research		Job Number & Name:	34507 Takeley
Site 3 - Parsonage Road/Dunmow Road		Date:	Tuesday 07 Feb 2023

Job Type:	Queue Lengths				
Co-ordinates:	51°52'4.08"N, 0°15'58.93"E	Postcode:	CM22 6SH	Times:	0700-1000 1600-1900

Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 3 - Parsonage Road/Dunmow Road	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 07 February 2023

	Parsonage Road		Dunmow Road WB		Station Road		Dunmow Road EB	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	5	1	3	0	1	1	2	1
07:05 - 07:10	2	0	9+	1	1	1	1	1
07:10 - 07:15	5	1	9+	3	3	1	2	1
07:15 - 07:20	5	2	10	3	3	2	1	0
07:20 - 07:25	4	2	13	3	2	3	3	0
07:25 - 07:30	4	3	13+	6	2	10	2	2
07:30 - 07:35	1	5	8	1	2	1	2	0
07:35 - 07:40	4	4	13+	3	4	3	0	0
07:40 - 07:45	7	3	13+	4	6	4	0	0
07:45 - 07:50	4	6	13+	6	5	4	0	0
07:50 - 07:55	4	7	13+	4	5	2	0	0
07:55 - 08:00	8	2	13+	4	3	2	0	0
08:00 - 08:05	10	8	13+	3	7	5	0	0
08:05 - 08:10	3	1	13+	4	4	5	0	0
08:10 - 08:15	7	2	13+	7	5	9	0	0
08:15 - 08:20	6	4	13+	9	7	8	0	0
08:20 - 08:25	5	3	13+	6	4	3	0	0
08:25 - 08:30	5	3	13+	8	4	1	0	0
08:30 - 08:35	10	0	13+	7	4	4	1	0
08:35 - 08:40	11	2	13+	7	4	9	4	1
08:40 - 08:45	12	10	12	11	6	6	6	0
08:45 - 08:50	5	10	12	9	5	3	11	2
08:50 - 08:55	10	6	13+	9	4	2	8	2
08:55 - 09:00	5	5	13+	4	7	5	5	0
09:00 - 09:05	2	6	13+	3	3	2	9	2
09:05 - 09:10	5	8	8	2	1	11	3	1
09:10 - 09:15	4	3	9	3	5	2	7	2
09:15 - 09:20	5	4	6	2	2	4	10	2
09:20 - 09:25	4	3	4	3	2	2	3	1
09:25 - 09:30	3	2	7	1	3	4	5	1
09:30 - 09:35	3	3	5	2	5	4	6	1
09:35 - 09:40	1	1	11+	1	1	4	5	2
09:40 - 09:45	3	2	6	0	3	3	4	1
09:45 - 09:50	2	1	7	1	2	2	3	1
09:50 - 09:55	2	2	7	1	2	2	5	2
09:55 - 10:00	4	1	8	1	2	4	6	1

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 3 - Parsonage Road/Dunmow Road	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 07 February 2023

	Parsonage Road		Dunmow Road WB		Station Road		Dunmow Road EB	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
16:00 - 16:05	10	2	6	6	3	3	17	2
16:05 - 16:10	17	5	3	8	5	6	19	4
16:10 - 16:15	14	5	8	4	2	12	27+	1
16:15 - 16:20	17	2	7	7	6	5	25+	2
16:20 - 16:25	9	1	12	4	4	7	18	2
16:25 - 16:30	11	1	8	4	2	5	16	1
16:30 - 16:35	6	3	6	7	7	2	11	1
16:35 - 16:40	6	2	16+	5	4	3	9	2
16:40 - 16:45	11	2	6	3	6	6	19	2
16:45 - 16:50	5	3	7	8	5	3	15	2
16:50 - 16:55	10	3	5	1	7	8	12	1
16:55 - 17:00	10	3	14	3	3	5	10	1
17:00 - 17:05	5	2	9	2	4	13	15	2
17:05 - 17:10	17	6	8	5	2	16	25	3
17:10 - 17:15	17	4	6	12+	3	3	24	2
17:15 - 17:20	10	7	8	12+	5	8	19	2
17:20 - 17:25	10	1	13+	12+	6	2	14	1
17:25 - 17:30	5	1	13+	12+	4	2	14	0
17:30 - 17:35	2	2	8	3	2	2	5	1
17:35 - 17:40	7	2	6	8	2	6	18	1
17:40 - 17:45	5	4	5	3	4	8	17	2
17:45 - 17:50	4	1	7	3	3	7	11	2
17:50 - 17:55	4	2	7	3	4	5	9	3
17:55 - 18:00	2	3	3	2	1	3	6	1
18:00 - 18:05	3	3	3	2	2	3	8	1
18:05 - 18:10	4	2	4	1	3	4	9	1
18:10 - 18:15	5	3	4	4	2	2	9	2
18:15 - 18:20	4	1	1	3	3	3	9	1
18:20 - 18:25	3	1	5	1	1	2	8	1
18:25 - 18:30	2	2	2	2	1	4	8	1
18:30 - 18:35	3	3	3	1	2	2	9	1
18:35 - 18:40	3	2	2	1	2	2	6	0
18:40 - 18:45	2	1	5	1	3	3	13	0
18:45 - 18:50	2	1	4	1	2	1	5	1
18:50 - 18:55	2	1	4	1	2	2	3	0
18:55 - 19:00	3	1	8	1	2	2	3	1

ADVANCED TRANSPORT RESEARCH

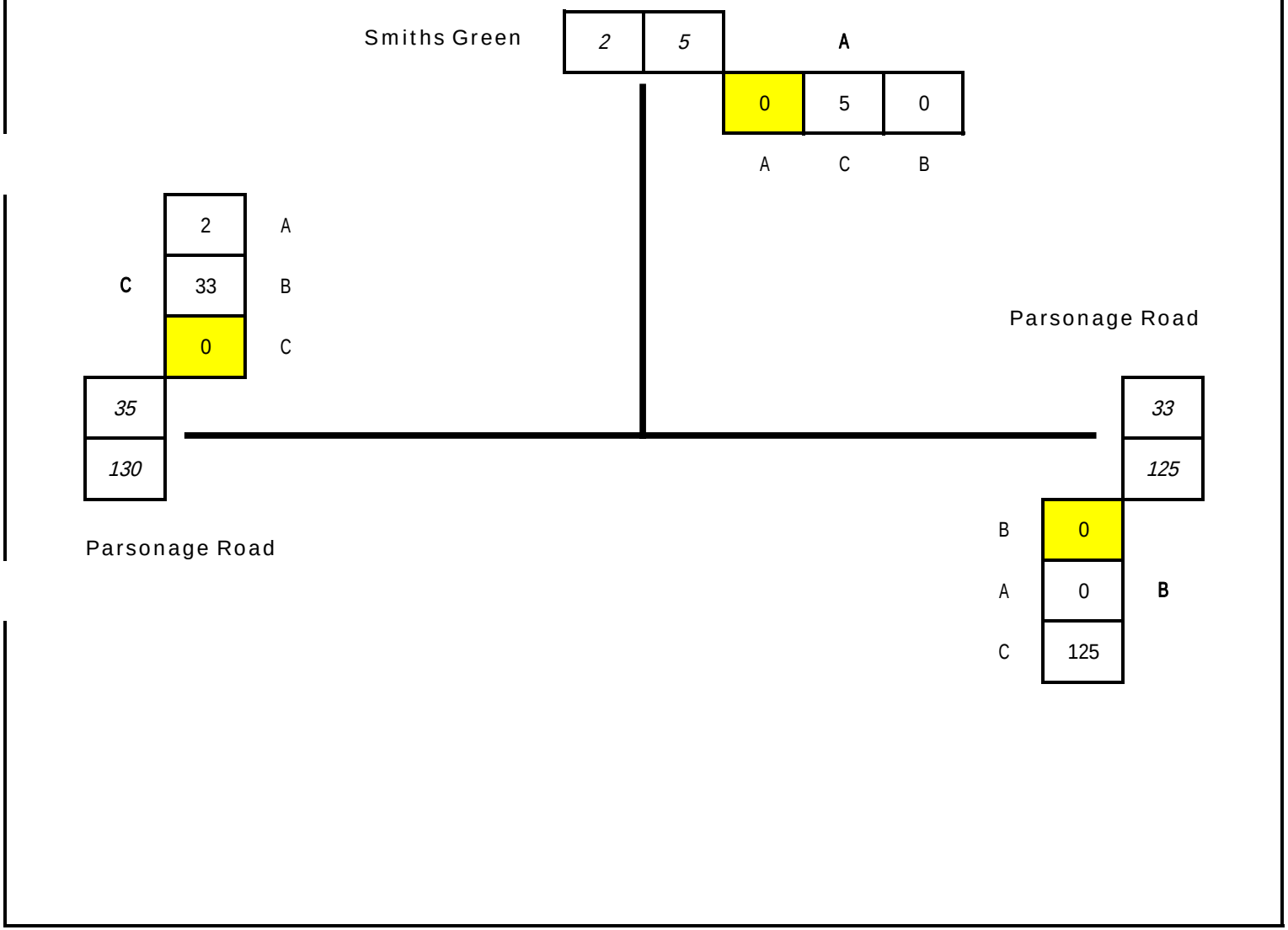
Job Number & Name:	34507 Takeley
Site Number/Name:	Site 4 - Dunmow Road/Smiths Green
Client:	Motion
Date:	07/02/2023
Weather:	Dry, Bright and Cold

Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 4 - Dunmow Road/Smiths Green	*Date:*	Tuesday 07 Feb 2023

Job Type:	Junction Count				
Co-ordinates:	51°52'1.32"N, 0°16'22.12"E	*Postcode:*	CM22 6NR	*Times:*	0700-1000 1600-1900

Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 4 - Dunmow Road/Smiths Green	*Client:*	Motion
Flow Diagram	*Date:*	Tuesday 07 Feb 2023

Select Period 07:00



Advanced Transport Research

Site 4 - Dunmow Road/Smiths Green

Classified Counts

	A to A								A to B								A to C								B to A								B to B								B to C								C to A									
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	6	1	0	0	0	0	0	2	0	0	0	0	0	0	0	27	3
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	146	12	1	0	0	0	0	0	3	1	0	0	0	0	0	0	39	9
07:30 - 07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	13	1	0	1	0	0	0	5	0	0	0	0	0	0	0	41	9
07:45 - 08:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	15	1	0	2	0	0	0	1	1	0	0	0	1	0	0	61	13
08:00 - 08:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	6	1	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	151	10	0	1	5	0	0	0	0	0	0	0	0	0	0	0	73	10
08:15 - 08:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	6	1	2	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	128	16	5	1	0	0	0	0	2	1	0	0	0	0	0	0	74	12
08:30 - 08:45	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	3	1	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136	15	3	1	0	0	0	0	1	1	0	0	0	0	0	0	86	11
08:45 - 09:00	0	0	0	0	0	0	0	0	8	2	0	0	0	1	0	0	5	2	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	153	13	3	0	1	0	0	0	6	1	0	0	0	0	0	0	81	6
09:00 - 09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	91	6	3	0	0	0	0	0	2	0	0	0	0	0	0	0	66	11
09:15 - 09:30	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	8	1	0	0	0	0	0	2	1	0	0	0	0	0	0	67	11
09:30 - 09:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	2	0	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	60	10	5	0	0	0	0	0	2	1	0	0	0	0	0	0	62	12
09:45 - 10:00	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	5	1	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	9	0	1	0	0	0	0	6	0	0	0	0	0	0	0	43	14

16:00 - 16:15	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	21	0	0	1	0	0	0	2	1	0	0	0	0	0	0	165	22
16:15 - 16:30	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	5	0	0	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	14	1	0	0	0	0	0	6	0	0	0	0	0	0	0	154	30
16:30 - 16:45	0	0	0	0	0	0	0	0	4	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	8	0	0	0	0	0	0	2	0	0	0	0	1	0	0	127	30
16:45 - 17:00	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66	13	1	0	1	1	0	0	2	2	1	0	0	0	0	0	147	26
17:00 - 17:15	0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	7	0	0	0	1	0	0	3	1	0	0	0	0	0	0	187	18
17:15 - 17:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	10	1	0	1	0	0	0	4	3	0	0	0	0	0	0	135	25
17:30 - 17:45	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	6	0	1	0	1	0	0	3	0	0	0	0	0	0	0	122	15
17:45 - 18:00	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	3	0	0	0	1	0	0	5	0	0	0	0	0	0	0	109	9
18:00 - 18:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	1	0	0	0	0	0	0	7	0	0	0	0	0	0	0	112	8
18:15 - 18:30	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	2	0	0	1	0	0	0	2	0	0	0	0	0	0	0	110	11
18:30 - 18:45	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	0	1	0	0	0	0	0	4	0	0	0	0	0	0	0	92	2
18:45 - 19:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	62	6

Job Number & Name:	**34507 Takeley**
Client:	**Motion**
Date:	**Tuesday 07 February 2023**

C to B						C to C							
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
2	0	1	0	0	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	2	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	0	0	0	0
2	0	0	1	0	0	0	0	0	0	0	0	0	0
4	1	1	0	1	0	0	0	0	0	0	0	0	0
0	0	1	0	1	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	0	0	0	0
0	1	2	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 4 - Dunmow Road/Smiths Green
PCU Values

Job Number & Name: **34507 Takeley**
Client: **Motion**
Date: **Tuesday 07 February 2023**

	A to A								A to B								A to C							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	6.0	1.0	3.0	0.0	0.0	0.0	0.0	10.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	2.0	0.0	0.0	0.0	0.4	0.0	10.4	5.0	2.0	0.0	0.0	0.0	0.0	0.0	7.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	6.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0	5.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	7.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	3.0	0.0	0.0	0.0	0.0	0.0	8.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	5.0	0.0	0.0	0.0	0.0	0.0	0.2	5.2
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	5.0	0.0	0.0	0.0	0.0	0.0	9.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	2.0	0.0	0.0	0.0	0.0	0.4	0.0	2.4
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	9.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	4.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	6.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	3.0	0.0	0.0	0.0	0.0	0.0	0.2	3.2
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
07:00 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0
07:15 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	1.0	0.0	0.0	0.0	0.0	0.0	9.0	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0
07:30 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	1.0	0.0	0.0	0.0	0.0	0.0	14.0	17.0	2.0	3.0	0.0	0.0	0.0	0.0	22.0
07:45 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.0	2.0	0.0	0.0	0.0	0.0	0.0	18.0	16.0	3.0	3.0	0.0	0.0	0.0	0.0	22.0
08:00 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	4.0	0.0	0.0	0.0	0.4	0.0	26.4	20.0	5.0	3.0	0.0	0.0	0.0	0.0	28.0
08:15 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.0	3.0	0.0	0.0	0.0	0.4	0.0	22.4	17.0	5.0	3.0	0.0	0.0	0.0	0.0	25.0
08:30 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	5.0	0.0	0.0	0.0	0.4	0.0	23.4	14.0	4.0	0.0	0.0	0.0	0.0	0.0	18.0
08:45 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	5.0	0.0	0.0	0.0	0.4	0.0	18.4	14.0	5.0	0.0	0.0	0.0	0.0	0.0	19.0
09:00 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	5.0	0.0	0.0	0.0	0.0	0.0	15.0	14.0	4.0	0.0	0.0	0.0	0.0	0.0	18.0
16:00 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	9.0	0.0	0.0	0.0	0.0	0.0	30.0	15.0	1.0	0.0	0.0	0.0	0.4	0.2	16.6
16:15 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	8.0	0.0	0.0	0.0	0.0	0.0	31.0	14.0	2.0	0.0	0.0	0.0	0.4	0.2	16.6
16:30 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	7.0	0.0	0.0	0.0	0.0	0.0	29.0	12.0	5.0	0.0	0.0	0.0	0.4	0.0	17.4
16:45 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	2.0	0.0	0.0	0.0	0.0	0.0	25.0	10.0	5.0	0.0	0.0	0.0	0.4	0.2	15.6
17:00 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	3.0	0.0	0.0	0.0	0.0	0.0	24.0	10.0	5.0	0.0	0.0	0.0	0.0	0.2	15.2
17:15 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	2.0	0.0	0.0	0.0	0.0	0.0	17.0	11.0	3.0	0.0	0.0	0.0	0.0	0.2	14.2
17:30 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	3.0	0.0	0.0	0.0	0.0	0.0	21.0	10.0	1.0	0.0	0.0	0.0	0.0	0.2	11.2
17:45 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	5.0	0.0	0.0	0.0	0.0	0.0	19.0	12.0	1.0	0.0	0.0	0.0	0.0	0.0	13.0
18:00 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	4.0	0.0	0.0	0.0	0.0	0.0	16.0	13.0	1.0	0.0	0.0	0.0	0.0	0.0	14.0
AM Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.0	9.0	0.0	0.0	0.0	0.4	0.0	45.4	45.0	9.0	3.0	0.0	0.0	0.0	0.0	57.0
PM Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.0	16.0	0.0	0.0	0.0	0.0	0.0	70.0	38.0	7.0	0.0	0.0	0.0	0.4	0.4	45.8
Daily Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	25.0	0.0	0.0	0.0	0.4	0.0	###	83.0	16.0	3.0	0.0	0.0	0.4	0.4	###
#### - ####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	4.0	0.0	0.0	0.0	0.4	0.0	26.4	20.0	5.0	3.0	0.0	0.0	0.0	0.0	28.0
#### - ####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0	8.0	0.0	0.0	0.0	0.0	0.0	31.0	14.0	2.0	0.0	0.0	0.0	0.4	0.2	16.6

	B to A								B to B								B to C							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	118.0	6.0	1.5	0.0	0.0	0.0	0.0	125.5
### - ###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	146.0	12.0	1.5	0.0	0.0	0.0	0.0	####
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	124.0	13.0	1.5	0.0	2.0	0.0	0.0	####
### - ###	5.0	4.0	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	175.0	15.0	1.5	0.0	4.0	0.0	0.0	####
### - ###	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	151.0	10.0	0.0	2.3	10.0	0.0	0.0	####
### - ###	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	128.0	16.0	7.5	2.3	0.0	0.0	0.0	####
### - ###	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	136.0	15.0	4.5	2.3	0.0	0.0	0.0	####
### - ###	3.0	3.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	153.0	13.0	4.5	0.0	2.0	0.0	0.0	172.5
### - ###	5.0	0.0	0.0	2.3	0.0	0.0	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.0	6.0	4.5	0.0	0.0	0.0	0.0	####
### - ###	3.0	3.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.0	8.0	1.5	0.0	0.0	0.0	0.0	74.5
### - ###	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	60.0	10.0	7.5	0.0	0.0	0.0	0.0	77.5
### - ###	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	74.0	9.0	0.0	2.3	0.0	0.0	0.0	85.3
### - ###	10.0	2.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.0	21.0	0.0	0.0	2.0	0.0	0.0	75.0
### - ###	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.0	14.0	1.5	0.0	0.0	0.0	0.0	81.5
### - ###	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	69.0	8.0	0.0	0.0	0.0	0.0	0.0	77.0
### - ###	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.0	13.0	1.5	0.0	2.0	0.4	0.0	82.9
### - ###	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	85.0	7.0	0.0	0.0	0.0	0.4	0.0	92.4
### - ###	6.0	2.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.0	10.0	1.5	0.0	2.0	0.0	0.0	####
### - ###	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.0	6.0	0.0	2.3	0.0	0.4	0.0	72.7
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.0	3.0	0.0	0.0	0.0	0.4	0.0	80.4
### - ###	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.0	1.0	0.0	0.0	0.0	0.0	0.0	60.0
### - ###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	2.0	0.0	0.0	2.0	0.0	0.0	54.0
### - ###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.0	0.0	1.5	0.0	0.0	0.0	0.0	56.5
### - ###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.0	2.0	0.0	0.0	0.0	0.0	0.0	53.0
07:00 - 08:00	11.0	4.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	563.0	46.0	6.0	0.0	6.0	0.0	0.0	621.0
07:15 - 08:15	18.0	5.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	596.0	50.0	4.5	2.3	16.0	0.0	0.0	668.8
07:30 - 08:30	24.0	5.0	0.0	0.0	0.0	0.0	0.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	578.0	54.0	10.5	4.6	16.0	0.0	0.0	663.1
07:45 - 08:45	27.0	6.0	0.0	0.0	0.0	0.0	0.0	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	590.0	56.0	13.5	6.9	14.0	0.0	0.0	680.4
08:00 - 09:00	25.0	5.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	568.0	54.0	16.5	6.9	12.0	0.0	0.0	657.4
08:15 - 09:15	23.0	4.0	0.0	2.3	0.0	0.0	0.0	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	508.0	50.0	21.0	4.6	2.0	0.0	0.0	585.6
08:30 - 09:30	16.0	7.0	0.0	2.3	0.0	0.0	0.0	25.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	445.0	42.0	15.0	2.3	2.0	0.0	0.0	506.3
08:45 - 09:45	17.0	6.0	0.0	2.3	0.0	0.0	0.0	25.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	369.0	37.0	18.0	0.0	2.0	0.0	0.0	426.0
09:00 - 10:00	17.0	4.0	0.0	2.3	0.0	0.0	0.0	23.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	290.0	33.0	13.5	2.3	0.0	0.0	0.0	338.8
16:00 - 17:00	18.0	5.0	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	253.0	56.0	3.0	0.0	4.0	0.4	0.0	316.4
16:15 - 17:15	14.0	3.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	286.0	42.0	3.0	0.0	2.0	0.8	0.0	333.8
16:30 - 17:30	15.0	4.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	315.0	38.0	3.0	0.0	4.0	0.8	0.0	360.8
16:45 - 17:45	14.0	4.0	0.0	0.0	0.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	310.0	36.0	3.0	2.3	4.0	1.2	0.0	356.5
17:00 - 18:00	15.0	3.0	0.0	0.0	0.0	0.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	321.0	26.0	1.5	2.3	2.0	1.2	0.0	354.0
17:15 - 18:15	14.0	3.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	295.0	20.0	1.5	2.3	2.0	0.8	0.0	321.6
17:30 - 18:30	11.0	1.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0	12.0	0.0	2.3	2.0	0.8	0.0	267.1
17:45 - 18:45	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	241.0	6.0	1.5	0.0	2.0	0.4	0.0	250.9
18:00 - 19:00	15.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	215.0	5.0	1.5	0.0	2.0	0.0	0.0	223.5
AM Total	53.0	13.0	0.0	2.3	0.0	0.0	0.0	68.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	###	###	36.0	9.2	18.0	0.0	0.0	###
PM Total	48.0	8.0	0.0	0.0	0.0	0.0	0.0	56.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	###	87.0	6.0	2.3	8.0	1.6	0.0	###
Daily Total	###	21.0	0.0	2.3	0.0	0.0	0.0	###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	###	###	42.0	11.5	26.0	1.6	0.0	###
#### - ####	25.0	5.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	###	54.0	16.5	6.9	12.0	0.0	0.0	###
#### - ####	14.0	3.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	###	42.0	3.0	0.0	2.0	0.8	0.0	###

	C to A								C to B								C to C							
Times	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	27.0	3.0	3.0	0.0	2.0	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	39.0	9.0	4.5	2.3	0.0	0.0	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	41.0	9.0	0.0	0.0	2.0	0.0	0.0	52.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	1.0	1.0	0.0	0.0	0.0	0.4	0.0	2.4	61.0	13.0	0.0	0.0	0.0	0.0	0.0	74.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	73.0	10.0	1.5	0.0	4.0	0.0	0.0	88.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	74.0	12.0	0.0	0.0	2.0	0.0	0.0	88.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	86.0	11.0	3.0	0.0	0.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	81.0	6.0	4.5	0.0	0.0	0.0	0.0	91.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	66.0	11.0	3.0	2.3	0.0	0.0	0.0	82.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	67.0	11.0	1.5	2.3	2.0	0.0	0.0	83.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	62.0	12.0	3.0	0.0	0.0	0.4	0.0	77.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	43.0	14.0	6.0	2.3	2.0	0.0	0.2	67.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	165.0	22.0	0.0	0.0	2.0	0.0	0.2	189.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	154.0	30.0	1.5	2.3	2.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	2.0	0.0	0.0	0.0	0.0	0.4	0.0	2.4	127.0	30.0	0.0	2.3	4.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	2.0	2.0	1.5	0.0	0.0	0.0	0.0	5.5	147.0	26.0	0.0	0.0	0.0	0.4	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	187.0	18.0	0.0	0.0	0.0	0.0	0.0	205.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	4.0	3.0	0.0	0.0	0.0	0.0	0.0	7.0	135.0	25.0	0.0	0.0	0.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	122.0	15.0	1.5	0.0	0.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	109.0	9.0	0.0	0.0	2.0	0.0	0.0	120.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	7.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	112.0	8.0	0.0	0.0	0.0	0.0	0.0	120.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	110.0	11.0	1.5	0.0	0.0	0.0	0.0	122.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	92.0	2.0	0.0	2.3	2.0	0.0	0.0	98.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	62.0	6.0	1.5	0.0	0.0	0.0	0.0	69.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	11.0	2.0	0.0	0.0	0.0	0.4	0.0	13.4	168.0	34.0	7.5	2.3	4.0	0.0	0.0	215.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 08:15	9.0	2.0	0.0	0.0	0.0	0.4	0.0	11.4	214.0	41.0	6.0	2.3	6.0	0.0	0.0	269.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	8.0	2.0	0.0	0.0	0.0	0.4	0.0	10.4	249.0	44.0	1.5	0.0	8.0	0.0	0.0	302.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	4.0	3.0	0.0	0.0	0.0	0.4	0.0	7.4	294.0	46.0	4.5	0.0	6.0	0.0	0.0	350.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 09:00	9.0	3.0	0.0	0.0	0.0	0.0	0.0	12.0	314.0	39.0	9.0	0.0	6.0	0.0	0.0	368.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	11.0	3.0	0.0	0.0	0.0	0.0	0.0	14.0	307.0	40.0	10.5	2.3	2.0	0.0	0.0	361.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 09:30	11.0	3.0	0.0	0.0	0.0	0.0	0.0	14.0	300.0	39.0	12.0	4.6	2.0	0.0	0.0	357.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:45	12.0	3.0	0.0	0.0	0.0	0.0	0.0	15.0	276.0	40.0	12.0	4.6	2.0	0.4	0.0	335.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	12.0	2.0	0.0	0.0	0.0	0.0	0.0	14.0	238.0	48.0	13.5	6.9	4.0	0.4	0.2	311.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:00 - 17:00	12.0	3.0	1.5	0.0	0.0	0.4	0.0	16.9	593.0	108.0	1.5	4.6	8.0	0.4	0.2	715.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 17:15	13.0	3.0	1.5	0.0	0.0	0.4	0.0	17.9	615.0	104.0	1.5	4.6	6.0	0.4	0.0	731.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 17:30	11.0	6.0	1.5	0.0	0.0	0.4	0.0	18.9	596.0	99.0	0.0	2.3	4.0	0.4	0.0	701.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:45	12.0	6.0	1.5	0.0	0.0	0.0	0.0	19.5	591.0	84.0	1.5	0.0	0.0	0.4	0.0	676.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 18:00	15.0	4.0	0.0	0.0	0.0	0.0	0.0	19.0	553.0	67.0	1.5	0.0	2.0	0.0	0.0	623.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 18:15	19.0	3.0	0.0	0.0	0.0	0.0	0.0	22.0	478.0	57.0	1.5	0.0	2.0	0.0	0.0	538.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 18:30	17.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	453.0	43.0	3.0	0.0	2.0	0.0	0.0	501.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:45	18.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0	423.0	30.0	1.5	2.3	4.0	0.0	0.0	460.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 19:00	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	376.0	27.0	3.0	2.3	2.0	0.0	0.0	410.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AM Total	32.0	7.0	0.0	0.0	0.0	0.4	0.0	39.4	###	###	30.0	9.2	14.0	0.4	0.2	###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PM Total	41.0	7.0	1.5	0.0	0.0	0.4	0.0	49.9	###	###	6.0	6.9	12.0	0.4	0.2	###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Total	73.0	14.0	1.5	0.0	0.0	0.8	0.0	89.3	###	###	36.0	16.1	26.0	0.8	0.4	###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#### - ####	9.0	3.0	0.0	0.0	0.0	0.0	0.0	12.0	###	39.0	9.0	0.0	6.0	0.0	0.0	###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#### - ####	13.0	3.0	1.5	0.0	0.0	0.4	0.0	17.9	###	###	1.5	4.6	6.0	0.4	0.0	###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	34507 Takeley
Site Number/Name:	Site 4 - Dunmow Road/Smiths Green
Client:	Motion
Date:	07/02/2023
Weather:	Dry, Bright and Cold

Advanced Transport Research		Job Number & Name:	34507 Takeley
Site 4 - Dunmow Road/Smiths Green		Date:	Tuesday 07 Feb 2023

Job Type:	Queue Lengths				
Co-ordinates:	51°52'1.32"N, 0°16'22.12"E	Postcode:	CM22 6NR	Times:	0700-1000 1600-1900

Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 4 - Dunmow Road/Smiths Green	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 07 February 2023

	Smiths Green		Dunmow Road Right-Turn	
Times	Lane 1	Lane 2	Lane 1	
07:00 - 07:05	0		0	
07:05 - 07:10	1		0	
07:10 - 07:15	1		0	
07:15 - 07:20	1		0	
07:20 - 07:25	0		0	
07:25 - 07:30	0		0	
07:30 - 07:35	0		0	
07:35 - 07:40	1		2	
07:40 - 07:45	1		0	
07:45 - 07:50	1		1	
07:50 - 07:55	1		2	
07:55 - 08:00	0		3	
08:00 - 08:05	1		0	
08:05 - 08:10	2		1	
08:10 - 08:15	2		5	
08:15 - 08:20	2		1	
08:20 - 08:25	2		0	
08:25 - 08:30	1		0	
08:30 - 08:35	1		0	
08:35 - 08:40	2		0	
08:40 - 08:45	2		0	
08:45 - 08:50	1		7	
08:50 - 08:55	2		0	
08:55 - 09:00	1		0	
09:00 - 09:05	1		0	
09:05 - 09:10	2		0	
09:10 - 09:15	1		0	
09:15 - 09:20	2		0	
09:20 - 09:25	1		0	
09:25 - 09:30	1		1	
09:30 - 09:35	1		1	
09:35 - 09:40	1		2	
09:40 - 09:45	1		0	
09:45 - 09:50	1		0	
09:50 - 09:55	1		1	
09:55 - 10:00	1		3	

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 4 - Dunmow Road/Smiths Green	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 07 February 2023

	Smiths Green		Dunmow Road Right-Turn	
Times	Lane 1	Lane 2	Lane 1	
16:00 - 16:05	1		5	
16:05 - 16:10	2		0	
16:10 - 16:15	3		3	
16:15 - 16:20	1		3	
16:20 - 16:25	2		1	
16:25 - 16:30	2		0	
16:30 - 16:35	1		2	
16:35 - 16:40	2		0	
16:40 - 16:45	2		2	
16:45 - 16:50	1		0	
16:50 - 16:55	1		0	
16:55 - 17:00	2		0	
17:00 - 17:05	1		1	
17:05 - 17:10	4		6	
17:10 - 17:15	2		6	
17:15 - 17:20	2		1	
17:20 - 17:25	2		1	
17:25 - 17:30	1		2	
17:30 - 17:35	1		0	
17:35 - 17:40	1		0	
17:40 - 17:45	1		0	
17:45 - 17:50	1		0	
17:50 - 17:55	1		0	
17:55 - 18:00	1		0	
18:00 - 18:05	0		0	
18:05 - 18:10	1		0	
18:10 - 18:15	1		0	
18:15 - 18:20	2		1	
18:20 - 18:25	1		0	
18:25 - 18:30	1		0	
18:30 - 18:35	1		0	
18:35 - 18:40	1		0	
18:40 - 18:45	2		1	
18:45 - 18:50	1		0	
18:50 - 18:55	0		0	
18:55 - 19:00	0		0	

ADVANCED TRANSPORT RESEARCH

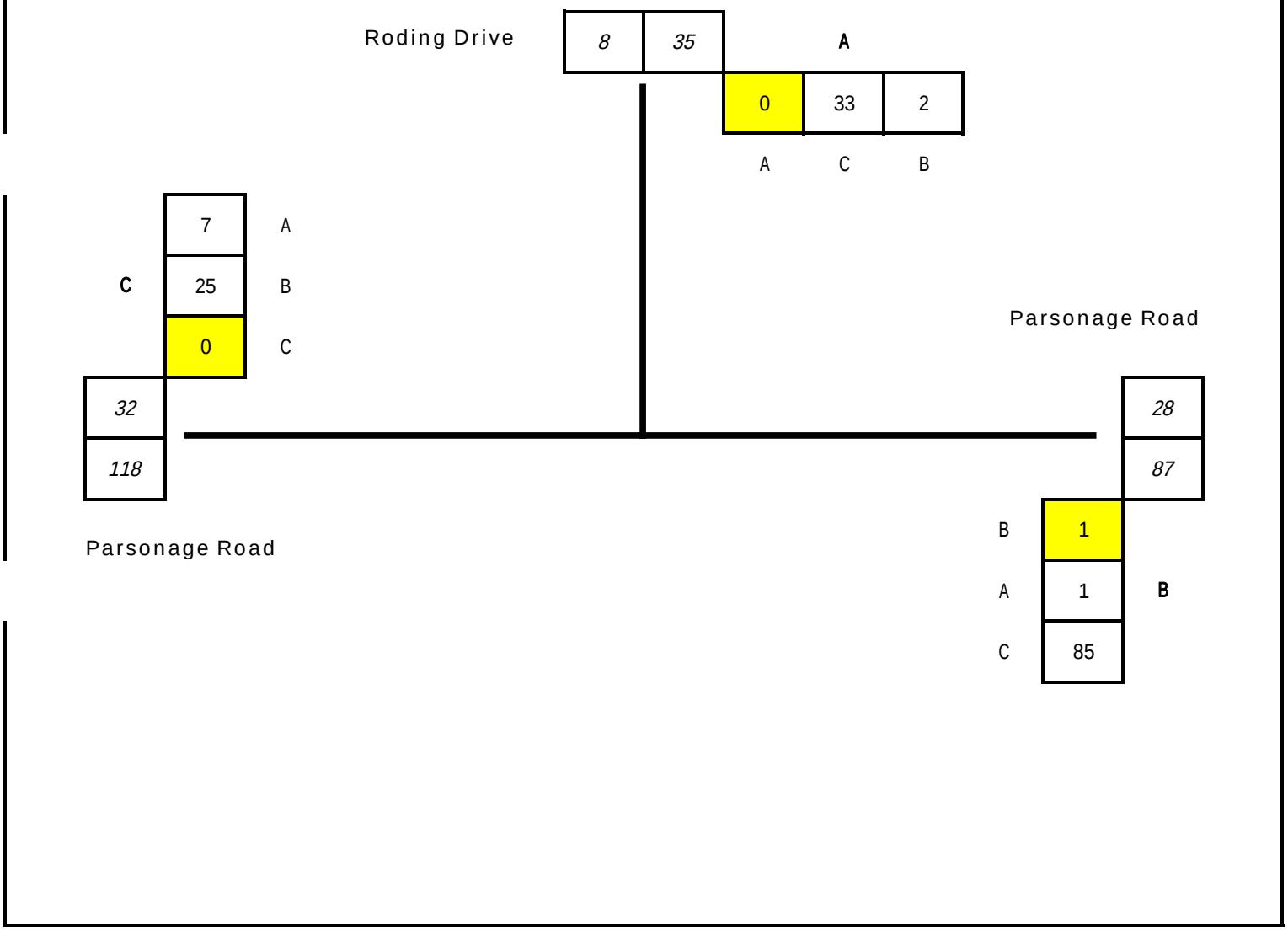
Job Number & Name:	34507 Takeley
Site Number/Name:	Site 5 - Dunmow Road/Roding Drive
Client:	Motion
Date:	07/02/2023
Weather:	Dry, Bright and Cold

Advanced Transport Research		Job Number & Name:	34507 Takeley
Site 5 - Dunmow Road/Roding Drive		Date:	Tuesday 07 Feb 2023

Job Type:	Junction Count				
Co-ordinates:	51°52'0.82"N, 0°16'35.03"E	Postcode:	CM22 6SL	Times:	0700-1000 1600-1900

Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 5 - Dunmow Road/Roding Drive	*Client:*	Motion
Flow Diagram	*Date:*	Tuesday 07 Feb 2023

Select Period 07:00



Advanced Transport Research

Site 5 - Dunmow Road/Roding Drive

Classified Counts

	A to A								A to B								A to C							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	33	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	1	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	55	4	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	40	3	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	31	4	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	28	4	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	59	2	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	34	1	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	19	3	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	15	1	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	15	3	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	8	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	25	4	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	23	2	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	15	3	0	0	1	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	28	1	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	10	1	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	28	1	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	16	1	0	0	0	0	0	0

	B to A								B to B								B to C								C to A									
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV
07:00 - 07:15	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	85	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	22	2
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	0	0	0	0	0	0	0	9	1	0	0	0	0	0	0	30	6
07:30 - 07:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	0	0	0	1	0	0	0	12	0	0	0	0	0	0	0	33	11
07:45 - 08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	16	2	0	2	0	0	0	11	2	0	0	0	0	0	0	52	11
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113	10	0	1	5	0	0	0	17	2	0	0	0	0	0	0	55	12
08:15 - 08:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	14	6	1	0	0	0	0	25	1	0	0	0	0	0	0	55	10
08:30 - 08:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	11	4	1	0	0	0	0	42	1	0	0	0	0	0	0	49	9
08:45 - 09:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	17	0	0	1	0	0	0	28	4	0	0	0	0	0	0	62	4
09:00 - 09:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	5	4	1	0	0	0	0	17	3	1	0	0	0	0	0	45	7
09:15 - 09:30	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	8	1	0	0	0	0	0	18	2	0	0	0	0	0	0	48	10
09:30 - 09:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	10	4	0	0	0	0	0	7	3	0	0	0	0	0	0	48	9
09:45 - 10:00	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	59	4	0	1	0	0	0	0	12	2	0	0	0	0	0	0	39	13
16:00 - 16:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	16	0	0	1	0	0	0	37	2	0	0	0	0	0	0	128	22
16:15 - 16:30	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	8	1	0	0	0	0	0	42	3	0	0	0	0	0	0	118	27
16:30 - 16:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	7	0	0	0	0	0	0	30	4	0	0	0	0	0	0	95	30
16:45 - 17:00	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	48	11	1	0	0	1	0	0	32	0	0	0	0	0	0	0	128	22
17:00 - 17:15	5	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	62	8	0	0	0	0	0	0	36	6	0	0	0	0	0	0	155	14
17:15 - 17:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	10	1	0	1	0	0	0	27	5	0	0	0	0	0	0	111	21
17:30 - 17:45	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	6	0	1	0	1	0	0	27	2	0	0	0	0	0	0	94	13
17:45 - 18:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	2	0	0	0	0	0	0	29	3	0	0	0	0	0	0	90	10
18:00 - 18:15	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	49	2	0	0	0	0	0	0	30	1	0	0	0	0	0	0	85	8
18:15 - 18:30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	2	0	0	1	0	0	0	37	3	0	0	0	0	0	0	70	7
18:30 - 18:45	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	1	1	0	0	0	0	0	33	0	0	0	0	0	0	0	60	3
18:45 - 19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	1	0	0	0	0	0	0	24	3	0	0	0	0	1	0	31	6

Job Number & Name:	**34507 Takeley**
Client:	**Motion**
Date:	**Tuesday 07 February 2023**

C to B						C to C							
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
0	0	1	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	2	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	0	0	0	0	0	0	0
1	2	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	0	0	0	0
2	1	0	0	0	0	0	0	0	0	0	0	0	0
4	1	0	1	1	0	1	0	0	0	0	0	0	0

0	0	2	0	1	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	0	0	0	0	0	0
0	1	2	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0

Advanced Transport Research
Site 5 - Dunmow Road/Roding Drive
PCU Values

Job Number & Name: **34507 Takeley**
Client: **Motion**
Date: **Tuesday 07 February 2023**

Times	A to A								A to B								A to C							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	33.0	0.0	0.0	0.0	0.0	0.0	0.0	33.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.0	1.0	0.0	0.0	0.0	0.0	0.0	30.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0	23.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	55.0	4.0	0.0	0.0	0.0	0.0	0.0	59.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	40.0	3.0	0.0	0.0	0.0	0.0	0.0	43.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	31.0	4.0	0.0	0.0	0.0	0.0	0.0	35.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	28.0	4.0	0.0	0.0	0.0	0.0	0.0	32.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	59.0	2.0	0.0	0.0	0.0	0.0	0.0	61.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	34.0	1.0	0.0	0.0	0.0	0.0	0.0	35.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	19.0	3.0	0.0	0.0	0.0	0.0	0.0	22.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	4.0	15.0	3.0	0.0	0.0	0.0	0.0	0.0	18.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.0	8.0	0.0	0.0	0.0	0.0	0.0	29.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	25.0	4.0	0.0	0.0	0.0	0.0	0.0	29.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	23.0	2.0	0.0	0.0	0.0	0.0	0.0	25.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	15.0	3.0	0.0	0.0	2.0	0.0	0.0	20.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	28.0	1.0	0.0	0.0	0.0	0.0	0.0	29.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	28.0	1.0	0.0	0.0	0.0	0.0	0.0	29.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	18.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	16.0	1.0	0.0	0.0	0.0	0.0	0.0	17.0
07:00 - 08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	140.0	5.0	0.0	0.0	0.0	0.0	0.0	145.0
07:15 - 08:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	147.0	8.0	0.0	0.0	0.0	0.0	0.0	155.0
07:30 - 08:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	149.0	11.0	0.0	0.0	0.0	0.0	0.0	160.0
07:45 - 08:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	154.0	15.0	0.0	0.0	0.0	0.0	0.0	169.0
08:00 - 09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0	158.0	13.0	0.0	0.0	0.0	0.0	0.0	171.0
08:15 - 09:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	1.0	0.0	0.0	0.0	0.0	0.0	15.0	152.0	11.0	0.0	0.0	0.0	0.0	0.0	163.0
08:30 - 09:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0	140.0	10.0	0.0	0.0	0.0	0.0	0.0	150.0
08:45 - 09:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0	2.0	0.0	0.0	0.0	0.0	0.0	15.0	127.0	7.0	0.0	0.0	0.0	0.0	0.0	134.0
09:00 - 10:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	12.0	83.0	8.0	0.0	0.0	0.0	0.0	0.0	91.0
16:00 - 17:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	84.0	17.0	0.0	0.0	2.0	0.0	0.0	103.0
16:15 - 17:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	2.0	0.0	0.0	0.0	0.0	0.0	11.0	91.0	10.0	0.0	0.0	2.0	0.0	0.0	103.0
16:30 - 17:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	12.0	94.0	6.0	0.0	0.0	2.0	0.0	0.0	102.0
16:45 - 17:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	2.0	0.0	0.0	0.0	0.0	0.0	9.0	81.0	5.0	0.0	0.0	2.0	0.0	0.0	88.0
17:00 - 18:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	94.0	3.0	0.0	0.0	0.0	0.0	0.0	97.0
17:15 - 18:15	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	78.0	2.0	0.0	0.0	0.0	0.0	0.0	80.0
17:30 - 18:30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	68.0	2.0	0.0	0.0	0.0	0.0	0.0	70.0
17:45 - 18:45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	76.0	1.0	0.0	0.0	0.0	0.0	0.0	77.0
18:00 - 19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	64.0	1.0	0.0	0.0	0.0	0.0	0.0	65.0
AM Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.0	3.0	0.0	0.0	0.0	0.0	0.0	36.0	###	26.0	0.0	0.0	0.0	0.0	0.0	###
PM Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	2.0	0.0	0.0	0.0	0.0	0.0	22.0	###	21.0	0.0	0.0	2.0	0.0	0.0	###
Daily Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.0	5.0	0.0	0.0	0.0	0.0	0.0	58.0	###	47.0	0.0	0.0	2.0	0.0	0.0	###
#### - ####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0	###	13.0	0.0	0.0	0.0	0.0	0.0	###
#### - ####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	2.0	0.0	0.0	0.0	0.0	0.0	11.0	91.0	10.0	0.0	0.0	2.0	0.0	0.0	###

Times	B to A								B to B								B to C							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	85.0	0.0	0.0	0.0	0.0	0.0	0.0	85.0
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	124.0	0.0	0.0	0.0	0.0	0.0	0.0	124.0
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	107.0	0.0	0.0	0.0	2.0	0.0	0.0	####
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	113.0	16.0	3.0	0.0	4.0	0.0	0.0	####
### - ###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	113.0	10.0	0.0	2.3	10.0	0.0	0.0	####
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	107.0	14.0	9.0	2.3	0.0	0.0	0.0	132.3
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	107.0	11.0	6.0	2.3	0.0	0.0	0.0	126.3
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.0	17.0	0.0	0.0	2.0	0.0	0.0	####
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.0	5.0	6.0	2.3	0.0	0.0	0.0	72.3
### - ###	1.0	1.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.0	8.0	1.5	0.0	0.0	0.0	0.0	54.5
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	10.0	6.0	0.0	0.0	0.0	0.0	66.0
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	59.0	4.0	0.0	2.3	0.0	0.0	0.0	65.3
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.0	16.0	0.0	0.0	2.0	0.0	0.0	59.0
### - ###	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.0	8.0	1.5	0.0	0.0	0.0	0.0	55.5
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.0	7.0	0.0	0.0	0.0	0.0	0.0	59.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	48.0	11.0	1.5	0.0	0.0	0.4	0.0	60.9
### - ###	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	62.0	8.0	0.0	0.0	0.0	0.0	0.0	70.0
### - ###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	73.0	10.0	1.5	0.0	2.0	0.0	0.0	86.5
### - ###	2.0	1.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	6.0	0.0	2.3	0.0	0.4	0.0	58.7
### - ###	4.0	1.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.0	2.0	0.0	0.0	0.0	0.0	0.0	54.0
### - ###	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	49.0	2.0	0.0	0.0	0.0	0.0	0.0	51.0
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0	2.0	0.0	0.0	2.0	0.0	0.0	41.0
### - ###	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	1.0	1.5	0.0	0.0	0.0	0.0	40.5
### - ###	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0	1.0	0.0	0.0	0.0	0.0	0.0	38.0
07:00 - 08:00	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	429.0	16.0	3.0	0.0	6.0	0.0	0.0	454.0
07:15 - 08:15	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	457.0	26.0	3.0	2.3	16.0	0.0	0.0	504.3
07:30 - 08:30	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	440.0	40.0	12.0	4.6	16.0	0.0	0.0	512.6
07:45 - 08:45	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	440.0	51.0	18.0	6.9	14.0	0.0	0.0	529.9
08:00 - 09:00	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	425.0	52.0	15.0	6.9	12.0	0.0	0.0	510.9
08:15 - 09:15	6.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	371.0	47.0	21.0	6.9	2.0	0.0	0.0	447.9
08:30 - 09:30	5.0	1.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	309.0	41.0	13.5	4.6	2.0	0.0	0.0	370.1
08:45 - 09:45	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	252.0	40.0	13.5	2.3	2.0	0.0	0.0	309.8
09:00 - 10:00	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	213.0	27.0	13.5	4.6	0.0	0.0	0.0	258.1
16:00 - 17:00	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	187.0	42.0	3.0	0.0	2.0	0.4	0.0	234.4
16:15 - 17:15	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	208.0	34.0	3.0	0.0	0.0	0.4	0.0	245.4
16:30 - 17:30	9.0	0.0	0.0	0.0	0.0	0.0	0.0	9.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	235.0	36.0	3.0	0.0	2.0	0.4	0.0	276.4
16:45 - 17:45	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	233.0	35.0	3.0	2.3	2.0	0.8	0.0	276.1
17:00 - 18:00	12.0	2.0	0.0	0.0	0.0	0.0	0.0	14.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	237.0	26.0	1.5	2.3	2.0	0.4	0.0	269.2
17:15 - 18:15	10.0	2.0	0.0	0.0	0.0	0.0	0.0	12.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	224.0	20.0	1.5	2.3	2.0	0.4	0.0	250.2
17:30 - 18:30	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	188.0	12.0	0.0	2.3	2.0	0.4	0.0	204.7
17:45 - 18:45	11.0	1.0	0.0	0.0	0.0	0.0	0.0	12.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	176.0	7.0	1.5	0.0	2.0	0.0	0.0	186.5
18:00 - 19:00	7.0	1.0	0.0	0.0	0.0	0.0	0.0	8.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	161.0	6.0	1.5	0.0	2.0	0.0	0.0	170.5
AM Total	15.0	1.0	0.0	0.0	0.0	0.0	0.0	16.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	###	95.0	31.5	11.5	18.0	0.0	0.0	###
PM Total	26.0	4.0	0.0	0.0	0.0	0.0	0.0	30.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	###	74.0	6.0	2.3	6.0	0.8	0.0	###
Daily Total	41.0	5.0	0.0	0.0	0.0	0.0	0.0	46.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	###	###	37.5	13.8	24.0	0.8	0.0	###
#### - ####	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	###	52.0	15.0	6.9	12.0	0.0	0.0	###
#### - ####	10.0	1.0	0.0	0.0	0.0	0.0	0.0	11.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	###	34.0	3.0	0.0	0.0	0.4	0.0	###

