FORMER FRIENDS SCHOOL FIELDS SAFFRON WALDEN

Transport Assessment

April 2025

RESIDENTIAL DEVELOPMENT
FORMER FRIENDS SCHOOL FIELDS
SAFFRON WALDEN

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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TRANSPORT ASSESSMENT

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1. INTRODUCTION

1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Chase New Homes to accompany a revised planning application for a residential development comprising of 75 dwellings with associated infrastructure and landscaping. As well as the provision of playing fields and a clubhouse (the 'proposed development') at the Former Friends School Fields, Saffron Walden, Essex (the 'site').

1.2 This TA is a revised report to support a change in development proposals, namely from 91 dwellings to 75 dwellings. A planning application (UTT/24/1898/PINS) for 91 dwellings with associated infrastructure and landscaping was submitted in July 2024 and refused in November 2024.

1.3 The site is located to the south of Mount Pleasant Road within Saffron Walden and is identified within **Figure 1**.

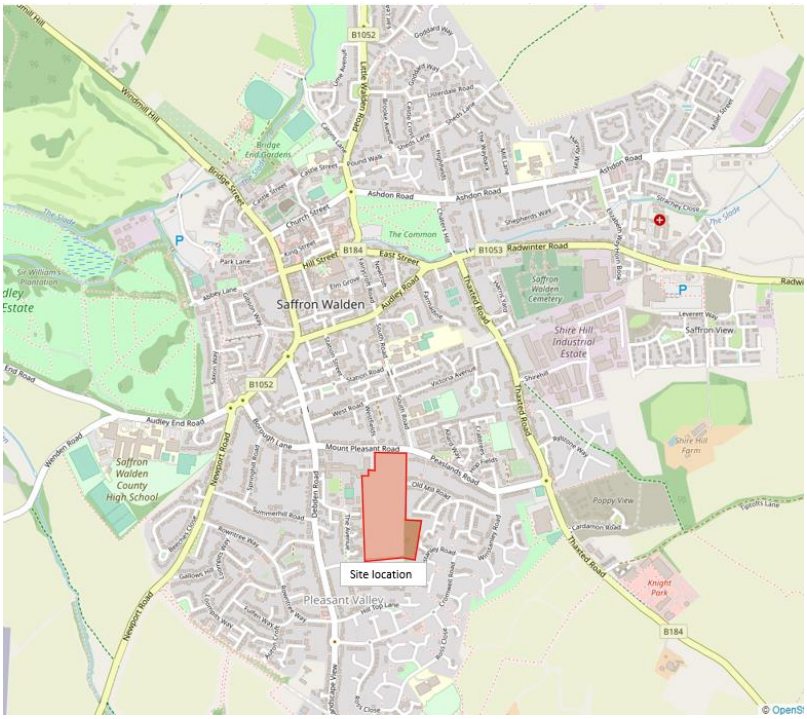


Figure 1: Site Location

1.4 Paul Basham Associates have prepared a Residential Travel Plan (TP) in conjunction with this application.

1.5 The scope of this TA has been discussed with Uttlesford District Council (UDC) and Essex County Council (ECC) highways officers through pre-application consultations.

1.6 As part of this TA a site visit was undertaken in September 2023, with highway boundary mapping and Personal Injury Collision (PIC) data obtained, along with traffic surveys undertaken in 2023.

1.7 Following this introduction, this TA includes the following:

- Section 2 Planning Context: outlines the planning applications relevant to the proposed development and surrounding the site location.
- Section 3 Policy and Guidance Review: outlines the national, regional and local planning policy and guidance documents related to transport and the proposed development.
- Section 4 Existing Site Conditions and Accessibility: outlines the existing site conditions and accessibility of the site as well as a review of available PIC data.
- Section 5 Proposed Development: sets out the development proposals including the access arrangements, swept path analysis (vehicle tracking), visibility splays and proposed car and cycle parking provision within the site.
- Section 6 Highway Impact Assessment: outlines the forecast vehicle trip generation assessment for the existing land use and the proposed development, the vehicle distribution and assignment on the local highway network and the results of junction modelling undertaken; and
- Section 7 Summary and Conclusions: provides an overall summary and conclusion to this TA.