Times	C to A								C to B								C to C							
	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total	Cars	LGV	OGV1	OGV2	PSV	M/B	Cyc	Total
### - ###	6.0	1.0	0.0	0.0	0.0	0.0	0.0	7.0	22.0	2.0	0.0	0.0	2.0	0.0	0.0	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	9.0	1.0	0.0	0.0	0.0	0.0	0.0	10.0	30.0	6.0	4.5	0.0	0.0	0.0	0.0	40.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	33.0	11.0	0.0	0.0	2.0	0.0	0.0	46.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	11.0	2.0	0.0	0.0	0.0	0.0	0.0	13.0	52.0	11.0	0.0	0.0	0.0	0.0	0.0	63.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	17.0	2.0	0.0	0.0	0.0	0.0	0.0	19.0	55.0	12.0	1.5	0.0	4.0	0.0	0.0	72.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	25.0	1.0	0.0	0.0	0.0	0.0	0.0	26.0	55.0	10.0	0.0	0.0	2.0	0.0	0.0	67.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	42.0	1.0	0.0	0.0	0.0	0.0	0.0	43.0	49.0	9.0	1.5	0.0	0.0	0.0	0.0	59.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	28.0	4.0	0.0	0.0	0.0	0.0	0.0	32.0	62.0	4.0	6.0	0.0	0.0	0.4	0.0	72.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	17.0	3.0	1.5	0.0	0.0	0.0	0.0	21.5	45.0	7.0	1.5	4.6	0.0	0.0	0.0	58.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	18.0	2.0	0.0	0.0	0.0	0.0	0.0	20.0	48.0	10.0	1.5	2.3	2.0	0.0	0.0	63.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	7.0	3.0	0.0	0.0	0.0	0.0	0.0	10.0	48.0	9.0	3.0	2.3	0.0	0.0	0.0	62.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	12.0	2.0	0.0	0.0	0.0	0.0	0.0	14.0	39.0	13.0	6.0	2.3	0.0	0.4	0.2	60.9	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
### - ###	37.0	2.0	0.0	0.0	0.0	0.0	0.0	39.0	128.0	22.0	0.0	0.0	4.0	0.0	0.2	154.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	42.0	3.0	0.0	0.0	0.0	0.0	0.0	45.0	118.0	27.0	1.5	2.3	2.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	30.0	4.0	0.0	0.0	0.0	0.0	0.0	34.0	95.0	30.0	0.0	2.3	4.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	32.0	0.0	0.0	0.0	0.0	0.0	0.0	32.0	128.0	22.0	0.0	0.0	0.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	36.0	6.0	0.0	0.0	0.0	0.0	0.0	42.0	155.0	14.0	0.0	0.0	0.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	27.0	5.0	0.0	0.0	0.0	0.0	0.0	32.0	111.0	21.0	0.0	0.0	0.0	0.0	0.0	132.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	27.0	2.0	0.0	0.0	0.0	0.0	0.0	29.0	94.0	13.0	1.5	0.0	0.0	0.0	0.0	####	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	29.0	3.0	0.0	0.0	0.0	0.0	0.0	32.0	90.0	10.0	0.0	0.0	2.0	0.0	0.0	102.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	30.0	1.0	0.0	0.0	0.0	0.0	0.0	31.0	85.0	8.0	0.0	0.0	0.0	0.0	0.0	93.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	37.0	3.0	0.0	0.0	0.0	0.0	0.0	40.0	70.0	7.0	1.5	0.0	0.0	0.0	0.0	78.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	33.0	0.0	0.0	0.0	0.0	0.0	0.0	33.0	60.0	3.0	0.0	2.3	2.0	0.0	0.0	67.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
### - ###	24.0	3.0	0.0	0.0	0.0	0.0	0.2	27.2	31.0	6.0	1.5	0.0	0.0	0.0	0.0	38.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00 - 08:00	38.0	4.0	0.0	0.0	0.0	0.0	0.0	42.0	137.0	30.0	4.5	0.0	4.0	0.0	0.0	175.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:15 - 08:15	49.0	5.0	0.0	0.0	0.0	0.0	0.0	54.0	170.0	40.0	6.0	0.0	6.0	0.0	0.0	222.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:30 - 08:30	65.0	5.0	0.0	0.0	0.0	0.0	0.0	70.0	195.0	44.0	1.5	0.0	8.0	0.0	0.0	248.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:45 - 08:45	95.0	6.0	0.0	0.0	0.0	0.0	0.0	101.0	211.0	42.0	3.0	0.0	6.0	0.0	0.0	262.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00 - 09:00	112.0	8.0	0.0	0.0	0.0	0.0	0.0	120.0	221.0	35.0	9.0	0.0	6.0	0.4	0.0	271.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:15 - 09:15	112.0	9.0	1.5	0.0	0.0	0.0	0.0	122.5	211.0	30.0	9.0	4.6	2.0	0.4	0.0	257.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:30 - 09:30	105.0	10.0	1.5	0.0	0.0	0.0	0.0	116.5	204.0	30.0	10.5	6.9	2.0	0.4	0.0	253.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:45 - 09:45	70.0	12.0	1.5	0.0	0.0	0.0	0.0	83.5	203.0	30.0	12.0	9.2	2.0	0.4	0.0	256.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00 - 10:00	54.0	10.0	1.5	0.0	0.0	0.0	0.0	65.5	180.0	39.0	12.0	11.5	2.0	0.4	0.2	245.1	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
16:00 - 17:00	141.0	9.0	0.0	0.0	0.0	0.0	0.0	150.0	469.0	101.0	1.5	4.6	10.0	0.0	0.2	586.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:15 - 17:15	140.0	13.0	0.0	0.0	0.0	0.0	0.0	153.0	496.0	93.0	1.5	4.6	6.0	0.0	0.0	601.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:30 - 17:30	125.0	15.0	0.0	0.0	0.0	0.0	0.0	140.0	489.0	87.0	0.0	2.3	4.0	0.0	0.0	582.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16:45 - 17:45	122.0	13.0	0.0	0.0	0.0	0.0	0.0	135.0	488.0	70.0	1.5	0.0	0.0	0.0	0.0	559.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:00 - 18:00	119.0	16.0	0.0	0.0	0.0	0.0	0.0	135.0	450.0	58.0	1.5	0.0	2.0	0.0	0.0	511.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:15 - 18:15	113.0	11.0	0.0	0.0	0.0	0.0	0.0	124.0	380.0	52.0	1.5	0.0	2.0	0.0	0.0	435.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:30 - 18:30	123.0	9.0	0.0	0.0	0.0	0.0	0.0	132.0	339.0	38.0	3.0	0.0	2.0	0.0	0.0	382.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17:45 - 18:45	129.0	7.0	0.0	0.0	0.0	0.0	0.0	136.0	305.0	28.0	1.5	2.3	4.0	0.0	0.0	340.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
18:00 - 19:00	124.0	7.0	0.0	0.0	0.0	0.0	0.2	131.2	246.0	24.0	3.0	2.3	2.0	0.0	0.0	277.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AM Total	###	22.0	1.5	0.0	0.0	0.0	0.0	###	###	###	25.5	11.5	12.0	0.8	0.2	###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
PM Total	###	32.0	0.0	0.0	0.0	0.0	0.2	###	###	###	6.0	6.9	14.0	0.0	0.2	###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Total	###	54.0	1.5	0.0	0.0	0.0	0.2	###	###	###	31.5	18.4	26.0	0.8	0.4	###	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
#### - ####	###	8.0	0.0	0.0	0.0	0.0	0.0	###	###	35.0	9.0	0.0	6.0	0.4	0.0	###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
#### - ####	###	13.0	0.0	0.0	0.0	0.0	0.0	###	###	93.0	1.5	4.6	6.0	0.0	0.0	###	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	34507 Takeley
Site Number/Name:	Site 5 - Dunmow Road/Roding Drive
Client:	Motion
Date:	07/02/2023
Weather:	Dry, Bright and Cold

Advanced Transport Research		Job Number & Name:	34507 Takeley
Site 5 - Dunmow Road/Roding Drive		Date:	Tuesday 07 Feb 2023

Job Type:	Queue Lengths				
Co-ordinates:	51°52'0.82"N, 0°16'35.03"E	Postcode:	CM22 6SL	Times:	0700-1000 1600-1900

Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 5 - Dunmow Road/Roding Drive	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 07 February 2023

	Roding Drive		Dunmow Road WB		Dunmow Road EB	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	0		0		0	
07:05 - 07:10	2		0		0	
07:10 - 07:15	0		0		0	
07:15 - 07:20	1		1		0	
07:20 - 07:25	1		5		0	
07:25 - 07:30	2		4		0	
07:30 - 07:35	2		0		0	
07:35 - 07:40	1		0		0	
07:40 - 07:45	1		2		0	
07:45 - 07:50	1		1		0	
07:50 - 07:55	6		12		0	
07:55 - 08:00	1		3		0	
08:00 - 08:05	1		2		0	
08:05 - 08:10	3		2		0	
08:10 - 08:15	3		13		0	
08:15 - 08:20	3		5		0	
08:20 - 08:25	3		1		0	
08:25 - 08:30	1		1		0	
08:30 - 08:35	2		2		0	
08:35 - 08:40	2		5		0	
08:40 - 08:45	1		2		0	
08:45 - 08:50	4		7		0	
08:50 - 08:55	6		2		0	
08:55 - 09:00	1		0		0	
09:00 - 09:05	2		0		0	
09:05 - 09:10	1		4		0	
09:10 - 09:15	2		1		0	
09:15 - 09:20	0		1		0	
09:20 - 09:25	4		0		0	
09:25 - 09:30	1		1		0	
09:30 - 09:35	1		1		2	
09:35 - 09:40	0		0		0	
09:40 - 09:45	1		0		0	
09:45 - 09:50	1		1		0	
09:50 - 09:55	2		1		1	
09:55 - 10:00	1		2		0	

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 5 - Dunmow Road/Roding Drive	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 07 February 2023

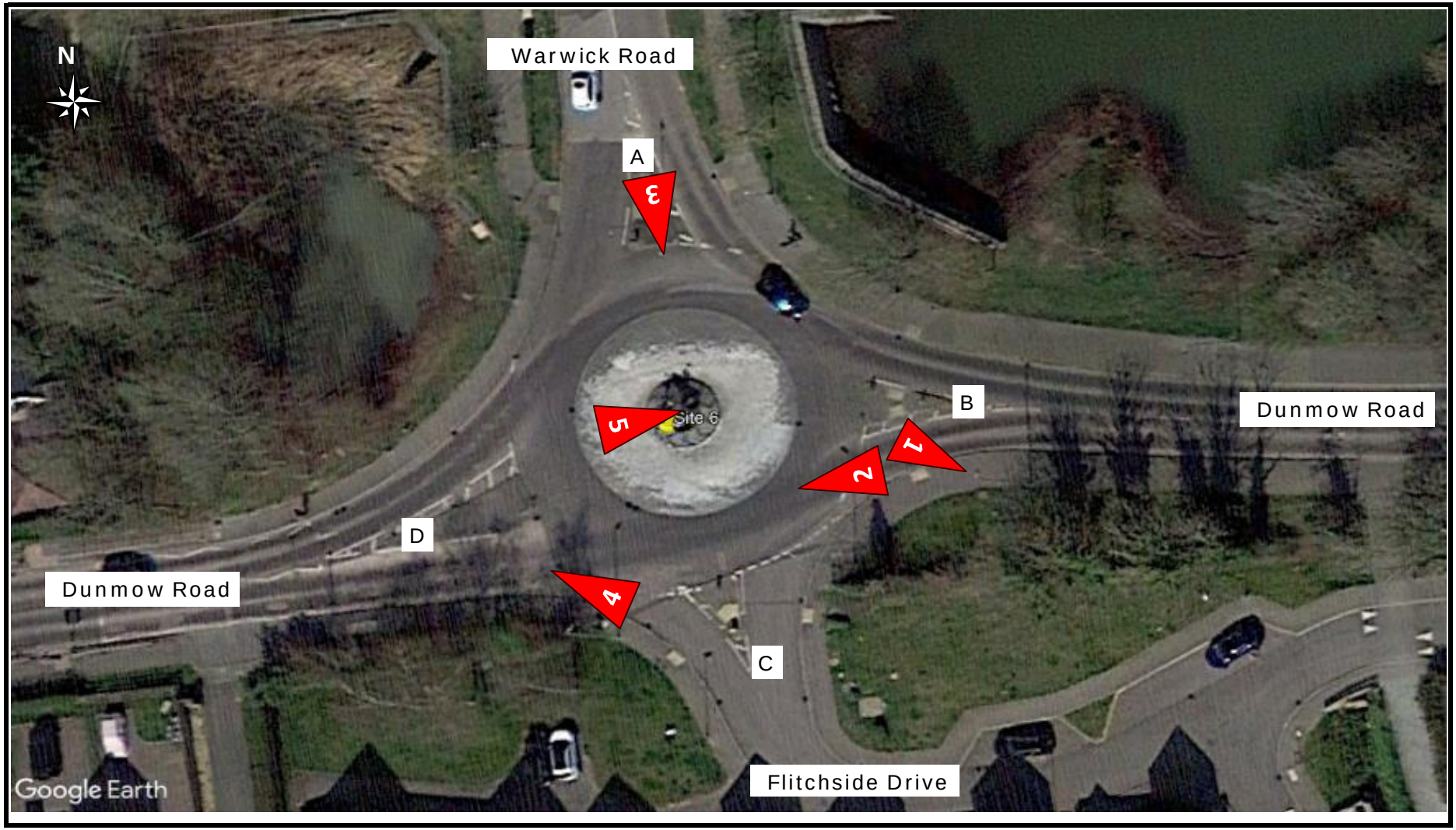
	Roding Drive		Dunmow Road WB		Dunmow Road EB	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
16:00 - 16:05	3		2		0	
16:05 - 16:10	1		2		0	
16:10 - 16:15	4		2		0	
16:15 - 16:20	1		1		0	
16:20 - 16:25	2		0		0	
16:25 - 16:30	2		2		0	
16:30 - 16:35	2		0		0	
16:35 - 16:40	2		3		0	
16:40 - 16:45	2		0		1	
16:45 - 16:50	1		3		0	
16:50 - 16:55	2		2		0	
16:55 - 17:00	1		0		0	
17:00 - 17:05	2		1		0	
17:05 - 17:10	3		1		0	
17:10 - 17:15	3		2		0	
17:15 - 17:20	1		0		0	
17:20 - 17:25	1		8		0	
17:25 - 17:30	1		0		0	
17:30 - 17:35	1		0		0	
17:35 - 17:40	1		1		0	
17:40 - 17:45	1		1		0	
17:45 - 17:50	1		1		0	
17:50 - 17:55	1		1		0	
17:55 - 18:00	1		1		1	
18:00 - 18:05	1		0		0	
18:05 - 18:10	1		1		0	
18:10 - 18:15	1		0		0	
18:15 - 18:20	1		0		0	
18:20 - 18:25	1		3		0	
18:25 - 18:30	1		0		0	
18:30 - 18:35	1		0		0	
18:35 - 18:40	1		0		0	
18:40 - 18:45	2		1		0	
18:45 - 18:50	1		0		1	
18:50 - 18:55	2		0		0	
18:55 - 19:00	1		1		0	

ADVANCED TRANSPORT RESEARCH

Job Number & Name:	34507 Takeley
Site Number/Name:	Site 6 - Dunmow Road/Warwick Road
Client:	Motion
Date:	07/02/2023
Weather:	Dry, Bright and Cold

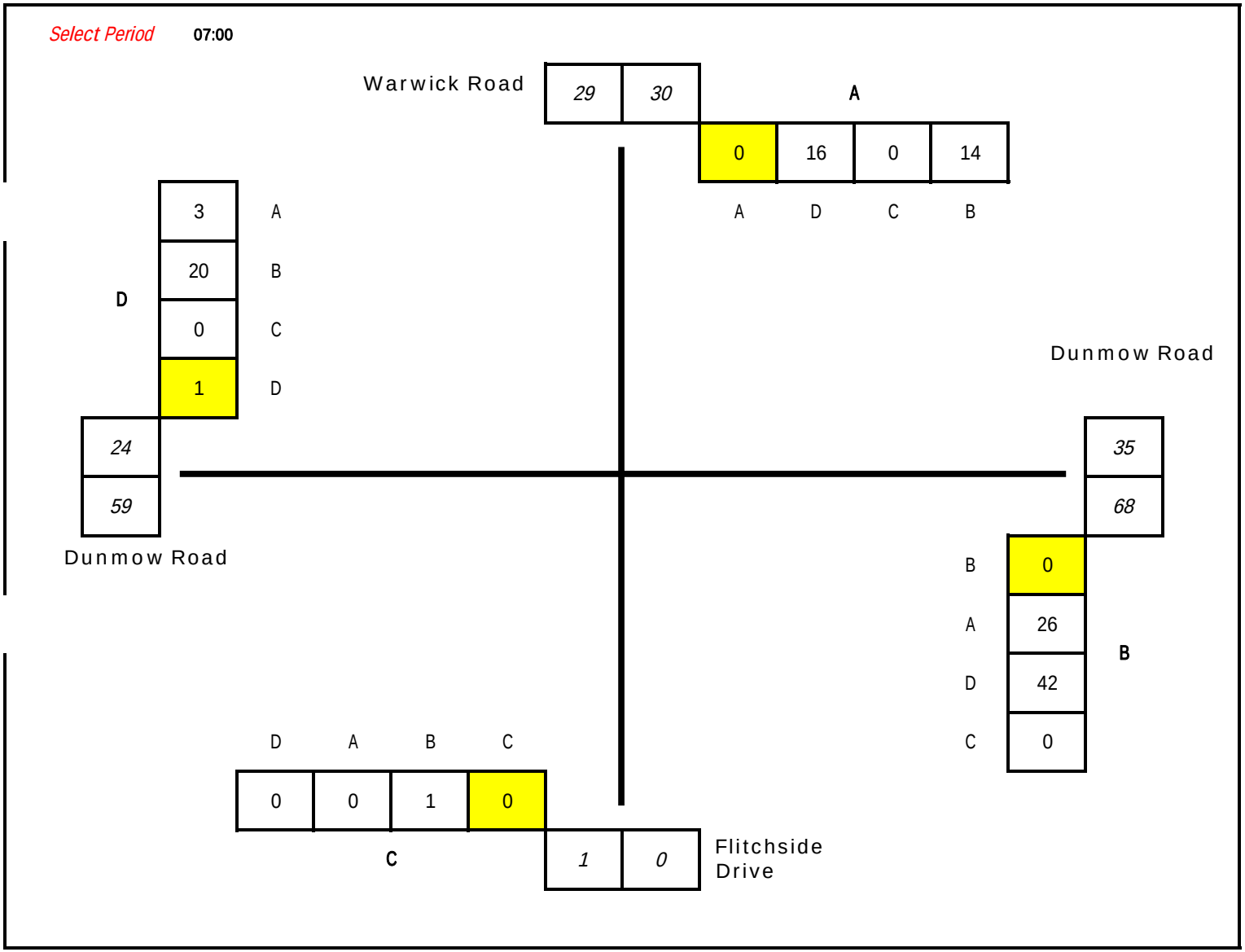
Advanced Transport Research		Job Number & Name:	34507 Takeley
Site 6 - Dunmow Road/Warwick Road		Date:	Tuesday 07 Feb 2023

Job Type:	Junction Count				
Co-ordinates:	51°52'3.14"N, 0°17'11.16"E	Postcode:	CM6 4AA	Times:	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 6 - Dunmow Road/Warwick Road	*Client:*	Motion
Flow Diagram	*Date:*	Tuesday 07 Feb 2023

Select Period 07:00



Advanced Transport Research

Site 6 - Dunmow Road/Warwick Road

Classified Counts

	A to A								A to B								A to C							
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter
07:00 - 07:15	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	37	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	36	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	38	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	31	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	11	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	16	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	14	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	16	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 - 18:15	1	0	0	0	0	0	0	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15 - 18:30	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
18:30 - 18:45	1	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	A to D								B to A								B to B								B to C									
Times	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV
07:00 - 07:15	16	0	0	0	0	0	0	0	25	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	0
07:15 - 07:30	25	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	1
07:30 - 07:45	13	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	1
07:45 - 08:00	16	1	0	0	0	0	0	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	6
08:00 - 08:15	29	1	0	0	0	0	0	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	101	5
08:15 - 08:30	19	2	0	0	0	0	0	0	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	9
08:30 - 08:45	25	1	1	0	0	0	0	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	12
08:45 - 09:00	18	3	0	0	0	0	0	0	32	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	72	13
09:00 - 09:15	15	1	0	0	0	0	0	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	6
09:15 - 09:30	10	1	0	0	0	0	0	0	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	10
09:30 - 09:45	10	1	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	36	8
09:45 - 10:00	8	1	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	47	2
16:00 - 16:15	12	2	0	0	0	0	0	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	11
16:15 - 16:30	4	1	0	0	0	0	0	0	18	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	45	7
16:30 - 16:45	10	1	0	0	0	0	0	0	21	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	42	7
16:45 - 17:00	4	0	0	0	0	0	0	0	21	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	42	9
17:00 - 17:15	9	1	0	0	0	0	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	45	8
17:15 - 17:30	11	3	0	0	0	0	0	0	23	5	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	48	5
17:30 - 17:45	8	1	0	0	0	0	0	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	9
17:45 - 18:00	6	0	0	0	0	0	0	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	48	3
18:00 - 18:15	7	1	0	0	0	0	0	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	35	9
18:15 - 18:30	11	2	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	23	3
18:30 - 18:45	9	1	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	30	4
18:45 - 19:00	11	1	0	0	0	0	0	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	2

B to D						C to A								C to B								C to C								C to D								D to A								D to B								D to C					
OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B	Cyc	E Scooter	Car	LGV	OGV1	OGV2	PSV	M/B
0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	19	0	0	0	1	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	33	1	0	0	1	0	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	3	0	0	0	0	0	0	0	56	1	0	0	0	0	0	0	0	0	0	0	0	0
0	1	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	7	2	0	0	0	0	0	0	46	6	1	0	1	0	0	0	0	0	0	0	0	0
6	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	10	2	0	0	0	0	0	0	36	7	0	0	1	0	0	0	0	0	0	0	0	0
3	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	37	8	1	0	0	0	0	0	1	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	45	6	2	0	0	1	0	0	1	0	0	0	0	0
5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	36	6	3	2	0	0	0	0	1	1	0	0	0	0
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1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	12	3	0	0	0	0	0	0	103	24	1	1	1	0	0	0	1	0	0	0	0	0
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1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	24	4	0	0	0	0	0	0	132	12	0	0	0	0	0	0	0	0	0	0	0	0
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0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	0	76	6	0	0	1	0	0	0	3	1	0	0	0	0
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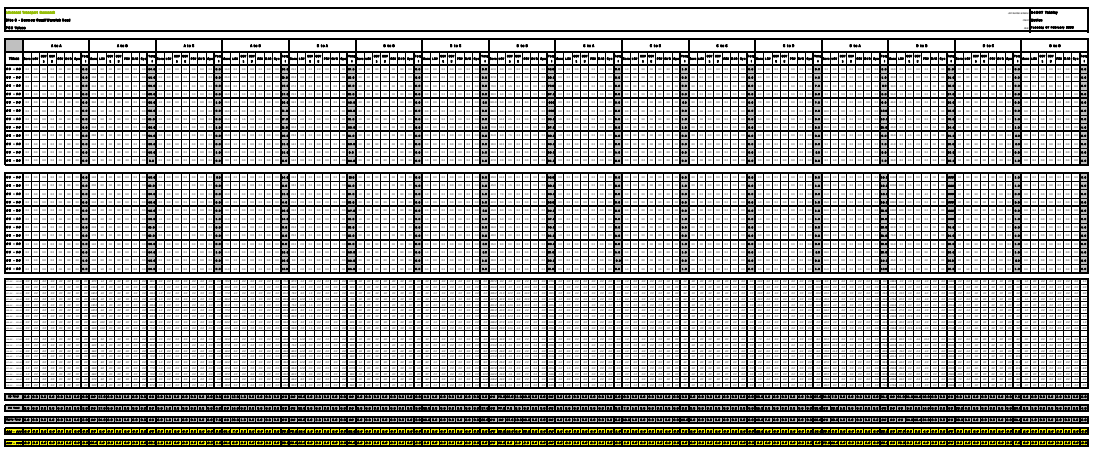
Number & Name:	**34507 Takeley**
Client:	**Motion**
Date:	**Tuesday 07 February 2023**

		D to D							
Cyc	**E Scooter**	**Car**	**LGV**	**OGV1**	**OGV2**	**PSV**	**M/B**	**Cyc**	**E Scooter**
0	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

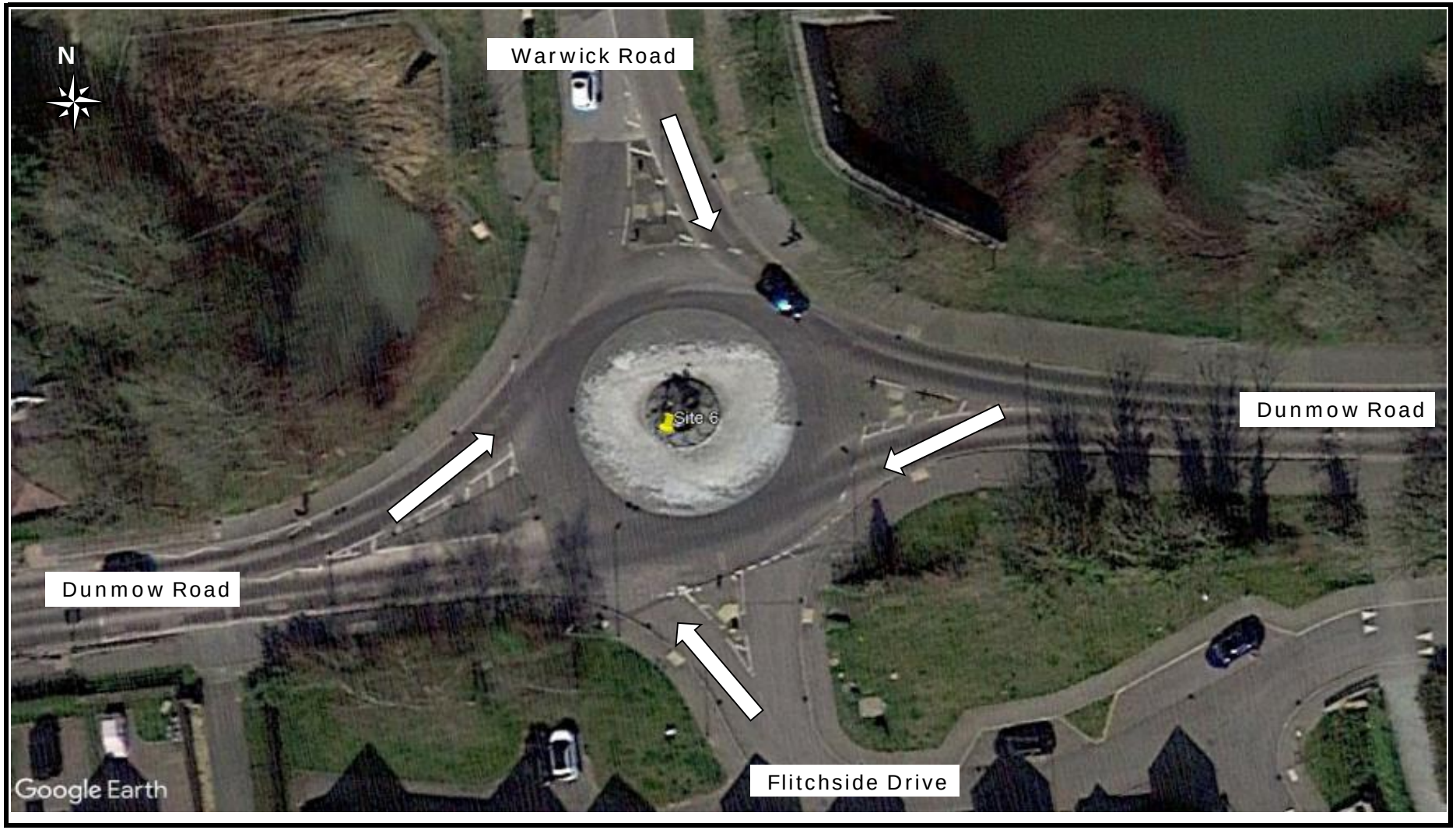


ADVANCED TRANSPORT RESEARCH

Job Number & Name:	34507 Takeley
Site Number/Name:	Site 6 - Dunmow Road/Warwick Road
Client:	Motion
Date:	07/02/2023
Weather:	Dry, Bright and Cold

Advanced Transport Research		Job Number & Name:	34507 Takeley
Site 6 - Dunmow Road/Warwick Road		Date:	Tuesday 07 Feb 2023

Job Type:	Queue Lengths				
Co-ordinates:	51°52'3.14"N, 0°17'11.16"E	Postcode:	CM6 4AA	Times:	0700-1000 1600-1900



Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 6 - Dunmow Road/Warwick Road	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 07 February 2023

	Warwick Road		Dunmow Road WB		Flitchside Drive		Dunmow Road EB	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
07:00 - 07:05	0		0	0	0		0	
07:05 - 07:10	0		5	0	0		0	
07:10 - 07:15	0		0	0	0		0	
07:15 - 07:20	0		1	0	0		0	
07:20 - 07:25	0		1	0	0		0	
07:25 - 07:30	0		1	0	0		0	
07:30 - 07:35	1		0	0	1		0	
07:35 - 07:40	1		1	0	1		2	
07:40 - 07:45	0		2	0	1		0	
07:45 - 07:50	1		3	0	1		0	
07:50 - 07:55	1		1	0	1		0	
07:55 - 08:00	2		4	0	0		2	
08:00 - 08:05	1		4	0	1		3	
08:05 - 08:10	7		7	0	2		1	
08:10 - 08:15	2		4	0	1		1	
08:15 - 08:20	2		5	0	0		0	
08:20 - 08:25	2		3	0	1		0	
08:25 - 08:30	2		1	0	1		1	
08:30 - 08:35	3		1	0	1		0	
08:35 - 08:40	1		4	0	0		1	
08:40 - 08:45	2		4	0	1		0	
08:45 - 08:50	0		5	0	1		1	
08:50 - 08:55	2		3	0	0		5	
08:55 - 09:00	3		1	0	0		0	
09:00 - 09:05	2		5	0	0		0	
09:05 - 09:10	2		3	0	0		2	
09:10 - 09:15	1		1	0	0		3	
09:15 - 09:20	1		1	0	0		0	
09:20 - 09:25	1		0	0	0		1	
09:25 - 09:30	0		0	0	0		0	
09:30 - 09:35	0		2	0	1		0	
09:35 - 09:40	2		0	0	0		0	
09:40 - 09:45	0		0	0	0		0	
09:45 - 09:50	1		0	0	0		0	
09:50 - 09:55	1		0	0	0		2	
09:55 - 10:00	0		0	0	0		0	

Count in Vehicles

Lane 1 = Nearest Kerb

Advanced Transport Research	*Job Number & Name:*	34507 Takeley
Site 6 - Dunmow Road/Warwick Road	*Client:*	Motion
Queue Lengths	*Date:*	Tuesday 07 February 2023

	Warwick Road		Dunmow Road WB		Flitchside Drive		Dunmow Road EB	
Times	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
16:00 - 16:05	1		2	0	0		3	
16:05 - 16:10	1		0	0	0		4	
16:10 - 16:15	2		0	0	0		4	
16:15 - 16:20	2		1	0	0		3	
16:20 - 16:25	2		1	0	1		2	
16:25 - 16:30	3		0	0	0		0	
16:30 - 16:35	6		0	0	0		3	
16:35 - 16:40	1		4	0	0		0	
16:40 - 16:45	1		0	0	0		3	
16:45 - 16:50	2		0	0	0		5	
16:50 - 16:55	1		0	0	0		0	
16:55 - 17:00	1		0	0	0		4	
17:00 - 17:05	1		1	0	0		0	
17:05 - 17:10	1		4	0	0		2	
17:10 - 17:15	2		1	0	0		0	
17:15 - 17:20	2		1	0	1		6	
17:20 - 17:25	2		2	0	0		0	
17:25 - 17:30	1		1	0	0		2	
17:30 - 17:35	1		1	0	0		2	
17:35 - 17:40	1		2	0	0		4	
17:40 - 17:45	2		2	0	1		0	
17:45 - 17:50	1		0	0	0		0	
17:50 - 17:55	2		1	0	0		0	
17:55 - 18:00	1		1	0	0		4	
18:00 - 18:05	3		2	0	1		1	
18:05 - 18:10	1		0	0	1		1	
18:10 - 18:15	1		2	0	0		2	
18:15 - 18:20	0		0	0	0		0	
18:20 - 18:25	2		1	0	0		0	
18:25 - 18:30	1		0	0	0		0	
18:30 - 18:35	1		1	0	0		1	
18:35 - 18:40	1		1	0	0		2	
18:40 - 18:45	1		1	0	0		0	
18:45 - 18:50	0		0	0	0		0	
18:50 - 18:55	1		1	0	1		0	
18:55 - 19:00	1		0	0	0		0	

Appendix E

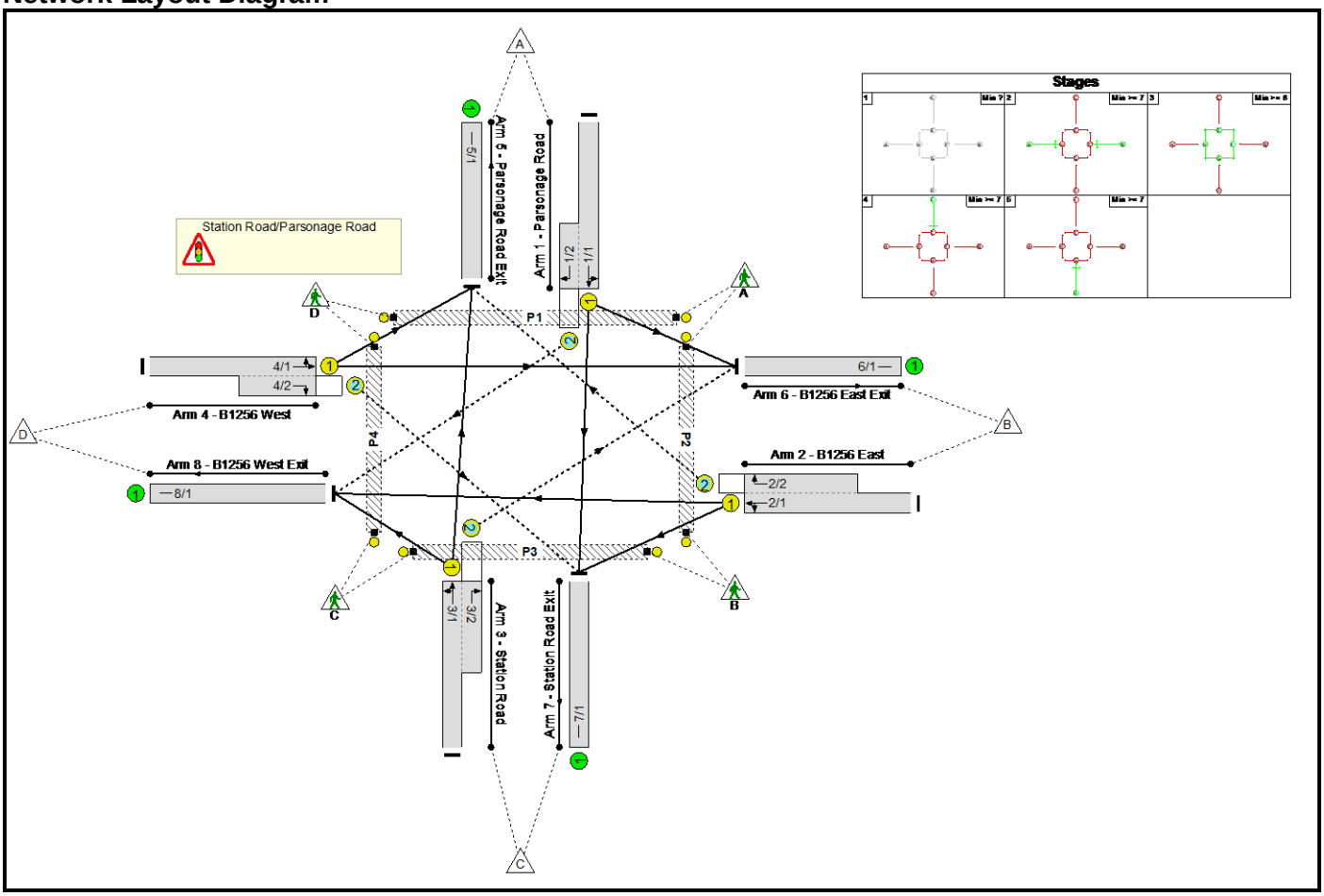
Modelling Outputs

Full Input Data And Results

User and Project Details

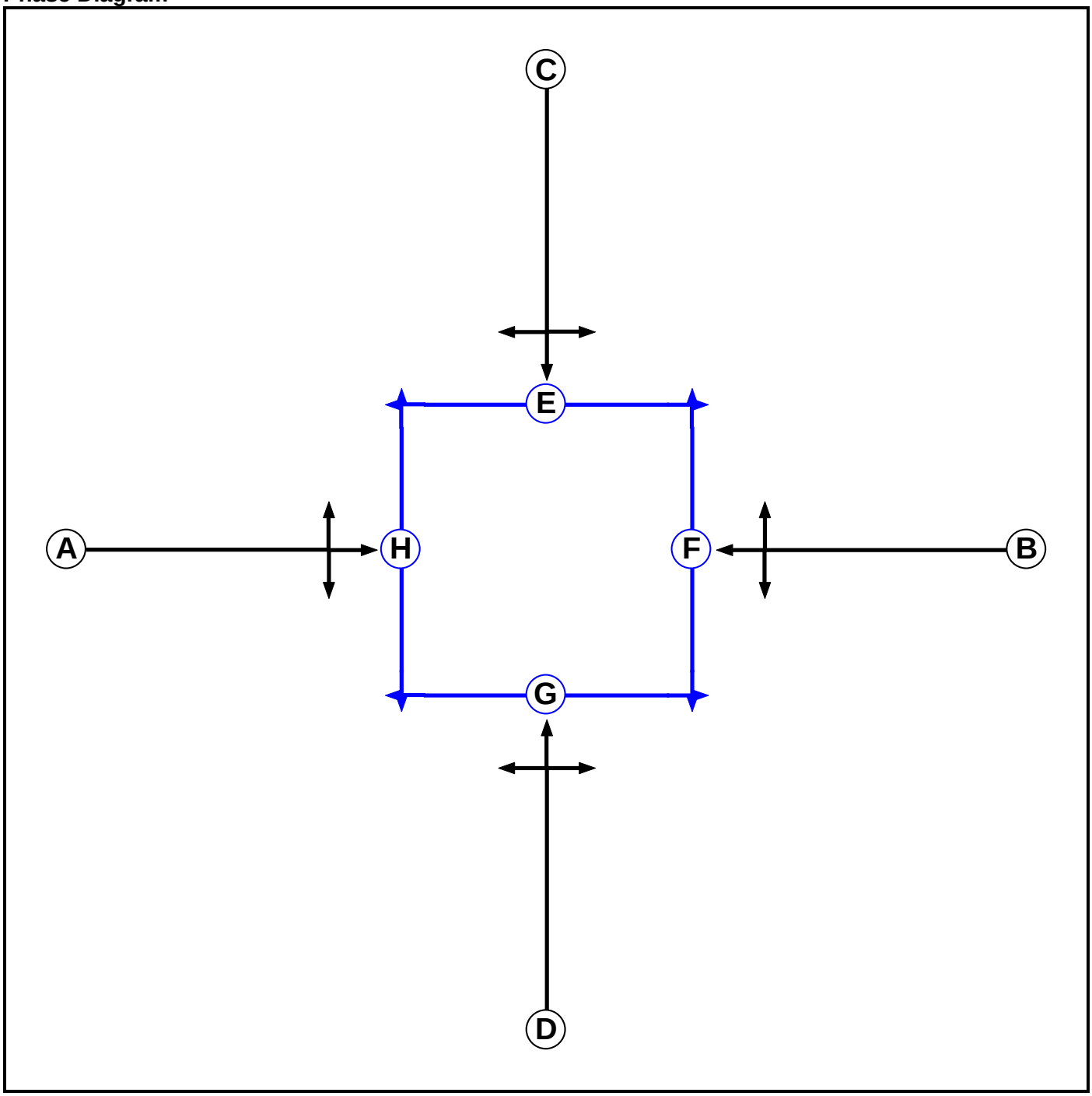
Project:	
Title:	
Location:	
Model Assumptions:	Junction has been set up using signal controller info provided by LHA. Onsite observation indicate that the pedestrian stage is not called every cycle. As such the staging sequence has been designed to reflect a ped stage every other cycle.
Additional detail:	
File name:	Four Ashes X-road Baseline Assessment 2023-04-20.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6

Full Input Data And Results

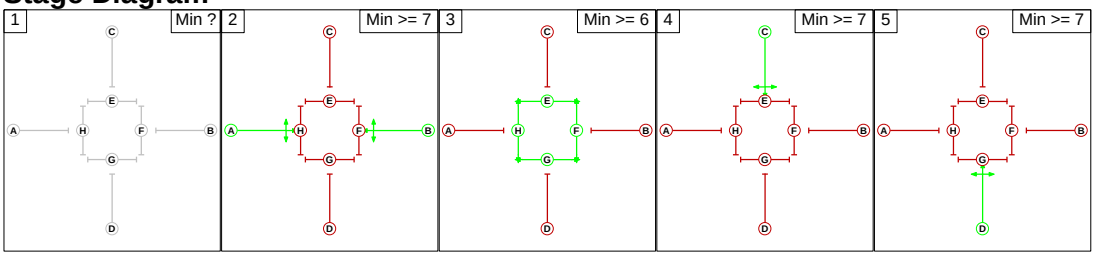
Phase Intergreens Matrix

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

Phases in Stage

Stage No.	Phases in Stage
1	
2	A B
3	E F G H
4	C
5	D

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		X	X	X	X
	2	X		9	6	6
	3	X	13		13	13
	4	X	6	10		7
	5	X	6	9	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Station Road/Parsonage Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Parsonage Road)	8/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	3.00
2/2 (B1256 East)	5/1 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00
3/2 (Station Road)	6/1 (Right)	1439	0	1/1	1.09	All	3.00	-	0.50	3	3.00
4/2 (B1256 West)	7/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Station Road/Parsonage Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Parsonage Road)	U	C	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 6 Left	14.00
											Arm 7 Ahead	Inf
1/2 (Parsonage Road)	O	C	2	3	5.0	Geom	-	2.80	0.00	N	Arm 8 Right	15.00
2/1 (B1256 East)	U	B	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 7 Left	10.00
											Arm 8 Ahead	Inf
2/2 (B1256 East)	O	B	2	3	8.7	Geom	-	2.80	0.00	N	Arm 5 Right	17.00
3/1 (Station Road)	U	D	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	13.00
3/2 (Station Road)	O	D	2	3	7.0	Geom	-	2.90	0.00	N	Arm 6 Right	18.00
4/1 (B1256 West)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	11.00
											Arm 6 Ahead	Inf
4/2 (B1256 West)	O	A	2	3	5.9	Geom	-	3.00	0.00	N	Arm 7 Right	16.00
5/1 (Parsonage Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B1256 East Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Station Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B1256 West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base AM '	08:00	09:00	01:00	
2: '2023 Base PM'	17:00	18:00	01:00	
3: '2028 Without Development AM'	08:00	09:00	01:00	
4: '2028 Without Development PM'	17:00	18:00	01:00	
5: '2028 With Development AM'	08:00	09:00	01:00	
6: '2028 With Development PM'	17:00	18:00	01:00	

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	126	67	79	272
	B	205	0	134	280	619
	C	44	117	0	34	195
	D	156	181	20	0	357
	Tot.	405	424	221	393	1443

Traffic Lane Flows

Lane	Scenario 1: 2023 Base AM
Junction: Station Road/Parsonage Road	
1/1 (with short)	272(In) 193(Out)
1/2 (short)	79
2/1 (with short)	619(In) 414(Out)
2/2 (short)	205
3/1 (with short)	195(In) 78(Out)
3/2 (short)	117
4/1 (with short)	357(In) 337(Out)
4/2 (short)	20
5/1	405
6/1	424
7/1	221
8/1	393

Full Input Data And Results

Lane Saturation Flows

Junction: Station Road/Parsonage Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Parsonage Road)	2.80	0.00	Y	Arm 6 Left	14.00	65.3 %	1771	1771
				Arm 7 Ahead	Inf	34.7 %		
1/2 (Parsonage Road)	2.80	0.00	N	Arm 8 Right	15.00	100.0 %	1850	1850
2/1 (B1256 East)	2.70	0.00	Y	Arm 7 Left	10.00	32.4 %	1798	1798
				Arm 8 Ahead	Inf	67.6 %		
2/2 (B1256 East)	2.80	0.00	N	Arm 5 Right	17.00	100.0 %	1870	1870
3/1 (Station Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	56.4 %	1814	1814
				Arm 8 Left	13.00	43.6 %		
3/2 (Station Road)	2.90	0.00	N	Arm 6 Right	18.00	100.0 %	1888	1888
4/1 (B1256 West)	3.00	0.00	Y	Arm 5 Left	11.00	46.3 %	1801	1801
				Arm 6 Ahead	Inf	53.7 %		
4/2 (B1256 West)	3.00	0.00	N	Arm 7 Right	16.00	100.0 %	1879	1879
5/1 (Parsonage Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1256 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Station Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B1256 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	173	63	77	313
	B	102	0	112	185	399
	C	69	143	0	36	248
	D	108	335	43	0	486
	Tot.	279	651	218	298	1446

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 Base PM
Junction: Station Road/Parsonage Road	
1/1 (with short)	313(In) 236(Out)
1/2 (short)	77
2/1 (with short)	399(In) 297(Out)
2/2 (short)	102
3/1 (with short)	248(In) 105(Out)
3/2 (short)	143
4/1 (with short)	486(In) 443(Out)
4/2 (short)	43
5/1	279
6/1	651
7/1	218
8/1	298

Full Input Data And Results

Lane Saturation Flows

Junction: Station Road/Parsonage Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Parsonage Road)	2.80	0.00	Y	Arm 6 Left	14.00	73.3 %	1757	1757
				Arm 7 Ahead	Inf	26.7 %		
1/2 (Parsonage Road)	2.80	0.00	N	Arm 8 Right	15.00	100.0 %	1850	1850
2/1 (B1256 East)	2.70	0.00	Y	Arm 7 Left	10.00	37.7 %	1784	1784
				Arm 8 Ahead	Inf	62.3 %		
2/2 (B1256 East)	2.80	0.00	N	Arm 5 Right	17.00	100.0 %	1870	1870
3/1 (Station Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	65.7 %	1833	1833
				Arm 8 Left	13.00	34.3 %		
3/2 (Station Road)	2.90	0.00	N	Arm 6 Right	18.00	100.0 %	1888	1888
4/1 (B1256 West)	3.00	0.00	Y	Arm 5 Left	11.00	24.4 %	1853	1853
				Arm 6 Ahead	Inf	75.6 %		
4/2 (B1256 West)	3.00	0.00	N	Arm 7 Right	16.00	100.0 %	1879	1879
5/1 (Parsonage Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1256 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Station Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B1256 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2028 Without Development AM' (FG3: '2028 Without Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	134	81	103	318
	B	254	0	172	334	760
	C	56	129	0	35	220
	D	209	184	21	0	414
	Tot.	519	447	274	472	1712

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2028 Without Development AM
Junction: Station Road/Parsonage Road	
1/1 (with short)	318(In) 215(Out)
1/2 (short)	103
2/1 (with short)	760(In) 506(Out)
2/2 (short)	254
3/1 (with short)	220(In) 91(Out)
3/2 (short)	129
4/1 (with short)	414(In) 393(Out)
4/2 (short)	21
5/1	519
6/1	447
7/1	274
8/1	472

Full Input Data And Results

Lane Saturation Flows

Junction: Station Road/Parsonage Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Parsonage Road)	2.80	0.00	Y	Arm 6 Left	14.00	62.3 %	1776	1776
				Arm 7 Ahead	Inf	37.7 %		
1/2 (Parsonage Road)	2.80	0.00	N	Arm 8 Right	15.00	100.0 %	1850	1850
2/1 (B1256 East)	2.70	0.00	Y	Arm 7 Left	10.00	34.0 %	1794	1794
				Arm 8 Ahead	Inf	66.0 %		
2/2 (B1256 East)	2.80	0.00	N	Arm 5 Right	17.00	100.0 %	1870	1870
3/1 (Station Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	61.5 %	1824	1824
				Arm 8 Left	13.00	38.5 %		
3/2 (Station Road)	2.90	0.00	N	Arm 6 Right	18.00	100.0 %	1888	1888
4/1 (B1256 West)	3.00	0.00	Y	Arm 5 Left	11.00	53.2 %	1786	1786
				Arm 6 Ahead	Inf	46.8 %		
4/2 (B1256 West)	3.00	0.00	N	Arm 7 Right	16.00	100.0 %	1879	1879
5/1 (Parsonage Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1256 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Station Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B1256 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2028 Without Development PM' (FG4: '2028 Without Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	219	78	123	420
	B	106	0	112	209	427
	C	82	177	0	37	296
	D	125	385	45	0	555
	Tot.	313	781	235	369	1698

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2028 Without Development PM
Junction: Station Road/Parsonage Road	
1/1 (with short)	420(In) 297(Out)
1/2 (short)	123
2/1 (with short)	427(In) 321(Out)
2/2 (short)	106
3/1 (with short)	296(In) 119(Out)
3/2 (short)	177
4/1 (with short)	555(In) 510(Out)
4/2 (short)	45
5/1	313
6/1	781
7/1	235
8/1	369

Full Input Data And Results

Lane Saturation Flows

Junction: Station Road/Parsonage Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Parsonage Road)	2.80	0.00	Y	Arm 6 Left	14.00	73.7 %	1756	1756
				Arm 7 Ahead	Inf	26.3 %		
1/2 (Parsonage Road)	2.80	0.00	N	Arm 8 Right	15.00	100.0 %	1850	1850
2/1 (B1256 East)	2.70	0.00	Y	Arm 7 Left	10.00	34.9 %	1791	1791
				Arm 8 Ahead	Inf	65.1 %		
2/2 (B1256 East)	2.80	0.00	N	Arm 5 Right	17.00	100.0 %	1870	1870
3/1 (Station Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	68.9 %	1839	1839
				Arm 8 Left	13.00	31.1 %		
3/2 (Station Road)	2.90	0.00	N	Arm 6 Right	18.00	100.0 %	1888	1888
4/1 (B1256 West)	3.00	0.00	Y	Arm 5 Left	11.00	24.5 %	1853	1853
				Arm 6 Ahead	Inf	75.5 %		
4/2 (B1256 West)	3.00	0.00	N	Arm 7 Right	16.00	100.0 %	1879	1879
5/1 (Parsonage Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1256 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Station Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B1256 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2028 With Development AM' (FG5: '2028 With Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	140	83	119	342
	B	263	0	172	334	769
	C	59	129	0	35	223
	D	234	184	21	0	439
	Tot.	556	453	276	488	1773

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2028 With Development AM
Junction: Station Road/Parsonage Road	
1/1 (with short)	342(In) 223(Out)
1/2 (short)	119
2/1 (with short)	769(In) 506(Out)
2/2 (short)	263
3/1 (with short)	223(In) 94(Out)
3/2 (short)	129
4/1 (with short)	439(In) 418(Out)
4/2 (short)	21
5/1	556
6/1	453
7/1	276
8/1	488

Full Input Data And Results

Lane Saturation Flows

Junction: Station Road/Parsonage Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Parsonage Road)	2.80	0.00	Y	Arm 6 Left	14.00	62.8 %	1776	1776
				Arm 7 Ahead	Inf	37.2 %		
1/2 (Parsonage Road)	2.80	0.00	N	Arm 8 Right	15.00	100.0 %	1850	1850
2/1 (B1256 East)	2.70	0.00	Y	Arm 7 Left	10.00	34.0 %	1794	1794
				Arm 8 Ahead	Inf	66.0 %		
2/2 (B1256 East)	2.80	0.00	N	Arm 5 Right	17.00	100.0 %	1870	1870
3/1 (Station Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	62.8 %	1827	1827
				Arm 8 Left	13.00	37.2 %		
3/2 (Station Road)	2.90	0.00	N	Arm 6 Right	18.00	100.0 %	1888	1888
4/1 (B1256 West)	3.00	0.00	Y	Arm 5 Left	11.00	56.0 %	1779	1779
				Arm 6 Ahead	Inf	44.0 %		
4/2 (B1256 West)	3.00	0.00	N	Arm 7 Right	16.00	100.0 %	1879	1879
5/1 (Parsonage Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1256 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Station Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B1256 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 With Development PM' (FG6: '2028 With Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin \ Destination	A	B	C	D	Tot.
A	0	226	80	142	448
B	109	0	209	112	430
C	83	177	0	37	297
D	134	389	45	0	568
Tot.	326	792	334	291	1743

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2028 With Development PM
Junction: Station Road/Parsonage Road	
1/1 (with short)	448(In) 306(Out)
1/2 (short)	142
2/1 (with short)	430(In) 321(Out)
2/2 (short)	109
3/1 (with short)	297(In) 120(Out)
3/2 (short)	177
4/1 (with short)	568(In) 523(Out)
4/2 (short)	45
5/1	326
6/1	792
7/1	334
8/1	291

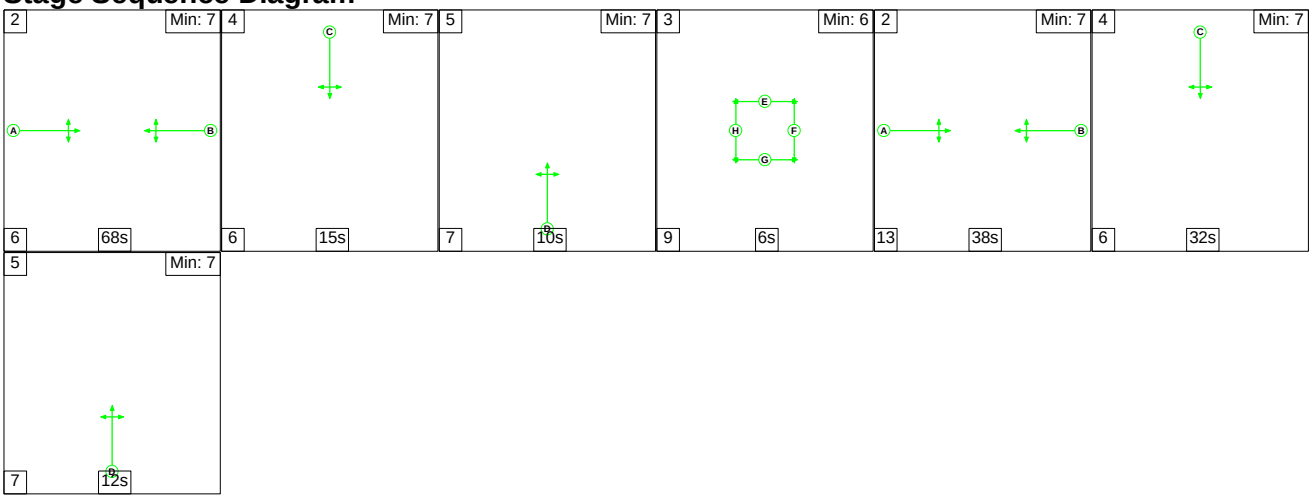
Full Input Data And Results

Lane Saturation Flows

Junction: Station Road/Parsonage Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Parsonage Road)	2.80	0.00	Y	Arm 6 Left	14.00	73.9 %	1756	1756
				Arm 7 Ahead	Inf	26.1 %		
1/2 (Parsonage Road)	2.80	0.00	N	Arm 8 Right	15.00	100.0 %	1850	1850
2/1 (B1256 East)	2.70	0.00	Y	Arm 7 Left	10.00	65.1 %	1717	1717
				Arm 8 Ahead	Inf	34.9 %		
2/2 (B1256 East)	2.80	0.00	N	Arm 5 Right	17.00	100.0 %	1870	1870
3/1 (Station Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	69.2 %	1840	1840
				Arm 8 Left	13.00	30.8 %		
3/2 (Station Road)	2.90	0.00	N	Arm 6 Right	18.00	100.0 %	1888	1888
4/1 (B1256 West)	3.00	0.00	Y	Arm 5 Left	11.00	25.6 %	1850	1850
				Arm 6 Ahead	Inf	74.4 %		
4/2 (B1256 West)	3.00	0.00	N	Arm 7 Right	16.00	100.0 %	1879	1879
5/1 (Parsonage Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1256 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Station Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B1256 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2023 Base AM' (FG1: '2023 Base AM ', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

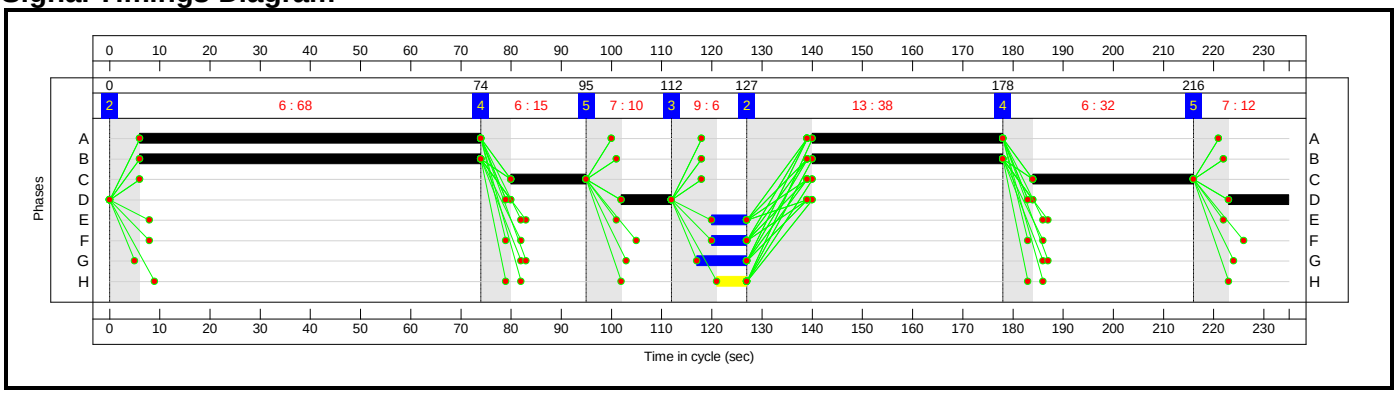


Full Input Data And Results

Stage Timings

Stage	2	4	5	3	2	4	5
Duration	68	15	10	6	38	32	12
Change Point	0	74	95	112	127	178	216

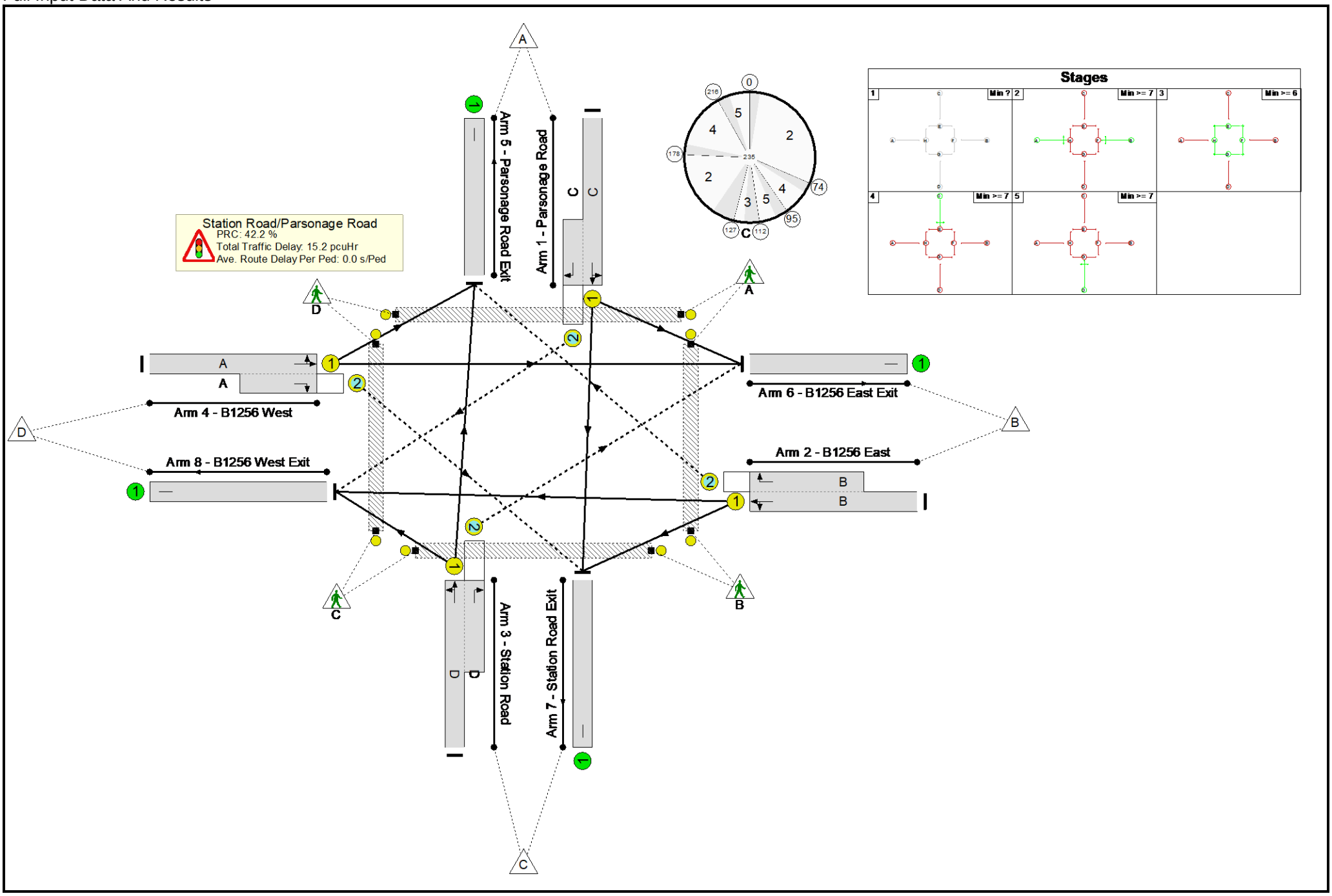
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.3%**
Station Road/Parsonage Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.3%**
1/1+1/2	Parsonage Road Left Ahead Right	U+O	N/A	N/A	C		2	47	-	272	1771:1850	310+127	62.2 : 62.2%
2/1+2/2	B1256 East Right Left Ahead	U+O	N/A	N/A	B		2	106	-	619	1798:1870	654+324	63.3 : 63.3%
3/1+3/2	Station Road Ahead Right Left	U+O	N/A	N/A	D		2	22	-	195	1814:1888	129+193	60.7 : 60.7%
4/1+4/2	B1256 West Left Ahead Right	U+O	N/A	N/A	A		2	106	-	357	1801:1879	806+48	41.8 : 41.8%
5/1	Parsonage Road Exit	U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
6/1	B1256 East Exit	U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
7/1	Station Road Exit	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
8/1	B1256 West Exit	U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
Ped Link: P1	Parsonage Road Crossing	-	N/A	-	E		1	7	-	0	-	2145	0.0%
Ped Link: P2	B1256 East Crossing	-	N/A	-	F		1	7	-	0	-	2145	0.0%
Ped Link: P3	Station Road Crossing	-	N/A	-	G		1	10	-	0	-	3064	0.0%
Ped Link: P4	B1256 West Crossing	-	N/A	-	H		1	6	-	0	-	1838	0.0%

Full Input Data And Results

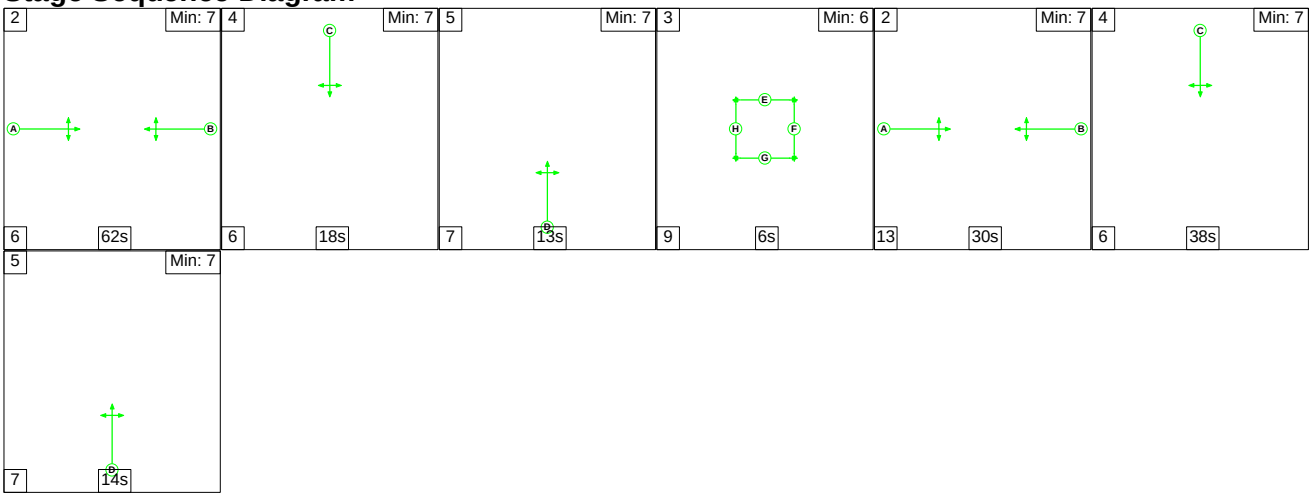
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**225**	**186**	**10**	**11.9**	**2.8**	**0.5**	**15.2**	**-**	**-**	**-**	**-**
Station Road/Parsonage Road	**-**	**-**	**225**	**186**	**10**	**11.9**	**2.8**	**0.5**	**15.2**	**-**	**-**	**-**	**-**
1/1+1/2	272	272	0	77	2	3.1	0.8	0.0	3.9	51.7	6.3	0.8	7.1
2/1+2/2	619	619	205	0	0	4.0	0.9	0.4	5.3	30.6	10.2	0.9	11.1
3/1+3/2	195	195	0	109	8	2.7	0.8	0.0	3.5	64.9	3.8	0.8	4.6
4/1+4/2	357	357	20	0	0	2.1	0.4	0.1	2.5	25.2	7.5	0.4	7.8
5/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 42.2 Total Delay for Signalled Lanes (pcuHr): 15.18 Cycle Time (s): 235
PRC Over All Lanes (%): 42.2 Total Delay Over All Lanes(pcuHr): 15.18

Full Input Data And Results

Scenario 2: '2023 Base PM' (FG2: '2023 Base PM', Plan 1: 'Network Control Plan 1')

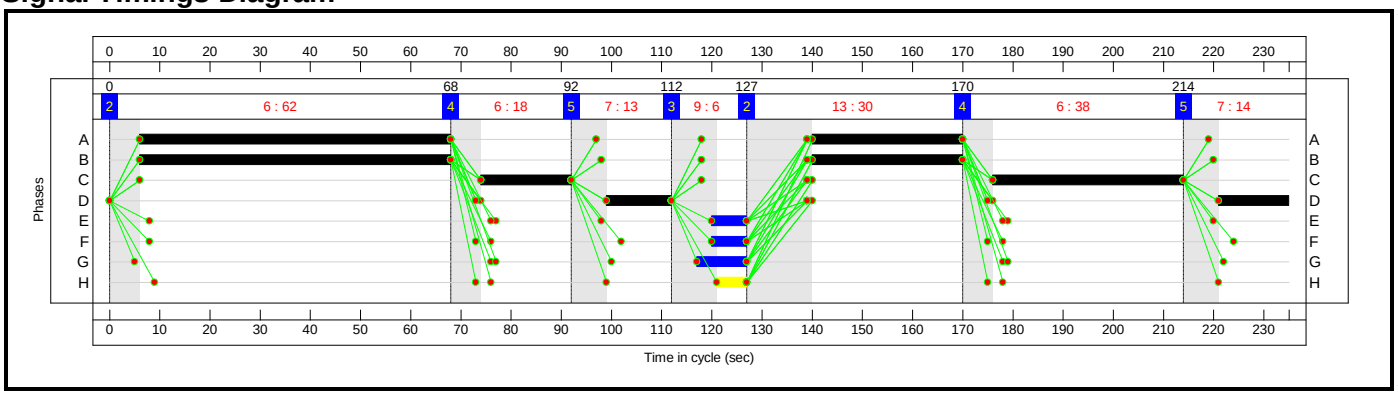
Stage Sequence Diagram



Stage Timings

Stage	2	4	5	3	2	4	5
Duration	62	18	13	6	30	38	14
Change Point	0	68	92	112	127	170	214

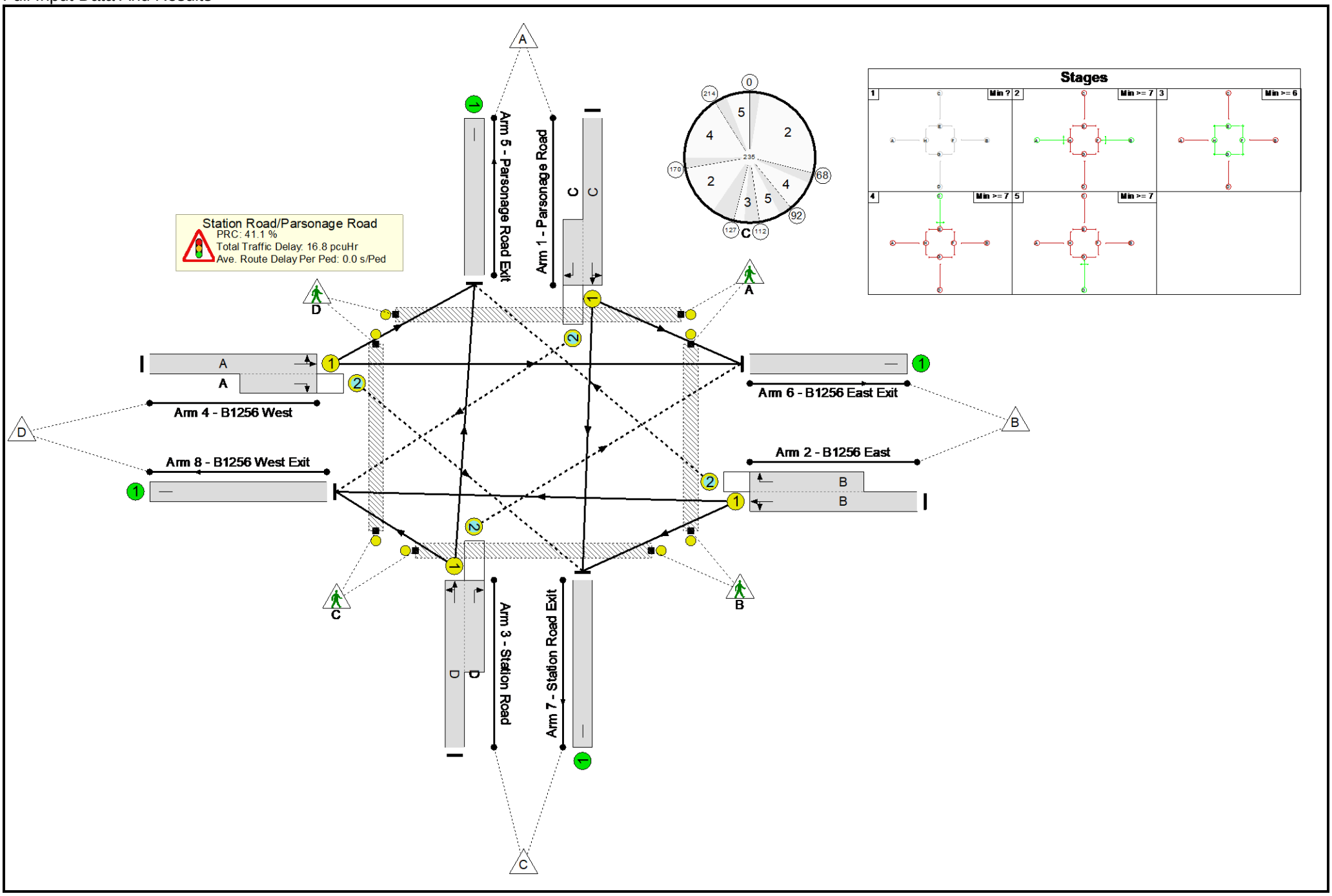
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.8%**
Station Road/Parsonage Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.8%**
1/1+1/2	Parsonage Road Left Ahead Right	U+O	N/A	N/A	C		2	56	-	313	1757:1850	370+121	63.8 : 63.8%
2/1+2/2	B1256 East Right Left Ahead	U+O	N/A	N/A	B		2	92	-	399	1784:1870	614+211	48.4 : 48.4%
3/1+3/2	Station Road Ahead Right Left	U+O	N/A	N/A	D		2	27	-	248	1833:1888	168+228	62.7 : 62.7%
4/1+4/2	B1256 West Left Ahead Right	U+O	N/A	N/A	A		2	92	-	486	1853:1879	700+68	63.2 : 63.2%
5/1	Parsonage Road Exit	U	N/A	N/A	-		-	-	-	279	Inf	Inf	0.0%
6/1	B1256 East Exit	U	N/A	N/A	-		-	-	-	651	Inf	Inf	0.0%
7/1	Station Road Exit	U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
8/1	B1256 West Exit	U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
Ped Link: P1	Parsonage Road Crossing	-	N/A	-	E		1	7	-	0	-	2145	0.0%
Ped Link: P2	B1256 East Crossing	-	N/A	-	F		1	7	-	0	-	2145	0.0%
Ped Link: P3	Station Road Crossing	-	N/A	-	G		1	10	-	0	-	3064	0.0%
Ped Link: P4	B1256 West Crossing	-	N/A	-	H		1	6	-	0	-	1838	0.0%

Full Input Data And Results

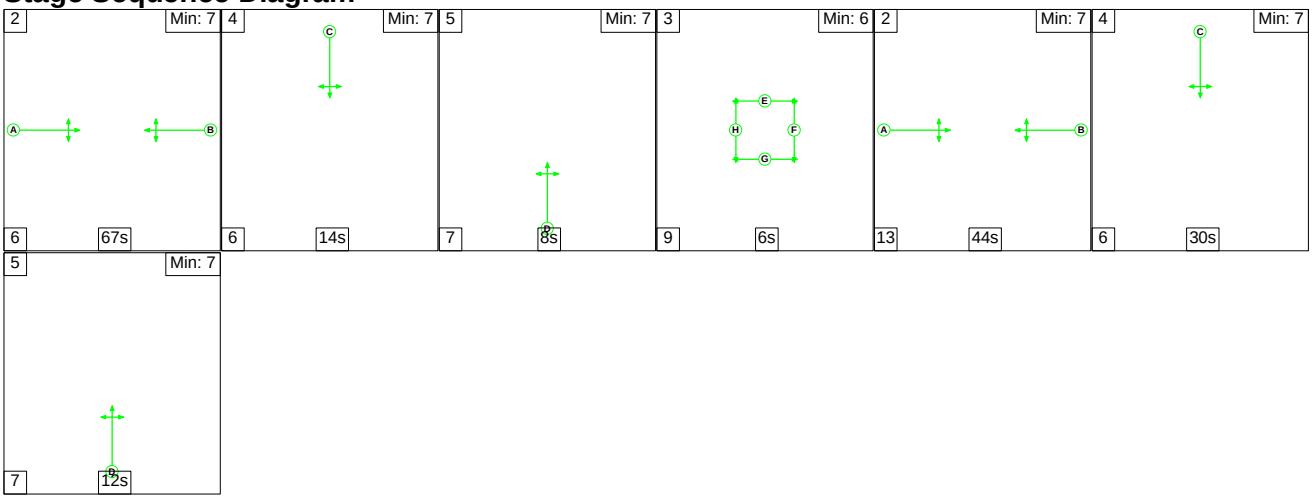
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**133**	**214**	**17**	**13.2**	**3.0**	**0.6**	**16.8**	**-**	**-**	**-**	**-**
Station Road/Parsonage Road	**-**	**-**	**133**	**214**	**17**	**13.2**	**3.0**	**0.6**	**16.8**	**-**	**-**	**-**	**-**
1/1+1/2	313	313	0	75	2	3.3	0.9	0.0	4.2	48.3	7.8	0.9	8.7
2/1+2/2	399	399	90	0	12	2.8	0.5	0.5	3.7	33.7	7.0	0.5	7.5
3/1+3/2	248	248	0	139	4	3.3	0.8	0.1	4.2	61.3	4.6	0.8	5.4
4/1+4/2	486	486	43	0	0	3.7	0.9	0.1	4.7	34.5	12.0	0.9	12.8
5/1	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 41.1 Total Delay for Signalled Lanes (pcuHr): 16.82 Cycle Time (s): 235
PRC Over All Lanes (%): 41.1 Total Delay Over All Lanes(pcuHr): 16.82

Full Input Data And Results

Scenario 3: '2028 Without Development AM' (FG3: '2028 Without Development AM', Plan 1: 'Network Control Plan 1')

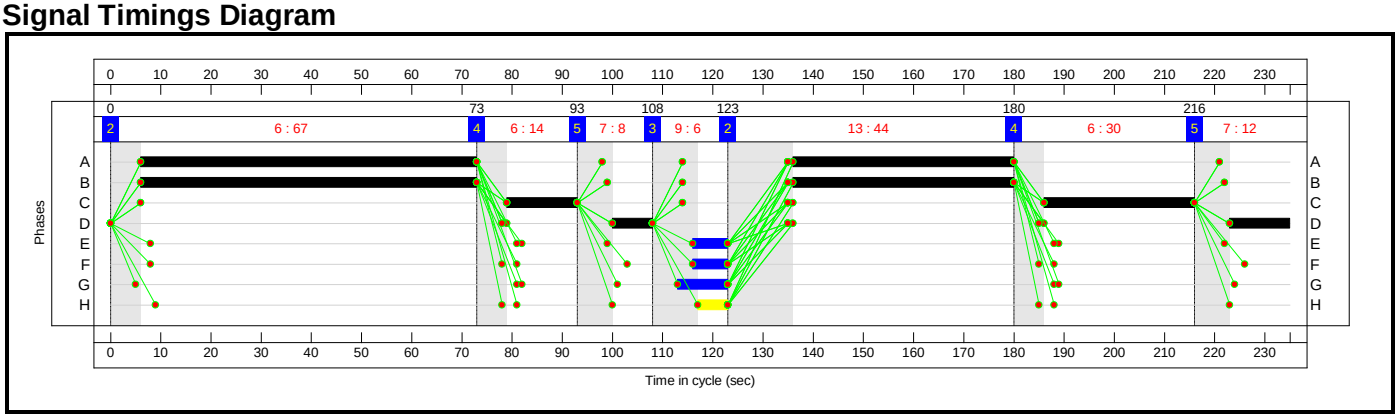
Stage Sequence Diagram



Stage Timings

Stage	2	4	5	3	2	4	5
Duration	67	14	8	6	44	30	12
Change Point	0	73	93	108	123	180	216

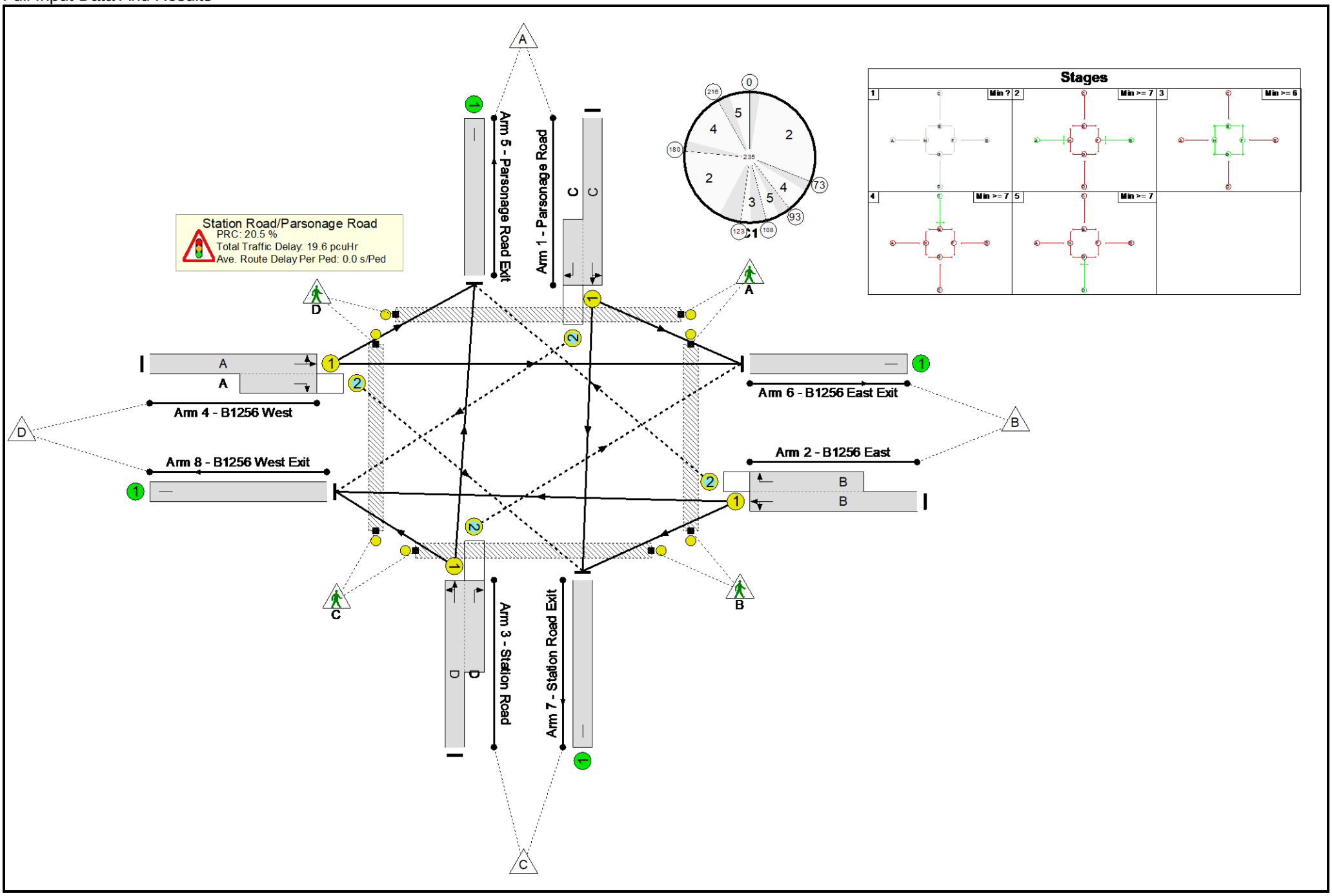
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.7%**
Station Road/Parsonage Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.7%**
1/1+1/2	Parsonage Road Left Ahead Right	U+O	N/A	N/A	C		2	44	-	318	1776:1850	288+138	74.7 : 74.7%
2/1+2/2	B1256 East Right Left Ahead	U+O	N/A	N/A	B		2	111	-	760	1794:1870	678+340	74.7 : 74.7%
3/1+3/2	Station Road Ahead Right Left	U+O	N/A	N/A	D		2	20	-	220	1824:1888	125+177	73.0 : 73.0%
4/1+4/2	B1256 West Left Ahead Right	U+O	N/A	N/A	A		2	111	-	414	1786:1879	840+45	46.8 : 46.8%
5/1	Parsonage Road Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
6/1	B1256 East Exit	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
7/1	Station Road Exit	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
8/1	B1256 West Exit	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
Ped Link: P1	Parsonage Road Crossing	-	N/A	-	E		1	7	-	0	-	2145	0.0%
Ped Link: P2	B1256 East Crossing	-	N/A	-	F		1	7	-	0	-	2145	0.0%
Ped Link: P3	Station Road Crossing	-	N/A	-	G		1	10	-	0	-	3064	0.0%
Ped Link: P4	B1256 West Crossing	-	N/A	-	H		1	6	-	0	-	1838	0.0%

Full Input Data And Results

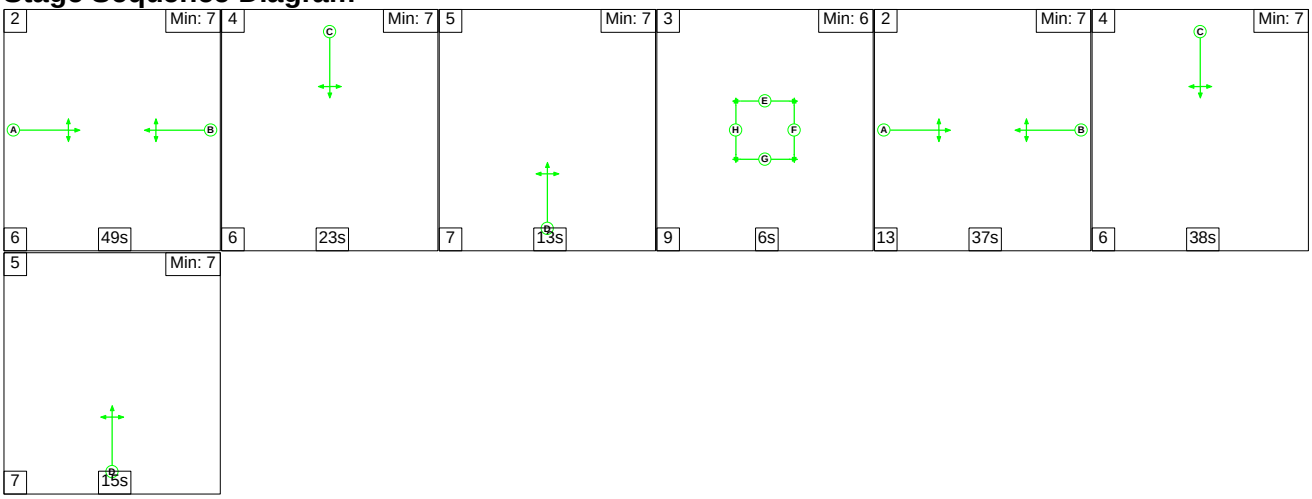
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**275**	**192**	**40**	**14.3**	**4.6**	**0.7**	**19.6**	**-**	**-**	**-**	**-**
Station Road/Parsonage Road	**-**	**-**	**275**	**192**	**40**	**14.3**	**4.6**	**0.7**	**19.6**	**-**	**-**	**-**	**-**
1/1+1/2	318	318	0	94	9	3.8	1.4	0.0	5.2	59.2	7.4	1.4	8.8
2/1+2/2	760	760	254	0	0	5.1	1.5	0.5	7.1	33.4	14.6	1.5	16.1
3/1+3/2	220	220	0	98	31	3.2	1.3	0.0	4.5	73.8	4.4	1.3	5.7
4/1+4/2	414	414	21	0	0	2.3	0.4	0.1	2.8	24.7	8.7	0.4	9.1
5/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 20.5 Total Delay for Signalled Lanes (pcuHr): 19.63 Cycle Time (s): 235
PRC Over All Lanes (%): 20.5 Total Delay Over All Lanes(pcuHr): 19.63

Full Input Data And Results

Scenario 4: '2028 Without Development PM' (FG4: '2028 Without Development PM', Plan 1: 'Network Control Plan 1')

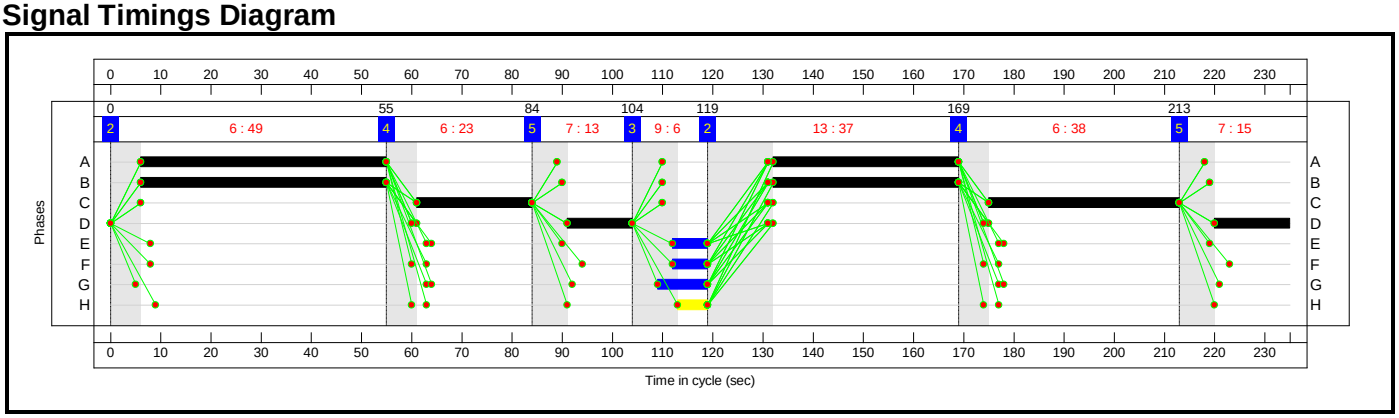
Stage Sequence Diagram



Stage Timings

Stage	2	4	5	3	2	4	5
Duration	49	23	13	6	37	38	15
Change Point	0	55	84	104	119	169	213

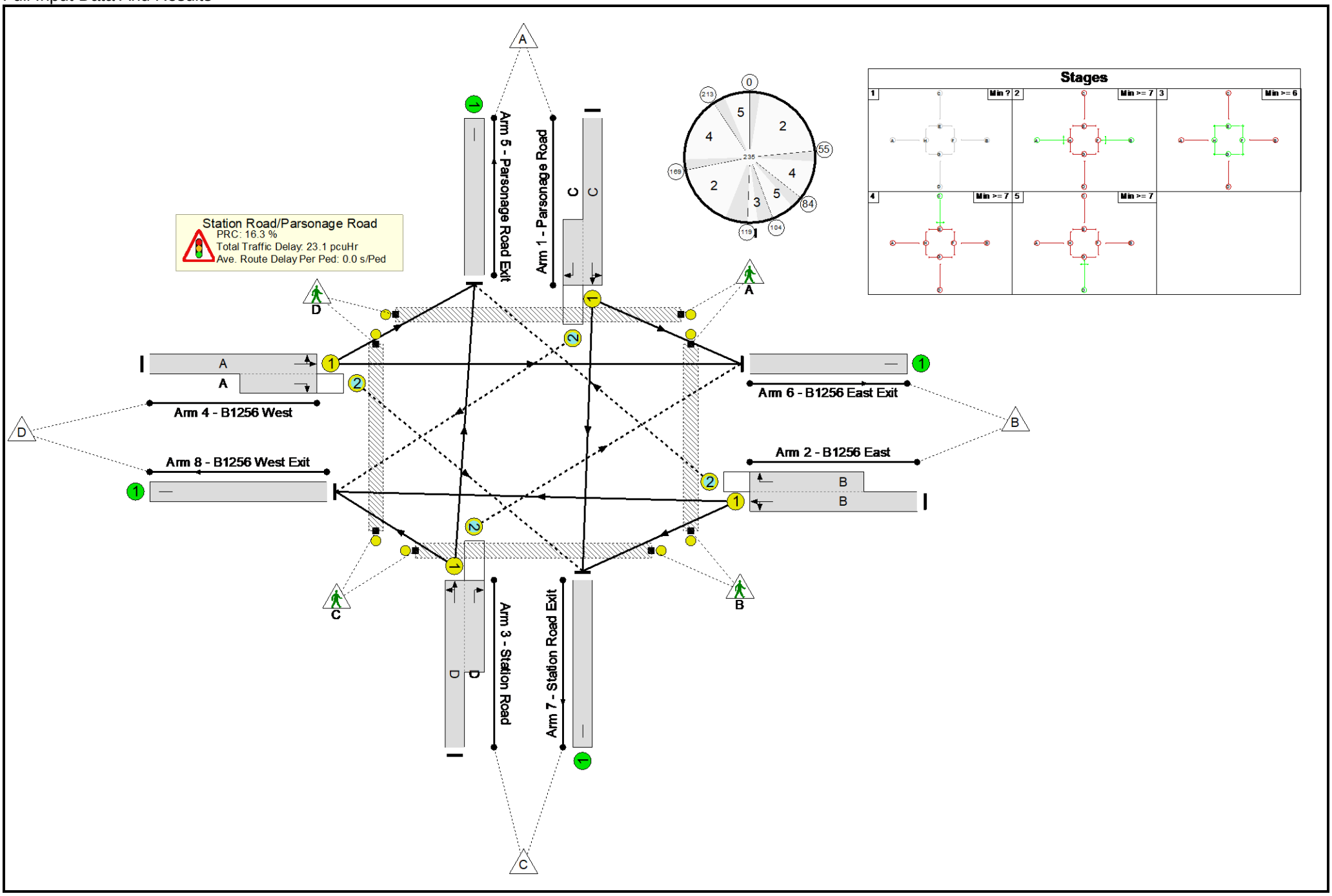
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.4%**
Station Road/Parsonage Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.4%**
1/1+1/2	Parsonage Road Left Ahead Right	U+O	N/A	N/A	C		2	61	-	420	1756:1850	384+159	77.4 : 77.4%
2/1+2/2	B1256 East Right Left Ahead	U+O	N/A	N/A	B		2	86	-	427	1791:1870	563+157	57.1 : 67.3%
3/1+3/2	Station Road Ahead Right Left	U+O	N/A	N/A	D		2	28	-	296	1839:1888	157+233	75.8 : 75.8%
4/1+4/2	B1256 West Left Ahead Right	U+O	N/A	N/A	A		2	86	-	555	1853:1879	661+58	77.1 : 77.1%
5/1	Parsonage Road Exit	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
6/1	B1256 East Exit	U	N/A	N/A	-		-	-	-	781	Inf	Inf	0.0%
7/1	Station Road Exit	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
8/1	B1256 West Exit	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
Ped Link: P1	Parsonage Road Crossing	-	N/A	-	E		1	7	-	0	-	2145	0.0%
Ped Link: P2	B1256 East Crossing	-	N/A	-	F		1	7	-	0	-	2145	0.0%
Ped Link: P3	Station Road Crossing	-	N/A	-	G		1	10	-	0	-	3064	0.0%
Ped Link: P4	B1256 West Crossing	-	N/A	-	H		1	6	-	0	-	1838	0.0%