2. PLANNING CONTEXT

2.1 A planning application (UTT/24/1898/PINS) was refused at the proposed development site in November 2024. This application was in relation to 91 dwellings with associated infrastructure and landscaping, provision of playing field and associated clubhouse. The Decision Notice states that planning permission was refused for the following reasons:

- *"The design, layout and appearance of the development would be harmful to the character and appearance of the area. It would therefore fail to preserve the character or appearance of the Saffron Walden Conservation Area. Consequently, it would conflict with policies GEN2 and ENV1 of the Uttlesford District Local Plan adopted 2005, Policy SW3 of the Saffron Walden Neighbourhood Plan 2021-2036 made in 2022 and parts 12 and 15 of the National Planning Policy Framework.*

- *The proposal would lead to a loss of a significant area of playing field. The loss resulting from the proposed development would not be replaced by equivalent or better provision in terms of quantity and quality in a suitable location. It would therefore conflict with paragraph 103b of the National Planning Policy Framework and Policy LC1 of the Uttlesford District Local Plan adopted 2005.*

- *The proposal would not provide an appropriate mix of housing as identified in the Local Housing Needs Assessment Report (June 2. There would therefore be conflict with Policy SW1 of the Saffron Walden Neighbourhood Plan 2021-2036 made in 2022.*

- *It has not been satisfactorily demonstrated that the proposal would adequately secure 10% biodiversity net gain through conditions and the legal agreement. It would therefore be contrary to Policy GEN7 of the Uttlesford District Local Plan adopted 2005."*

2.2 With regard to highway safety the Decision Notice and Statement of Reasons the Planning Inspector outlined the following:

> "*The Highway Authority (HA) has reviewed the initial and additional information submitted by the applicant and concluded that the impact of the development on the highway network would not be significant and would be adequately mitigated. There is no substantive evidence before me to lead me to an alternative view.*"
>
> *"I conclude that the proposal would not be harmful to highway safety."*

2.3 The Decision Notice and Statement of Reasons states that residential development would be appropriate due to the site's accessible location. It is also noted that the highway authority had some concerns about the distribution of visitor parking. This concern has been addressed within the revised application, with the updated proposals detailed within the 'Proposed Development' section of this TA report.

2.4 It is also noted that a Highways Response Technical Note was also provided for submission in September 2024 which would have been taken into consideration by the Highway Authority. This TA has incorporated the contents of the Highways Response Technical Note to provide an updated assessment in line with the most recent expectations of the Highway Authority.

2.5 Previously, a hybrid planning application (UTT/19/1744/OP) was refused at the proposed development site in March 2021. This application related to the full details of the development of 30 dwellings utilising existing access, re-provision the of swimming pool with new changing rooms, artificial grass pitches, sports pavilion, multi-use games area (MUGA), local equipped area for play (LEAP), local area for play (LAP), associated parking and demolition of the gym building. The remaining portion of the application was considered in outline for the development of up to 70 dwellings with associated infrastructure, public open space, a forest school and a perimeter path.

2.6 A planning application for the neighbouring site was submitted under section 62A of the Town and Country Planning Act (1990) in 2022 for 96 dwellings (S62A/22/0000002). This application was subsequently approved in October 2022 subject to conditions.

3. POLICY AND GUIDANCE REVIEW

Overview

3.1 The proposed development will comply with the polices and guidance documents set out at a national, regional and local scale, which relate to the following:

- National Planning Policy (NPPF, 2024);
- Essex County Council (ECC) Local Transport Plan 2011-2025 (2011);
- Essex County Council Parking Standards Design and Good Practice (2024)
- Uttlesford District Council's (UDC) Local Plan (2005);
- Uttlesford District Council Draft Local Plan 2021 – 2024 (Regulation 19)
- Uttlesford Local Cycling and Walking Infrastructure Plan Project Report (2024)
- Saffron Walden Neighbourhood Plan (SWNP) 2021-2036 (2022)

3.2 In addition to the policy documents outlined out above, this TA also references the Chartered Institution of Highways & Transportation (CIHT) 'Planning for Walking' (2015), the Department of Transport (DfT) 'Manual for Streets' (MfS, 2007), and the Building Regulations 'Fire Safety Document B' (2019).

National Planning Policy Framework (2024)

3.3 The NPPF was adopted in 2012 with the latest revision adopted in December 2024, which acts as the central guidance for development planning. The following NPPF extracts are relevant to transport and the proposed development.

> 'It will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport).'
>
> **(NPPF Para. 89)**

> 'Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:
>
> a) making transport considerations an important part of early engagement with local communities;
>
> b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
>
> c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.'

(NPPF Para. 109)

`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.'

(NPPF Para. 110)

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

a) sustainable transport modes are prioritised taking account of the vision for the site, 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[48]; 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 through a vision-led approach.'