Full Input Data And Results

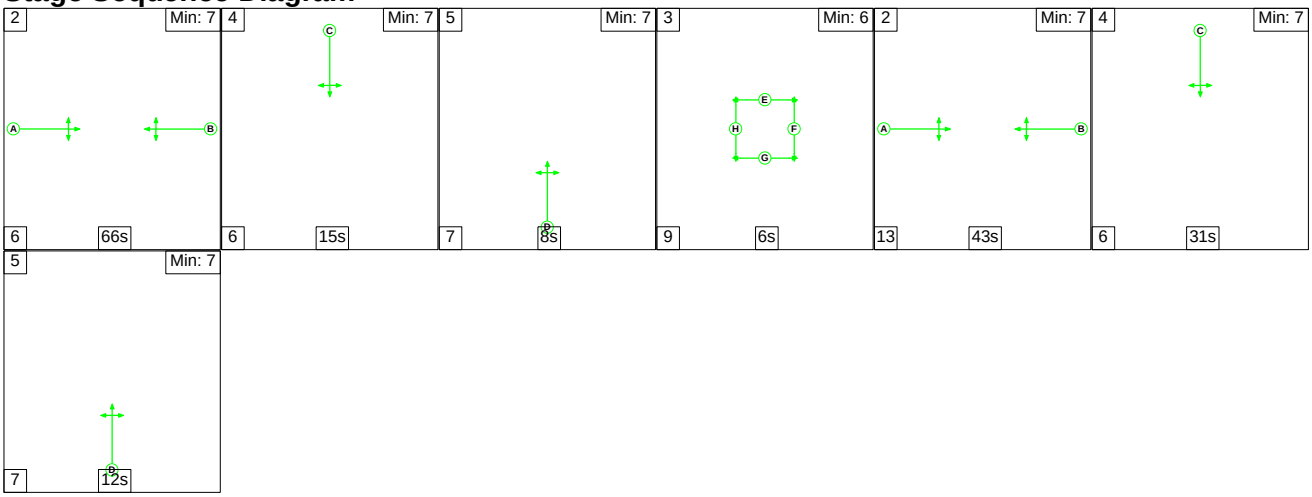
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**128**	**267**	**56**	**16.8**	**5.6**	**0.8**	**23.1**	**-**	**-**	**-**	**-**
Station Road/Parsonage Road	**-**	**-**	**128**	**267**	**56**	**16.8**	**5.6**	**0.8**	**23.1**	**-**	**-**	**-**	**-**
1/1+1/2	420	420	0	120	3	4.4	1.7	0.0	6.1	52.3	11.0	1.7	12.7
2/1+2/2	427	427	83	0	23	3.4	0.7	0.6	4.7	39.8	8.2	0.7	8.9
3/1+3/2	296	296	0	147	30	4.1	1.5	0.1	5.7	68.9	6.2	1.5	7.7
4/1+4/2	555	555	45	0	0	4.9	1.7	0.1	6.6	43.0	15.8	1.7	17.5
5/1	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 16.3 Total Delay for Signalled Lanes (pcuHr): 23.12 Cycle Time (s): 235
PRC Over All Lanes (%): 16.3 Total Delay Over All Lanes(pcuHr): 23.12

Full Input Data And Results

Scenario 5: '2028 With Development AM' (FG5: '2028 With Development AM', Plan 1: 'Network Control Plan 1')

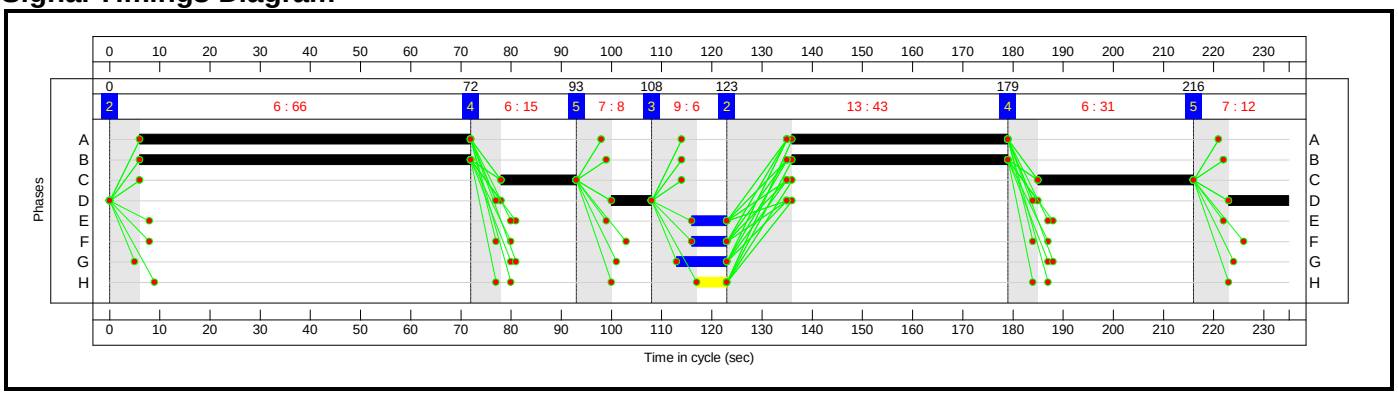
Stage Sequence Diagram



Stage Timings

Stage	2	4	5	3	2	4	5
Duration	66	15	8	6	43	31	12
Change Point	0	72	93	108	123	179	216

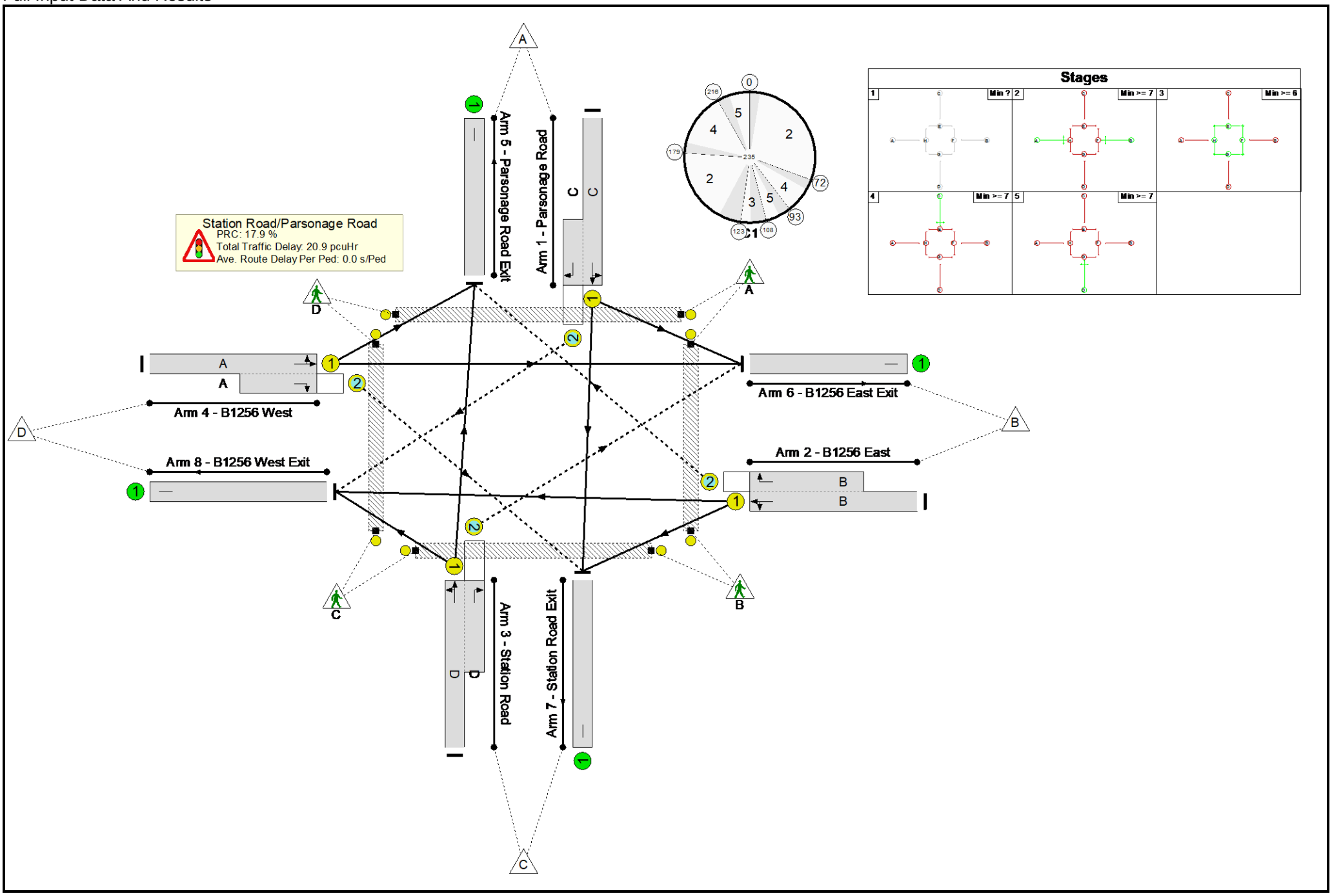
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.3%**
Station Road/Parsonage Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.3%**
1/1+1/2	Parsonage Road Left Ahead Right	U+O	N/A	N/A	C		2	46	-	342	1776:1850	293+156	76.1 : 76.1%
2/1+2/2	B1256 East Right Left Ahead	U+O	N/A	N/A	B		2	109	-	769	1794:1870	663+344	76.3 : 76.3%
3/1+3/2	Station Road Ahead Right Left	U+O	N/A	N/A	D		2	20	-	223	1827:1888	129+177	73.0 : 73.0%
4/1+4/2	B1256 West Left Ahead Right	U+O	N/A	N/A	A		2	109	-	439	1779:1879	825+41	50.6 : 50.6%
5/1	Parsonage Road Exit	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
6/1	B1256 East Exit	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
7/1	Station Road Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
8/1	B1256 West Exit	U	N/A	N/A	-		-	-	-	488	Inf	Inf	0.0%
Ped Link: P1	Parsonage Road Crossing	-	N/A	-	E		1	7	-	0	-	2145	0.0%
Ped Link: P2	B1256 East Crossing	-	N/A	-	F		1	7	-	0	-	2145	0.0%
Ped Link: P3	Station Road Crossing	-	N/A	-	G		1	10	-	0	-	3064	0.0%
Ped Link: P4	B1256 West Crossing	-	N/A	-	H		1	6	-	0	-	1838	0.0%

Full Input Data And Results

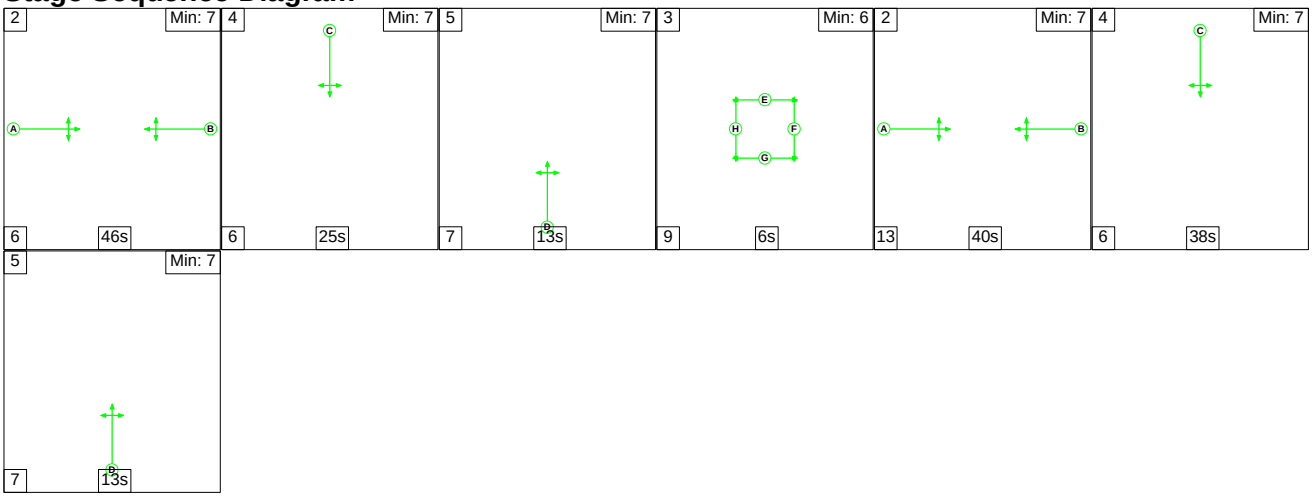
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**267**	**208**	**58**	**15.2**	**5.0**	**0.8**	**20.9**	**-**	**-**	**-**	**-**
Station Road/Parsonage Road	**-**	**-**	**267**	**208**	**58**	**15.2**	**5.0**	**0.8**	**20.9**	**-**	**-**	**-**	**-**
1/1+1/2	342	342	0	110	9	4.0	1.5	0.0	5.6	58.6	7.9	1.5	9.4
2/1+2/2	769	769	246	0	17	5.4	1.6	0.6	7.6	35.7	15.1	1.6	16.7
3/1+3/2	223	223	0	98	31	3.2	1.3	0.0	4.6	73.5	4.4	1.3	5.7
4/1+4/2	439	439	21	0	0	2.6	0.5	0.1	3.2	26.1	9.6	0.5	10.1
5/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 17.9 Total Delay for Signalled Lanes (pcuHr): 20.94 Cycle Time (s): 235
PRC Over All Lanes (%): 17.9 Total Delay Over All Lanes(pcuHr): 20.94

Full Input Data And Results

Scenario 6: '2028 With Development PM' (FG6: '2028 With Development PM', Plan 1: 'Network Control Plan 1')

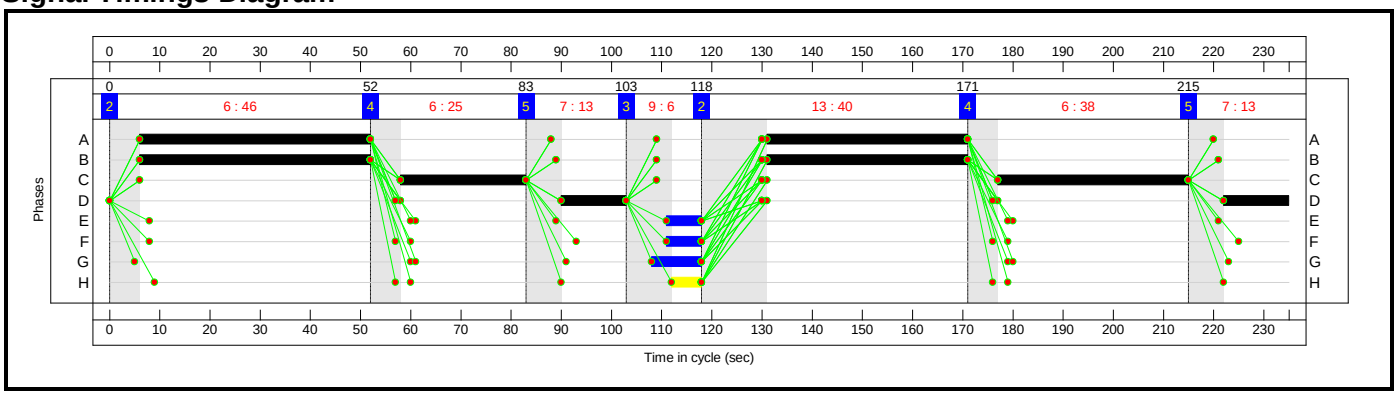
Stage Sequence Diagram



Stage Timings

Stage	2	4	5	3	2	4	5
Duration	46	25	13	6	40	38	13
Change Point	0	52	83	103	118	171	215

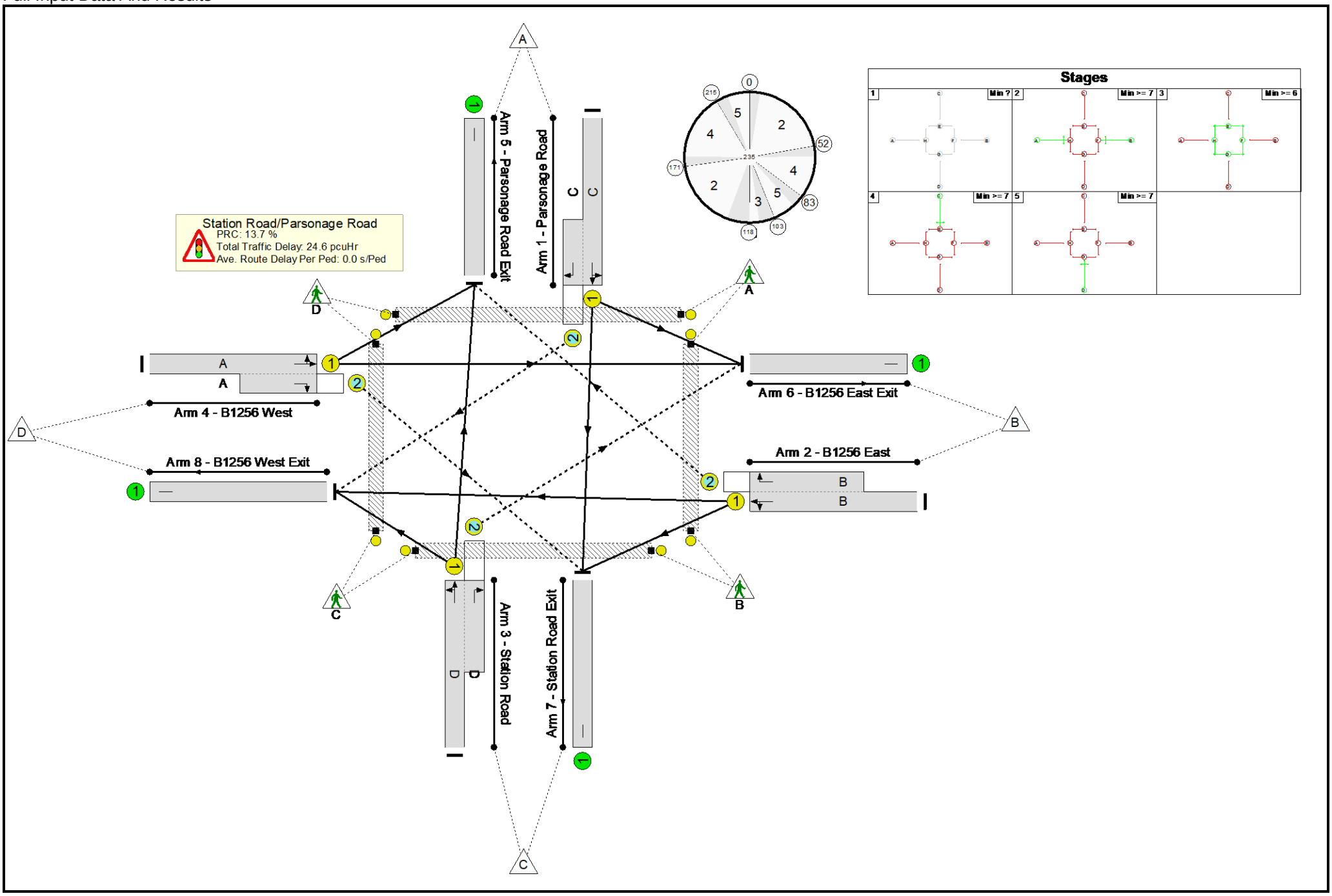
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.1%**
Station Road/Parsonage Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.1%**
1/1+1/2	Parsonage Road Left Ahead Right	U+O	N/A	N/A	C		2	63	-	448	1756:1850	387+179	79.1 : 79.1%
2/1+2/2	B1256 East Right Left Ahead	U+O	N/A	N/A	B		2	86	-	430	1717:1870	529+147	60.7 : 74.0%
3/1+3/2	Station Road Ahead Right Left	U+O	N/A	N/A	D		2	26	-	297	1840:1888	152+224	79.0 : 79.0%
4/1+4/2	B1256 West Left Ahead Right	U+O	N/A	N/A	A		2	86	-	568	1850:1879	661+57	79.1 : 79.1%
5/1	Parsonage Road Exit	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
6/1	B1256 East Exit	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
7/1	Station Road Exit	U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
8/1	B1256 West Exit	U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
Ped Link: P1	Parsonage Road Crossing	-	N/A	-	E		1	7	-	0	-	2145	0.0%
Ped Link: P2	B1256 East Crossing	-	N/A	-	F		1	7	-	0	-	2145	0.0%
Ped Link: P3	Station Road Crossing	-	N/A	-	G		1	10	-	0	-	3064	0.0%
Ped Link: P4	B1256 West Crossing	-	N/A	-	H		1	6	-	0	-	1838	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**131**	**273**	**69**	**17.5**	**6.4**	**0.8**	**24.6**	**-**	**-**	**-**	**-**
Station Road/Parsonage Road	**-**	**-**	**131**	**273**	**69**	**17.5**	**6.4**	**0.8**	**24.6**	**-**	**-**	**-**	**-**
1/1+1/2	448	448	0	138	4	4.7	1.8	0.0	6.6	52.6	12.2	1.8	14.1
2/1+2/2	430	430	86	0	23	3.5	0.9	0.6	5.0	41.7	8.5	0.9	9.3
3/1+3/2	297	297	0	135	42	4.2	1.8	0.1	6.1	73.5	6.4	1.8	8.2
4/1+4/2	568	568	45	0	0	5.1	1.8	0.1	7.0	44.4	16.8	1.8	18.7
5/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

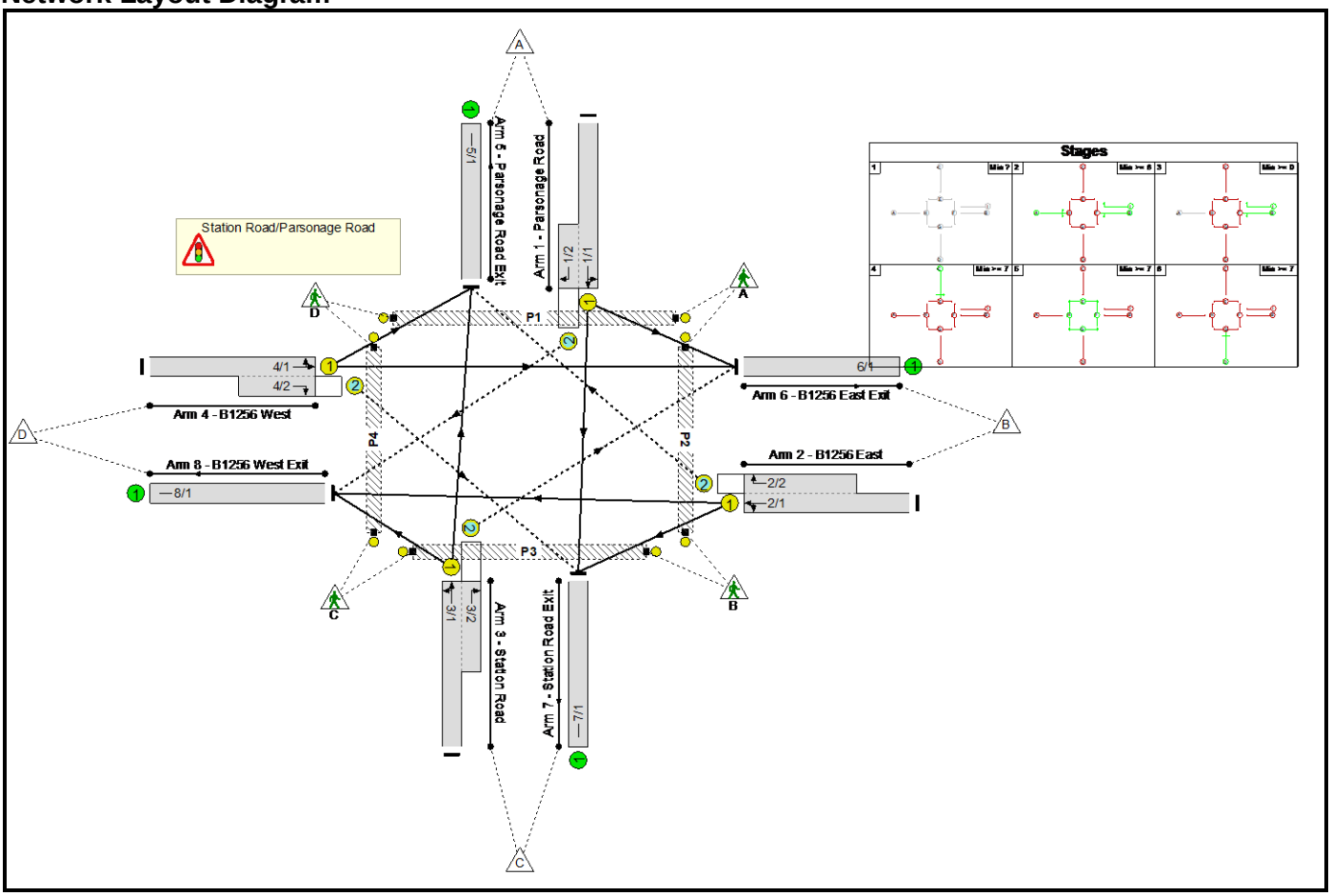
C1 PRC for Signalled Lanes (%): 13.7 Total Delay for Signalled Lanes (pcuHr): 24.61 Cycle Time (s): 235
PRC Over All Lanes (%): 13.7 Total Delay Over All Lanes(pcuHr): 24.61

Full Input Data And Results

User and Project Details

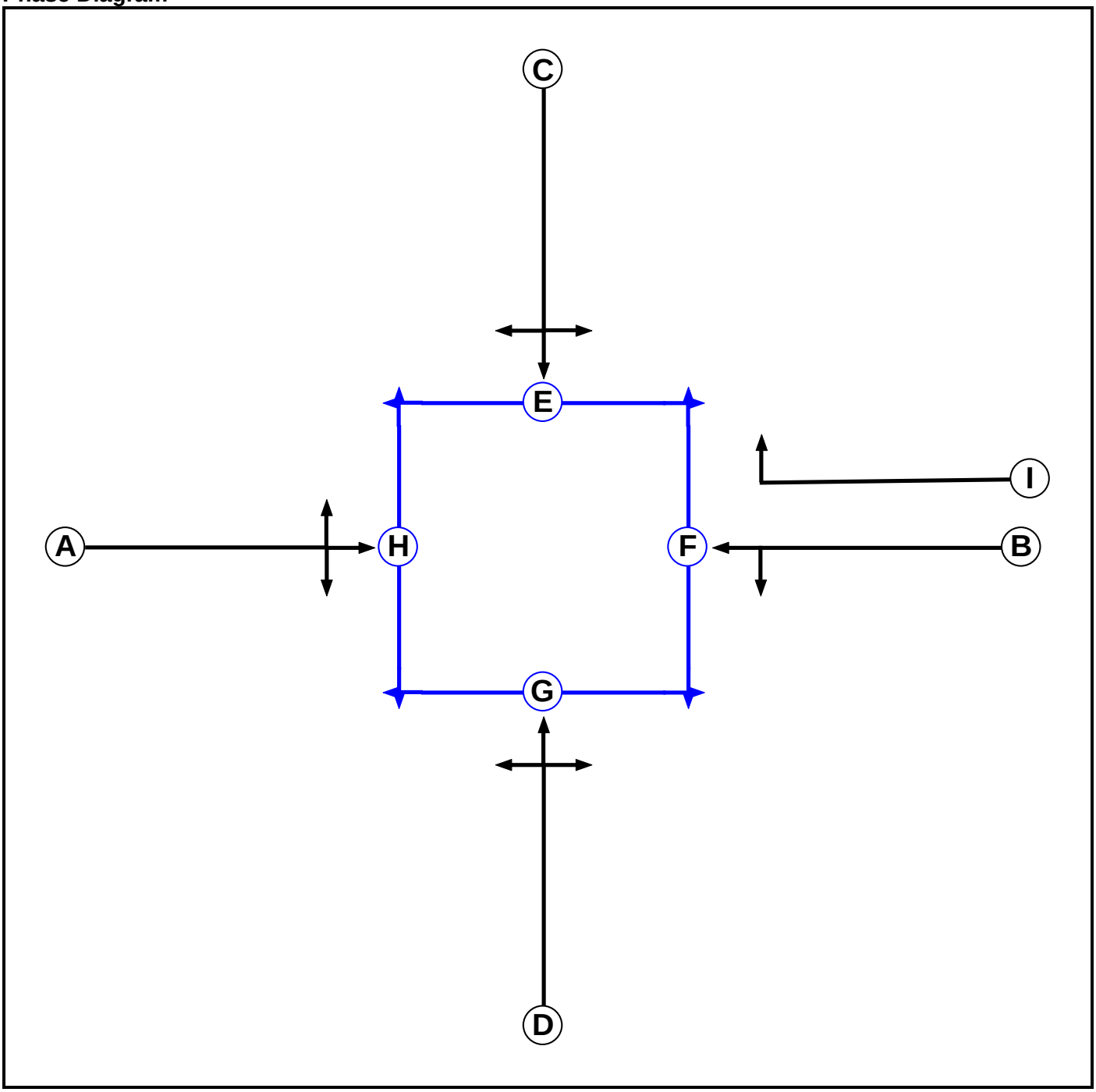
Project:	
Title:	
Location:	
Model Assumptions:	Junction has been set up using signal controller info provided by LHA. Onsite observation indicate that the pedestrian stage is not called every cycle. As such the staging sequence has been designed to reflect a ped stage every other cycle.
Additional detail:	
File name:	Four Ashes X-road RTIGA 2023-04-20.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

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

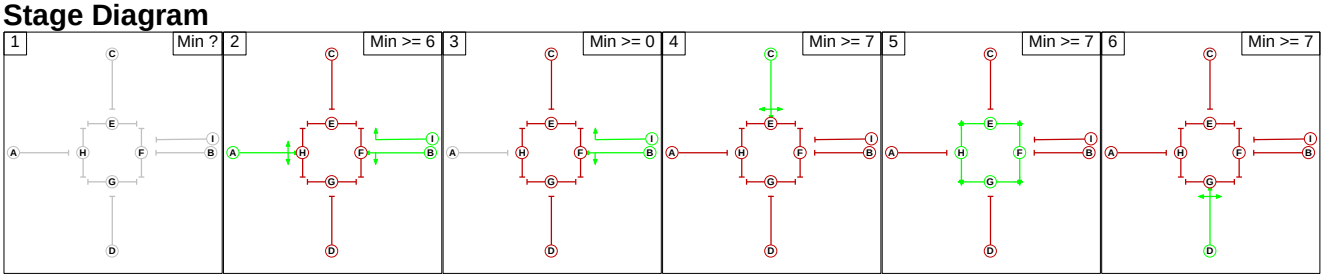
Phase Intergreens Matrix

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

Phases in Stage

Stage No.	Phases in Stage
1	
2	A B I
3	B I
4	C
5	E F G H
6	D

Stage Diagram



Full Input Data And Results

Phase Delays

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

Prohibited Stage Change

		To Stage					
		1	2	3	4	5	6
From Stage	1		X	X	X	X	X
	2	X		0	6	9	6
	3	X	2		6	9	6
	4	X	6	6		10	7
	5	X	13	13	13		13
	6	X	6	6	6	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Station Road/Parsonage Road

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Parsonage Road)	8/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	3.00
2/2 (B1256 East)	5/1 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00
3/2 (Station Road)	6/1 (Right)	1439	0	1/1	1.09	All	3.00	-	0.50	3	3.00
4/2 (B1256 West)	7/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Station Road/Parsonage Road

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Parsonage Road)	U	C	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 6 Left	14.00
											Arm 7 Ahead	Inf
1/2 (Parsonage Road)	O	C	2	3	5.0	Geom	-	2.80	0.00	N	Arm 8 Right	15.00
2/1 (B1256 East)	U	B	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 7 Left	10.00
											Arm 8 Ahead	Inf
2/2 (B1256 East)	O	I	2	3	8.7	Geom	-	2.80	0.00	N	Arm 5 Right	17.00
3/1 (Station Road)	U	D	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	13.00
3/2 (Station Road)	O	D	2	3	7.0	Geom	-	2.90	0.00	N	Arm 6 Right	18.00
4/1 (B1256 West)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	11.00
											Arm 6 Ahead	Inf
4/2 (B1256 West)	O	A	2	3	5.9	Geom	-	3.00	0.00	N	Arm 7 Right	16.00
5/1 (Parsonage Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (B1256 East Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Station Road Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (B1256 West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2028 Without Development AM'	08:00	09:00	01:00	
2: '2028 Without Development PM'	17:00	18:00	01:00	
3: '2028 With Development AM'	08:00	09:00	01:00	
4: '2028 With Development PM'	17:00	18:00	01:00	

Scenario 1: '2028 Without Development AM' (FG1: '2028 Without Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	134	81	103	318
	B	254	0	172	334	760
	C	56	129	0	35	220
	D	209	184	21	0	414
	Tot.	519	447	274	472	1712

Traffic Lane Flows

Lane	Scenario 1: 2028 Without Development AM
Junction: Station Road/Parsonage Road	
1/1 (with short)	318(In) 215(Out)
1/2 (short)	103
2/1 (with short)	760(In) 506(Out)
2/2 (short)	254
3/1 (with short)	220(In) 91(Out)
3/2 (short)	129
4/1 (with short)	414(In) 393(Out)
4/2 (short)	21
5/1	519
6/1	447
7/1	274
8/1	472

Full Input Data And Results

Lane Saturation Flows

Junction: Station Road/Parsonage Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Parsonage Road)	2.80	0.00	Y	Arm 6 Left	14.00	62.3 %	1776	1776
				Arm 7 Ahead	Inf	37.7 %		
1/2 (Parsonage Road)	2.80	0.00	N	Arm 8 Right	15.00	100.0 %	1850	1850
2/1 (B1256 East)	2.70	0.00	Y	Arm 7 Left	10.00	34.0 %	1794	1794
				Arm 8 Ahead	Inf	66.0 %		
2/2 (B1256 East)	2.80	0.00	N	Arm 5 Right	17.00	100.0 %	1870	1870
3/1 (Station Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	61.5 %	1824	1824
				Arm 8 Left	13.00	38.5 %		
3/2 (Station Road)	2.90	0.00	N	Arm 6 Right	18.00	100.0 %	1888	1888
4/1 (B1256 West)	3.00	0.00	Y	Arm 5 Left	11.00	53.2 %	1786	1786
				Arm 6 Ahead	Inf	46.8 %		
4/2 (B1256 West)	3.00	0.00	N	Arm 7 Right	16.00	100.0 %	1879	1879
5/1 (Parsonage Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1256 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Station Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B1256 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2028 Without Development PM' (FG2: '2028 Without Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	219	78	123	420
	B	106	0	112	209	427
	C	177	82	0	37	296
	D	125	385	45	0	555
	Tot.	408	686	235	369	1698

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2028 Without Development PM
Junction: Station Road/Parsonage Road	
1/1 (with short)	420(In) 297(Out)
1/2 (short)	123
2/1 (with short)	427(In) 321(Out)
2/2 (short)	106
3/1 (with short)	296(In) 214(Out)
3/2 (short)	82
4/1 (with short)	555(In) 510(Out)
4/2 (short)	45
5/1	408
6/1	686
7/1	235
8/1	369

Full Input Data And Results

Lane Saturation Flows

Junction: Station Road/Parsonage Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Parsonage Road)	2.80	0.00	Y	Arm 6 Left	14.00	73.7 %	1756	1756
				Arm 7 Ahead	Inf	26.3 %		
1/2 (Parsonage Road)	2.80	0.00	N	Arm 8 Right	15.00	100.0 %	1850	1850
2/1 (B1256 East)	2.70	0.00	Y	Arm 7 Left	10.00	34.9 %	1791	1791
				Arm 8 Ahead	Inf	65.1 %		
2/2 (B1256 East)	2.80	0.00	N	Arm 5 Right	17.00	100.0 %	1870	1870
3/1 (Station Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	82.7 %	1868	1868
				Arm 8 Left	13.00	17.3 %		
3/2 (Station Road)	2.90	0.00	N	Arm 6 Right	18.00	100.0 %	1888	1888
4/1 (B1256 West)	3.00	0.00	Y	Arm 5 Left	11.00	24.5 %	1853	1853
				Arm 6 Ahead	Inf	75.5 %		
4/2 (B1256 West)	3.00	0.00	N	Arm 7 Right	16.00	100.0 %	1879	1879
5/1 (Parsonage Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1256 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Station Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B1256 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2028 With Development AM' (FG3: '2028 With Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	140	83	119	342
	B	263	0	172	331	766
	C	59	129	0	35	223
	D	234	184	21	0	439
	Tot.	556	453	276	485	1770

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2028 With Development AM
Junction: Station Road/Parsonage Road	
1/1 (with short)	342(In) 223(Out)
1/2 (short)	119
2/1 (with short)	766(In) 503(Out)
2/2 (short)	263
3/1 (with short)	223(In) 94(Out)
3/2 (short)	129
4/1 (with short)	439(In) 418(Out)
4/2 (short)	21
5/1	556
6/1	453
7/1	276
8/1	485

Full Input Data And Results

Lane Saturation Flows

Junction: Station Road/Parsonage Road

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Parsonage Road)	2.80	0.00	Y	Arm 6 Left	14.00	62.8 %	1776	1776
				Arm 7 Ahead	Inf	37.2 %		
1/2 (Parsonage Road)	2.80	0.00	N	Arm 8 Right	15.00	100.0 %	1850	1850
2/1 (B1256 East)	2.70	0.00	Y	Arm 7 Left	10.00	34.2 %	1793	1793
				Arm 8 Ahead	Inf	65.8 %		
2/2 (B1256 East)	2.80	0.00	N	Arm 5 Right	17.00	100.0 %	1870	1870
3/1 (Station Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	62.8 %	1827	1827
				Arm 8 Left	13.00	37.2 %		
3/2 (Station Road)	2.90	0.00	N	Arm 6 Right	18.00	100.0 %	1888	1888
4/1 (B1256 West)	3.00	0.00	Y	Arm 5 Left	11.00	56.0 %	1779	1779
				Arm 6 Ahead	Inf	44.0 %		
4/2 (B1256 West)	3.00	0.00	N	Arm 7 Right	16.00	100.0 %	1879	1879
5/1 (Parsonage Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1256 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Station Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B1256 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2028 With Development PM' (FG4: '2028 With Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	226	80	142	448
	B	109	0	112	209	430
	C	83	177	0	37	297
	D	134	385	45	0	564
	Tot.	326	788	237	388	1739

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2028 With Development PM
Junction: Station Road/Parsonage Road	
1/1 (with short)	448(In) 306(Out)
1/2 (short)	142
2/1 (with short)	430(In) 321(Out)
2/2 (short)	109
3/1 (with short)	297(In) 120(Out)
3/2 (short)	177
4/1 (with short)	564(In) 519(Out)
4/2 (short)	45
5/1	326
6/1	788
7/1	237
8/1	388

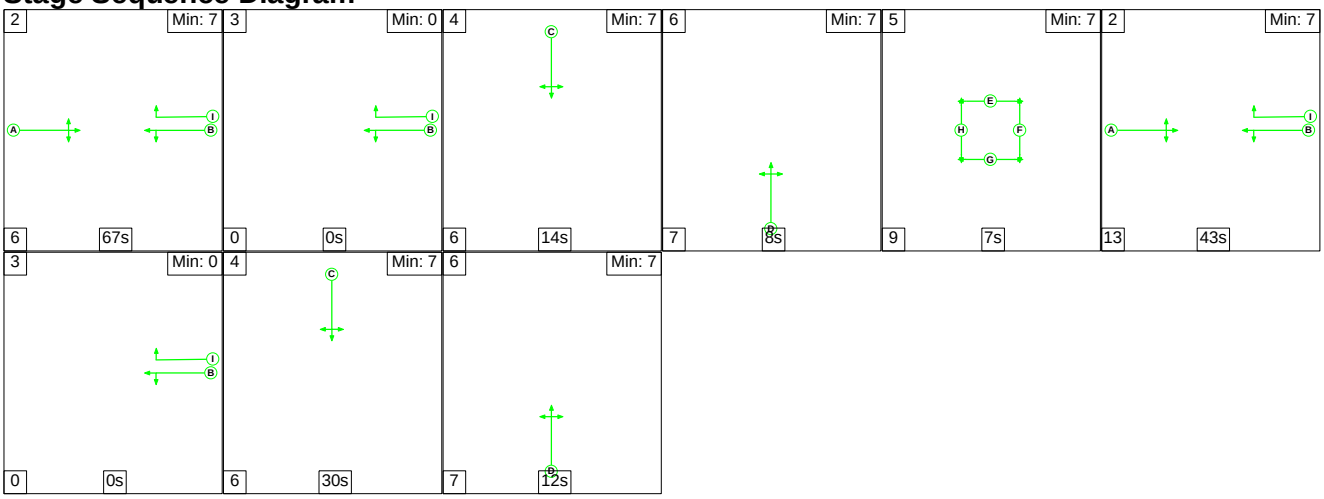
Full Input Data And Results

Lane Saturation Flows

Junction: Station Road/Parsonage Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Parsonage Road)	2.80	0.00	Y	Arm 6 Left	14.00	73.9 %	1756	1756
				Arm 7 Ahead	Inf	26.1 %		
1/2 (Parsonage Road)	2.80	0.00	N	Arm 8 Right	15.00	100.0 %	1850	1850
2/1 (B1256 East)	2.70	0.00	Y	Arm 7 Left	10.00	34.9 %	1791	1791
				Arm 8 Ahead	Inf	65.1 %		
2/2 (B1256 East)	2.80	0.00	N	Arm 5 Right	17.00	100.0 %	1870	1870
3/1 (Station Road)	2.90	0.00	Y	Arm 5 Ahead	Inf	69.2 %	1840	1840
				Arm 8 Left	13.00	30.8 %		
3/2 (Station Road)	2.90	0.00	N	Arm 6 Right	18.00	100.0 %	1888	1888
4/1 (B1256 West)	3.00	0.00	Y	Arm 5 Left	11.00	25.8 %	1850	1850
				Arm 6 Ahead	Inf	74.2 %		
4/2 (B1256 West)	3.00	0.00	N	Arm 7 Right	16.00	100.0 %	1879	1879
5/1 (Parsonage Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (B1256 East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (Station Road Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (B1256 West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2028 Without Development AM' (FG1: '2028 Without Development AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

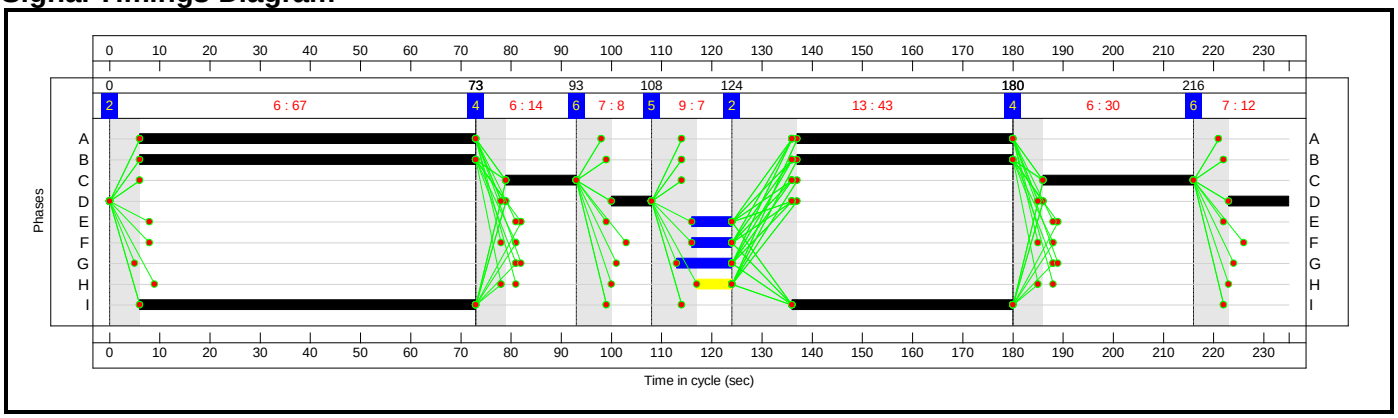


Full Input Data And Results

Stage Timings

Stage	2	3	4	6	5	2	3	4	6
Duration	67	0	14	8	7	43	0	30	12
Change Point	0	73	73	93	108	124	180	180	216

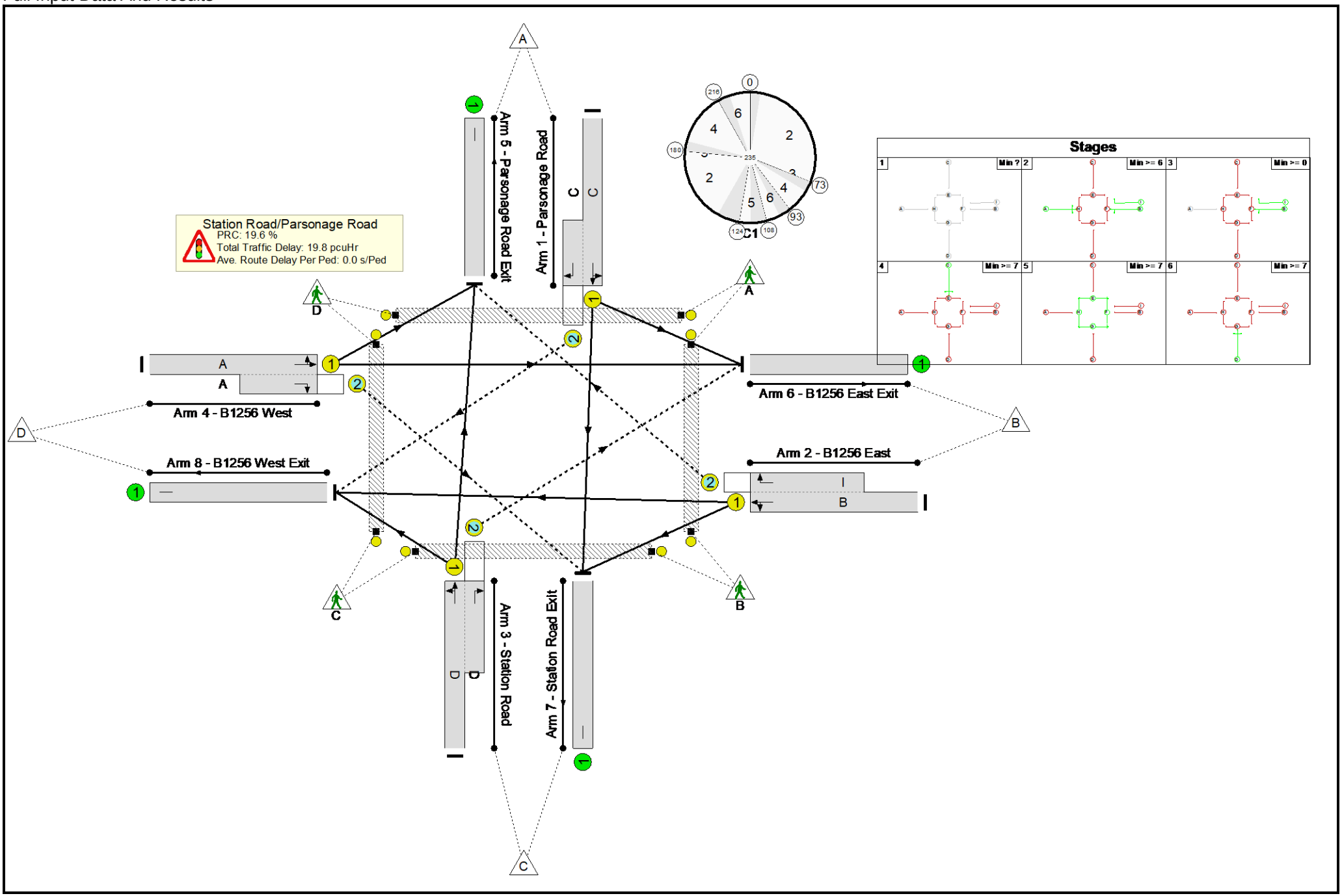
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.2%**
Station Road/Parsonage Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.2%**
1/1+1/2	Parsonage Road Left Ahead Right	U+O	N/A	N/A	C		2	44	-	318	1776:1850	288+138	74.7 : 74.7%
2/1+2/2	B1256 East Right Left Ahead	U+O	N/A	N/A	B I		2	110:111	-	760	1794:1870	672+338	75.2 : 75.2%
3/1+3/2	Station Road Ahead Right Left	U+O	N/A	N/A	D		2	20	-	220	1824:1888	125+177	73.0 : 73.0%
4/1+4/2	B1256 West Left Ahead Right	U+O	N/A	N/A	A		2	110	-	414	1786:1879	833+45	47.2 : 47.2%
5/1	Parsonage Road Exit	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
6/1	B1256 East Exit	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
7/1	Station Road Exit	U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
8/1	B1256 West Exit	U	N/A	N/A	-		-	-	-	472	Inf	Inf	0.0%
Ped Link: P1	Parsonage Road Crossing	-	N/A	-	E		1	8	-	0	-	2451	0.0%
Ped Link: P2	B1256 East Crossing	-	N/A	-	F		1	8	-	0	-	2451	0.0%
Ped Link: P3	Station Road Crossing	-	N/A	-	G		1	11	-	0	-	3370	0.0%
Ped Link: P4	B1256 West Crossing	-	N/A	-	H		1	7	-	0	-	2145	0.0%

Full Input Data And Results

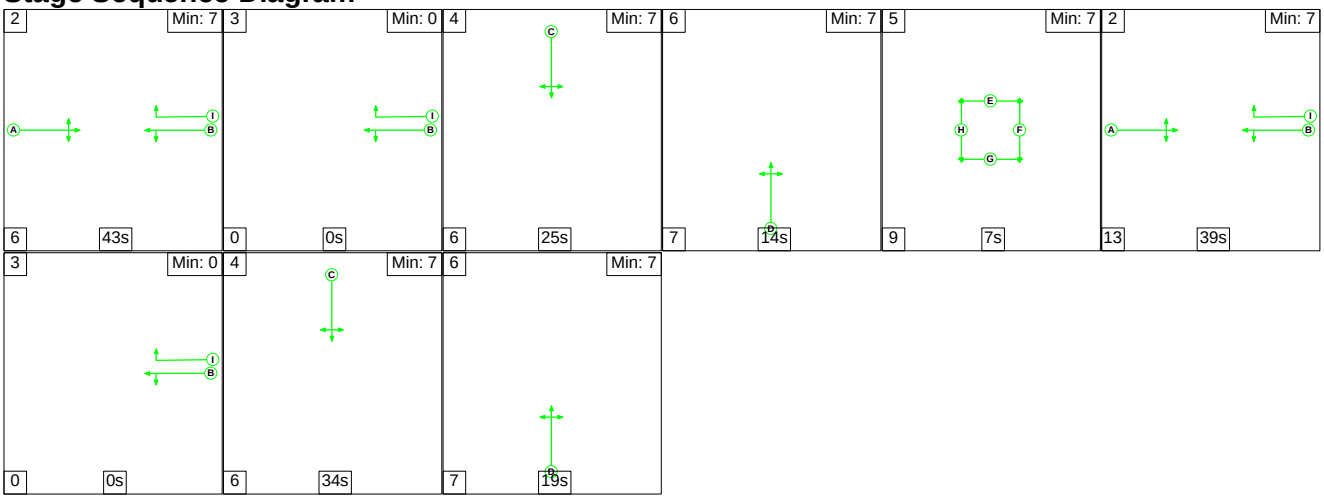
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**271**	**192**	**44**	**14.4**	**4.7**	**0.7**	**19.8**	**-**	**-**	**-**	**-**
Station Road/Parsonage Road	**-**	**-**	**271**	**192**	**44**	**14.4**	**4.7**	**0.7**	**19.8**	**-**	**-**	**-**	**-**
1/1+1/2	318	318	0	94	9	3.8	1.4	0.0	5.2	59.2	7.4	1.4	8.8
2/1+2/2	760	760	250	0	4	5.1	1.5	0.6	7.2	34.1	15.1	1.5	16.6
3/1+3/2	220	220	0	98	31	3.2	1.3	0.0	4.5	73.8	4.4	1.3	5.7
4/1+4/2	414	414	21	0	0	2.4	0.4	0.1	2.9	25.1	8.8	0.4	9.2
5/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 19.6 Total Delay for Signalled Lanes (pcuHr): 19.82 Cycle Time (s): 235
PRC Over All Lanes (%): 19.6 Total Delay Over All Lanes(pcuHr): 19.82

Full Input Data And Results

Scenario 2: '2028 Without Development PM' (FG2: '2028 Without Development PM', Plan 1: 'Network Control Plan 1')

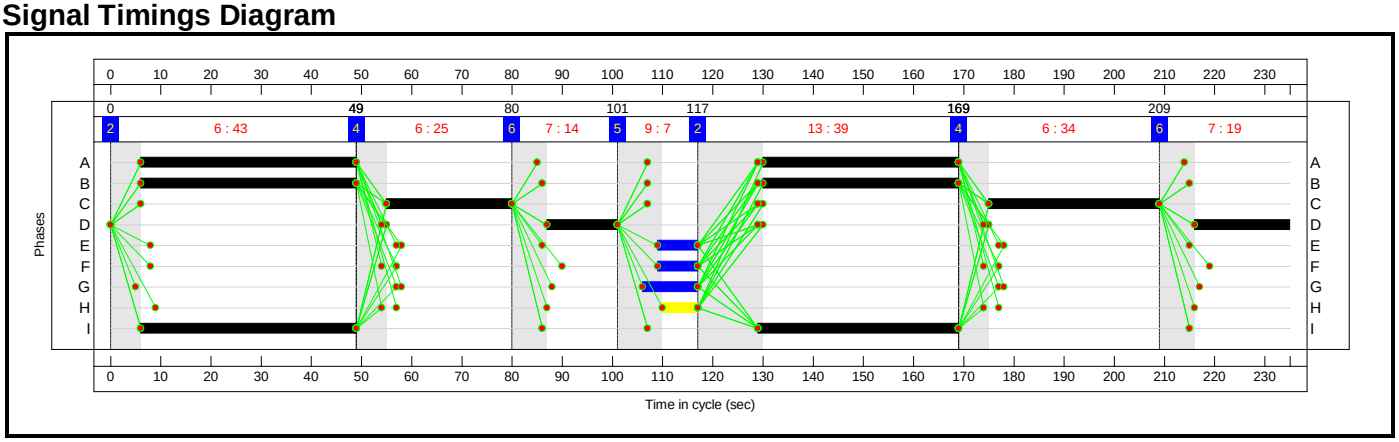
Stage Sequence Diagram



Stage Timings

Stage	2	3	4	6	5	2	3	4	6
Duration	43	0	25	14	7	39	0	34	19
Change Point	0	49	49	80	101	117	169	169	209

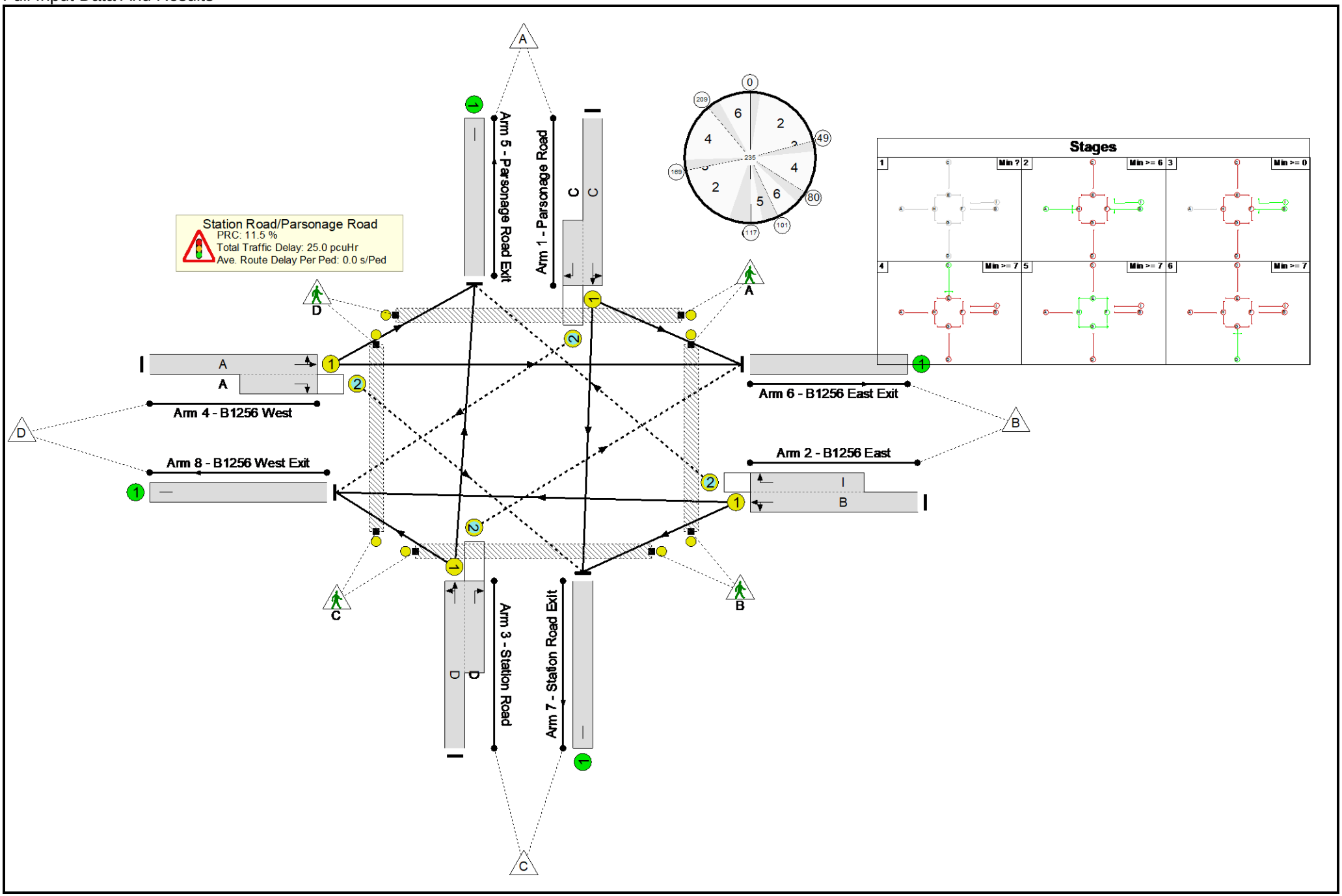
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**
Station Road/Parsonage Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**
1/1+1/2	Parsonage Road Left Ahead Right	U+O	N/A	N/A	C		2	59	-	420	1756:1850	373+155	79.6 : 79.6%
2/1+2/2	B1256 East Right Left Ahead	U+O	N/A	N/A	B I		2	82:83	-	427	1791:1870	488+136	65.8 : 77.9%
3/1+3/2	Station Road Ahead Right Left	U+O	N/A	N/A	D		2	33	-	296	1868:1888	266+102	80.3 : 80.3%
4/1+4/2	B1256 West Left Ahead Right	U+O	N/A	N/A	A		2	82	-	555	1853:1879	632+56	80.7 : 80.7%
5/1	Parsonage Road Exit	U	N/A	N/A	-		-	-	-	408	Inf	Inf	0.0%
6/1	B1256 East Exit	U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
7/1	Station Road Exit	U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
8/1	B1256 West Exit	U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
Ped Link: P1	Parsonage Road Crossing	-	N/A	-	E		1	8	-	0	-	2451	0.0%
Ped Link: P2	B1256 East Crossing	-	N/A	-	F		1	8	-	0	-	2451	0.0%
Ped Link: P3	Station Road Crossing	-	N/A	-	G		1	11	-	0	-	3370	0.0%
Ped Link: P4	B1256 West Crossing	-	N/A	-	H		1	7	-	0	-	2145	0.0%

Full Input Data And Results

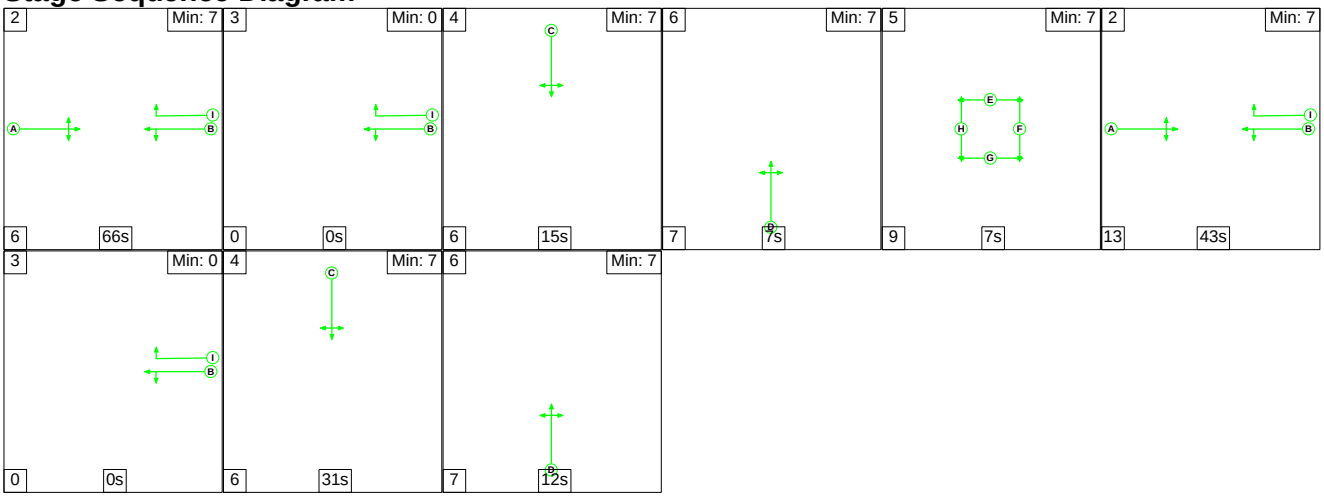
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**128**	**200**	**28**	**17.3**	**6.9**	**0.7**	**25.0**	**-**	**-**	**-**	**-**
Station Road/Parsonage Road	**-**	**-**	**128**	**200**	**28**	**17.3**	**6.9**	**0.7**	**25.0**	**-**	**-**	**-**	**-**
1/1+1/2	420	420	0	120	3	4.6	1.9	0.0	6.5	55.3	11.6	1.9	13.5
2/1+2/2	427	427	83	0	23	3.6	1.1	0.6	5.3	44.9	8.6	1.1	9.7
3/1+3/2	296	296	0	80	2	4.0	1.9	0.0	5.9	71.8	7.8	1.9	9.8
4/1+4/2	555	555	45	0	0	5.2	2.0	0.1	7.3	47.3	16.6	2.0	18.6
5/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 11.5 Total Delay for Signalled Lanes (pcuHr): 24.98 Cycle Time (s): 235
PRC Over All Lanes (%): 11.5 Total Delay Over All Lanes(pcuHr): 24.98

Full Input Data And Results

Scenario 3: '2028 With Development AM' (FG3: '2028 With Development AM', Plan 1: 'Network Control Plan 1')

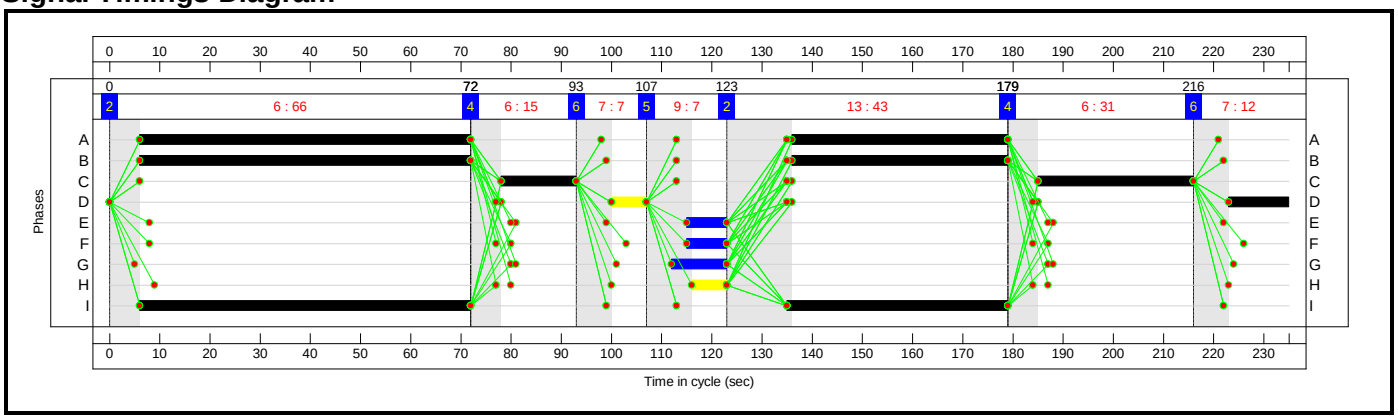
Stage Sequence Diagram



Stage Timings

Stage	2	3	4	6	5	2	3	4	6
Duration	66	0	15	7	7	43	0	31	12
Change Point	0	72	72	93	107	123	179	179	216

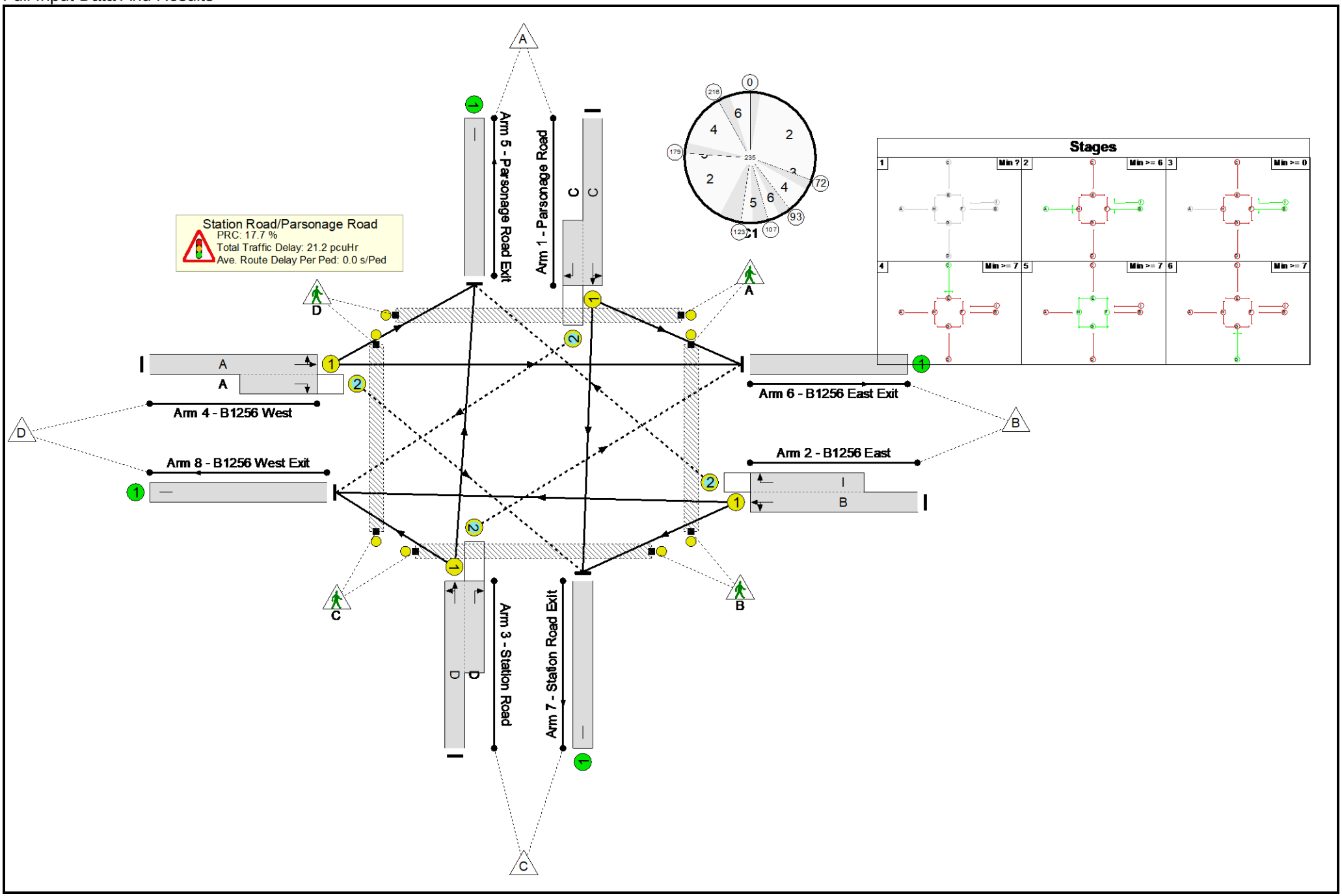
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.5%**
Station Road/Parsonage Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.5%**
1/1+1/2	Parsonage Road Left Ahead Right	U+O	N/A	N/A	C		2	46	-	342	1776:1850	293+156	76.1 : 76.1%
2/1+2/2	B1256 East Right Left Ahead	U+O	N/A	N/A	B I		2	109:110	-	766	1793:1870	662+346	76.0 : 76.0%
3/1+3/2	Station Road Ahead Right Left	U+O	N/A	N/A	D		2	19	-	223	1827:1888	123+169	76.5 : 76.5%
4/1+4/2	B1256 West Left Ahead Right	U+O	N/A	N/A	A		2	109	-	439	1779:1879	825+41	50.6 : 50.6%
5/1	Parsonage Road Exit	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
6/1	B1256 East Exit	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
7/1	Station Road Exit	U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
8/1	B1256 West Exit	U	N/A	N/A	-		-	-	-	485	Inf	Inf	0.0%
Ped Link: P1	Parsonage Road Crossing	-	N/A	-	E		1	8	-	0	-	2451	0.0%
Ped Link: P2	B1256 East Crossing	-	N/A	-	F		1	8	-	0	-	2451	0.0%
Ped Link: P3	Station Road Crossing	-	N/A	-	G		1	11	-	0	-	3370	0.0%
Ped Link: P4	B1256 West Crossing	-	N/A	-	H		1	7	-	0	-	2145	0.0%

Full Input Data And Results

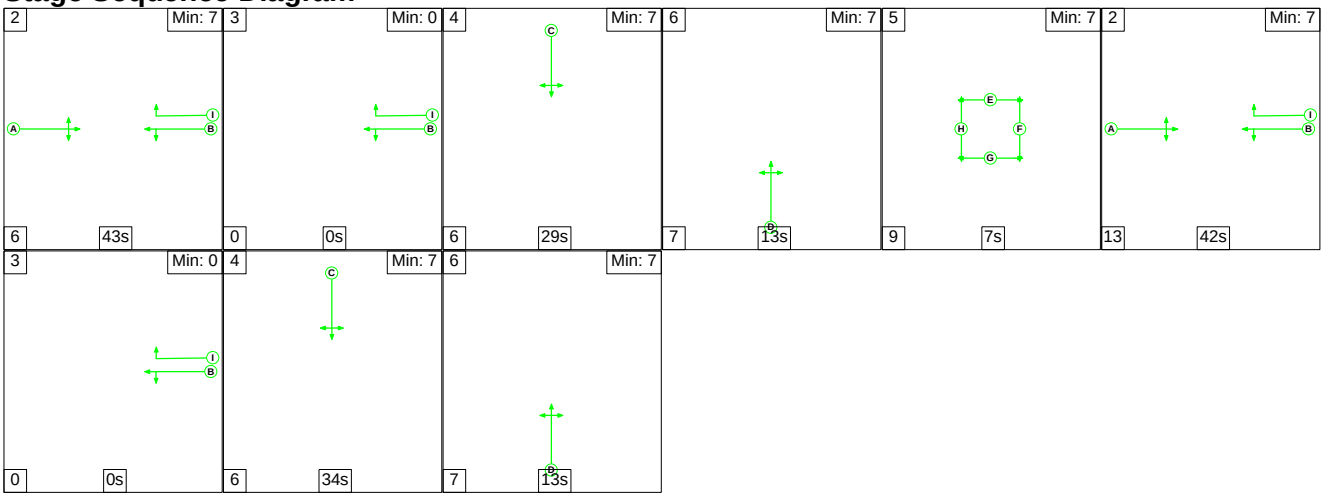
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**267**	**201**	**64**	**15.2**	**5.2**	**0.8**	**21.2**	**-**	**-**	**-**	**-**
Station Road/Parsonage Road	**-**	**-**	**267**	**201**	**64**	**15.2**	**5.2**	**0.8**	**21.2**	**-**	**-**	**-**	**-**
1/1+1/2	342	342	0	110	9	4.0	1.5	0.0	5.6	58.6	7.9	1.5	9.4
2/1+2/2	766	766	246	0	17	5.4	1.6	0.6	7.6	35.6	15.0	1.6	16.6
3/1+3/2	223	223	0	92	37	3.2	1.6	0.0	4.8	78.0	4.4	1.6	6.0
4/1+4/2	439	439	21	0	0	2.6	0.5	0.1	3.2	26.1	9.6	0.5	10.1
5/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 17.7 Total Delay for Signalled Lanes (pcuHr): 21.16 Cycle Time (s): 235
PRC Over All Lanes (%): 17.7 Total Delay Over All Lanes(pcuHr): 21.16

Full Input Data And Results

Scenario 4: '2028 With Development PM' (FG4: '2028 With Development PM', Plan 1: 'Network Control Plan 1')

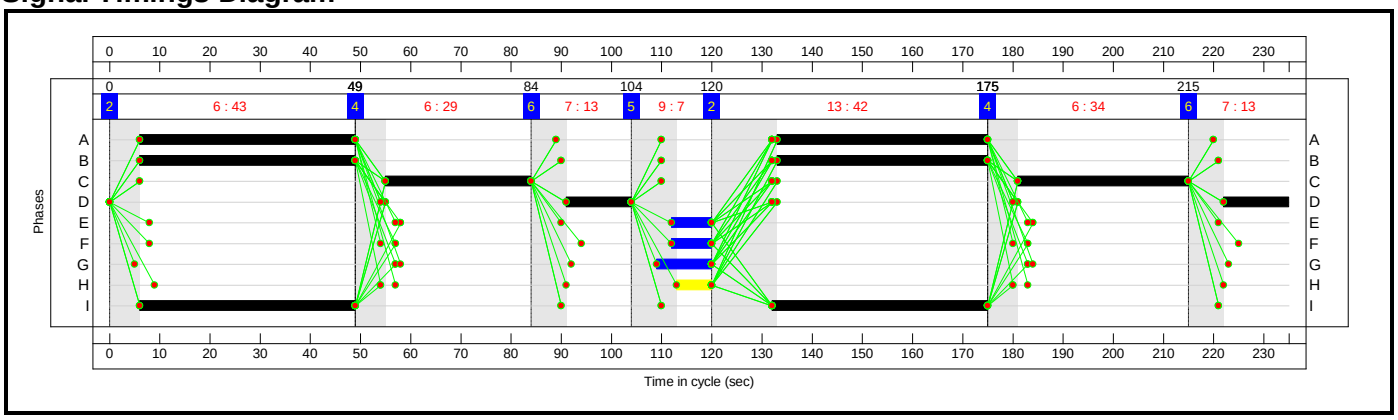
Stage Sequence Diagram



Stage Timings

Stage	2	3	4	6	5	2	3	4	6
Duration	43	0	29	13	7	42	0	34	13
Change Point	0	49	49	84	104	120	175	175	215

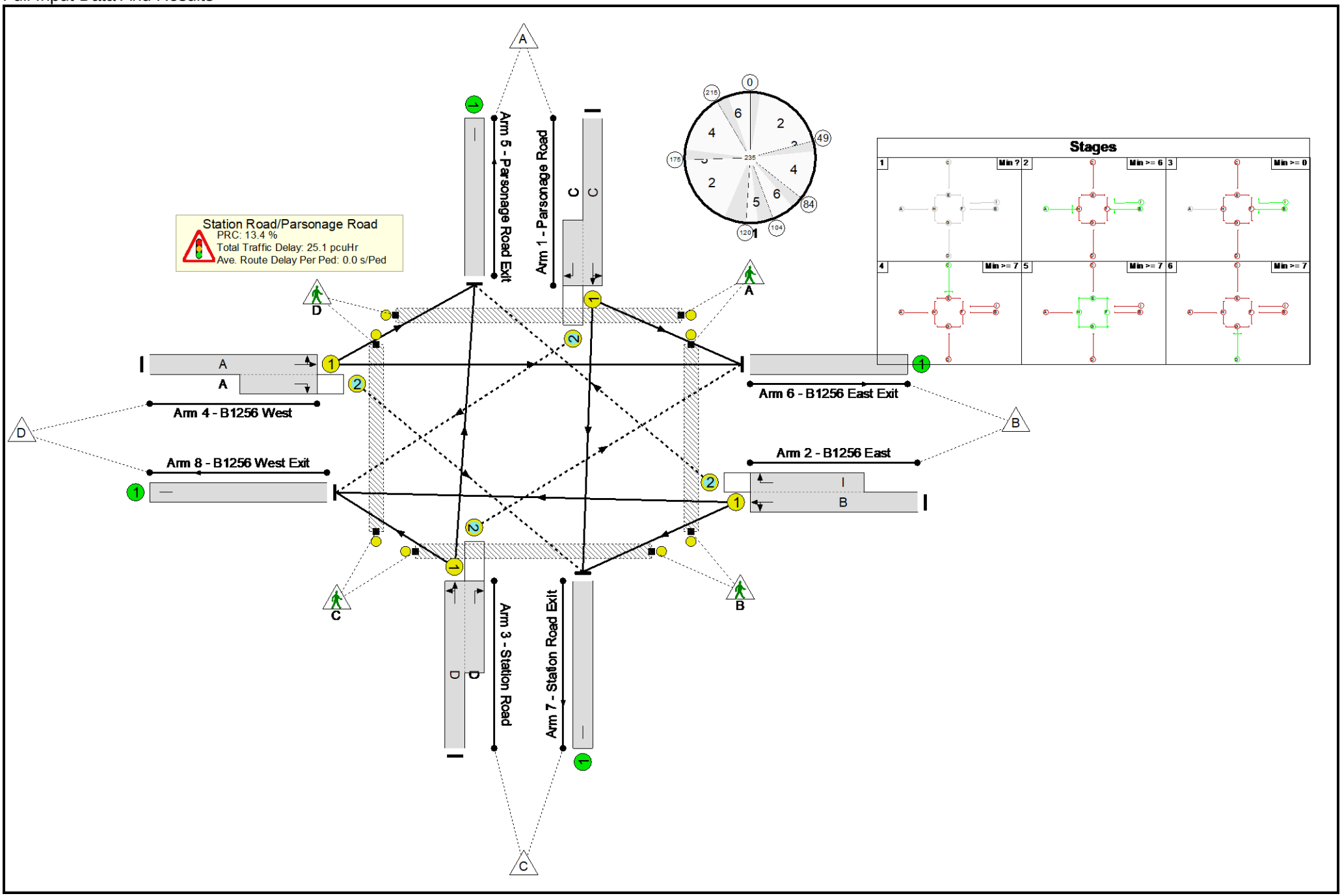
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.4%**
Station Road/Parsonage Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.4%**
1/1+1/2	Parsonage Road Left Ahead Right	U+O	N/A	N/A	C		2	63	-	448	1756:1850	387+179	79.1 : 79.1%
2/1+2/2	B1256 East Right Left Ahead	U+O	N/A	N/A	B I		2	85:86	-	430	1791:1870	483+145	66.4 : 75.1%
3/1+3/2	Station Road Ahead Right Left	U+O	N/A	N/A	D		2	26	-	297	1840:1888	152+224	79.0 : 79.0%
4/1+4/2	B1256 West Left Ahead Right	U+O	N/A	N/A	A		2	85	-	564	1850:1879	654+57	79.4 : 79.4%
5/1	Parsonage Road Exit	U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
6/1	B1256 East Exit	U	N/A	N/A	-		-	-	-	788	Inf	Inf	0.0%
7/1	Station Road Exit	U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
8/1	B1256 West Exit	U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
Ped Link: P1	Parsonage Road Crossing	-	N/A	-	E		1	8	-	0	-	2451	0.0%
Ped Link: P2	B1256 East Crossing	-	N/A	-	F		1	8	-	0	-	2451	0.0%
Ped Link: P3	Station Road Crossing	-	N/A	-	G		1	11	-	0	-	3370	0.0%
Ped Link: P4	B1256 West Crossing	-	N/A	-	H		1	7	-	0	-	2145	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**131**	**273**	**69**	**17.7**	**6.6**	**0.8**	**25.1**	**-**	**-**	**-**	**-**
Station Road/Parsonage Road	**-**	**-**	**131**	**273**	**69**	**17.7**	**6.6**	**0.8**	**25.1**	**-**	**-**	**-**	**-**
1/1+1/2	448	448	0	138	4	4.7	1.8	0.0	6.6	53.0	12.7	1.8	14.6
2/1+2/2	430	430	86	0	23	3.6	1.1	0.6	5.3	44.5	9.1	1.1	10.1
3/1+3/2	297	297	0	135	42	4.2	1.8	0.1	6.1	73.4	6.3	1.8	8.1
4/1+4/2	564	564	45	0	0	5.2	1.9	0.1	7.1	45.4	17.8	1.9	19.7
5/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P2	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P3	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0
Ped Link: P4	0	0	-	-	-	-	-	-	0.0	0.0	-	-	0.0

C1 PRC for Signalled Lanes (%): 13.4 Total Delay for Signalled Lanes (pcuHr): 25.07 Cycle Time (s): 235
PRC Over All Lanes (%): 13.4 Total Delay Over All Lanes(pcuHr): 25.07

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Hall Road Mini Rbt.j9
Path: C:\Users\CalumMcGoff.AzureAD\Desktop\Takeley Modelling
Report generation date: 4/19/2023 12:11:44 PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction LOS	Network Residual Capacity
	2023 Base													
Arm 1	D1	1.0	9.45	0.49	A	B	19 % [Arm 2]	D2	1.3	10.70	0.56	B	B	47 % [Arm 2]
Arm 2		2.3	18.26	0.70	C				1.3	12.70	0.57	B		
Arm 3		0.9	10.38	0.47	B				0.8	9.42	0.46	A		
	2028 Without Development													
Arm 1	D3	1.3	10.89	0.56	B	C	-2 % [Arm 2]	D4	2.4	16.08	0.71	C	C	23 % [Arm 1]
Arm 2		5.6	38.36	0.87	E				2.0	16.74	0.68	C		
Arm 3		1.3	13.51	0.56	B				1.3	11.85	0.56	B		
	2028 With Development													
Arm 1	D5	1.3	11.14	0.57	B	C	-2 % [Arm 2]	D6	2.4	16.34	0.72	C	C	22 % [Arm 1]
Arm 2		5.8	40.21	0.87	E				2.0	16.92	0.68	C		
Arm 3		1.3	13.52	0.56	B				1.3	12.00	0.57	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. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	6/1/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MOTION\GuestReading
Description	

Units

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

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9		✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15
D3	2028 Without Development	AM	DIRECT	08:00	09:00	60	15
D4	2028 Without Development	PM	DIRECT	17:00	18:00	60	15
D5	2028 With Development	AM	DIRECT	08:00	09:00	60	15
D6	2028 With Development	PM	DIRECT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	13.33	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		19	Arm 2

Arms

Arms

Arm	Name	Description
1	Parsonage Road North	
2	Hall Road	
3	Parsonage Road South	

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	3.65	3.65	4.30	4.0	16.00	6.50	0.0	
2	3.30	3.30	3.30	0.0	19.50	14.50	0.0	
3	3.00	3.00	4.20	5.0	19.00	12.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.631	205.895
2	0.621	184.893
3	0.621	218.735

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1		✓	100.000
2		✓	100.000
3		✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

		To		
		1	2	3
From	1	2.00	50.00	38.00
	2	76.00	0.00	31.00
	3	44.00	25.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	46.00	32.00
	2	77.00	0.00	32.00
	3	55.00	21.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	32.00	40.00
	2	61.00	0.00	35.00
	3	30.00	16.00	1.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	47.00	35.00
	2	65.00	0.00	24.00
	3	34.00	25.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	1
	2	3	0	7
	3	1	13	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.49	9.45	1.0	A
2	0.70	18.26	2.3	C
3	0.47	10.38	0.9	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	92.38	27.95	188.25	0.491	91.41	1.0	9.449	A
2	111.45	39.96	160.09	0.696	109.21	2.2	17.733	C
3	72.69	78.69	169.84	0.428	71.92	0.8	9.610	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	80.16	23.76	190.89	0.420	80.37	0.8	8.386	A
2	113.55	32.44	164.75	0.689	113.53	2.3	18.262	C
3	79.28	79.32	169.45	0.468	79.15	0.9	10.381	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	73.68	19.19	193.78	0.380	73.80	0.6	7.686	A
2	100.28	41.35	159.22	0.630	100.69	1.8	16.192	C
3	49.38	63.25	179.43	0.275	49.88	0.4	7.324	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	84.23	28.15	188.12	0.448	84.05	0.8	8.866	A
2	92.63	35.36	162.94	0.569	93.06	1.4	13.495	B
3	62.59	67.09	177.05	0.354	62.42	0.6	8.317	A

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	10.96	B

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		47	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1		✓	100.000
2		✓	100.000
3		✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	50.00	36.00
	2	68.00	0.00	23.00
	3	44.00	36.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		1	2	3
From	1	1.00	53.00	26.00
	2	52.00	0.00	19.00
	3	48.00	35.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	70.00	37.00
	2	47.00	0.00	9.00
	3	25.00	21.00	0.00

Demand (Veh/TS)

17:45 - 18:00

From \ To	1	2	3
1	1.00	67.00	34.00
2	42.00	0.00	16.00
3	27.00	14.00	1.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1	2	3
1	0	1	1
2	2	0	2
3	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.56	10.70	1.3	B
2	0.57	12.70	1.3	B
3	0.46	9.42	0.8	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	86.86	36.69	182.73	0.475	85.96	0.9	9.310	A
2	92.82	35.98	162.55	0.571	91.51	1.3	12.700	B
3	81.08	68.38	176.25	0.460	80.23	0.8	9.421	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	80.79	36.07	183.12	0.441	80.88	0.8	8.900	A
2	72.42	27.36	167.91	0.431	72.95	0.8	9.719	A
3	84.05	54.43	184.91	0.455	84.05	0.8	9.036	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108.07	21.84	192.11	0.563	107.61	1.3	10.699	B
2	57.12	37.21	161.79	0.353	57.34	0.6	8.807	A
3	46.63	48.05	188.88	0.247	47.14	0.3	6.461	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	103.01	15.47	196.13	0.525	103.14	1.1	9.792	A
2	59.16	36.38	162.31	0.364	59.15	0.6	8.898	A
3	42.42	43.88	191.47	0.222	42.47	0.3	6.102	A

2028 Without Development, 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	23.47	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-2	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2028 Without Development	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1		✓	100.000
2		✓	100.000
3		✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

		To		
		1	2	3
From	1	2.00	57.00	43.00
	2	97.00	0.00	34.00
	3	49.00	27.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	53.00	37.00
	2	98.00	0.00	35.00
	3	61.00	23.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	39.00	45.00
	2	82.00	0.00	38.00
	3	35.00	17.00	1.00

Demand (Veh/TS)

08:45 - 09:00

		To		
		1	2	3
From	1	0.00	54.00	40.00
	2	86.00	0.00	26.00
	3	39.00	27.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	1
	2	3	0	7
	3	1	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.56	10.89	1.3	B
2	0.87	38.36	5.6	E
3	0.56	13.51	1.3	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	104.71	29.84	187.05	0.560	103.44	1.3	10.893	B
2	136.29	44.88	157.03	0.868	131.04	5.2	31.556	D
3	79.73	98.04	157.82	0.505	78.69	1.0	11.782	B

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	92.49	25.78	189.62	0.488	92.76	1.0	9.578	A
2	138.39	37.52	161.60	0.856	138.07	5.6	38.360	E
3	87.37	100.75	156.13	0.560	87.13	1.3	13.512	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	86.01	20.23	193.13	0.445	86.17	0.8	8.631	A
2	125.12	46.40	156.09	0.802	126.01	4.7	32.387	D
3	55.39	85.37	165.69	0.334	56.14	0.5	8.643	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	96.56	30.10	186.89	0.517	96.32	1.1	10.182	B
2	116.40	40.40	159.81	0.728	118.07	3.0	23.237	C
3	69.63	89.45	163.15	0.427	69.39	0.8	10.098	B

2028 Without Development, 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	15.12	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		23	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2028 Without Development	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1		✓	100.000
2		✓	100.000
3		✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	68.00	44.00
	2	79.00	0.00	26.00
	3	55.00	39.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		1	2	3
From	1	1.00	71.00	34.00
	2	63.00	0.00	21.00
	3	59.00	38.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	89.00	45.00
	2	57.00	0.00	11.00
	3	35.00	24.00	0.00

Demand (Veh/TS)

17:45 - 18:00

		To		
		1	2	3
From	1	1.00	86.00	42.00
	2	52.00	0.00	18.00
	3	37.00	17.00	1.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	1
	2	2	0	1
	3	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.71	16.08	2.4	C
2	0.68	16.74	2.0	C
3	0.56	11.85	1.3	B

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	113.12	39.64	180.87	0.625	111.50	1.6	12.823	B
2	106.84	43.80	157.70	0.677	104.82	2.0	16.744	C
3	95.17	79.06	169.61	0.561	93.91	1.3	11.852	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	107.05	39.17	181.17	0.591	107.18	1.5	12.313	B
2	85.47	35.48	162.86	0.525	86.33	1.2	12.096	B
3	98.14	65.90	177.79	0.552	98.14	1.3	11.434	B

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	135.34	25.01	190.10	0.712	134.48	2.4	16.076	C
2	69.25	45.15	156.86	0.441	69.58	0.8	10.541	B
3	59.72	58.33	182.49	0.327	60.48	0.5	7.513	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	130.28	18.57	194.17	0.671	130.51	2.1	14.348	B
2	71.22	44.49	157.27	0.453	71.21	0.8	10.636	B
3	55.51	54.09	185.12	0.300	55.57	0.4	7.017	A

2028 With Development, 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	24.24	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-2	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2028 With Development	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1		✓	100.000
2		✓	100.000
3		✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

		To		
		1	2	3
From	1	2.00	57.00	45.00
	2	97.00	0.00	34.00
	3	50.00	27.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	53.00	39.00
	2	98.00	0.00	35.00
	3	61.00	23.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	39.00	47.00
	2	82.00	0.00	38.00
	3	36.00	17.00	1.00

Demand (Veh/TS)

08:45 - 09:00

		To		
		1	2	3
From	1	0.00	54.00	42.00
	2	86.00	0.00	26.00
	3	40.00	27.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	4	1
	2	3	0	7
	3	1	12	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.57	11.14	1.3	B
2	0.87	40.21	5.8	E
3	0.56	13.52	1.3	B

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	106.73	29.84	187.06	0.571	105.41	1.3	11.140	B
2	136.29	46.86	155.80	0.875	130.84	5.5	32.604	D
3	80.74	97.89	157.91	0.511	79.67	1.1	11.908	B

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	94.51	25.78	189.62	0.498	94.79	1.0	9.782	A
2	138.39	39.55	160.34	0.863	138.02	5.8	40.207	E
3	87.37	100.72	156.15	0.560	87.15	1.3	13.515	B

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	88.03	20.22	193.13	0.456	88.20	0.9	8.795	A
2	125.12	48.42	154.83	0.808	126.05	4.9	33.934	D
3	56.40	85.40	165.67	0.340	57.14	0.5	8.717	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	98.58	30.10	186.89	0.527	98.33	1.1	10.404	B
2	116.40	42.42	158.56	0.734	118.20	3.1	24.110	C
3	70.64	89.53	163.11	0.433	70.40	0.8	10.208	B

2028 With Development, 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	15.31	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		22	Arm 1

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2028 With Development	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
1		✓	100.000
2		✓	100.000
3		✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	68.00	45.00
	2	79.00	0.00	26.00
	3	56.00	39.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		1	2	3
From	1	1.00	71.00	34.00
	2	63.00	0.00	21.00
	3	60.00	38.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	89.00	46.00
	2	57.00	0.00	11.00
	3	36.00	24.00	0.00

Demand (Veh/TS)

17:45 - 18:00

		To		
		1	2	3
From	1	1.00	86.00	43.00
	2	52.00	0.00	18.00
	3	38.00	17.00	1.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	1	1
	2	2	0	1
	3	0	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.72	16.34	2.4	C
2	0.68	16.92	2.0	C
3	0.57	12.00	1.3	B

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114.13	39.63	180.87	0.631	112.47	1.7	12.995	B
2	106.84	44.79	157.09	0.680	104.80	2.0	16.922	C
3	96.17	79.04	169.62	0.567	94.88	1.3	11.996	B

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	107.05	39.17	181.17	0.591	107.21	1.5	12.325	B
2	85.47	35.51	162.85	0.525	86.36	1.2	12.107	B
3	99.14	65.92	177.78	0.558	99.14	1.3	11.582	B

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	136.35	25.02	190.10	0.717	135.43	2.4	16.338	C
2	69.25	46.13	156.25	0.443	69.58	0.8	10.614	B
3	60.72	58.33	182.49	0.333	61.49	0.5	7.575	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	131.29	18.57	194.17	0.676	131.52	2.2	14.584	B
2	71.22	45.51	156.64	0.455	71.21	0.8	10.715	B
3	56.51	54.09	185.12	0.305	56.57	0.4	7.070	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

Filename: Junction 3 - B1256-Roding Drive.j9
Path: C:\Users\CalumMcGoff.AzureAD\Desktop\Takeley Modelling
Report generation date: 4/19/2023 2:52:34 PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2023 Base																
Arm 1	D1	0.7	8.96	0.41	A	6.63	A	80 % [Arm 1]	D2	0.4	10.49	0.27	B	16.32	C	10 % [Arm 3]
Arm 2		0.9	5.91	0.46	A					0.4	4.05	0.28	A			
Arm 3		0.7	6.38	0.42	A					5.8	22.69	0.88	C			
2028 Without Development																
Arm 1	D3	0.7	9.70	0.43	A	7.33	A	58 % [Arm 2]	D4	0.4	11.89	0.31	B	26.99	D	-2 % [Arm 3]
Arm 2		1.1	6.79	0.53	A					0.5	4.34	0.33	A			
Arm 3		0.9	7.03	0.47	A					13.3	39.61	0.99	E			
2028 With Development																
Arm 1	D5	0.8	9.81	0.44	A	7.43	A	56 % [Arm 2]	D6	0.4	12.36	0.31	B	46.39	E	-8 % [Arm 3]
Arm 2		1.2	6.90	0.54	A					0.5	4.36	0.33	A			
Arm 3		0.9	7.14	0.48	A					17.6	69.14	0.99	F			

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

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

File summary

File Description

Title	Junction 3 - B1256/Roding Drive
Location	Takeley
Site number	
Date	3/29/2018
Version	
Status	(new file)
Identifier	vitake
Client	Village Developments
Jobnumber	1802005
Enumerator	MOTION\GuestReading
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2028 Without Development	AM	DIRECT	08:00	09:00	60	15	✓
D4	2028 Without Development	PM	DIRECT	17:00	18:00	60	15	✓
D5	2028 With Development	AM	DIRECT	08:00	09:00	60	15	✓
D6	2028 With Development	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	6.63	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		80	Arm 1