(NPPF Para. 115)

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, following mitigation, would be severe, taking into account all reasonable future scenarios.

(NPPF Para. 116)

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public

transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

(NPPF Para. 117)

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'

(NPPF Para. 118)

Essex County Council Local Transport Plan 2011 – 2025 (2011)

3.4 ECC Local Transport Plan was adopted in 2011. It sets out a framework for the delivery of transport services provided by or on behalf of the council with support from transport operators and district and council authorities. The strategy aims to achieve sustainable long-term economic growth in Essex with the help of improved travel within the county. The plan states their vision for – "A transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex".

3.5 The ECC Local Transport Plan consists of two parts, with the Local Plan referred to as the 'Essex Transport Strategy' and the second part the 'Implementation Plan'. The Local Transport Strategy sets out the vision for transport and the outcomes that are aimed to be achieved between 2011 and 2025. The Implementation Plan sets out in greater detail how the strategy will be delivered and monitored.

3.6 The Essex Transport Strategy sets out five key objectives:

1. Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration.
2. Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation, and technology.

3. Improve safety on the transport network and enhance and promote a safe travelling environment.
4. Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use; and
5. Provide sustainable access and travel choice for Essex residents to help create sustainable communities.

3.7 The Plan continues to highlight several challenges it will face for each objective. The key issues for transport have been identified.

- **Challenge 1**: Providing good inter-urban connectivity within Essex and with adjacent major urban areas;
- **Challenge 2**: Reducing the carbon-intensity of travel in Essex;
- **Challenge 3**: Reducing the number of people killed or seriously injured on Essex roads;
- **Challenge 4**: Future proofing transport connections to keep networks operations and safe at all times of the year;
- **Challenge 5**: Enabling Essex residents to access further education employment and vital services (including healthcare, hospitals and retail); and

  Challenge 6: Encouraging and enabling healthier travel and leisure activities

Essex County Council Parking Standards Design and Good Practice (2024)

3.8 Essex County Council have set out the relevant parking standards that need to be adhered to for new developments within the county. The parking standards relevant to the site location are displayed in **Table 1**.

Use Class		Parking Standards	
		Car Parking (minimum)	Cycle Parking
Residential Dwellings	1 Bedroom	1 Space per Dwelling	1 space per bedroom (If no garage or secure area is provided within curtilage of dwelling)
	2 Bedroom +	2 Spaces per Dwelling	
	Visitor/ Unallocated	0.25 Spaces per Dwelling	1 space per 40 dwellings. This is complementary to any additional parking that is provided by local authorities.

Table 1: ECC Car and Cycle Parking Standards

Uttlesford District Council Local Plan (2005)

3.9 UDC Local Plan was adopted in January 2005. A new local plan is still under review, following the government's announcement in 2020 that instructed all authorities to update their local plan by December 2023. However, the 2005 Local Plan is still the currently adopted Local Plan. An overview of the most relevant policies included with the adopted UDC Local Plan are detailed below.

Policy GEN1 – Access

3.10 Policy Gen1 states a development will only be permitted if it meets all the following criteria:

a) 'Access to the main road network must be capable of carrying the traffic generated by the development safely'.

b) 'The traffic generated by the development must be capable of being accommodated on the surrounding transport network'.

c) 'The design of the site must not compromise road safety and must take account of the needs of cyclists, pedestrians, public transport users, horse riders and people whose mobility is impaired'.

d) 'It must be designed to meet the needs of people with disabilities if it is development to which the general public expect to have access'.

e) 'The development encourages movement by means other than driving a car'.

Policy GEN8 – Vehicle Parking Standards

3.11 Development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location, as set out in Supplementary Planning Guidance "Vehicle Parking Standards".

PolicyT1- Transport Improvements

3.12 This policy outlines specific areas within Uttlesford that will undergo development to make the local network stronger. The Uttlesford Transport Strategy (UTS) (2001) is referenced within this policy to highlight existing issues with the network. The issues expressed within the UTS document are in relation to selected areas within Uttlesford, including Saffron Walden. The issues that relate to the proposed development are as follows:

1) There are a variety of existing community travel initiatives in the district. These should be examined to establish if opportunities exist to coordinate them better and to connect them with other public transport services.

2) There are opportunities to develop useful cycle routes in and around Saffron Walden and Great Dunmow. ECC has produced an overall plan, the "Uttlesford Cycle Network Plan". This is being implemented during the plan period.

Uttlesford Draft Local Plan 2021 – 2041 (Regulation 19)

3.13 The Uttlesford Local Plan 2021–2041 underwent its Regulation 19 consultation from 8 August to 14 October 2024. This stage involved inviting representations on the publication version of the plan, which outlines the district's spatial vision, strategic objectives, and proposed site allocations to guide sustainable development over the 20-year period. Following the consultation, all comments were processed and the plan, along with supporting documentation, was submitted to the Secretary of State on 18 December 2024 for independent examination. The examination is anticipated to take place during 2025.

Uttlesford Local Cycling and Walking Infrastructure Plan Project Report (2024)

3.14 The Uttlesford Local Cycling and Walking Infrastructure Plan (LCWIP), developed by Essex County Council, aims to enhance cycling and walking routes in Saffron Walden and Great Dunmow. The proposed networks, identified through transport modelling tools, focus on connecting key destinations such as schools, town centres, and transport links. The initiative seeks to create healthier, safer, and greener streets, promoting active travel to improve residents' physical health and well-being.

3.15 With relevance to the site proposal, the LCWIP presents several routes in close proximity to the site. Route 3 runs from Thaxted Road to the south of Saffron Waldon and across Mount Pleasant Road towards the west of the town to Spring Hill. Route 6 travels from Cromwell Road and along Debden Road to the west of the site and across Audley Road in the town centre. Route 7 runs from South Road, located just north of the site access, and continues through to the north of the town where this route connects with Route 11 which continues north to Chesterford Research Park.

Saffron Walden Neighbourhood Plan 2021-2036 (2022)

3.16 The Saffron Walden Neighbourhood Plan (SWNP) was adopted in 2022. The document highlights relevant steps needing to be taken to achieve long-term sustainability for Saffron Walden with the aim of achieving the stated development goals by 2036.

3.17 The following policies within the document are outlined below in relation to the proposed development:

Policy SW1- Housing Mix on New Developments

3.18 This policy states the need for all residential development proposals to include a mix of housing sizes, designed to fit within the existing landscape, and a mix of affordable homes to comply with the local housing need.

Policy SW2- Affordable Housing

3.19 This policy outlines the expectations of development on sites which provide for '10 dwellings or more', or the site has an area of '0.5 hectares or more will be required to provide 40% of the total number of dwellings as affordable dwellings on the application site', distributed evenly throughout. It discusses the need for 40% affordable housing to be the SWNP requirement, stating that 'exceptional circumstances may be agreed if a payment in lieu was an equivalent or enhanced provision of affordable housing'. This policy states that schemes which don't meet the objectives of SW2 should be refused.

Policy SW4- Parking on New Developments

3.20 SW4 describes the regulations that new developments must follow when issuing parking spaces. It states that all new developments must comply with the ECC Parking Standards Design and Good Practise (2009). Additionally, all developments are required to refer to the Essex Design Guide when designing the vehicle and cycle parking. This policy states that all dwellings must make provisions for electric vehicle (EV) charging.

Policy SW12- Promoting Walking and Cycling

3.21 This policy relates the footways and cycleways within the new development. SW12 states that 'new developments must retain, enhance or incorporate safe, attractive and direct walking and cycle routes on the site, and can be adopted by ECC Highway Authority'. SW12 states 'all new developments are required to be permeable to enable continued and efficient use of the walking and cycle routes'. Further guidance is addressed for the cycleways, suggesting the Uttlesford Cycling Action Plan should be considered.

Policy SW13- Travel Planning

3.22 This policy relates to larger developments which may cause a shift in the local network. Stating that 'sustainable travel initiatives need to be encouraged within the new development, with a travel plan'. This travel plan needs to have measurable objectives to meet the SWNP requirements.

Policy SW14- Improving Provision of Public Transport

3.23 SW14 states that 'developers need to take opportunities to promote the use of public transport within their development'. This can be done by highlighting the available routes and infrastructure services to residents.

Policy SW15- Vehicular Transport

3.24 Policy SW15 has been formed to address the issues in relation to additional traffic movements as a result of new developments. The concerns outlined address issues such as an increased number of HGVs being put on the local network as a result of new developments. The development will only be supported by the Saffron Walden Town Council if the proposed development can be shown not to have an impact on the current congestion capacity, relative the UDC's Local Plan Highway Impact Assessment (2013), taking the appropriate steps to restrict the movements where possible. SW15 states that an Air Quality Assessment is required, allowing for mitigation to be implemented to help achieve a suitable residential environment for the new development. SW15 reinstates the need for sufficient EV charging points within the proposed development.