Arms

Arms

Arm	Name	Description
1	Roding Drive	
2	B1256 East	
3	B1256 West	

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	3.40	3.40	4.40	4.5	14.00	8.00	0.0	✓
2	3.00	3.00	3.60	4.0	20.00	20.00	0.0	
3	4.00	4.00	4.60	2.0	15.40	10.50	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.517	202.559
2	0.909	336.639
3	0.531	243.719

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	4.00	54.00
	2	0.00	0.00	129.00
	3	19.00	71.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	4.00	35.00
	2	2.00	0.00	128.00
	3	26.00	67.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	1.00	32.00
	2	1.00	0.00	123.00
	3	43.00	58.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	7.00	61.00
	2	2.00	0.00	116.00
	3	32.00	67.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	3
	3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.41	8.96	0.7	A	49.50	198.00
2	0.46	5.91	0.9	A	128.97	515.88
3	0.42	6.38	0.7	A	96.41	385.63

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	58.00	58.00	71.24	165.72	0.350	57.47	18.88	0.0	0.5	8.275	A
2	132.87	132.87	53.51	287.98	0.461	132.00	75.21	0.0	0.9	5.910	A
3	90.71	90.71	0.00	243.72	0.372	90.12	185.50	0.0	0.6	5.883	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	39.00	39.00	67.68	167.56	0.233	39.22	27.94	0.5	0.3	7.024	A
2	133.84	133.84	35.22	304.61	0.439	133.90	71.69	0.9	0.8	5.429	A
3	93.67	93.67	1.99	242.66	0.386	93.63	167.13	0.6	0.6	6.081	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33.00	33.00	58.62	172.24	0.192	33.07	43.88	0.3	0.2	6.469	A
2	127.69	127.69	32.04	307.50	0.415	127.77	59.65	0.8	0.7	5.160	A
3	101.58	101.58	1.01	243.18	0.418	101.49	158.80	0.6	0.7	6.384	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	68.00	68.00	67.60	167.60	0.406	67.57	34.07	0.2	0.7	8.960	A
2	121.48	121.48	60.63	281.50	0.432	121.44	74.54	0.7	0.8	5.787	A
3	99.67	99.67	1.99	242.66	0.411	99.68	180.08	0.7	0.7	6.337	A

2023 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 89% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	16.32	C

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		10	Arm 3

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	3.00	29.00
	2	5.00	1.00	70.00
	3	42.00	169.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	2.00	28.00
	2	1.00	0.00	85.00
	3	32.00	132.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	1.00	11.00
	2	3.00	0.00	58.00
	3	29.00	107.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	2.00	29.00
	2	5.00	0.00	54.00
	3	32.00	102.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	1
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.27	10.49	0.4	B	26.25	105.00
2	0.28	4.05	0.4	A	71.17	284.67
3	0.88	22.69	5.8	C	161.25	645.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32.00	32.00	165.35	117.05	0.273	31.63	45.82	0.0	0.4	10.492	B
2	76.70	76.70	28.66	310.57	0.247	76.37	168.31	0.0	0.3	3.872	A
3	211.00	211.00	5.97	240.54	0.877	205.20	99.06	0.0	5.8	22.688	C

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	30.00	30.00	134.92	132.78	0.226	30.07	33.75	0.4	0.3	8.769	A
2	86.85	86.85	28.06	311.12	0.279	86.79	136.94	0.3	0.4	4.050	A
3	164.00	164.00	1.02	243.18	0.674	167.66	113.83	5.8	2.1	12.450	B

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	12.00	12.00	107.70	146.86	0.082	12.21	32.13	0.3	0.1	6.695	A
2	61.58	61.58	11.19	326.46	0.189	61.73	108.71	0.4	0.2	3.435	A
3	136.00	136.00	2.99	242.13	0.562	136.84	69.93	2.1	1.3	8.615	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	31.00	31.00	102.06	149.78	0.207	30.83	36.97	0.1	0.3	7.555	A
2	59.54	59.54	28.84	310.41	0.192	59.54	104.05	0.2	0.2	3.619	A
3	134.00	134.00	4.99	241.07	0.556	134.04	83.39	1.3	1.3	8.414	A

2028 Without Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.33	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		58	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2028 Without Development	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

		To		
		1	2	3
From	1	0.00	4.00	45.00
	2	0.00	0.00	153.00
	3	20.00	83.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		1	2	3
From	1	0.00	4.00	36.00
	2	2.00	0.00	152.00
	3	27.00	78.00	0.00

08:30 - 08:45

Demand (Veh/TS)

From \ To	1	2	3
1	0.00	1.00	33.00
2	1.00	0.00	147.00
3	45.00	69.00	0.00

08:45 - 09:00

Demand (Veh/TS)

From \ To	1	2	3
1	0.00	7.00	63.00
2	2.00	0.00	140.00
3	33.00	78.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1	2	3
1	0	0	0
2	0	0	2
3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.43	9.70	0.7	A	48.25	193.00
2	0.53	6.79	1.1	A	152.21	608.84
3	0.47	7.03	0.9	A	109.02	436.08

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	49.00	49.00	83.23	159.51	0.307	48.56	19.86	0.0	0.4	8.081	A
2	156.06	156.06	44.60	296.08	0.527	154.94	87.20	0.0	1.1	6.455	A
3	103.83	103.83	0.00	243.72	0.426	103.09	199.54	0.0	0.7	6.418	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	40.00	40.00	78.80	161.81	0.247	40.11	28.93	0.4	0.3	7.400	A
2	157.04	157.04	36.10	303.81	0.517	157.06	82.81	1.1	1.1	6.254	A
3	105.78	105.78	1.99	242.66	0.436	105.75	191.18	0.7	0.8	6.620	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	34.00	34.00	69.73	166.50	0.204	34.07	45.86	0.3	0.3	6.801	A
2	150.94	150.94	33.05	306.59	0.492	151.04	70.75	1.1	1.0	5.904	A
3	114.69	114.69	1.01	243.18	0.472	114.57	183.08	0.8	0.9	7.034	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	70.00	70.00	78.71	161.86	0.432	69.51	35.08	0.3	0.7	9.696	A
2	144.80	144.80	62.58	279.73	0.518	144.72	85.64	1.0	1.1	6.792	A
3	111.78	111.78	1.99	242.66	0.461	111.80	205.31	0.9	0.9	6.929	A

2028 Without Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 90% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	26.99	D

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-2	Arm 3

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2028 Without Development	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	3.00	30.00
	2	5.00	1.00	84.00
	3	44.00	193.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	2.00	29.00
	2	1.00	0.00	99.00
	3	33.00	154.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	1.00	11.00
	2	3.00	0.00	71.00
	3	30.00	128.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	2.00	30.00
	2	5.00	0.00	67.00
	3	33.00	123.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	1
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.31	11.89	0.4	B	27.00	108.00
2	0.33	4.34	0.5	A	84.80	339.21
3	0.99	39.61	13.3	E	184.50	738.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33.00	33.00	183.17	107.83	0.306	32.57	46.51	0.0	0.4	11.892	B
2	90.84	90.84	29.61	309.71	0.293	90.42	186.13	0.0	0.4	4.135	A
3	237.00	237.00	5.97	240.55	0.985	223.71	114.06	0.0	13.3	39.613	E

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	31.00	31.00	161.87	118.85	0.261	31.07	35.85	0.4	0.4	10.264	B
2	100.99	100.99	29.06	310.21	0.326	100.92	163.88	0.4	0.5	4.342	A
3	187.00	187.00	1.02	243.18	0.769	196.69	128.96	13.3	3.6	22.604	C

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	12.00	12.00	129.39	135.64	0.088	12.26	33.26	0.4	0.1	7.308	A
2	74.71	74.71	11.25	326.41	0.229	74.89	130.41	0.5	0.3	3.614	A
3	158.00	158.00	2.99	242.13	0.653	159.66	83.15	3.6	1.9	11.123	B

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32.00	32.00	123.09	138.90	0.230	31.80	37.96	0.1	0.3	8.389	A
2	72.67	72.67	29.81	309.53	0.235	72.66	125.08	0.3	0.3	3.834	A
3	156.00	156.00	4.99	241.07	0.647	156.07	97.48	1.9	1.9	10.605	B

2028 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.43	A

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		56	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2028 With Development	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	4.00	45.00
	2	0.00	0.00	156.00
	3	20.00	84.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	4.00	36.00
	2	2.00	0.00	155.00
	3	27.00	80.00	0.00

08:30 - 08:45

Demand (Veh/TS)

From \ To	1	2	3
1	0.00	1.00	33.00
2	1.00	0.00	149.00
3	45.00	71.00	0.00

08:45 - 09:00

Demand (Veh/TS)

From \ To	1	2	3
1	0.00	7.00	63.00
2	2.00	0.00	142.00
3	33.00	80.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	1	2	3
1	0	0	0
2	0	0	2
3	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.44	9.81	0.8	A	48.25	193.00
2	0.54	6.90	1.2	A	154.76	619.04
3	0.48	7.14	0.9	A	110.79	443.15

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	49.00	49.00	84.23	159.00	0.308	48.56	19.86	0.0	0.4	8.117	A
2	159.12	159.12	44.60	296.08	0.537	157.95	88.20	0.0	1.2	6.591	A
3	104.84	104.84	0.00	243.72	0.430	104.09	202.55	0.0	0.8	6.463	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	40.00	40.00	80.81	160.77	0.249	40.10	28.93	0.4	0.3	7.464	A
2	160.10	160.10	36.10	303.81	0.527	160.12	84.81	1.2	1.1	6.388	A
3	107.80	107.80	1.99	242.66	0.444	107.76	194.24	0.8	0.8	6.715	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	34.00	34.00	71.74	165.46	0.205	34.07	45.85	0.3	0.3	6.856	A
2	152.98	152.98	33.05	306.59	0.499	153.10	72.77	1.1	1.0	5.987	A
3	116.71	116.71	1.01	243.18	0.480	116.59	185.14	0.8	0.9	7.144	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	70.00	70.00	80.72	160.81	0.435	69.50	35.08	0.3	0.8	9.805	A
2	146.84	146.84	62.57	279.74	0.525	146.76	87.66	1.0	1.1	6.896	A
3	113.80	113.80	1.99	242.66	0.469	113.82	207.34	0.9	0.9	7.038	A

2028 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 90% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	46.39	E

Junction Network Options

Driving side	Lighting	Road surface	In London	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	Normal/unknown		-8	Arm 3

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2028 With Development	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		1	2	3
From	1	0.00	3.00	30.00
	2	5.00	1.00	84.00
	3	44.00	194.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		1	2	3
From	1	0.00	2.00	29.00
	2	1.00	0.00	100.00
	3	44.00	194.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	1.00	11.00
	2	3.00	0.00	72.00
	3	30.00	130.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		1	2	3
From	1	0.00	2.00	30.00
	2	5.00	0.00	68.00
	3	33.00	125.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	1
	3	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.31	12.36	0.4	B	27.00	108.00
2	0.33	4.36	0.5	A	85.56	342.24
3	0.99	69.14	17.6	F	198.50	794.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33.00	33.00	183.78	107.51	0.307	32.57	46.43	0.0	0.4	11.944	B
2	90.84	90.84	29.61	309.72	0.293	90.42	186.74	0.0	0.4	4.135	A
3	238.00	238.00	5.97	240.55	0.989	224.24	114.06	0.0	13.8	40.526	E

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	31.00	31.00	190.90	103.83	0.299	31.00	44.31	0.4	0.4	12.359	B
2	102.00	102.00	28.99	310.27	0.329	101.93	192.91	0.4	0.5	4.361	A
3	238.00	238.00	1.02	243.18	0.979	234.19	129.90	13.8	17.6	69.140	F

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	12.00	12.00	142.67	128.78	0.093	12.33	35.86	0.4	0.1	7.750	A
2	75.72	75.72	11.31	326.36	0.232	75.90	143.69	0.5	0.3	3.632	A
3	160.00	160.00	2.99	242.13	0.661	175.54	84.22	17.6	2.0	16.676	C

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32.00	32.00	125.11	137.86	0.232	31.81	37.96	0.1	0.3	8.471	A
2	73.68	73.68	29.82	309.53	0.238	73.67	127.10	0.3	0.3	3.851	A
3	158.00	158.00	4.99	241.07	0.655	158.08	98.50	2.0	1.9	10.867	B

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

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

Filename: Junction 4 - B1256-Warwick Road.j9
Path: C:\Users\CalumMcGoff.AzureAD\Desktop\Takeley Modelling
Report generation date: 4/19/2023 4:41:56 PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
2023 Base																
Arm 1	D1	0.3	3.99	0.24	A	5.35	A	81 % [Arm 2]	D2	0.1	4.11	0.13	A	5.16	A	86 % [Arm 4]
Arm 2		1.0	6.85	0.50	A					0.5	4.74	0.31	A			
Arm 3		0.0	4.49	0.04	A					0.0	3.69	0.01	A			
Arm 4		0.4	3.90	0.26	A					1.1	5.67	0.52	A			
2028 Without Development																
Arm 1	D3	0.3	4.14	0.25	A	6.35	A	54 % [Arm 2]	D4	0.2	4.31	0.14	A	5.77	A	66 % [Arm 4]
Arm 2		1.5	8.51	0.61	A					0.6	5.08	0.36	A			
Arm 3		0.0	4.83	0.05	A					0.0	3.82	0.01	A			
Arm 4		0.4	4.12	0.30	A					1.4	6.54	0.58	A			
2028 With Development																
Arm 1	D5	0.3	4.13	0.25	A	6.38	A	53 % [Arm 2]	D6	0.2	4.34	0.14	A	5.86	A	64 % [Arm 4]
Arm 2		1.6	8.53	0.61	A					0.6	5.11	0.36	A			
Arm 3		0.0	4.86	0.05	A					0.0	3.83	0.01	A			
Arm 4		0.4	4.14	0.30	A					1.4	6.68	0.59	A			

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

File summary

File Description

Title	Junction 4 - B1256-Warwick Road
Location	Takeley
Site number	
Date	3/29/2018
Version	
Status	(new file)
Identifier	vitake
Client	Village Developments
Jobnumber	1802005
Enumerator	MOTION\GuestReading
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2028 Without Development	AM	DIRECT	08:00	09:00	60	15	✓
D4	2028 Without Development	PM	DIRECT	17:00	18:00	60	15	✓
D5	2028 With Development	AM	DIRECT	08:00	09:00	60	15	✓
D6	2028 With Development	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

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

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.35	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	81	Arm 2

Arms

Arms

Arm	Name	Description
1	Warwick Road	
2	B1256 East	
3	Flitchside Drive	
4	B1256 West	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1	4.00	4.70	2.5	30.0	28.0	35.0	
2	3.10	5.00	3.5	30.0	28.0	35.0	
3	3.30	4.80	5.0	17.0	28.0	35.0	
4	3.70	5.00	6.0	25.0	28.0	35.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1	0.582	330.619
2	0.546	287.105
3	0.549	299.947
4	0.584	335.868

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

		To			
		1	2	3	4
From	1	0.00	38.00	2.00	30.00
	2	19.00	0.00	2.00	111.00
	3	0.00	2.00	0.00	7.00
	4	9.00	54.00	0.00	2.00

08:15 - 08:30

Demand (Veh/TS)

		To			
		1	2	3	4
From	1	0.00	39.00	0.00	21.00
	2	13.00	0.00	0.00	102.00
	3	0.00	3.00	0.00	4.00
	4	12.00	44.00	0.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To			
		1	2	3	4
From	1	0.00	25.00	0.00	27.00
	2	21.00	0.00	0.00	88.00
	3	1.00	1.00	0.00	5.00
	4	10.00	46.00	1.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To			
		1	2	3	4
From	1	0.00	33.00	1.00	21.00
	2	33.00	0.00	1.00	86.00
	3	0.00	1.00	0.00	0.00
	4	25.00	54.00	1.00	1.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	1
	2	1	0	0	3
	3	0	0	0	0
	4	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.24	3.99	0.3	A	59.50	237.99
2	0.50	6.85	1.0	A	122.12	488.47
3	0.04	4.49	0.0	A	6.00	24.00
4	0.26	3.90	0.4	A	65.74	262.96

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	70.30	70.30	58.85	296.37	0.237	69.99	28.01	0.0	0.3	3.988	A
2	135.52	135.52	34.15	268.45	0.505	134.49	94.69	0.0	1.0	6.846	A
3	9.00	9.00	164.66	209.55	0.043	8.96	3.98	0.0	0.0	4.485	A
4	66.08	66.08	21.03	323.58	0.204	65.82	152.58	0.0	0.3	3.546	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	60.21	60.21	47.93	302.73	0.199	60.27	25.18	0.3	0.3	3.727	A
2	118.19	118.19	21.27	275.49	0.429	118.44	86.93	1.0	0.8	5.898	A
3	7.00	7.00	139.69	223.26	0.031	7.01	0.02	0.0	0.0	4.161	A
4	56.88	56.88	16.19	326.41	0.174	56.92	130.52	0.3	0.2	3.394	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	52.27	52.27	48.92	302.15	0.173	52.31	32.16	0.3	0.2	3.623	A
2	111.85	111.85	28.24	271.68	0.412	111.91	72.98	0.8	0.7	5.782	A
3	7.00	7.00	139.15	223.55	0.031	7.00	1.00	0.0	0.0	4.155	A
4	57.92	57.92	23.16	322.33	0.180	57.91	122.99	0.2	0.2	3.457	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	55.21	55.21	58.02	296.86	0.186	55.19	58.18	0.2	0.2	3.737	A
2	122.91	122.91	24.22	273.87	0.449	122.81	88.99	0.7	0.8	6.098	A
3	1.00	1.00	144.05	220.86	0.005	1.03	2.99	0.0	0.0	4.095	A
4	82.08	82.08	34.25	315.86	0.260	81.95	110.82	0.2	0.4	3.897	A

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.16	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	86	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To			
		1	2	3	4
From	1	0.00	18.00	0.00	10.00
	2	17.00	0.00	0.00	54.00
	3	0.00	0.00	0.00	1.00
	4	24.00	144.00	1.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		1	2	3	4
From	1	0.00	18.00	1.00	14.00
	2	28.00	1.00	1.00	55.00
	3	0.00	1.00	0.00	1.00
	4	24.00	116.00	1.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		1	2	3	4
From	1	0.00	23.00	0.00	9.00
	2	26.00	0.00	0.00	47.00
	3	0.00	3.00	0.00	0.00
	4	23.00	71.00	6.00	1.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		1	2	3	4
From	1	0.00	20.00	0.00	6.00
	2	29.00	0.00	6.00	51.00
	3	1.00	0.00	0.00	0.00
	4	21.00	83.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	2
	3	0	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.13	4.11	0.1	A	29.75	119.00
2	0.31	4.74	0.5	A	79.79	319.14
3	0.01	3.69	0.0	A	1.75	7.00
4	0.52	5.67	1.1	A	129.98	519.92

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	28.00	28.00	144.09	246.77	0.113	27.87	41.01	0.0	0.1	4.110	A
2	72.08	72.08	10.95	281.13	0.256	71.73	161.01	0.0	0.3	4.356	A
3	1.00	1.00	81.69	255.10	0.004	1.00	0.99	0.0	0.0	3.541	A
4	169.24	169.24	16.92	325.98	0.519	168.17	65.76	0.0	1.1	5.675	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33.00	33.00	119.24	261.23	0.126	32.98	52.19	0.1	0.1	3.943	A
2	86.10	86.10	15.98	278.38	0.309	86.00	136.24	0.3	0.5	4.737	A
3	2.00	2.00	98.99	245.60	0.008	2.00	2.99	0.0	0.0	3.693	A
4	141.24	141.24	29.93	318.38	0.444	141.50	71.06	1.1	0.8	5.105	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	32.00	32.00	81.30	283.31	0.113	32.02	49.28	0.1	0.1	3.580	A
2	73.94	73.94	16.00	278.36	0.266	74.02	97.32	0.5	0.4	4.462	A
3	3.00	3.00	84.04	253.81	0.012	3.00	5.99	0.0	0.0	3.587	A
4	101.23	101.23	29.01	318.92	0.317	101.57	58.02	0.8	0.5	4.157	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	26.00	26.00	86.96	280.01	0.093	26.03	51.19	0.1	0.1	3.542	A
2	87.02	87.02	10.03	281.63	0.309	86.94	102.96	0.4	0.4	4.675	A
3	1.00	1.00	86.99	252.19	0.004	1.01	9.98	0.0	0.0	3.585	A
4	108.21	108.21	29.99	318.35	0.340	108.17	58.01	0.5	0.5	4.289	A

2028 Without Development, 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	Standard Roundabout		1, 2, 3, 4	6.35	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	54	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2028 Without Development	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

		To			
		1	2	3	4
From	1	0.00	39.00	2.00	31.00
	2	20.00	0.00	3.00	135.00
	3	0.00	2.00	0.00	7.00
	4	9.00	65.00	0.00	2.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		1	2	3	4
From	1	0.00	40.00	0.00	22.00
	2	13.00	0.00	1.00	125.00
	3	0.00	3.00	0.00	4.00
	4	12.00	55.00	0.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To			
		1	2	3	4
From	1	0.00	26.00	0.00	28.00
	2	22.00	0.00	0.00	111.00
	3	1.00	1.00	0.00	5.00
	4	10.00	57.00	1.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To			
		1	2	3	4
From	1	0.00	34.00	1.00	22.00
	2	34.00	0.00	1.00	109.00
	3	0.00	1.00	0.00	0.00
	4	26.00	65.00	1.00	1.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	1
	2	1	0	0	3
	3	0	0	0	0
	4	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.25	4.14	0.3	A	61.51	246.03
2	0.61	8.51	1.5	A	147.32	589.29
3	0.05	4.83	0.0	A	6.00	24.00
4	0.30	4.12	0.4	A	77.21	308.84

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	72.31	72.31	70.01	289.88	0.249	71.98	28.97	0.0	0.3	4.142	A
2	162.25	162.25	35.15	267.91	0.606	160.71	106.84	0.0	1.5	8.506	A
3	9.00	9.00	190.90	195.14	0.046	8.95	4.96	0.0	0.0	4.832	A
4	77.30	77.30	22.00	323.02	0.239	76.98	177.85	0.0	0.3	3.715	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	62.22	62.22	59.16	296.19	0.210	62.28	25.21	0.3	0.3	3.862	A
2	142.88	142.88	22.29	274.93	0.520	143.29	99.15	1.5	1.1	7.049	A
3	7.00	7.00	164.55	209.61	0.033	7.01	1.03	0.0	0.0	4.444	A
4	68.10	68.10	16.21	326.40	0.209	68.15	155.35	0.3	0.3	3.544	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	54.28	54.28	60.13	295.62	0.184	54.32	33.15	0.3	0.2	3.751	A
2	136.55	136.55	29.25	271.13	0.504	136.62	85.20	1.1	1.1	6.873	A
3	7.00	7.00	164.87	209.43	0.033	7.00	1.00	0.0	0.0	4.445	A
4	69.14	69.14	24.16	321.75	0.215	69.13	147.72	0.3	0.3	3.621	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	57.22	57.22	69.23	290.33	0.197	57.20	60.16	0.2	0.2	3.875	A
2	147.61	147.61	25.23	273.32	0.540	147.48	101.19	1.1	1.2	7.323	A
3	1.00	1.00	169.73	206.76	0.005	1.03	2.99	0.0	0.0	4.376	A
4	94.30	94.30	35.24	315.28	0.299	94.15	135.52	0.3	0.4	4.124	A

2028 Without Development, 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	Standard Roundabout		1, 2, 3, 4	5.77	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	66	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2028 Without Development	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To			
		1	2	3	4
From	1	0.00	19.00	0.00	10.00
	2	18.00	0.00	2.00	67.00
	3	0.00	0.00	0.00	1.00
	4	29.00	161.00	0.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		1	2	3	4
From	1	0.00	19.00	1.00	15.00
	2	29.00	1.00	1.00	68.00
	3	0.00	1.00	0.00	1.00
	4	25.00	132.00	1.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To			
		1	2	3	4
From	1	0.00	24.00	0.00	9.00
	2	27.00	0.00	0.00	60.00
	3	0.00	3.00	0.00	0.00
	4	24.00	85.00	6.00	1.00

17:45 - 18:00

Demand (Veh/TS)

		To			
		1	2	3	4
From	1	0.00	21.00	0.00	6.00
	2	30.00	0.00	6.00	64.00
	3	1.00	0.00	0.00	0.00
	4	22.00	98.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.14	4.31	0.2	A	31.00	124.00
2	0.36	5.08	0.6	A	93.90	375.59
3	0.01	3.82	0.0	A	1.75	7.00
4	0.58	6.54	1.4	A	147.25	589.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	29.00	29.00	159.83	237.61	0.122	28.86	46.98	0.0	0.1	4.308	A
2	87.67	87.67	9.95	281.67	0.311	87.22	178.74	0.0	0.5	4.654	A
3	1.00	1.00	95.18	247.69	0.004	1.00	1.99	0.0	0.0	3.647	A
4	190.29	190.29	17.91	325.41	0.585	188.90	78.27	0.0	1.4	6.540	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	35.00	35.00	135.32	251.87	0.139	34.98	54.23	0.1	0.2	4.149	A
2	99.68	99.68	16.97	277.84	0.359	99.57	153.33	0.5	0.6	5.079	A
3	2.00	2.00	113.55	237.61	0.008	2.00	2.99	0.0	0.0	3.818	A
4	158.25	158.25	30.92	317.80	0.498	158.63	84.62	1.4	1.0	5.678	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33.00	33.00	95.38	275.11	0.120	33.02	51.30	0.2	0.1	3.717	A
2	87.60	87.60	16.01	278.36	0.315	87.69	112.40	0.6	0.5	4.756	A
3	3.00	3.00	97.71	246.30	0.012	3.00	5.99	0.0	0.0	3.698	A
4	116.24	116.24	30.02	318.33	0.365	116.66	70.69	1.0	0.6	4.482	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	27.00	27.00	101.95	271.29	0.100	27.03	53.20	0.1	0.1	3.686	A
2	100.64	100.64	10.03	281.63	0.357	100.55	118.95	0.5	0.6	5.000	A
3	1.00	1.00	100.60	244.72	0.004	1.01	9.98	0.0	0.0	3.695	A
4	124.22	124.22	30.99	317.76	0.391	124.16	70.62	0.6	0.6	4.656	A

2028 With Development, 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	Standard Roundabout		1, 2, 3, 4	6.38	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	53	Arm 2

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2028 With Development	AM	DIRECT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

		To			
		1	2	3	4
From	1	0.00	39.00	1.00	31.00
	2	20.00	0.00	2.00	137.00
	3	0.00	2.00	0.00	7.00
	4	9.00	66.00	0.00	2.00

Demand (Veh/TS)

08:15 - 08:30

		To			
		1	2	3	4
From	1	0.00	40.00	0.00	22.00
	2	13.00	0.00	0.00	128.00
	3	0.00	3.00	0.00	4.00
	4	12.00	56.00	0.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To			
		1	2	3	4
From	1	0.00	26.00	0.00	28.00
	2	22.00	0.00	0.00	113.00
	3	1.00	1.00	0.00	5.00
	4	10.00	58.00	1.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To			
		1	2	3	4
From	1	0.00	34.00	1.00	22.00
	2	34.00	0.00	1.00	111.00
	3	0.00	1.00	0.00	0.00
	4	26.00	66.00	1.00	1.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	1
	2	1	0	0	3
	3	0	0	0	0
	4	0	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.25	4.13	0.3	A	61.26	245.03
2	0.61	8.53	1.6	A	149.14	596.56
3	0.05	4.86	0.0	A	6.00	24.00
4	0.30	4.14	0.4	A	78.23	312.92

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	71.31	71.31	71.02	289.29	0.247	70.98	28.97	0.0	0.3	4.135	A
2	163.31	163.31	34.15	268.45	0.608	161.75	107.85	0.0	1.6	8.531	A
3	9.00	9.00	192.93	194.03	0.046	8.95	2.98	0.0	0.0	4.861	A
4	78.32	78.32	22.00	323.02	0.242	78.00	179.89	0.0	0.3	3.731	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	62.22	62.22	60.18	295.60	0.210	62.28	25.21	0.3	0.3	3.871	A
2	144.97	144.97	22.28	274.94	0.527	145.36	100.17	1.6	1.2	7.162	A
3	7.00	7.00	167.62	207.92	0.034	7.01	0.02	0.0	0.0	4.479	A
4	69.12	69.12	16.21	326.40	0.212	69.17	158.42	0.3	0.3	3.559	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	54.28	54.28	61.15	295.03	0.184	54.32	33.15	0.3	0.2	3.760	A
2	138.61	138.61	29.25	271.13	0.511	138.69	86.22	1.2	1.1	6.981	A
3	7.00	7.00	166.94	208.29	0.034	7.00	1.00	0.0	0.0	4.472	A
4	70.16	70.16	24.16	321.76	0.218	70.15	149.79	0.3	0.3	3.636	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	57.22	57.22	70.24	289.74	0.197	57.20	60.16	0.2	0.2	3.885	A
2	149.67	149.67	25.23	273.32	0.548	149.54	102.21	1.1	1.2	7.443	A
3	1.00	1.00	171.78	205.64	0.005	1.03	2.99	0.0	0.0	4.398	A
4	95.32	95.32	35.24	315.28	0.302	95.17	137.57	0.3	0.4	4.143	A

2028 With Development, 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	Standard Roundabout		1, 2, 3, 4	5.86	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	64	Arm 4

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2028 With Development	PM	DIRECT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1		DIRECT	✓	100.000
2		DIRECT	✓	100.000
3		DIRECT	✓	100.000
4		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To			
		1	2	3	4
From	1	0.00	19.00	0.00	10.00
	2	18.00	0.00	2.00	68.00
	3	0.00	0.00	0.00	1.00
	4	29.00	163.00	1.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To			
		1	2	3	4
From	1	0.00	19.00	1.00	15.00
	2	29.00	1.00	1.00	69.00
	3	0.00	1.00	0.00	1.00
	4	25.00	134.00	1.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To			
		1	2	3	4
From	1	0.00	24.00	0.00	9.00
	2	27.00	0.00	0.00	60.00
	3	0.00	3.00	0.00	0.00
	4	24.00	87.00	6.00	1.00

Demand (Veh/TS)

17:45 - 18:00

		To			
		1	2	3	4
From	1	0.00	21.00	0.00	6.00
	2	30.00	0.00	6.00	65.00
	3	1.00	0.00	0.00	0.00
	4	22.00	100.00	4.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	1
	3	0	0	0	0
	4	1	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1	0.14	4.34	0.2	A	31.00	124.00
2	0.36	5.11	0.6	A	94.66	378.62
3	0.01	3.83	0.0	A	1.75	7.00
4	0.59	6.68	1.4	A	149.50	598.00

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	29.00	29.00	162.78	235.89	0.123	28.86	46.98	0.0	0.1	4.344	A
2	88.68	88.68	10.94	281.13	0.315	88.22	180.70	0.0	0.5	4.690	A
3	1.00	1.00	96.18	247.14	0.004	1.00	2.98	0.0	0.0	3.655	A
4	193.29	193.29	17.91	325.41	0.594	191.85	79.27	0.0	1.4	6.680	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	35.00	35.00	137.34	250.69	0.140	34.98	54.24	0.1	0.2	4.172	A
2	100.69	100.69	16.98	277.83	0.362	100.58	155.34	0.5	0.6	5.109	A
3	2.00	2.00	114.56	237.05	0.008	2.00	3.00	0.0	0.0	3.827	A
4	160.25	160.25	30.92	317.80	0.504	160.66	85.63	1.4	1.0	5.750	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	33.00	33.00	97.39	273.94	0.120	33.02	51.30	0.2	0.1	3.735	A
2	87.60	87.60	16.01	278.36	0.315	87.70	114.41	0.6	0.5	4.757	A
3	3.00	3.00	97.72	246.30	0.012	3.00	5.99	0.0	0.0	3.698	A
4	118.24	118.24	30.02	318.33	0.371	118.67	70.70	1.0	0.6	4.526	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	27.00	27.00	103.95	270.13	0.100	27.03	53.20	0.1	0.1	3.704	A
2	101.65	101.65	10.03	281.63	0.361	101.55	120.95	0.5	0.6	5.028	A
3	1.00	1.00	101.60	244.17	0.004	1.01	9.98	0.0	0.0	3.703	A
4	126.22	126.22	30.99	317.77	0.397	126.16	71.63	0.6	0.7	4.704	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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Filename: Smiths Green-Dunmow Road.j9
Path: C:\Users\CalumMcGoff.AzureAD\Desktop\Takeley Modelling
Report generation date: 4/19/2023 5:07:10 PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023 Base											
Stream B-C	D1	0.1	7.27	0.07	A	117 % [Stream C-AB]	D2	0.1	8.23	0.05	A	132 % [Stream B-C]
Stream B-A		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
Stream C-AB		0.2	3.93	0.10	A			0.1	5.06	0.08	A	
	2028 Without Development											
Stream B-C	D3	0.1	7.43	0.08	A	82 % [Stream B-A]	D4	0.1	8.91	0.05	A	42 % [Stream B-A]
Stream B-A		0.0	11.83	0.04	B			0.0	15.30	0.02	C	
Stream C-AB		0.3	3.76	0.12	A			0.2	5.09	0.10	A	
	2028 With Development											
Stream B-C	D5	0.1	7.64	0.08	A	76 % [Stream B-A]	D6	0.1	8.95	0.05	A	41 % [Stream B-A]
Stream B-A		0.0	12.15	0.04	B			0.0	15.48	0.02	C	
Stream C-AB		0.3	3.86	0.13	A			0.2	5.09	0.10	A	

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

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

File summary

File Description

Title	Westons Business Park Access
Location	Takeley
Site number	
Date	3/4/2021
Version	
Status	(new file)
Identifier	wetak2
Client	Weston Homes
Jobnumber	
Enumerator	MOTION\GuestReading
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15
D3	2028 Without Development	AM	DIRECT	08:00	09:00	60	15
D4	2028 Without Development	PM	DIRECT	17:00	18:00	60	15
D5	2028 With Development	AM	DIRECT	08:00	09:00	60	15
D6	2028 With Development	PM	DIRECT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.47	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	117	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm type
A	Parsonage Road North		Major
B	Site Access		Minor
C	Parsonage Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.70			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	8.40	3.30	2.75	2.40	2.40	✓	1.00	100	40

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	137.784	0.097	0.246	0.155	0.351
B-C	165.041	0.098	0.248	-	-
C-B	179.685	0.270	0.270	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	0.00	89.00
	B	0.00	0.00	7.00
	C	173.00	8.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	3.00	90.00
	B	0.00	0.00	9.00
	C	155.00	10.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	2.00	103.00
	B	0.00	0.00	4.00
	C	161.00	6.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	7.00	93.00
	B	0.00	0.00	7.00
	C	176.00	6.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	7
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.07	7.27	0.1	~1	A
B-A	0.00	0.00	0.0	~1	A
C-AB	0.10	3.93	0.2	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7.49	142.53	0.053	7.43	0.1	7.124	A
B-A	0.00	85.33	0.000	0.00	0.0	0.000	A
C-AB	22.97	270.79	0.085	22.80	0.2	3.677	A
C-A	161.49			161.49			
A-B	0.00			0.00			
A-C	90.78			90.78			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9.63	141.98	0.068	9.61	0.1	7.275	A
B-A	0.00	86.89	0.000	0.00	0.0	0.000	A
C-AB	25.91	258.12	0.100	25.86	0.2	3.927	A
C-A	142.19			142.19			
A-B	3.00			3.00			
A-C	91.80			91.80			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.28	138.79	0.031	4.32	0.0	7.165	A
B-A	0.00	84.17	0.000	0.00	0.0	0.000	A
C-AB	16.44	260.06	0.063	16.54	0.1	3.743	A
C-A	153.78			153.78			
A-B	2.00			2.00			
A-C	105.06			105.06			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7.49	140.83	0.053	7.46	0.1	7.221	A
B-A	0.00	83.85	0.000	0.00	0.0	0.000	A
C-AB	17.86	271.04	0.066	17.85	0.1	3.603	A
C-A	167.66			167.66			
A-B	7.00			7.00			
A-C	94.86			94.86			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.16	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.21	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.11	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.11	~1	~1	~1	~1			N/A	N/A

2023 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.29	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	132	Stream B-C

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	4.00	205.00
	B	0.00	0.00	4.00
	C	93.00	6.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	7.00	160.00
	B	0.00	0.00	6.00
	C	107.00	8.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	3.00	138.00
	B	0.00	0.00	3.00
	C	72.00	3.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	5.00	119.00
	B	0.00	0.00	2.00
	C	81.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.05	8.23	0.1	~1	A
B-A	0.00	0.00	0.0	~1	A
C-AB	0.08	5.06	0.1	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.00	113.30	0.035	3.96	0.0	8.228	A
B-A	0.00	69.53	0.000	0.00	0.0	0.000	A
C-AB	11.95	192.37	0.062	11.85	0.1	5.059	A
C-A	89.84			89.84			
A-B	4.00			4.00			
A-C	207.05			207.05			

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.00	124.28	0.048	5.99	0.1	7.608	A
B-A	0.00	77.46	0.000	0.00	0.0	0.000	A
C-AB	16.76	211.55	0.079	16.72	0.1	4.690	A
C-A	101.45			101.45			
A-B	7.00			7.00			
A-C	161.60			161.60			

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.00	130.18	0.023	3.03	0.0	7.081	A
B-A	0.00	90.64	0.000	0.00	0.0	0.000	A
C-AB	4.93	192.18	0.026	5.05	0.0	4.882	A
C-A	72.23			72.23			
A-B	3.00			3.00			
A-C	139.38			139.38			

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.00	134.74	0.015	2.01	0.0	6.779	A
B-A	0.00	94.46	0.000	0.00	0.0	0.000	A
C-AB	1.72	202.28	0.008	1.74	0.0	4.542	A
C-A	82.71			82.71			
A-B	5.00			5.00			
A-C	120.19			120.19			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.10	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.15	~1	~1	~1	~1			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.03	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

2028 Without Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.62	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	82	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2028 Without Development	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	1.00	90.00
	B	3.00	0.00	8.00
	C	201.00	9.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	4.00	91.00
	B	3.00	0.00	10.00
	C	183.00	11.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	3.00	103.00
	B	3.00	0.00	5.00
	C	188.00	6.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	8.00	94.00
	B	3.00	0.00	8.00
	C	204.00	6.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	7
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.08	7.43	0.1	~1	A
B-A	0.04	11.83	0.0	~1	B
C-AB	0.12	3.76	0.3	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.56	140.83	0.061	8.49	0.1	7.273	A
B-A	3.00	80.19	0.037	2.96	0.0	11.647	B
C-AB	30.92	289.20	0.107	30.68	0.2	3.530	A
C-A	183.10			183.10			
A-B	1.00			1.00			
A-C	91.80			91.80			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.70	140.30	0.076	10.68	0.1	7.429	A
B-A	3.00	81.72	0.037	3.00	0.0	11.432	B
C-AB	34.01	276.62	0.123	33.95	0.3	3.762	A
C-A	163.65			163.65			
A-B	4.00			4.00			
A-C	92.82			92.82			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5.35	137.36	0.039	5.39	0.0	7.301	A
B-A	3.00	79.79	0.038	3.00	0.0	11.719	B
C-AB	19.54	278.27	0.070	19.71	0.1	3.533	A
C-A	178.22			178.22			
A-B	3.00			3.00			
A-C	105.06			105.06			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.56	139.11	0.062	8.53	0.1	7.372	A
B-A	3.00	79.06	0.038	3.00	0.0	11.832	B
C-AB	21.42	289.66	0.074	21.41	0.1	3.405	A
C-A	192.66			192.66			
A-B	8.00			8.00			
A-C	95.88			95.88			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	~1	~1	~1	~1			N/A	N/A
B-A	0.04	~1	~1	~1	~1			N/A	N/A
C-AB	0.24	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	~1	~1	~1	~1			N/A	N/A
B-A	0.04	~1	~1	~1	~1			N/A	N/A
C-AB	0.30	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	~1	~1	~1	~1			N/A	N/A
B-A	0.04	~1	~1	~1	~1			N/A	N/A
C-AB	0.13	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	~1	~1	~1	~1			N/A	N/A
B-A	0.04	~1	~1	~1	~1			N/A	N/A
C-AB	0.13	~1	~1	~1	~1			N/A	N/A

2028 Without Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.36	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	42	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2028 Without Development	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	6.00	238.00
	B	1.00	0.00	4.00
	C	105.00	7.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	10.00	191.00
	B	1.00	0.00	6.00
	C	120.00	9.00	0.00

Demand (Veh/TS)

17:30 - 17:45

		To		
		A	B	C
From	A	0.00	5.00	168.00
	B	1.00	0.00	3.00
	C	83.00	4.00	0.00

Demand (Veh/TS)

17:45 - 18:00

		To		
		A	B	C
From	A	0.00	7.00	149.00
	B	1.00	0.00	2.00
	C	93.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.05	8.91	0.1	~1	A
B-A	0.02	15.30	0.0	~1	C
C-AB	0.10	5.09	0.2	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.00	104.99	0.038	3.96	0.0	8.908	A
B-A	1.00	59.78	0.017	0.98	0.0	15.305	C
C-AB	15.53	193.04	0.080	15.38	0.1	5.093	A
C-A	97.52			97.52			
A-B	6.00			6.00			
A-C	238.00			238.00			

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.00	116.26	0.052	5.99	0.1	8.160	A
B-A	1.00	67.86	0.015	1.00	0.0	13.460	B
C-AB	21.00	212.90	0.099	20.94	0.2	4.717	A
C-A	109.20			109.20			
A-B	10.00			10.00			
A-C	191.00			191.00			

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.00	122.51	0.024	3.03	0.0	7.533	A
B-A	1.00	81.54	0.012	1.00	0.0	11.176	B
C-AB	7.17	192.12	0.037	7.32	0.1	4.900	A
C-A	80.66			80.66			
A-B	5.00			5.00			
A-C	168.00			168.00			

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.00	127.02	0.016	2.01	0.0	7.201	A
B-A	1.00	85.19	0.012	1.00	0.0	10.689	B
C-AB	3.75	202.80	0.019	3.78	0.0	4.542	A
C-A	92.18			92.18			
A-B	7.00			7.00			
A-C	149.00			149.00			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.15	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.20	~1	~1	~1	~1			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.05	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.02	~1	~1	~1	~1			N/A	N/A

2028 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.65	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	76	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2028 With Development	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	1.00	91.00
	B	3.00	0.00	8.00
	C	203.00	9.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	4.00	92.00
	B	3.00	0.00	10.00
	C	185.00	11.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	3.00	105.00
	B	3.00	0.00	5.00
	C	190.00	6.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	8.00	96.00
	B	3.00	0.00	8.00
	C	206.00	6.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	7	5
	B	0	0	9
	C	3	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.08	7.64	0.1	~1	A
B-A	0.04	12.15	0.0	~1	B
C-AB	0.13	3.86	0.3	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.72	139.87	0.062	8.65	0.1	7.472	A
B-A	3.00	78.47	0.038	2.96	0.0	11.912	B
C-AB	33.48	291.32	0.115	33.21	0.3	3.610	A
C-A	185.06			185.06			
A-B	1.07			1.07			
A-C	95.55			95.55			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.90	139.31	0.078	10.88	0.1	7.638	A
B-A	3.00	79.95	0.038	3.00	0.0	11.697	B
C-AB	36.77	278.57	0.132	36.70	0.3	3.860	A
C-A	165.33			165.33			
A-B	4.28			4.28			
A-C	96.60			96.60			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5.45	136.03	0.040	5.50	0.0	7.519	A
B-A	3.00	77.77	0.039	3.00	0.0	12.036	B
C-AB	21.20	280.09	0.076	21.39	0.1	3.608	A
C-A	180.80			180.80			
A-B	3.21			3.21			
A-C	110.25			110.25			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.72	137.81	0.063	8.69	0.1	7.595	A
B-A	3.00	77.05	0.039	3.00	0.0	12.153	B
C-AB	23.27	291.60	0.080	23.26	0.2	3.473	A
C-A	195.21			195.21			
A-B	8.56			8.56			
A-C	100.80			100.80			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	~1	~1	~1	~1			N/A	N/A
B-A	0.04	~1	~1	~1	~1			N/A	N/A
C-AB	0.27	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.09	~1	~1	~1	~1			N/A	N/A
B-A	0.04	~1	~1	~1	~1			N/A	N/A
C-AB	0.34	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	~1	~1	~1	~1			N/A	N/A
B-A	0.04	~1	~1	~1	~1			N/A	N/A
C-AB	0.14	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	~1	~1	~1	~1			N/A	N/A
B-A	0.04	~1	~1	~1	~1			N/A	N/A
C-AB	0.15	~1	~1	~1	~1			N/A	N/A

2028 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.36	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	41	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2028 With Development	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	6.00	240.00
	B	1.00	0.00	4.00
	C	106.00	7.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	10.00	193.00
	B	1.00	0.00	6.00
	C	120.00	9.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	5.00	170.00
	B	1.00	0.00	3.00
	C	84.00	4.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	7.00	150.00
	B	1.00	0.00	2.00
	C	93.00	2.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.05	8.95	0.1	~1	A
B-A	0.02	15.48	0.0	~1	C
C-AB	0.10	5.09	0.2	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.00	104.49	0.038	3.96	0.0	8.953	A
B-A	1.00	59.13	0.017	0.98	0.0	15.475	C
C-AB	15.68	193.38	0.081	15.53	0.2	5.088	A
C-A	98.38			98.38			
A-B	6.00			6.00			
A-C	240.00			240.00			

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.00	115.76	0.052	5.99	0.1	8.197	A
B-A	1.00	67.37	0.015	1.00	0.0	13.560	B
C-AB	21.05	212.50	0.099	20.99	0.2	4.728	A
C-A	109.15			109.15			
A-B	10.00			10.00			
A-C	193.00			193.00			

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3.00	122.01	0.025	3.03	0.0	7.568	A
B-A	1.00	80.89	0.012	1.00	0.0	11.265	B
C-AB	7.23	192.39	0.038	7.38	0.1	4.895	A
C-A	81.61			81.61			
A-B	5.00			5.00			
A-C	170.00			170.00			

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.00	126.78	0.016	2.01	0.0	7.215	A
B-A	1.00	84.95	0.012	1.00	0.0	10.722	B
C-AB	3.75	202.58	0.019	3.79	0.0	4.549	A
C-A	92.18			92.18			
A-B	7.00			7.00			
A-C	150.00			150.00			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.15	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.21	~1	~1	~1	~1			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.05	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.02	~1	~1	~1	~1			N/A	N/A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

Filename: Westons Business Park Access.j9
Path: C:\Users\CalumMcGoff.AzureAD\Desktop\Takeley Modelling
Report generation date: 4/20/2023 9:55:15 AM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023 Base											
Stream B-C	D3	0.0	5.72	0.04	A	213 % [Stream C-AB]	D4	0.6	9.59	0.36	A	65 % [Stream B-A]
Stream B-A		0.0	8.66	0.04	A			0.3	11.46	0.26	B	
Stream C-AB		0.2	5.59	0.13	A			0.1	5.26	0.04	A	
	2028 Without Development											
Stream B-C	D5	0.1	6.11	0.08	A	92 % [Stream C-AB]	D6	1.1	13.45	0.54	B	31 % [Stream B-A]
Stream B-A		0.1	10.38	0.05	B			0.5	14.58	0.33	B	
Stream C-AB		0.7	7.01	0.34	A			0.1	5.36	0.07	A	
	2028 With Development											
Stream B-C	D7	0.1	6.43	0.13	A	84 % [Stream C-AB]	D8	1.3	14.65	0.57	B	24 % [Stream B-A]
Stream B-A		0.1	10.65	0.07	B			0.5	16.02	0.36	C	
Stream C-AB		0.8	7.27	0.36	A			0.2	5.67	0.13	A	

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

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

File summary

File Description

Title	Westons Business Park Access
Location	Takeley
Site number	
Date	3/4/2021
Version	
Status	(new file)
Identifier	wetak2
Client	Weston Homes
Jobnumber	
Enumerator	MOTION\GuestReading
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2023 Base	AM	DIRECT	08:00	09:00	60	15
D4	2023 Base	PM	DIRECT	17:00	18:00	60	15
D5	2028 Without Development	AM	DIRECT	08:00	09:00	60	15
D6	2028 Without Development	PM	DIRECT	17:00	18:00	60	15
D7	2028 With Development	AM	DIRECT	08:00	09:00	60	15
D8	2028 With Development	PM	DIRECT	17:00	18:00	60	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.95	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	213	Stream C-AB

Arms

Arms

Arm	Name	Description	Arm type
A	Parsonage Road North		Major
B	Site Access		Minor
C	Parsonage Road South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.30			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	6.10	3.80	3.25	3.25	✓	1.00	35	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	135.657	0.098	0.247	0.155	0.352
B-C	182.996	0.111	0.280	-	-
C-B	165.207	0.253	0.253	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2023 Base	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	7.00	44.00
	B	4.00	0.00	6.00
	C	76.00	9.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	6.00	46.00
	B	0.00	0.00	5.00
	C	77.00	16.00	0.00

Demand (Veh/TS)

08:30 - 08:45

		To		
		A	B	C
From	A	0.00	5.00	58.00
	B	0.00	0.00	4.00
	C	47.00	11.00	0.00

Demand (Veh/TS)

08:45 - 09:00

		To		
		A	B	C
From	A	0.00	2.00	48.00
	B	0.00	0.00	2.00
	C	77.00	11.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	5	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.04	5.72	0.0	~1	A
B-A	0.04	8.66	0.0	~1	A
C-AB	0.13	5.59	0.2	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.00	167.59	0.036	5.96	0.0	5.566	A
B-A	4.00	107.86	0.037	3.96	0.0	8.660	A
C-AB	15.05	204.56	0.074	14.92	0.1	4.894	A
C-A	73.93			73.93			
A-B	7.00			7.00			
A-C	46.64			46.64			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5.00	164.64	0.030	5.01	0.0	5.639	A
B-A	0.00	98.17	0.000	0.04	0.0	0.000	A
C-AB	27.00	205.06	0.132	26.89	0.2	5.213	A
C-A	70.17			70.17			
A-B	6.00			6.00			
A-C	48.76			48.76			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4.00	161.29	0.025	4.01	0.0	5.723	A
B-A	0.00	101.56	0.000	0.00	0.0	0.000	A
C-AB	15.47	181.55	0.085	15.58	0.1	5.594	A
C-A	45.10			45.10			
A-B	5.00			5.00			
A-C	61.48			61.48			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	2.00	164.51	0.012	2.01	0.0	5.540	A
B-A	0.00	99.73	0.000	0.00	0.0	0.000	A
C-AB	18.57	205.44	0.090	18.54	0.2	4.961	A
C-A	73.50			73.50			
A-B	2.00			2.00			
A-C	50.88			50.88			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	~1	~1	~1	~1			N/A	N/A
B-A	0.04	~1	~1	~1	~1			N/A	N/A
C-AB	0.13	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.25	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.14	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	~1	~1	~1	~1			N/A	N/A
B-A	0.00	~1	~1	~1	~1			N/A	N/A
C-AB	0.17	~1	~1	~1	~1			N/A	N/A

2023 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.90	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	65	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2023 Base	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

17:00 - 17:15

		To		
		A	B	C
From	A	0.00	0.00	66.00
	B	27.00	0.00	52.00
	C	45.00	2.00	0.00

Demand (Veh/TS)

17:15 - 17:30

		To		
		A	B	C
From	A	0.00	2.00	46.00
	B	11.00	0.00	17.00
	C	46.00	6.00	0.00

17:30 - 17:45

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	0.00	41.00
B	10.00	0.00	17.00
C	33.00	4.00	0.00

17:45 - 18:00

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	1.00	51.00
B	1.00	0.00	6.00
C	38.00	1.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	1
B	0	0	0
C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.36	9.59	0.6	~1	A
B-A	0.26	11.46	0.3	~1	B
C-AB	0.04	5.26	0.1	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	52.00	144.77	0.359	51.45	0.6	9.589	A
B-A	27.00	104.90	0.257	26.66	0.3	11.456	B
C-AB	2.69	179.13	0.015	2.67	0.0	5.126	A
C-A	45.21			45.21			
A-B	0.00			0.00			
A-C	66.66			66.66			

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.00	165.71	0.103	17.44	0.1	6.089	A
B-A	11.00	114.22	0.096	11.23	0.1	8.759	A
C-AB	8.06	183.94	0.044	8.01	0.1	5.142	A
C-A	44.86			44.86			
A-B	2.00			2.00			
A-C	46.46			46.46			

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17.00	160.15	0.106	17.00	0.1	6.286	A
B-A	10.00	117.68	0.085	10.01	0.1	8.361	A
C-AB	4.95	176.84	0.028	4.98	0.0	5.261	A
C-A	32.71			32.71			
A-B	0.00			0.00			
A-C	41.41			41.41			

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.00	164.04	0.037	6.08	0.0	5.699	A
B-A	1.00	109.19	0.009	1.08	0.0	8.331	A
C-AB	1.29	177.62	0.007	1.32	0.0	5.127	A
C-A	38.47			38.47			
A-B	1.00			1.00			
A-C	51.51			51.51			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.55	~1	~1	~1	~1			N/A	N/A
B-A	0.34	~1	~1	~1	~1			N/A	N/A
C-AB	0.02	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	~1	~1	~1	~1			N/A	N/A
B-A	0.11	~1	~1	~1	~1			N/A	N/A
C-AB	0.06	~1	~1	~1	~1			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.12	~1	~1	~1	~1			N/A	N/A
B-A	0.09	~1	~1	~1	~1			N/A	N/A
C-AB	0.04	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.01	~1	~1	~1	~1			N/A	N/A

2028 Without Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	92	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2028 Without Development	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

Demand (Veh/TS)

08:00 - 08:15

		To		
		A	B	C
From	A	0.00	10.00	49.00
	B	5.00	0.00	12.00
	C	82.00	33.00	0.00

Demand (Veh/TS)

08:15 - 08:30

		To		
		A	B	C
From	A	0.00	9.00	51.00
	B	1.00	0.00	11.00
	C	83.00	40.00	0.00

08:30 - 08:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	8.00	64.00
	B	1.00	0.00	10.00
	C	51.00	35.00	0.00

08:45 - 09:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	5.00	53.00
	B	1.00	0.00	8.00
	C	83.00	35.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.08	6.11	0.1	~1	A
B-A	0.05	10.38	0.1	~1	B
C-AB	0.34	7.01	0.7	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.00	159.26	0.075	11.92	0.1	6.106	A
B-A	5.00	93.94	0.053	4.94	0.1	10.106	B
C-AB	57.04	207.14	0.275	56.46	0.6	6.123	A
C-A	62.39			62.39			
A-B	10.00			10.00			
A-C	51.45			51.45			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11.00	162.54	0.068	11.01	0.1	5.939	A
B-A	1.00	87.79	0.011	1.04	0.0	10.381	B
C-AB	69.89	207.78	0.336	69.72	0.7	6.705	A
C-A	57.66			57.66			
A-B	9.00			9.00			
A-C	53.55			53.55			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.00	158.96	0.063	10.01	0.1	6.041	A
B-A	1.00	91.24	0.011	1.00	0.0	9.975	A
C-AB	50.24	182.57	0.275	50.47	0.5	7.010	A
C-A	38.66			38.66			
A-B	8.00			8.00			
A-C	67.20			67.20			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.00	162.42	0.049	8.02	0.1	5.828	A
B-A	1.00	89.35	0.011	1.00	0.0	10.185	B
C-AB	61.11	208.11	0.294	61.01	0.6	6.272	A
C-A	61.39			61.39			
A-B	5.00			5.00			
A-C	55.65			55.65			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.08	~1	~1	~1	~1			N/A	N/A
B-A	0.06	~1	~1	~1	~1			N/A	N/A
C-AB	0.57	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.75	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.52	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	~1	~1	~1	~1			N/A	N/A
B-A	0.01	~1	~1	~1	~1			N/A	N/A
C-AB	0.62	~1	~1	~1	~1			N/A	N/A

2028 Without Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.07	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2028 Without Development	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	1.00	72.00
	B	30.00	0.00	75.00
	C	51.00	6.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	3.00	51.00
	B	14.00	0.00	39.00
	C	52.00	10.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	1.00	47.00
	B	13.00	0.00	39.00
	C	39.00	8.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	2.00	57.00
	B	4.00	0.00	28.00
	C	44.00	5.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.54	13.45	1.1	?	B
B-A	0.33	14.58	0.5	~1	B
C-AB	0.07	5.36	0.1	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	75.00	139.72	0.537	73.88	1.1	13.454	B
B-A	30.00	90.79	0.330	29.52	0.5	14.579	B
C-AB	8.41	181.65	0.046	8.34	0.1	5.221	A
C-A	49.61			49.61			
A-B	1.00			1.00			
A-C	72.72			72.72			

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.00	156.49	0.249	39.79	0.3	7.761	A
B-A	14.00	105.01	0.133	14.33	0.2	9.960	A
C-AB	13.99	186.64	0.075	13.94	0.1	5.241	A
C-A	49.05			49.05			
A-B	3.00			3.00			
A-C	51.51			51.51			

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39.00	158.84	0.246	39.01	0.3	7.512	A
B-A	13.00	108.45	0.120	13.02	0.1	9.433	A
C-AB	10.31	179.24	0.058	10.34	0.1	5.360	A
C-A	37.47			37.47			
A-B	1.00			1.00			
A-C	47.47			47.47			

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28.00	161.05	0.174	28.12	0.2	6.775	A
B-A	4.00	104.97	0.038	4.10	0.0	8.930	A
C-AB	6.68	180.07	0.037	6.72	0.1	5.218	A
C-A	43.20			43.20			
A-B	2.00			2.00			
A-C	57.57			57.57			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.12	?	?	?	?			N/A	N/A
B-A	0.48	~1	~1	~1	~1			N/A	N/A
C-AB	0.07	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.34	~1	~1	~1	~1			N/A	N/A
B-A	0.16	~1	~1	~1	~1			N/A	N/A
C-AB	0.12	~1	~1	~1	~1			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.33	~1	~1	~1	~1			N/A	N/A
B-A	0.14	~1	~1	~1	~1			N/A	N/A
C-AB	0.09	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.21	~1	~1	~1	~1			N/A	N/A
B-A	0.04	~1	~1	~1	~1			N/A	N/A
C-AB	0.05	~1	~1	~1	~1			N/A	N/A

2028 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.02	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	84	Stream C-AB

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2028 With Development	AM	DIRECT	08:00	09:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	11.00	49.00
	B	6.00	0.00	20.00
	C	82.00	36.00	0.00

08:15 - 08:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	10.00	51.00
	B	2.00	0.00	19.00
	C	83.00	43.00	0.00

08:30 - 08:45

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	9.00	64.00
B	2.00	0.00	18.00
C	51.00	38.00	0.00

08:45 - 09:00

Demand (Veh/TS)

From \ To	A	B	C
A	0.00	6.00	53.00
B	2.00	0.00	16.00
C	83.00	38.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From \ To	A	B	C
A	0	0	5
B	0	0	0
C	5	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.13	6.43	0.1	~1	A
B-A	0.07	10.65	0.1	~1	B
C-AB	0.36	7.27	0.8	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20.00	159.72	0.125	19.86	0.1	6.428	A
B-A	6.00	90.96	0.066	5.93	0.1	10.576	B
C-AB	62.27	206.94	0.301	61.63	0.6	6.346	A
C-A	60.19			60.19			
A-B	11.00			11.00			
A-C	51.45			51.45			

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19.00	161.94	0.117	19.01	0.1	6.299	A
B-A	2.00	86.58	0.023	2.05	0.0	10.652	B
C-AB	75.20	207.59	0.362	75.01	0.8	6.984	A
C-A	55.38			55.38			
A-B	10.00			10.00			
A-C	53.55			53.55			

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18.00	158.39	0.114	18.00	0.1	6.410	A
B-A	2.00	90.03	0.022	2.00	0.0	10.223	B
C-AB	54.58	182.37	0.299	54.83	0.6	7.268	A
C-A	37.35			37.35			
A-B	9.00			9.00			
A-C	67.20			67.20			

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16.00	161.84	0.099	16.02	0.1	6.174	A
B-A	2.00	88.18	0.023	2.00	0.0	10.442	B
C-AB	66.41	207.92	0.319	66.29	0.7	6.516	A
C-A	59.12			59.12			
A-B	6.00			6.00			
A-C	55.65			55.65			

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.14	~1	~1	~1	~1			N/A	N/A
B-A	0.07	~1	~1	~1	~1			N/A	N/A
C-AB	0.64	~1	~1	~1	~1			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.83	~1	~1	~1	~1			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.13	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.58	~1	~1	~1	~1			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.11	~1	~1	~1	~1			N/A	N/A
B-A	0.02	~1	~1	~1	~1			N/A	N/A
C-AB	0.69	~1	~1	~1	~1			N/A	N/A

2028 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm A	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm B	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm C	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.75	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	24	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2028 With Development	PM	DIRECT	17:00	18:00	60	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Scaling Factor (%)
A		✓	100.000
B		✓	100.000
C		✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	2.00	72.00
	B	31.00	0.00	79.00
	C	51.00	13.00	0.00

17:15 - 17:30

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	4.00	51.00
	B	14.00	0.00	42.00
	C	52.00	17.00	0.00

17:30 - 17:45

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	2.00	47.00
	B	13.00	0.00	42.00
	C	39.00	15.00	0.00

17:45 - 18:00

Demand (Veh/TS)

		To		
		A	B	C
From	A	0.00	3.00	57.00
	B	4.00	0.00	31.00
	C	44.00	12.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.57	14.65	1.3	?	B
B-A	0.36	16.02	0.5	~1	C
C-AB	0.13	5.67	0.2	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79.00	137.95	0.573	77.71	1.3	14.649	B
B-A	31.00	86.13	0.360	30.45	0.5	16.016	C
C-AB	18.23	181.43	0.100	18.06	0.2	5.538	A
C-A	46.79			46.79			
A-B	2.00			2.00			
A-C	72.72			72.72			

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.00	156.35	0.269	42.92	0.4	7.997	A
B-A	14.00	101.75	0.138	14.39	0.2	10.344	B
C-AB	23.81	186.43	0.128	23.76	0.2	5.565	A
C-A	46.23			46.23			
A-B	4.00			4.00			
A-C	51.51			51.51			

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42.00	158.78	0.265	42.01	0.4	7.709	A
B-A	13.00	105.23	0.124	13.02	0.1	9.764	A
C-AB	19.33	179.03	0.108	19.37	0.2	5.669	A
C-A	35.45			35.45			
A-B	2.00			2.00			
A-C	47.47			47.47			

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31.00	160.90	0.193	31.12	0.2	6.940	A
B-A	4.00	102.38	0.039	4.10	0.0	9.168	A
C-AB	16.03	179.86	0.089	16.06	0.1	5.524	A
C-A	40.85			40.85			
A-B	3.00			3.00			
A-C	57.57			57.57			

Queue Variation Results for each time segment

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	1.29	?	?	?	?			N/A	N/A
B-A	0.55	~1	~1	~1	~1			N/A	N/A
C-AB	0.16	~1	~1	~1	~1			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.37	~1	~1	~1	~1			N/A	N/A
B-A	0.16	~1	~1	~1	~1			N/A	N/A
C-AB	0.20	~1	~1	~1	~1			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.36	~1	~1	~1	~1			N/A	N/A
B-A	0.14	~1	~1	~1	~1			N/A	N/A
C-AB	0.16	~1	~1	~1	~1			N/A	N/A

17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.24	~1	~1	~1	~1			N/A	N/A
B-A	0.04	~1	~1	~1	~1			N/A	N/A
C-AB	0.14	~1	~1	~1	~1			N/A	N/A

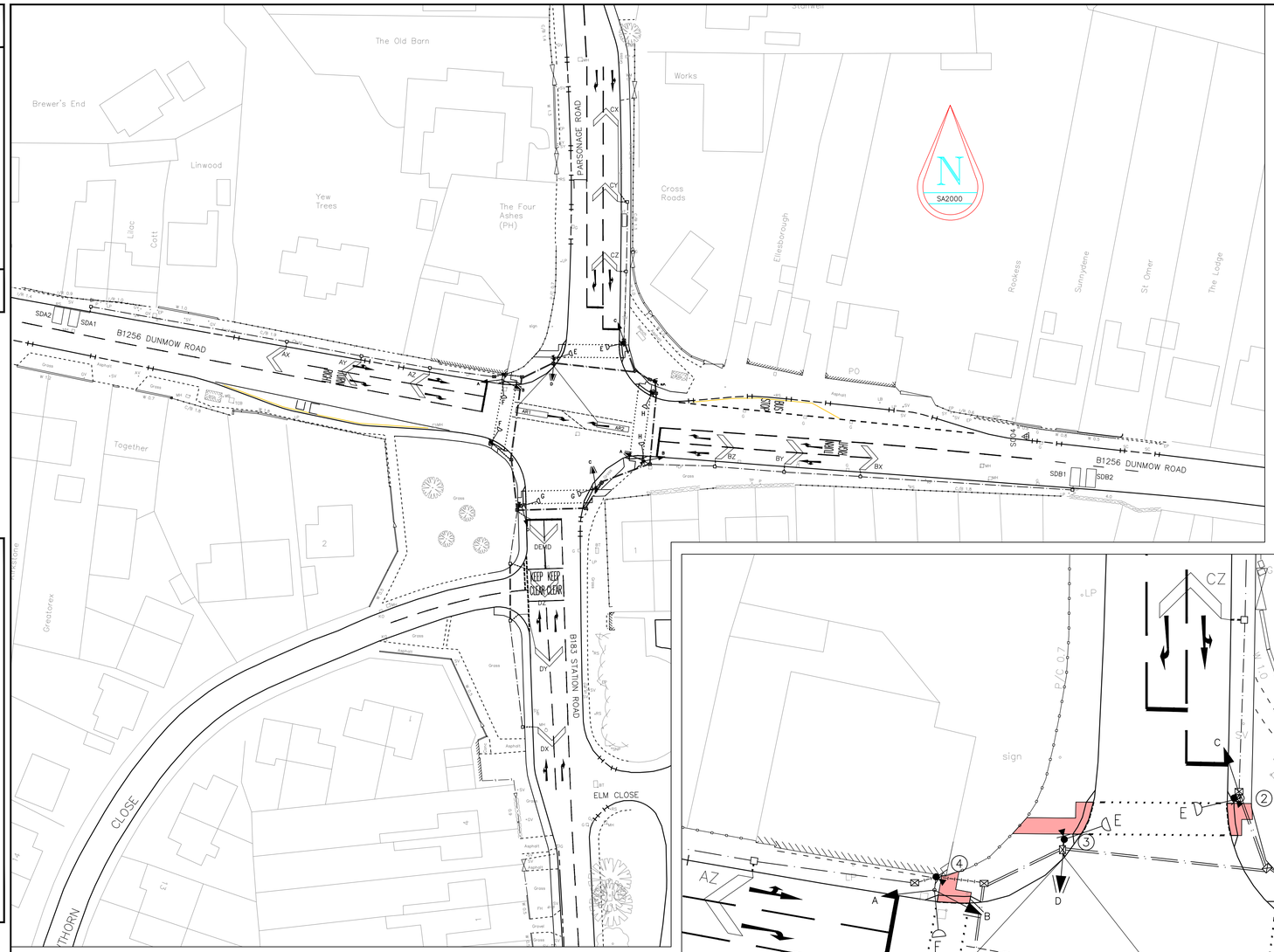
Appendix F

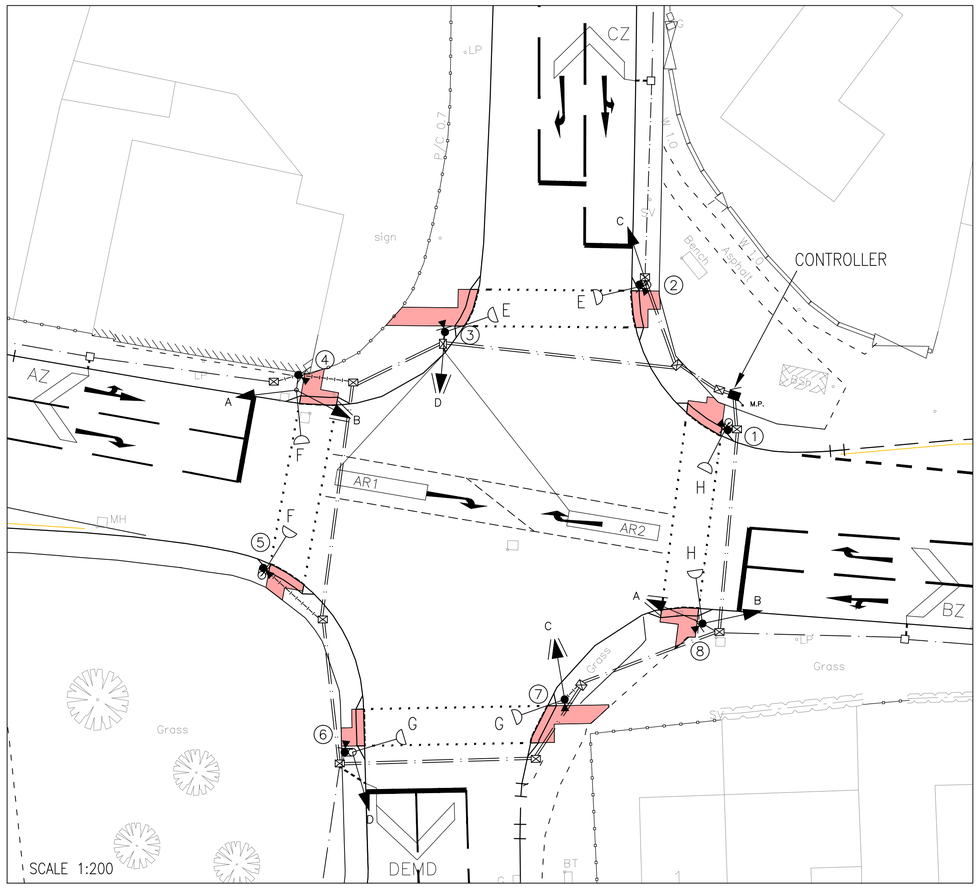
Signal Specification

Rev A | Status D | Drawing Number 5059185/TC/1J03/1001

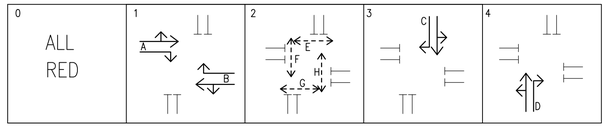
DO NOT SCALE

A1 0 10 100





PHASING AND STAGING DIAGRAM



DETECTOR FUNCTIONS

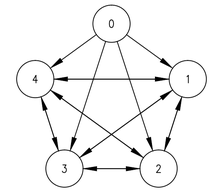
DETECTOR NUMBER	DETECTOR LABEL	DISTANCE FROM STOP LINE (M)	PHASE(S) DEMANDED	PHASE(S) EXTENDED
01	AX	39	A	A
02	AYZ	25,12	A	A
03	BX	39	B	B
04	BYZ	25,12	B	B
05	CX	39	C	C
06	CYZ	25,12	C	C
07	DX	39	D	D
08	DYZ	25,12	D	D
09	DEMD	1	D	–
10	SDA1/2	79	–	A
11	SDB1/2	79	–	B
12	PEDE	–	E	–
13	PEDF	–	F	–
14	PEDG	–	G	–
15	PEDH	–	H	–
16	AR1	–	–	–
17	AR2	–	–	–

DETECTORS AR3 & AR4 ARE NO LONGER USED

PHASE TIMINGS

PHASE	MINIMUM GREEN	VEHICLE GRN EXT	SPEED EXTENSION	BLACKOUT
A	7	1.6	3.0	–
B	7	1.6	3.0	–
C	7	1.6	–	–
D	7	1.6	–	–
E	6	–	–	8
F	6	–	–	8
G	6	–	–	8
H	6	–	–	8

PERMITTED STAGE CHANGES UNDER ALL MODES



ALL STAGES TO ALL RED PERMITTED UNDER MANUAL CONTROL.

PHASE INTERGREENS

FROM \ TO	A	B	C	D	E	F	G	H
A		–	6	5	8	5	9	8
B	–		6	6	9	8	8	5
C	5	6		7	6	10	8	7
D	6	6	6		8	8	5	9
E	12	12	12	12		–	–	–
F	12	12	12	12	–		–	–
G	12	12	12	12	–	–		–
H	13	13	13	13	–	–	–	

PHASES A AND B ARE SUBJECT TO A 3 SECOND EXTENDED GREEN AND A 2 SECOND EXTENDED INTERGREEN DUE TO SPEED DISCRIMINATION.

INTERGREENS FROM STAGE 1 TO STAGES 2, 3 & 4 TO BE EXTENDED BY 2 SECOND EXTENSIONS UP TO A MAXIMUM OF 6 SECONDS BY ALL RED LOOPS AR1 & AR2.

KEY

- PRIMARY 3 ASPECT SIGNAL HEAD
- SECONDARY 3 ASPECT SIGNAL HEAD
- PEDESTRIAN 2 ASPECT SIGNAL HEAD
- CRANKED POLE
- EXTENSION BRACKET
- PEDESTRIAN PUSH BUTTON (MOUNTED 30" FROM LINE OF KERB FACE)
- DROP KERB
- SIGNAL CONTROLLER
- VEHICLE DETECTOR LOOPS
- 600 X 450 CHAMBER
- 450 X 450 JOINT BOX
- PEDESTRIAN STUDS
- 50mm CABLE DUCT
- 100mm FLEXIBLE CABLE DUCT
- 100mm CABLE DUCT
- M.P. ELECTRICITY SUPPLY MINI PILLAR
- RED TACTILE PAVING (EXTENT ONLY SHOWN ON 1:500)

Essex County Council
Highways and Transportation Department
Network Policy

SIGNAL APPROVAL

Approval No.		
	Signature	Date
Checked Design and Layout		
SA2000 Approved		
ECC Approved		

NOTES:

STOP LINES TO BE LOCATED 2.6M FROM THE CENTRE LINE OF THE PRIMARY SIGNAL POLE.

PEDESTRIAN STUDS TO BE LOCATED 3.0M FROM STOP LINES.

AUDIBLES TO BE FITTED TO ALL PUSHBUTTON UNITS.

X,Y & Z VEHICLE DETECTOR LOOPS TO BE LOCATED 39M, 25M & 12M FROM STOP LINE RESPECTIVELY.

STREET LIGHTING TO BS 5489 PART 2 AND PART 4, 30 LUX OVER CROSSING CARPET

RED LAMP MONITORING IS INSTALLED AT THIS SITE DUE TO THE PROVISION OF AUDIBLES.

THE ACCURACY OF THIS DRAWING CANNOT BE GUARANTEED FOR SETTING OUT OF CIVILS WORKS. ALL TIMINGS STATED ON THIS DRAWING ARE MINIMUMS.

'SIGNAL PRIORITIES CHANGED' SIGNS TO BE ERECTED AS APPROPRIATE FOR A PERIOD NOT EXCEEDING 3 MONTHS. FOR DETAIL DESIGN DRAWING SEE AI/TE/SYS/2691/002

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
NONE
MAINTENANCE/CLEANING
NONE
USE
NONE
DECOMMISSIONING/DEMOLITION
NONE

	INITIALS	DATE
INTGRN CALC	MH	25/2/08
INTGRN CHECK	AF	26/2/08
SURVEYED	ATKINS	1998
DRAWN	JP	25/2/08

D	A	FOR ISSUE	SEE TITLE BLOCK
Stat	Rev	Purpose of Issue	Date Auth

A	ORIGINAL ISSUE	SEE TITLE BLOCK
Rev	Description	By Date Chk'd Auth

SA2000
THREADNEEDLE HOUSE
9–10 MARKET ROAD
CHELMSFORD
CM1 1XA
www.atkinsglobal.com

Client
Essex County Council
Highways & Transportation Group
TONY CIABURRO
DIRECTOR FOR DEVELOPMENT, HIGHWAYS & TRANSPORTATION
HIGHWAYS AND TRANSPORTATION
COUNTY HALL, CHELMSFORD. CM1 1QH
Telephone 01245 492211

Title
TRAFFIC SIGNAL APPROVAL

Project
01J03
B1256 DUNMOW RD/B183 STATION RD/
PARSONAGE RD, TAKELEY

Sheet Size	Original Scale	Designed/Drawn	Checked	Authorised
A1	1:500	MH Date 11/3/08	AM Date 11/3/08	SMR Date 11/3/08

Status	Drawing Number	Rev
D	5059185/TC/1J03/1001	A

File: 01J03-5059185-1001A.dwg Date: Jun 24, 2014 – 7:51am Plotted by:

N:\6 Network Safety\ITS\ITS Manage and Maintain\ITS Asset Management\Site Files\D01–Uttlesford\01J03\Drawings\01J03–5059185–1001A.dwg

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Administration

General Specifications

Customer Name	Essex Highways	Customer Order No.	
Intersection/ General Description	B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)	Controller/ Serial Number	
		S.T.S. /EM Number	65260 Issue 4
Controller	○ New ◉ Modification	Equipment Installation by	Telent
Area Specifications/ Customer Drawings		Slot Cutting by	N/A
Specification Section		Civil Works by	N/A
Contract/Tender Ref:		Customer's Engineer	[redacted]
Quotation No.		Telephone Number	[redacted]
Works Order No.			

Signal Company Use Only

Signal Engineer [redacted] (TCT)

(IF PROM Label as >) PROM Number 16273 PROM Variant 260

Configuration Check Value D4 1D FA 5E

Controller Options

Hardware T800 Firmware Type and Issue PB800 ISS 31 Other Options KTD LO

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack Kit Type Options ○ ○ ○ ○

Cabinet/Rack Variant Cuckoo Options ☐

Mains Supply	240	Volts	50	Hz	Dimming	None	Answer Issue 0
Peak Lamp Current	6	Amps			Low Inrush Transformer	☐	Edit Issue 19
Average Lamp Power	1280	Watts					
Total Average Power	1380	Watts					Date Created 14/02/08

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams

- (●) Current Number of Streams: 1

Phases

- ( ) Current Total Number of Phases: 8
- (●) Number of Real Phases: 8
- ( ) Number of Dummy Phases: 0

Stages

- ( ) Current Number of stages (inc. ALL-RED stages): 5

Switched Signs

- ( ) Number of Switched Signs: 0

Action

Add At | Delete At

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC
- [x] Serial/Internal UTMC OTU
- [ ] Free-standing OTU
- [ ] Integral TC12 OTU
- [ ] Serial MOVA

- [x] Master Time Clock
- [ ] Holiday Clock
- [x] FT To Current MAX
- [ ] Linked Fixed Time

- [x] Lamp Monitoring
- [x] RED Lamp Monitoring
- [ ] Pelican/Puffin/Toucan
- [ ] Standalone Manual

- [x] Extend All Red
- [x] Speed Measurement
- [ ] Ripple Change
- [ ] London IMU
- [ ]

- [ ] Non-UK
- [ ] Fail to Part Time
- [ ] Fail To Hardware Flashing
- [ ]
- [ ] Download To Level 3

12 Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
[ ] Part Time	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Emergency Vehicles	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Hurry Call	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ]	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Priority Vehicle	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] Manual Control	◉	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Manual Step On	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] Selected FT or VA or CLF	○	◉	○	○	○	○	○	○	○	○	○	○	○
[x] UTC	○	○	◉	○	○	○	○	○	○	○	○	○	○
[ ]	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] CLF (Non-Base Time)	○	○	○	◉	○	○	○	○	○	○	○	○	○
[ ] CLF (Base Time)	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] Vehicle Actuated	○	○	○	○	◉	○	○	○	○	○	○	○	○
[x] Fixed Time	○	○	○	○	○	○	○	○	○	○	○	○	◉

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standard.8DF

Default PROM data file

Correspondence Monitoring to inc.

- [x] Reds
- [ ] Switched Signs
- [x] Ambers
- [ ]

Flash Rate (ms)

400 Off 400 On

Works Order :
EM Number : 65260
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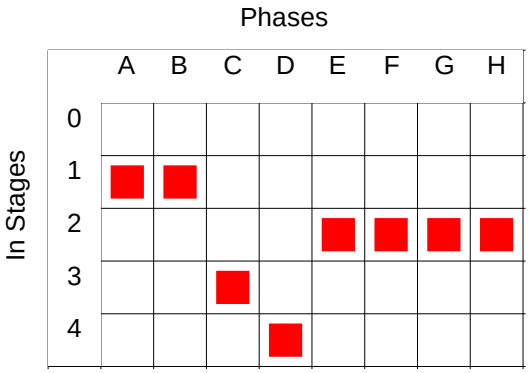
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Phases in Stages



Works Order :
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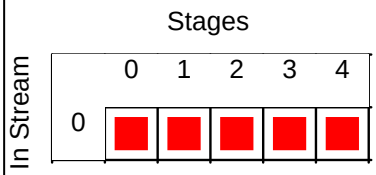
Stages in Streams

Stages in Streams

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions	1							
Startup Stage	1							
Switch Off Stage								
Standalone Pedestrian	☐	☐	☐	☐	☐	☐	☐	☐

Note: For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.



Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Phase Type and Conditions

Phase Type and Conditions

(●) Phases A to P ( )

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	B1256 Dunmow Road (E/B)	0 - UK Traffic	0	0 - E	
B	B1256 Dunmow Road (W/B)	0 - UK Traffic	0	0 - E	
C	Parsonage Road	0 - UK Traffic	0	0 - E	
D	B183 Station Road	0 - UK Traffic	0	0 - E	
E	Peds X Parsonage Road	1 - UK Far Side Pedestrian	0	0 - E	
F	Peds X Dunmow Road (West)	1 - UK Far Side Pedestrian	0	0 - E	
G	Peds X Station Road	1 - UK Far Side Pedestrian	0	0 - E	
H	Peds X Dunmow Road (East)	1 - UK Far Side Pedestrian	0	0 - E	

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900 ELV and ST950 ELV Controllers. For other controllers, physical switches or links (etc.), select which aspects flash; these need to be set up manually.

Works Order :
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Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○ Initialise

To Phase

From Phase	A	B	C	D	E	F	G	H
A		o	Co	Co	Co	Co	Co	Co
B	o		Co	Co	Co	Co	Co	Co
C	Co	Co		Co	Co	Co	Co	Co
D	Co	Co	Co		Co	Co	Co	Co
E	Co	Co	Co	Co		o	o	o
F	Co	Co	Co	Co	o		o	o
G	Co	Co	Co	Co	o	o		o
H	Co	Co	Co	Co	o	o	o	

Works Order :
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Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

(●) Phases A to P ( )

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	1.6	35	35	30	35	0	0	0	0	☐
B	7	0	1.6	35	35	30	35	0	0	0	0	☐
C	7	0	1.6	22	22	25	25	0	0	0	0	☐
D	7	0	1.6	22	22	28	28	0	0	0	0	☐
E	6	8	0.0	0	0	0	0	0	0	0	0	☐
F	6	8	0.0	0	0	0	0	0	0	0	0	☐
G	6	8	0.0	0	0	0	0	0	0	0	0	☐
H	6	8	0.0	0	0	0	0	0	0	0	0	☐

Note: For Standalone Streams see Help for use of Max Sets.

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

Note: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below.

To Phase

From Phase	A	B	C	D	E	F	G	H
A			6	5	8	5	9	8
B			6	6	9	8	8	5
C	6	6		7	6	10	8	7
D	6	6	6		8	8	5	9
E	12	12	12	12				
F	12	12	12	12				
G	12	12	12	12				
H	13	13	13	13				

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Intergreen Handset Limits

HIGH 20

Copy Intergreen Values

To Phase

From Phase	A	B	C	D	E	F	G	H
A			6	5	8	5	9	8
B			6	6	9	8	8	5
C	5	6		7	6	10	8	7
D	6	6	6		8	8	5	9
E	12	12	12	12				
F	12	12	12	12				
G	12	12	12	12				
H	13	13	13	13				

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Min. Green Max.	Phase	Min. Green Min.	Min. Green Max.
A	7	12	Q		
B	7	12	R		
C	7	12	S		
D	7	12	T		
E	6	12	U		
F	6	12	V		
G	6	12	W		
H	6	12	X		
I			Y		
J			Z		
K			A2		
L			B2		
M			C2		
N			D2		
O			E2		
P			F2		

Max. Green Min. 0 Max. 255

Vehicle Extension Min. 0.0 Max. 10.0

Phase Delay Min. 0 Max. 10

Starting I/G Min. 4 Max. 12

Min Pedestrian Clearance (PBT) Min. 8 Max. 15

Traffic Phase Leaving Min. 3.0 Max. 3.0

Traffic Phase Red/Amber Min. 2 Max. 2

Works Order :
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VA Demand and Extend Definitions

VA Demand and Extend Definitions

Phases A to P ○

Demands

For Unlatched demands precede the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
A	AX	AYZ		
B	BX	BYZ		
C	DEMC	MVDC		
D	DX	#DEMD		
E	PEDE			
F	PEDF			
G	PEDG			
H	PEDH			

Extensions

AX	AYZ		
BX	BYZ		
DEMC	MVDC		
DX	DYZ		

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D	E	F	G	H								
☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D	E	F	G	H								
☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Max Timers

A	B	C	D	E	F	G	H								
☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A	B	C	D												

Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	1	2	3	4													
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

0	1	2	3	4													
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Maximum Timers

0	1	2	3	4													
☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
0	0	0	0	0											

16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Exceptional Stages

☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : 65260
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Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Phase Delays

Phase Delays

(●) Phase Delays 0-29 ( ) Phase Delays 30-59 ( ) Phase Delays 60-89 ( ) Phase Delays 90-119

No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds	No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds
0	A	1	4	1	15				0
1				0	16				0
2				0	17				0
3				0	18				0
4				0	19				0
5				0	20				0
6				0	21				0
7				0	22				0
8				0	23				0
9				0	24				0
10				0	25				0
11				0	26				0
12				0	27				0
13				0	28				0
14				0	29				0

Works Order :
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Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage								
Time								
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

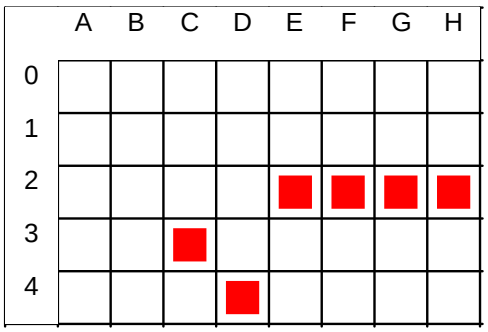
CLF - Demand Dependent Moves

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered. The data specified on this screen will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages



Works Order :
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UTC General Data

UTC General Data

Type of UTC

(●) 106 ( ) 316

Integral OTU Address

2 Number of Control Words

2 Number of Reply Words

[ ] Controller to respond to TC bit.

[ ] Introduction of UTC to be disabled by Priority and LRT M

[ ] Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day	Time
Time Only	12:00:00

Clock Confirm Time (UTC RT output)

Day	Time
Saturday	00:00:00

Works Order :
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Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Word 1	F1	#F2	#F3	#F4	DX1	D2	D3	D4
Word 2					TS			
Word 3								
Word 4								

Reply Words

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Word 1	G1	G2	G3	G4	DF	SD2	SD3	SD4
Word 2	LF1	LF2	RR	CF	CCR	CC		DO
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

Works Order :
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Engineer : [redacted] (TCT)
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UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

(●) Phases A to P ( )

Demands

For Unlatched demands, preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
A	DX1			
B	DX1			
C	DX1	D3		
D	DX1	D4		
E	DX1	D2		
F	DX1	D2		
G	DX1	D2		
H	DX1	D2		

Extensions

DX1			
DX1			
DX1	D3		
DX1	D4		

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	#F2	G2	SD2	18			
3	#F3	G3	SD3	19			
4	#F4	G4	SD4	20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☑ RR ☐

Manual Mode Selected:
☐ G1/G2 ☑ RR ☐

No Lamp Power, or Lamps Off due to RLM or Part Time:
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☑ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

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UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered. The data specified on this screen will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages	A	B	C	D	E	F	G	H
0								
1								
2					■	■	■	■
3			■					
4				■				

Works Order :
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Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

MTC - Time Switch Parameters

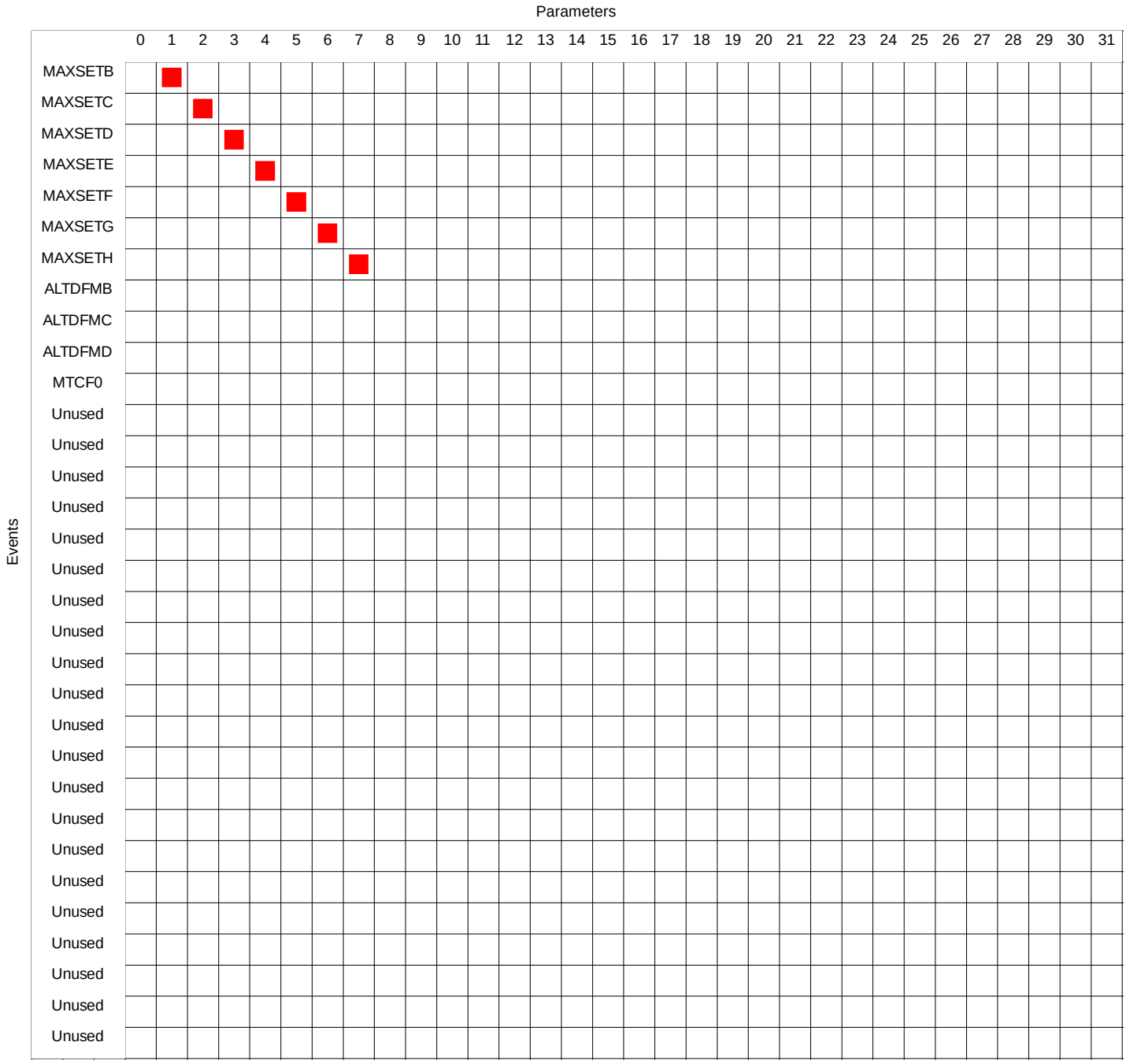
MTC - Time Switch Parameters

	Type	Event
0	Alternate Max	MAXSETB
1	Alternate Max	MAXSETC
2	Alternate Max	MAXSETD
3	Alternate Max	MAXSETE
4	Alternate Max	MAXSETF
5	Alternate Max	MAXSETG
6	Alternate Max	MAXSETH
7	Alternate DFM	ALTDFMB
8	Alternate DFM	ALTDFMC
9	Alternate DFM	ALTDFMD
10	Conditioning	MTCF0
11	No Action	
12	No Action	
13	No Action	
14	No Action	
15	No Action	

	Type	Event
16	No Action	
17	No Action	
18	No Action	
19	No Action	
20	No Action	
21	No Action	
22	No Action	
23	No Action	
24	No Action	
25	No Action	
26	No Action	
27	No Action	
28	No Action	
29	No Action	
30	No Action	
31	No Action	

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

MTC - Time Switch Parameters Array



Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	☐	☐	☐	☐	☐	☑	☐
1	☐	☐	☐	☐	☐	☐	☑
2	☑	☐	☐	☐	☐	☐	☐
3	☐	☑	☐	☐	☐	☐	☐
4	☐	☐	☑	☐	☐	☐	☐
5	☐	☐	☐	☑	☐	☐	☐
6	☐	☐	☐	☐	☑	☐	☐
7	☑	☑	☑	☑	☑	☑	☑
8	☑	☑	☑	☑	☑	☑	☐
9	☑	☑	☑	☑	☑	☐	☐
10	☐	☐	☐	☐	☐	☐	☐
11	☐	☐	☐	☐	☐	☐	☐
12	☐	☐	☐	☐	☐	☐	☐
13	☐	☐	☐	☐	☐	☐	☐
14	☐	☐	☐	☐	☐	☐	☐
15	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

MTC - Timetable

MTC - Timetable

View Timetable Settings

(•) 0 - 15 ( ) 16 - 31 ( ) 32 - 47 ( ) 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/ Parameter
0	9	07:15:00	Introduce Maxset B	2	1
1	9	09:30:00	Introduce Maxset A	2	0
2	9	16:00:00	Introduce Maxset C	2	2
3	9	18:30:00	Introduce Maxset A	2	0
4	0	09:00:00	Introduce Maxset D	2	3
5	0	18:00:00	Introduce Maxset A	2	0
6	1	09:00:00	Introduce Maxset D	2	3
7	1	18:00:00	Introduce Maxset A	2	0
8	7	07:00:00	Enable Audibles	3	10
9	7	22:00:00	Disable Audibles	4	10
10	0			0	0
11	0			0	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

- (●) 200-240
- ( )
- ( ) 50-0-50, 100-120
- ( ) 230 CLS

Red Lamp Monitoring

Max Red Bulb Wattage: 50

First Red Lamp Fault Speed: 0

- [ ] RLF2 Cancels RLM additional Intergreens
- [x] RLF2 Only Cleared by RFL = 1
- [ ] RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum	Maximum
2	10

Streams with Phase BlackOut on RLF2

- [ ] 0
- [ ]
- [ ]
- [ ]
- [ ]
- [ ]
- [ ]
- [ ]

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

LMU - Sensors

LMU - Sensors

Onboard Sensors

Sensor\ Phase	Sensor Type	Bulb Watts	Sensor\ Phase	Sensor Type	Bulb Watts
1\A	As Seq.	40	17\Q		
2\B	As Seq.	40	18\R		
3\C	As Seq.	40	19\S		
4\D	As Seq.	40	20\T		
5\E	As Seq.	40	21\U		
6\F	As Seq.	40	22\V		
7\G	As Seq.	40	23\W		
8\H	As Seq.	40	24\X		
9\I			25\Y		
10\J			26\Z		
11\K			27\A2		
12\L			28\B2		
13\M			29\C2		
14\N			30\D2		
15\O			31\E2		
16\P			32\F2		

External Sensors

Sensor\ Pin	Drive	Sensor Type	Bulb Watts
33\b14		Regulatory Sign	7
34\z16		Regulatory Sign	7
35\z14		Regulatory Sign	7
36\z12		Regulatory Sign	7
37\b14			
38\z16			
39\z14			
40\z12			
41\b14			
42\z16			
43\z14			
44\z12			
45\b14			
46\z16			
47\z14			
48\z12			

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

LMU Sensor Load Types

LMU Sensor Load Types

Page 1 of 1

Sensor	Phase	Sensor Type	LED R+W	Load Type	LLF Profile
1	A	As Seq.	Auto		
2	B	As Seq.	Auto		
3	C	As Seq.	Auto		
4	D	As Seq.	Auto		
5	E	As Seq.	Auto		
6	F	As Seq.	Auto		
7	G	As Seq.	Auto		
8	H	As Seq.	Auto		
33	N/A	Regulatory Sign	Auto		
34	N/A	Regulatory Sign	Auto		
35	N/A	Regulatory Sign	Auto		
36	N/A	Regulatory Sign	Auto		

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

RLM Additional Intergreens

Phases Delayed

Phases with RLF1	A	B	C	D	E	F	G	H
A						3		
B								3
C					2			1
D							3	
E								
F								
G								
H								

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

RLM Phase Inhibits

Phases Inhibited/Blacked-Out

Phases with RLF2

	A	B	C	D	E	F	G	H
A					■	■	■	■
B					■	■	■	■
C					■	■	■	■
D					■	■	■	■
E								
F								
G								
H								

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream 0	1	2	3	4	5	6	7
0	All Red	0							
1	B1256 Dunmow Road (E/B) + (W/B)	1							
2	Peds Al Round	2							
3	PArsonage Road	3							
4	B183 Station Road	4							
5									
6									
7									

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher Priority)
Conditioned	☑	☐	☐	☐	☑

Manual Mode Enable

- ◉ Always
- ○ When Handset Plugged in (Note 1)
- ○ When 'MND' Command Entered

NOTE:
For this to operate Special Conditioning is required.