4. EXISTING SITE CONDITIONS AND ACCESSIBILITY

Overview

4.1 The site is located to the south of Mount Pleasant Road in Saffron Walden, Essex, as identified within **Figure 1.**

4.2 The existing site consists of the school playing fields of the Friends' School which had been closed. The existing school building is located to the west of the site and the school building is not in use.

4.3 The red line boundary of the site is shown in **Figure 2** along with the existing Site Access/Mount Pleasant Road T-junction (red circle). The site is accessed via an internal route for approximately 75m to the south of Mount Pleasant Road. Along the northern side of Mount Pleasant Road are various dwellings with access to driveways provided via dropped kerbs along the northbound footway.

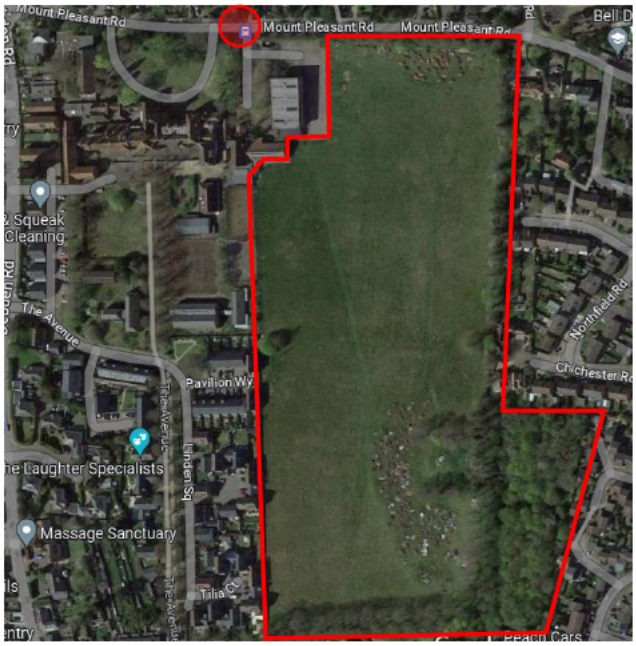


Figure 2: Site Location

4.4 **Photographs 1** and **2** identify the existing access to the site and the westbound view along Mount Pleasant Road.

Photograph 1: Existing Site Access

Photograph 2: The Site Access Looking Out to the West

Local Highway Network

4.5 Mount Pleasant Road borders the site along the northern boundary and runs in a west-east direction. Approximately 150m to the west of the site Mount Pleasant Road connects to the Mount Pleasant Road/Deben Road/Borough Lane signalised junction.

4.6 From the Mount Pleasant Road/Debden Road/Borough Lane signalised junction, as shown in **Photograph 3**, Debden Road runs in a north-south direction connecting to the London Road/Debden Road /High Street mini-roundabout approximately 330m to the north of the junction.

Photograph 3: Mount Pleasant Road/Debden Road/Borough Lane Signalised Junction

4.7 To the north of the London Road/Debden Road /High Street mini-roundabout, High Street becomes Windmill Hill which provides a connection to the north towards Littlebury and Little Chesterford. Approximately 220m to the south of the London Road/ Debden Road / High Street mini-roundabout, London Road connects to the London Road/Borough Lane mini-roundabout. The London Road/Borough Lane mini roundabout connects to the Mount Pleasant Road/Deben Road/Borough Lane signalised crossroads approximately 330m to the east of London Road.

4.8 Approximately 50m to the south of the London Road/Borough Lane mini-roundabout, London Road connects to the London Road/ Newport Road /Audley End Road mini-roundabout. Audley End Road connects to the west and provides a route towards Audley End.

4.9 Located at the northeast corner of the site, Mount Pleasant Road connects to the Mount Pleasant Road/South Road/Peaslands Road T-junction. Approximately 220m to the east of the Mount Pleasant Road/South Road/Peaslands Road T-Junction, Peaslands Road connects to the Peaslands Road/Hop Fields mini-roundabout.

4.10 Approximately 300m to the east of the Peaslands Road/hop Fields T-Junction, Peaslands Road connects the Peaslands Road/Thaxted Road mini-roundabout. Thaxted Road runs in a north-south direction and connects to Radwinter Road to the north. Thaxted Road provides a route towards Howlett End and Thaxted to the south.

4.11 The M11 runs in a north-south direction approximately 3km to the west of the site. The M11 Junction 9a is located approximately 8km to the north of the site and is accessed via Walden Road or Newmarket Road. The M11 is part of the Strategic Road Network (SRN) which is managed by National Highways.