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim Override	◉	○	○	○
RR	◉	○	○	○

Manual Signals On

- ○ Immediate Signals On
- ◉ As Start-Up

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Extend All Red - General

Extend All Red - General

Auto Extend to Max

Part Time	☐
Emergency Vehicle	☐
Hurry Call	☐
LRT	☐
Priority	☐
Manual	☐
Manual Step On	☐
UTC	☐
MOVA	☐
CLF	☐
VA*	☐
Fixed Time	☐

* Selecting Extend to Max on VA mode will also cause Extend to Max on CLF, UTC and Priority modes.

All Red Timings

Stream	0	1	2	3	4	5	6	7
Extension Time	2.0							
Max Time	6							

Detectors Associated with All Red Extension Units

Unit	Associated Detectors							
1	AR1	AR2						
2								
3								
4								
5								
6								
7								

The association between detectors and extension units must be performed in special conditioning.

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Extend All Red - Stage To Stage Moves

To Stage

From Stage	0	1	2	3	4
0					
1			1	1	1
2					
3					
4					

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Extend All Red - Independent Intergreens

Phase Not Affected by Hold

Phase Terminating

	A	B	C	D	E	F	G	H
A	■							
B		■						
C			■					
D				■				
E					■			
F						■		
G							■	
H								■

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Speed Discrimination / Speed Assessment Equipment

Speed Discrimination / Speed Assessment Equipment

(•) SDE/SA Card
( ) Internal SDE/SA

Equipment Type
(•) SDE ( ) SA

Loop Spacing
( ) 3.05m (•) 3.66m

Note:
3.05m is Non-Standard

Number of Assessors: 2

Assessor Number	Assessor Input Name	Assessor Type *	Associated Phase
0	ASD1	1	A
1	BSD1	1	B
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

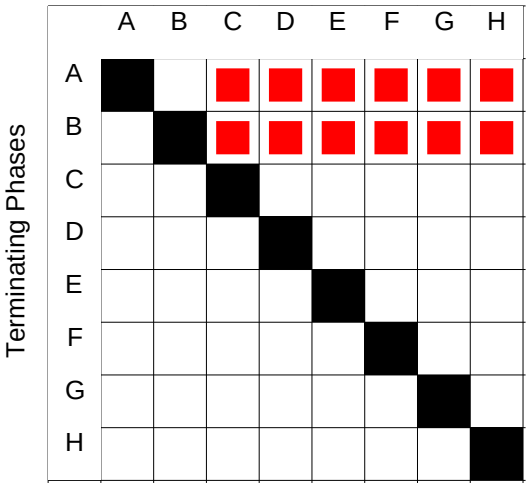
* Assessor Types:
1 = Double SDE
2 = Triple SDE Inner
3 = Triple SDE Outer
4 = Speed Assessment

Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN	Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN
A	2	☐	Q		☐
B	2	☐	R		☐
C		☐	S		☐
D		☐	T		☐
E		☐	U		☐
F		☐	V		☐
G		☐	W		☐
H		☐	X		☐
I		☐	Y		☐
J		☐	Z		☐
K		☐	A2		☐
L		☐	B2		☐
M		☐	C2		☐
N		☐	D2		☐
O		☐	E2		☐
P		☐	F2		☐

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

SDE - Gaining Phase Delays Affected

Gaining Phase Delays to be Increased



Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Special Conditioning

```
; DEMD DELAYED CALL
; =================

CCTO0=+LCPHD   ; DEMD active after call delay inserts a latched demand for phase D.


; UTC REPLIES
; ===========

NOT(FLF55)=LF1      ; Any lamp failure replies LF1.
NOT(LMP2RED0)=LF2   ; 2nd red lamp failure replies LF2.
NOT(FLFCOM)=CF      ; Any fault log entry except for DFM or lamp faults replies CF.
DOORSW=DO           ; Door open replies DO.

; RTC SYNC CONFIRM SIGNAL
; ~~~~~~~~~~~~~~~~~~~~~~
; Sync time is 12:00:00
; Sync reply durations are as follows:

; Monday    = 3 secs
; Tuesday   = 6 secs
; Wednesday = 9 secs
; Thursday  = 12 secs
; Friday    = 15 secs
; Saturday  = 18 secs
; Sunday    = 21 secs

IFT 1SCRT254.NOT(CC) THN      ; CC reply sets flag.
   TRUE=1SCRT255
END

1SCRT254.NOT(1SCRT255)=CCR    ; Flag replies day of week, but not in start-up mode.

NOT(MODE0 EQL<8>)=+1SCRT254   ; Set flag to ensure CCR is not replied in start-up mode.

; RESET TS FLAG
; ~~~~~~~~~~~~

NOT((RTCDYS EQL<2>).(RTCSEC GRT<2>))=.1SCRT255   ; Reset flag on Monday.
NOT((RTCDYS EQL<3>).(RTCSEC GRT<5>))=.1SCRT255   ; Reset flag on Tuesday.
NOT((RTCDYS EQL<4>).(RTCSEC GRT<8>))=.1SCRT255   ; Reset flag on Wednesday.
NOT((RTCDYS EQL<5>).(RTCSEC GRT<11>))=.1SCRT255  ; Reset flag on Thursday.
NOT((RTCDYS EQL<6>).(RTCSEC GRT<14>))=.1SCRT255  ; Reset flag on Friday.
NOT((RTCDYS EQL<0>).(RTCSEC GRT<17>))=.1SCRT255  ; Reset flag on Saturday.
NOT((RTCDYS EQL<1>).(RTCSEC GRT<20>))=.1SCRT255  ; Reset flag on Sunday.


; AUDIBLE INTERLOCK OUTPUTS
;  ========================

IFT NOT(PHASEE.PHASEF.PHASEG.PHASEH) THN   ; When phases E/F/G/H are not green
   IFT MTCF0 THN
      TRUE=+SCRT0                          ; set audibles enabled flag if MTCF0 is true
   ELS
      FALSE=.SCRT0                         ; else clear flag.
   END
END

PRSLMPGE.PRSLMPGF.PRSLMPGG.PRSLMPGH.SCRT0:::=PAUDE   ; Set AUDIO outputs if phases E/F/G/H all green with
                                             *=PAUDF   ; lamps on and audibles enabled flag true.
                                             *=PAUDG
```

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Special Conditioning

```
                                        *=PAUDH


; ALL RED EXTENSIONS
; ==================

(AR1+AR2)=IGEO1     ; AR1 and AR2 drive unit 1.
(AR1'+AR2')=IGEC1


; MANUAL PANEL
; ============

(MODE0 EQL<6>)=MIL17   ; UTC mode active lights the HP led.
HLDON0=MIL22           ; All red extensions active lights the AUX1 led.
```

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Fault Log Flags

Fault Log Flags

Fault No	Cond Flag	Act Flag
0	☑	☐
1	☑	☐
2	☑	☐
3	☑	☐
4	☑	☐
5	☑	☐
6	☑	☐
7	☑	☐
8	☑	☐
9	☑	☐
10	☑	☐
11	☑	☐
12	☐	☐
13	☑	☐
14	☑	☐
15	☑	☐

Fault No	Cond Flag	Act Flag
16	☑	☐
17	☑	☐
18	☐	☐
19	☑	☐
20	☑	☐
21	☑	☐
22	☐	☐
23	☑	☐
24	☑	☐
25	☑	☐
26	☑	☐
27	☑	☐
28	☑	☐
29	☑	☐
30	☑	☐
31	☑	☐

Fault No	Cond Flag	Act Flag
32	☑	☐
33	☑	☐
34	☑	☐
35	☑	☐
36	☑	☐
37	☑	☐
38	☑	☐
39	☑	☐
40	☑	☐
41	☑	☐
42	☑	☐
43	☑	☐
44	☑	☐
45	☑	☐
46	☑	☐
47	☑	☐

Fault No	Cond Flag	Act Flag
48	☑	☐
49	☑	☐
50	☑	☐
51	☑	☐
52	☑	☐
53	☑	☐
54	☑	☐
55	☐	☐
56	☑	☐
57	☑	☐
58	☑	☐
59	☑	☐
60	☑	☐
61	☑	☐
62	☑	☐
63	☑	☐

Note:

Cond Flag -
If a fault occurs which sets a fault log flag that has been checked for this Cond flag option then a flag will be set that can be read in Conditioning.

Act Flag -
If a fault occurs which sets a fault log flag that has been checked for this Act flag option then firstly the lamps

will be switched OFF and secondly a flag will be set that can be read in conditioning, to allow any further actions required to be performed by conditioning.

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Special Instructions

65260

Board	Position	Skt	Port	Type I or O	Line	Cable	Block
CPU	A	X3I	0	I	00 - 07	101	1TBG
CPU	A	X3I	1	I	08 - 15		1TBH
CPU	A	X3O	11	O	88 - 91	105	1TBX
IO1	B	B	2	I	16 - 23	103	1TBJ
IO1	B	E	4	O	32 - 39		1TBK
IO1	B	C	3	I	24 - 31	103	1TBL
IO1	B	D	5	O	40 - 47		1TBM
SDE	F	B	6	I	48 - 55	104	1TBN
SDE	F	B	7	I	56 - 63		1TBP
SDE	F	C	8	I	64 - 71	104	1TBR
SDE	F	C	9	I	72 - 79		1TBS

The socket X3 on the CPU pcb is the double stacked one
X3I = Inner (nearest the board)
X3O = Outer

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/27000/003	Cabinet 8 Phase wired 8 Phase	1		
3	667/1/27000/002	Cabinet 24 Phase wired 32 Phase			
4	667/1/27001/001	Rack 8 Phase wired 16 Phase			
5	667/1/27001/002	Rack 24 Phase wired 32 Phase			
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23	667/1/27072/001	Cableform 8 Phase (long)			
24	667/1/27002/000	Lamp Switch Kit 8 Phase			
25	667/1/27003/000	I/O Kit	1		
26	667/1/27005/000	SDE Facility Kit	1		
27	667/1/27004/000	Integral OTU Kit			
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39	667/1/16273/260	Configuration Eprom (Issue 4. 0)	1		
40					

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/27056/001	Manual Panel Assy (Intersection Cont)			
43	667/1/27056/010	Manual Panel Assy (Sigs on/off)			
44	667/1/27056/000	Manual Panel Blanking Kit			
45					
46					Note 2:
47					Ancillary Processor PLD
48					Variants
49					101 OTU & LMU
50					102 OTU Only
51					103 LMU Only
52	667/7/25171/000	Current Transformer			104 OTU & LMU + Up/Download
53					105 OUT Only + Up/DownLoad
54					NB Controller Has built in LMU
55	667/1/27002/002	Lamp Switch Kit 8 Phase CLS			So LMU on Ancillary Processor
56	667/1/27002/102	Lamp Switch Kit 8 Phase Export CLS			Not required included for info
57					only.
58	667/1/27000/800	CLS Mod Kit (firmware only)			
59					
60					Note 3:
61	667/1/27000/101	Cabinet Export 8 Phase wired 16 Phase			Fit Current Transformer
62	667/1/27000/102	Cabinet Export 24 Phase wired 32 Phase			starting from position
63	667/1/27001/101	Rack Export 8 Phase wired 16 Phase			TLB/z/16 on the first phase
64	667/1/27001/102	Rack Export 24 Phase wired 32 Phase			driver PCB. if more than 3
65	667/1/27002/100	Export Lamp Switch Kit			sensors are called up fit the
66	667/1/27084/001	Dimming Assembly (1.5KVA)(Fit Std UK)			4th sensor to the second
67	667/1/27084/002	Dimming Assembly (2.0KVA)			Phases driver PCB, and so on
68	667/1/27084/003	Dimming Assembly (3.0KVA)			until all sensors have been
69	667/1/27130/000	30A Controller Kit			used up.
70					TLB/b/14 - 1st sensor terminal
71	667/1/27001/310	ST800 SE Export Rack up to 8 Phase			TLB/z/16 - 2nd sensor terminal
72	667/1/27223/003	ST800 SE 8 Phase Driver No LMU			TLB/z/14 - 3rd sensor terminal
73	667/1/27223/403	ST800 SE 4 Phase Driver No LMU			TLB/z/12 - 4th sensor terminal
74					2nd Phases driver PCB
75					TLB/b/14 - 5th sensor terminal
76					TLB/z/16 - 6th sensor terminal
77	667/1/27000/301	ST800 P In a Cabinet 4Ph 1 Stream PED			
78	667/1/27012/000	PED 2nd Stream Kit for ST800 P			
79	667/1/27001/300	ST800 P Rack Only 4Ph 1 Stream PED			

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	DEMD	3	0	
1		0	0	
2		0	0	
3		0	0	
4		0	0	
5		0	0	
6		0	0	
7		0	0	

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 0

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Reqd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	0	0	I	AX	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	1
○	1	1	I	AYZ	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	2
○	2	2	I	BX	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	3
○	3	3	I	BYZ	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	4
○	4	4	I	DEMC	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	5
○	5	5	I	MVDC	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	6
○	6	6	I	DX	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	7
○	7	7	I	DYZ	☑	☐	☐	☐		☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	8

Add | Delete | Move | Clear Used By

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 1

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Reqd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	8	0	I	DEMD	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☑	☐	☐	☐	1TBH	1
○	9	1	I	PEDE	☑	☐	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	2
○	10	2	I	PEDF	☑	☐	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	3
○	11	3	I	PEDG	☑	☐	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	4
○	12	4	I	PEDH	☑	☐	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	5
○	13	5	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	6
○	14	6	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	7
○	15	7	I		☐	☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	8

Add | Delete | Move | Clear Used By

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 2

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Reqd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	16	0	I	AR1	☑	☐	☐	☐	☐	☐	A	0	0.0	☐	☐	☐	☐	☐	☐	☑	☐	☐	1TBJ	1
○	17	1	I	AR2	☑	☐	☐	☐	☐	☐	A	0	0.0	☐	☐	☐	☐	☐	☐	☑	☐	☐	1TBJ	2
○	18	2	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	3
○	19	3	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	4
○	20	4	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	5
○	21	5	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	6
○	22	6	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	7
○	23	7	I		☐	☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	8

Add | Delete | Move | Clear Used By

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 4

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Reqd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	32	0	O	PAUDE	☑	☐	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	9+10
○	33	1	O	PAUDF	☑	☐	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	11+12
○	34	2	O	PAUDG	☑	☐	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	1+2
○	35	3	O	PAUDH	☑	☐	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	3+4
○	36	4	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	5+6
○	37	5	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	7+8
○	38	6	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	9+10
○	39	7	O		☐	☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	11+12

Add | Delete | Move | Clear Used By

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 6

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Reqd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	48	0	I	ASD1a	☑	☐	☐	☐	☐	☐	A	0	0.0	☐	☐	☑	☐	☐	☐	☐	☐	☐	1TBN	1
○	49	1	I	ASD1b	☑	☐	☐	☐	☐	☐	A	0	0.0	☐	☐	☑	☐	☐	☐	☐	☐	☐	1TBN	2
○	50	2	I	BSD1a	☑	☐	☐	☐	☐	☐	A	0	0.0	☐	☐	☑	☐	☐	☐	☐	☐	☐	1TBN	3
○	51	3	I	BSD1b	☑	☐	☐	☐	☐	☐	A	0	0.0	☐	☐	☑	☐	☐	☐	☐	☐	☐	1TBN	4
○	52	4	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	5
○	53	5	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	6
○	54	6	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	7
○	55	7	I		☐	☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	8

Add | Delete | Move | Clear Used By

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

Aspect Drives

Aspect Drives

(●) A-L ( ) M-X ( ) Y-F2

Phase Driver Card 1

	Used For	Term Block	Term No
A - Red	Phase	1TBA	1
A - Amber	Phase	1TBA	2
A - Green	Phase	1TBA	3
B - Red	Phase	1TBA	4
B - Amber	Phase	1TBA	5
B - Green	Phase	1TBA	6
C - Red	Phase	1TBA	7
C - Amber	Phase	1TBA	8
C - Green	Phase	1TBA	9
D - Red	Phase	1TBA	10
D - Amber	Phase	1TBA	11
D - Green	Phase	1TBA	12

Phase Driver Card 1

	Used For	Term Block	Term No
E - Red	Phase	1TBB	1
E - Amber	Phase	1TBB	2
E - Green	Phase	1TBB	3
F - Red	Phase	1TBB	4
F - Amber	Phase	1TBB	5
F - Green	Phase	1TBB	6
G - Red	Phase	1TBB	7
G - Amber	Phase	1TBB	8
G - Green	Phase	1TBB	9
H - Red	Phase	1TBB	10
H - Amber	Phase	1TBB	11
H - Green	Phase	1TBB	12

Phase Driver Card 2

	Used For	Term Block	Term No
I - Red			
I - Amber			
I - Green			
J - Red			
J - Amber			
J - Green			
K - Red			
K - Amber			
K - Green			
L - Red			
L - Amber			
L - Green			

Works Order :
EM Number : 65260
Engineer : [redacted] (TCT)
Intersection : B1256 / B183 Four Ashes, Takeley, Bishop's Stortford, (01J03)

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SET A	SET B	SET C	SET D
Group 0	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	30	30	30	30
	InActive (Hrs)	96	96	96	96
Group 2	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 3	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 4	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 5	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 6	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 7	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (A to D)

Handset Limiting Values

State	Min	Max
Active (Mins)	0	254
InActive (Hrs)	0	254

Index

Appendix G

Proposed Layout

Key Plan
1:20000@A1

ACCOMMODATION SCHEDULE

1 Bed Flats	09
2 Bed Flats	06
2 Bed FOG	02
2 Bed Bung	02
2 Bed B1	18
3 Bed Bung	02
3 Bed C1	34
4 Bed C3	06
4 Bed D1	08
5 Bed P B1	05
5 Bed P B2	04
Total	96

Notes:

Rev
01

PLANNING

Title
General Arrangement

Site
WH202C Bull Field

Date	Drawn	Checked
March 2023	HM	PMR

Scale
1:750@A1

Drawing No.	Rev
WH202C_10_P_10.20	-

Weston Homes

General Notes

Head Office
Weston Group Business Centre,
Parsonage Road, Takeley, Essex.
CM22 6PU.
T: 01279 873333

London Office
10 Portman Square,
London.
W1H 6AZ
T: 0203 096 7238

www.weston-homes.com | email: info@weston-homes.com

Appendix H

Site Accesses – Visibility Splays

C:\Users\calummcgoff\OneDrive - Motion\TP Projects\wetak2 2007045\Drawings\2007045-SK-11A [Parsonage Rd Access].dwg

Rev:	Description:	Date:	Rev By:	Chk'd:

motion

9 Greyfriars, Reading, Berkshire, RG1 1NU

T: 0118 206 2930

Guildford - London - Reading

www.motion.co.uk

Project:
Takeley

Title:
Parsonage Road Access

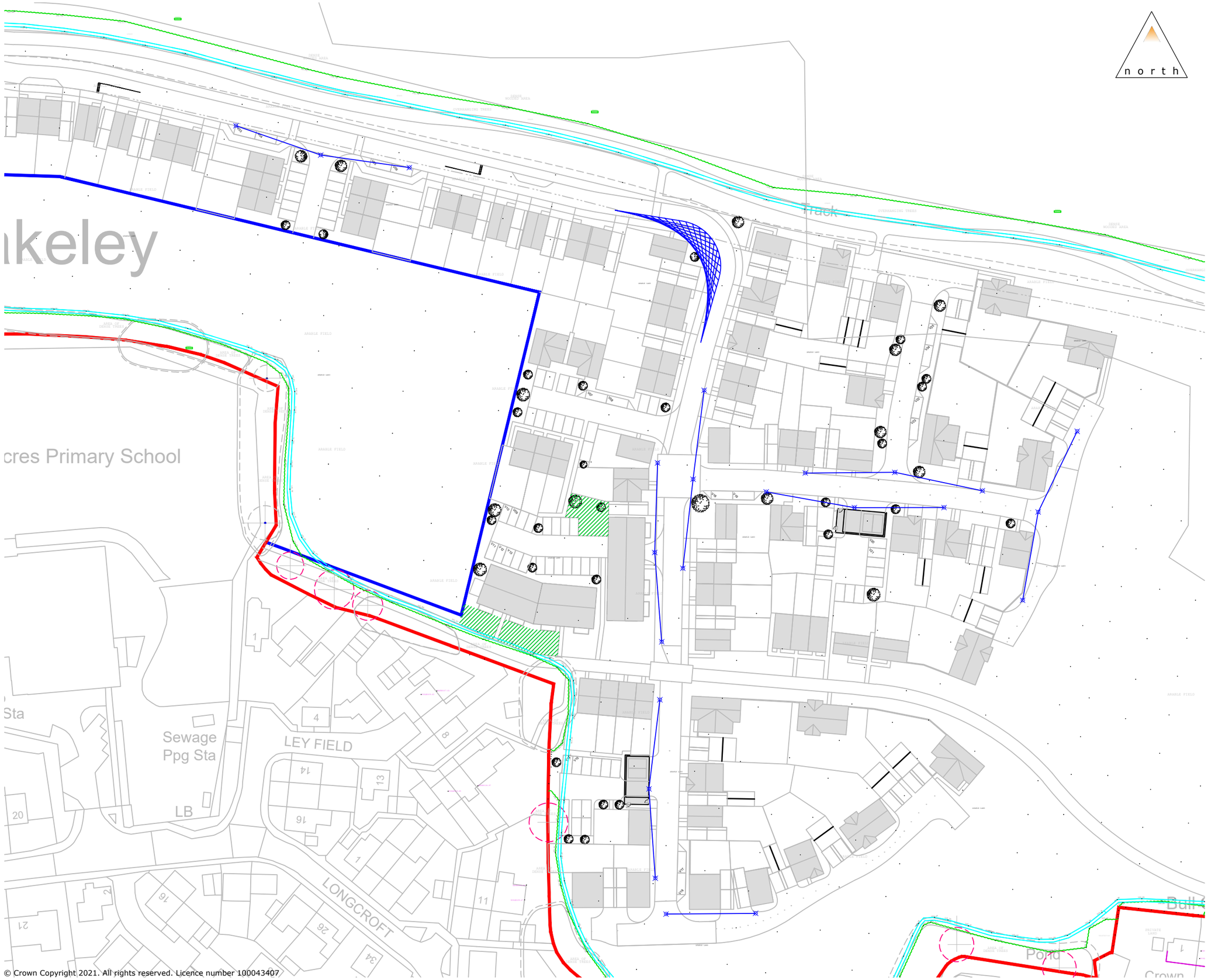
Client:
Weston Homes

Drawing Status:

Scale: 1:1000 (@ A3) Date:24/09/2021

Drawn: CM Checked: JR Approved: JR

Drawing: 2007045-SK-11 Revision: A



C:\Users\calummcgoff\OneDrive - Motion\TP Projects\wetak2 2007045\Drawings\2007045-SK-40A [Bulls Field Vis].dwg

Rev:	Description:	Date:	Rev By:	Chk'd:

Notes:

All visibility splays are 25 metres, in accrodance with a 20mph design speed.

Visiblity splays are drawn with a 2.4 metre 'x' distance.

motion

Quadrant House, Broad Street Mall, Reading
RG1 7QE

T: 0118 467 4498

Guildford - London - Reading
www.motion.co.uk

Project:
Bulls Field, Takeley

Title:
Internal Visibility
Bulls Field

Client:
Weston Homes

Drawing Status: Information

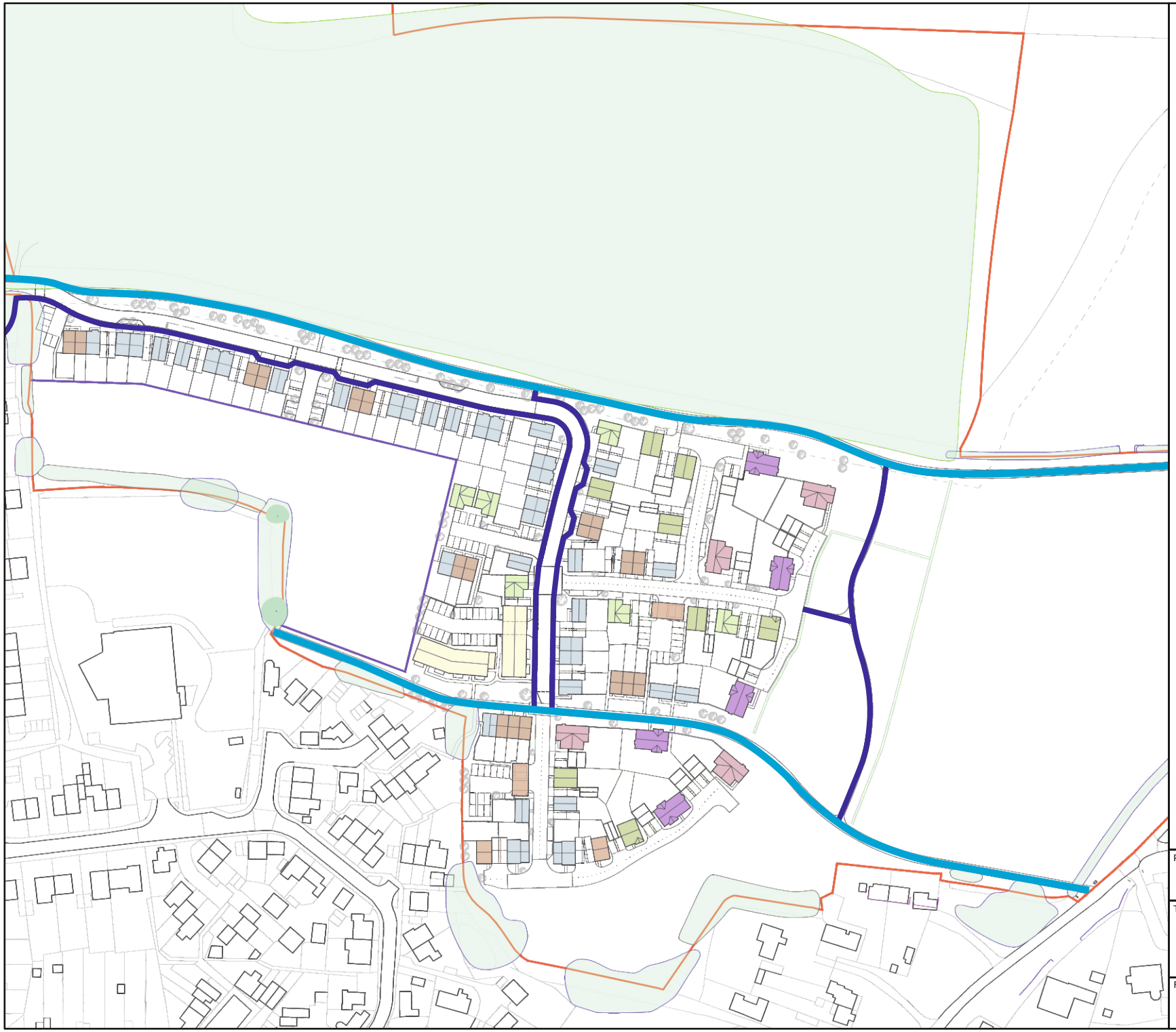
Scale: 1:1000 (@ A3) Date:03/04/2023

Drawn: CM Checked: JR Approved: JR

Drawing: 2007045-SK40 Revision: A

Appendix I

Pedestrian and Cycle Routes and Accesses



north

Legend

Primary Pedestrian/ Cycle Route

Secondary Pedestrian/ Cycle Route

motion

9 Greyfriars Road Reading, RG1 1NU
T: 0118 206 2930

www.motion.co.uk

Project:
Bull Field, Takeley

Title:
Pedestrian/Cycle Routes

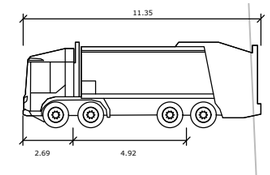
Figure:
Appendix I

Revision:
-

Appendix J

Swept Path Analysis

Rev:	Description:	Date:	Rev By:	Chk'd:



Large Refuse Vehicle (4 axle)

meters

Width	:	2.50
Track	:	2.50
Lock to Lock Time	:	6.0
Steering Angle	:	34.6

motion

Quadrant House, Broad Street Mall, Reading
RG1 7QE

T: 0118 467 4498

Guildford - London - Reading
www.motion.co.uk

Project:
Bulls Field, Takeley

Title:
Swept Path Analysis
Refuse Vehicle

Client:
Weston Homes

Drawing Status: Information

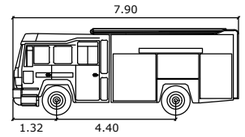
Scale: 1:1000 (@ A3) Date:03/04/2023

Drawn: CM Checked: JR Approved: JR

Drawing: 2007045-TK37 Revision: A

C:\Users\calummcgoff\OneDrive - Motion\TP Projects\wetak2 2007045\Drawings\2007045-TK-37A [Bulls Field Refuse Tracking].dwg

Rev:	Description:	Date:	Rev By:	Chk'd:



Pumping Appliance
meters

Width	: 2.50	Lock to Lock Time	: 6.0
Track	: 1.75	Steering Angle	: 34.3

north

motion

Quadrant House, Broad Street Mall, Reading
RG1 7QE

T: 0118 467 4498

Guildford - London - Reading
www.motion.co.uk

Project:
Bulls Field, Takeley

Title:
Swept Path Analysis
Fire Tender

Client:
Weston Homes

Drawing Status: Information

Scale: 1:1000 (@ A3) Date:03/04/2023

Drawn: CM Checked: JR Approved: JR

Drawing: 2007045-TK38 Revision: A

C:\Users\calummcgoff\OneDrive - Motion\TP Projects\wetak2 2007045\Drawings\2007045-TK-38A [Bulls Field Fire Tracking].dwg

Appendix K

TRICS Output Reports

Calculation Reference: AUDIT-734001-201014-1025

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	3 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	3 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	4 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	6 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	3 days
	SM	SOMERSET	1 days
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	7 days
	SF	SUFFOLK	3 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	2 days
	ST	STAFFORDSHIRE	2 days
	WK	WARWICKSHIRE	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	5 days
	SY	SOUTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	4 days
	LC	LANCASHIRE	1 days
	MS	MERSEYSIDE	1 days
09	NORTH		
	DH	DURHAM	2 days
	TW	TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 7 to 984 (units:)
Range Selected by User: 6 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 19/11/19

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

Selected survey days:

Monday	14 days
Tuesday	12 days
Wednesday	16 days
Thursday	13 days
Friday	7 days

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

Selected survey types:

Manual count	62 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	24
Edge of Town	38

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

Selected Location Sub Categories:

Residential Zone	60
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

C3	62 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	4 days
5,001 to 10,000	17 days
10,001 to 15,000	19 days
15,001 to 20,000	9 days
20,001 to 25,000	7 days
25,001 to 50,000	5 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	4 days
50,001 to 75,000	9 days
75,001 to 100,000	14 days
100,001 to 125,000	2 days
125,001 to 250,000	19 days
250,001 to 500,000	8 days

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

Car ownership within 5 miles:

0.6 to 1.0	19 days
1.1 to 1.5	41 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	18 days
No	44 days

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

PTAL Rating:

No PTAL Present	61 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 CA-03-A-05 DETACHED HOUSES CAMBRIDGESHIRE
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

2 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

3 CH-03-A-09 TERRACED HOUSES CHESHIRE
GREYSTOKE ROAD
MACCLESFIELD
HURDSFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

4 CH-03-A-10 SEMI-DETACHED & TERRACED CHESHIRE
MEADOW DRIVE
NORTHWICH
BARNTON
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *04/06/19* *Survey Type: MANUAL*

5 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

6 DC-03-A-08 BUNGALOWS DORSET
HURSTDENE ROAD
BOURNEMOUTH
CASTLE LANE WEST
Edge of Town
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *24/03/14* *Survey Type: MANUAL*

7 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

8 DH-03-A-03 SEMI-DETACHED & TERRACED DURHAM
PILGRIMS WAY
DURHAM

Edge of Town
Residential Zone
Total No of Dwellings: 57
Survey date: FRIDAY *19/10/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 DS-03-A-02 MIXED HOUSES DERBYSHIRE
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

10 DV-03-A-01 TERRACED HOUSES DEVON
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

11 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

12 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

13 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

14 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

15 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY *05/06/19* *Survey Type: MANUAL*

16 EX-03-A-02 DETACHED & SEMI-DETACHED ESSEX
MANOR ROAD
CHIGWELL
GRANGE HILL
Edge of Town
Residential Zone
Total No of Dwellings: 97
Survey date: MONDAY *27/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 HC-03-A-21 TERRACED & SEMI-DETACHED HAMPSHIRE
PRIESTLEY ROAD
BASINGSTOKE
HOUNDMILLS
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: TUESDAY *13/11/18* *Survey Type: MANUAL*

18 HC-03-A-22 MIXED HOUSES HAMPSHIRE
BOW LAKE GARDENS
NEAR EASTLEIGH
BISHOPSTOKE
Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: WEDNESDAY *31/10/18* *Survey Type: MANUAL*

19 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

20 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

21 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

22 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

23 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

24 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

25 LC-03-A-31 DETACHED HOUSES LANCASHIRE
GREENSIDE
PRESTON
COTTAM
Edge of Town
Residential Zone
Total No of Dwellings: 32
Survey date: FRIDAY *17/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

26 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

27 MS-03-A-03 DETACHED MERSEYSIDE
BEMPTON ROAD
LIVERPOOL
OTTERSPOOL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: FRIDAY *21/06/13* *Survey Type: MANUAL*

28 NE-03-A-02 SEMI DETACHED & DETACHED NORTH EAST LINCOLNSHIRE
HANOVER WALK
SCUNTHORPE

Edge of Town
No Sub Category
Total No of Dwellings: 432
Survey date: MONDAY *12/05/14* *Survey Type: MANUAL*

29 NF-03-A-01 SEMI DET. & BUNGALOWS NORFOLK
YARMOUTH ROAD
CAISTER-ON-SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: TUESDAY *16/10/12* *Survey Type: MANUAL*

30 NF-03-A-02 HOUSES & FLATS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 98
Survey date: MONDAY *22/10/12* *Survey Type: MANUAL*

31 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

32 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY *18/09/19* *Survey Type: MANUAL*

33 NF-03-A-05 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 40
Survey date: THURSDAY *19/09/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

34 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

35 NF-03-A-09 MIXED HOUSES & FLATS NORFOLK
ROUND HOUSE WAY
NORWICH
CRINGLEFORD
Edge of Town
Residential Zone
Total No of Dwellings: 984
Survey date: TUESDAY *24/09/19* *Survey Type: MANUAL*

36 NY-03-A-08 TERRACED HOUSES NORTH YORKSHIRE
NICHOLAS STREET
YORK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

37 NY-03-A-09 MIXED HOUSING NORTH YORKSHIRE
GRAMMAR SCHOOL LANE
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 52
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

38 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total No of Dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

39 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

40 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

41 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

42 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

43 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

44 SF-03-A-05 DETACHED HOUSES SUFFOLK
VALE LANE
BURY ST EDMUNDS

Edge of Town
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *09/09/15* *Survey Type: MANUAL*

45 SF-03-A-07 MIXED HOUSES SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: THURSDAY *09/05/19* *Survey Type: MANUAL*

46 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total No of Dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

47 SH-03-A-06 BUNGALOWS SHROPSHIRE
ELLESMERE ROAD
SHREWSBURY

Edge of Town
Residential Zone
Total No of Dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

48 SM-03-A-01 DETACHED & SEMI SOMERSET
WEMBDON ROAD
BRIDGWATER
NORTHFIELD
Edge of Town
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

49 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

50 ST-03-A-08 DETACHED HOUSES STAFFORDSHIRE
SILKMORE CRESCENT
STAFFORD
MEADOWCROFT PARK
Edge of Town
Residential Zone
Total No of Dwellings: 26
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

51 SY-03-A-01 SEMI DETACHED HOUSES SOUTH YORKSHIRE
A19 BENTLEY ROAD
DONCASTER
BENTLEY RISE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

52 TW-03-A-02 SEMI-DETACHED TYNE & WEAR
WEST PARK ROAD
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

53 WK-03-A-02 BUNGALOWS WARWICKSHIRE
NARBERTH WAY
COVENTRY
POTTERS GREEN
Edge of Town
Residential Zone
Total No of Dwellings: 17
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

54 WK-03-A-03 DETACHED HOUSES WARWICKSHIRE
BRESE AVENUE
WARWICK
GUYS CLIFFE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 23
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

55 WK-03-A-04 DETACHED HOUSES WARWICKSHIRE
DALEHOUSE LANE
KENILWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 49
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

56 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

57 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

58 WS-03-A-05 TERRACED & FLATS WEST SUSSEX
UPPER SHOREHAM ROAD
SHOREHAM BY SEA

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 48
Survey date: WEDNESDAY *18/04/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

59	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES	WEST SUSSEX
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	*19/04/18*	*Survey Type: MANUAL*
60	WS-03-A-09 LITTLEHAMPTON ROAD WORTHING WEST DURRINGTON	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: THURSDAY	*05/07/18*	*Survey Type: MANUAL*
61	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES	WEST SUSSEX
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	79	
	Survey date: WEDNESDAY	*07/11/18*	*Survey Type: MANUAL*
62	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	918	
	Survey date: TUESDAY	*02/04/19*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	62	116	0.071	62	116	0.298	62	116	0.369
08:00 - 09:00	62	116	0.131	62	116	0.367	62	116	0.498
09:00 - 10:00	62	116	0.139	62	116	0.168	62	116	0.307
10:00 - 11:00	62	116	0.117	62	116	0.144	62	116	0.261
11:00 - 12:00	62	116	0.125	62	116	0.132	62	116	0.257
12:00 - 13:00	62	116	0.147	62	116	0.142	62	116	0.289
13:00 - 14:00	62	116	0.149	62	116	0.142	62	116	0.291
14:00 - 15:00	62	116	0.157	62	116	0.174	62	116	0.331
15:00 - 16:00	62	116	0.240	62	116	0.170	62	116	0.410
16:00 - 17:00	62	116	0.267	62	116	0.159	62	116	0.426
17:00 - 18:00	62	116	0.336	62	116	0.156	62	116	0.492
18:00 - 19:00	62	116	0.290	62	116	0.158	62	116	0.448
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.262			2.283			4.545

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

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

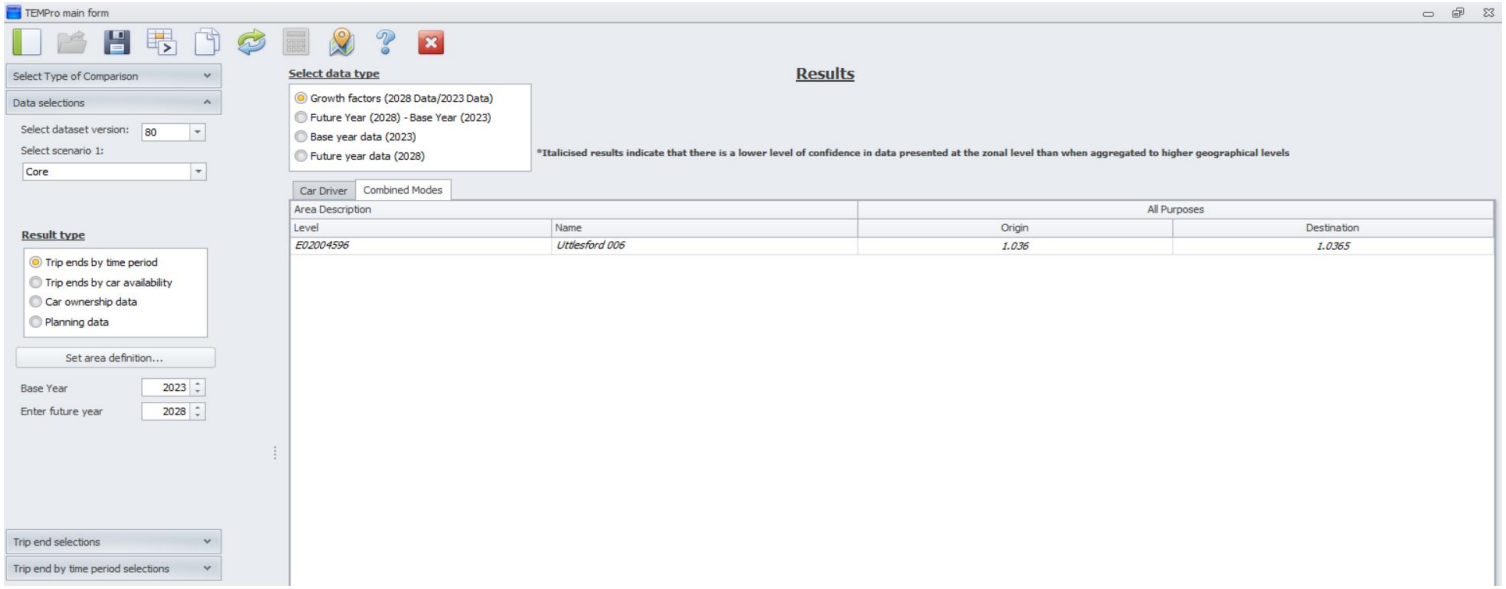
Parameter summary

Trip rate parameter range selected:	7 - 984 (units:)
Survey date date range:	01/01/12 - 19/11/19
Number of weekdays (Monday-Friday):	62
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

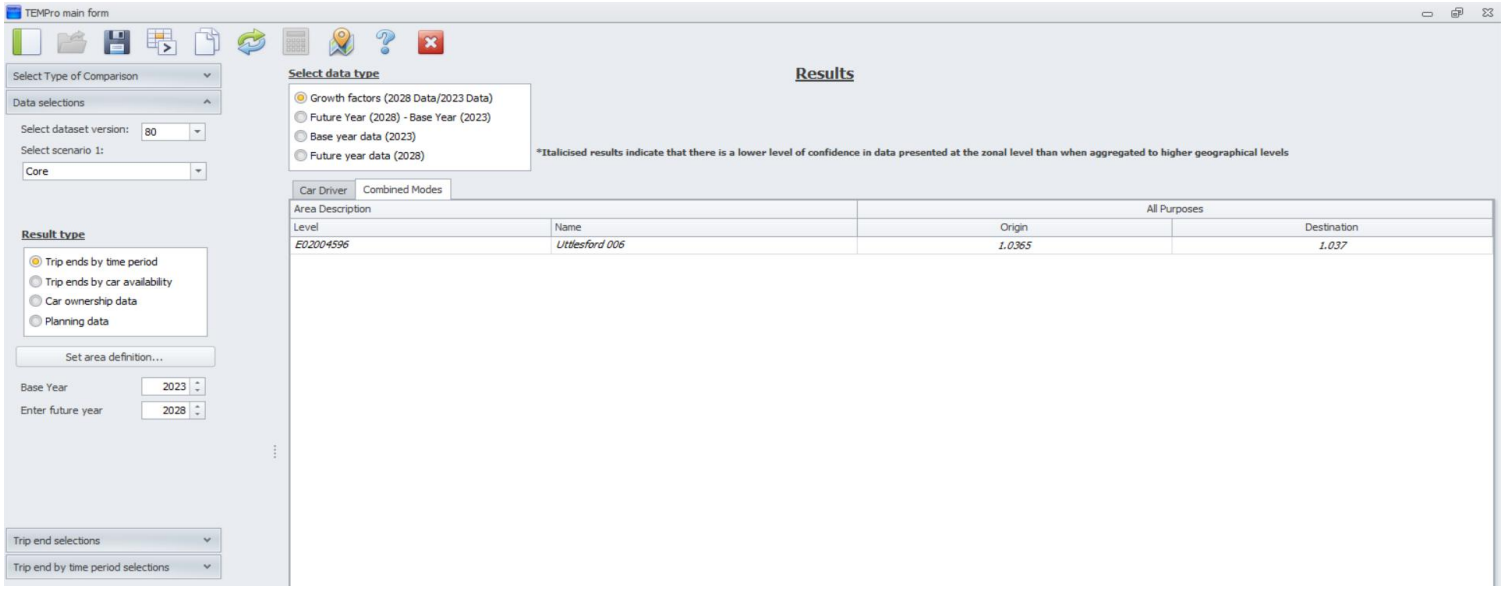
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

Appendix L

TEMPRO Growth Rates



2023-2028 AM Peak



2018-2028 PM Peak

Appendix M

2011 Census Data - Distribution

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

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

place of work : 2011 census merged local authority district	**usual residence E02004596 : Uttlesford 006**	%	Route
The North and Midlands	17	*0.7%*	B1256 West
Luton	9	*0.4%*	B1256 West
Southend-on-Sea	7	*0.3%*	B1256 East
Thurrock	17	*0.7%*	B1256 West
Bedfordshire	4	*0.2%*	B1256 West
Cambridgeshire	67	*2.8%*	B1256 West
Basildon	15	*0.6%*	50:50 B1256 West/B1256 East
Braintree	43	*1.8%*	B1256 East
Brentwood	22	*0.9%*	B1256 West
Castle Point	1	*0.0%*	B1256 East
Chelmsford	87	*3.7%*	B1256 East
Colchester	21	*0.9%*	B1256 East
Epping Forest	106	*4.5%*	50:50 B1256 West/Station Road South
Harlow	196	*8.2%*	50:50 B1256 West/Station Road South
Maldon	3	*0.1%*	B1256 East
Tendring	8	*0.3%*	B1256 East
Uttlesford	923	*38.8%*	33:33:33 Parsonage Road North/B1256 West/B1256 East
Hertfordshire	476	*20.0%*	B1256 West
East Anglia	18	*0.8%*	B1256 East
Greater London	312	*13.1%*	B1256 West
Milton Keynes	3	*0.1%*	B1256 West
Aylesbury Vale	1	*0.0%*	B1256 West
The South	18	*0.8%*	B1256 West
Wales and The West Country	5	*0.2%*	B1256 West
Total	2,379	*100.0%*	

Route	*%*
B1256 East	*21%*
B1256 West	*59.6%*
Station Road South	*6.3%*
Parsonage Road North/Smiths Green North	*12.9%*
Total	*100.0%*