Pedestrian Network

4.12 Mount Pleasant Road provides footways along the northern and southern carriageway. The footways are approximately 2.5m wide and provide a connection between the Mount Pleasant Road/ Debden Road signalised junction to the west and the Peaslands Road/Thaxted Road mini roundabout to the east. The footways along Mount Pleasant Road are equipped with dropped kerbs, tactile paving, and streetlights, while the footway along the southern carriageway connects into the site.

4.13 The footways along Mount Pleasant Road connect to the west onto Debden Road at the Mount Pleasant Road/ Debden Road signalised junction. The signalised junction is equipped with tactile paving, dropped kerbs and puffin crossings across each arm of the junction.

4.14 The footways provided along both sides of Debden Road carriageway connect to London Road, via the Debden Road/London Road mini roundabout. These footways along London Road run west-east northbound of the site and provide pedestrians with a route into the Town Centre.

4.15 ECC Public Rights of Way (PRoW) route map identifies that Footpath 17 is located approximately 180m south of the site, as shown in **Figure 3**. Footpath 17 runs in a north-south direction between The Avenue to the north and St John's Close to the south.

Figure 3: Local Public Rights of Way Routes

Cycle Network

4.16 There are good opportunities surrounding the site to promote cycling given the 30mph speed limits along Mount Pleasant Road, Debden Road and London Road along predominately residential areas.

4.17 **Figure 4** identifies the National Cycle Network (NCN) route 11 is a public cycle route which runs along Wenden Road which joins Audley End Road at the Wenden Road/Audley End Road T-junction to the west of the site.

Figure 4: National Cycle Network

4.18 The Wenden Road/Audley End Road T-junction joins the site local highway at Audley End Road which merges with London Road, connecting to Borough Lane at the London Road/Borough Lane mini roundabout. Borough Lane is accessible to the west of the site at the Mount Pleasant Road/Debden Road/Borough Lane signalised junction which links to the site via Mount Pleasant Road.

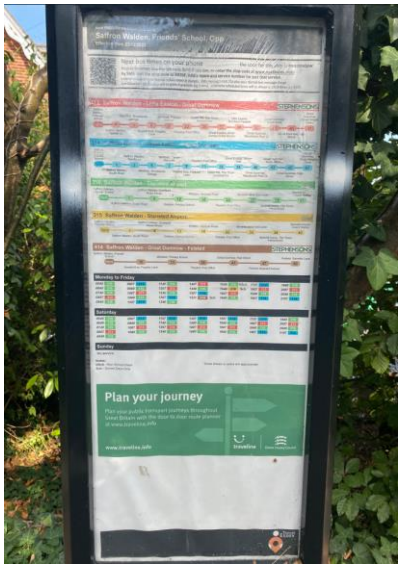
4.19 Walden Road forms part of NCN Route 11, which connects to the neighbouring village of Wendens Ambo. NCN Route 11 travels in a north/south direction through the centre of Cambridge and further north to Peterborough.

4.20 Therefore, the local highway network provides a conducive environment for cyclists with good connections to NCN Route 11, which can provide wider access to Cambridge and Peterborough and encourage cycling as a key method of travel for future site users.

Bus Services

4.21 Approximately 20m east of the site access located along Mount Pleasant Road are a pair of bus stops named 'Friends School', shown in **Photograph 4**. Both bus stops are provided with streetlighting, a flagpole and timetable information as shown in **Photograph 5**.

Photograph 4: The Southbound Friends School Bus Stop



Photograph 5: Friends School Bus Stop Bus Timetable

4.22 Central Connect operate the 318 bus service, and Stephensons operates bus services 313, 314, 316 and 414 which service the pair of bus stops on Mount Pleasant Road.

4.23 The 313 and 314 bus serve a similar route through Great Dunmow, Thaxted and Saffron Walden, with stops at Saffron Walden High Street and Saffron Walden Hospital. The 314 service runs every two hours commencing from 06:56 through to 19:51. The 313 service runs every two hours from 07:36 through to 20:51. Combined, the services provide an alternating hourly frequency, operating Monday to Saturday, with no Sunday service.

4.24 The 316 bus service operates from 06:30 to 22:25 on Monday – Saturdays only and at an hourly frequency. The route begins at Stansted Airport, stopping at Thaxted, Debden and through to Saffron Waldon.

4.25 The 318 bus service operates as a school bus, running one service per school day in each direction. This service departs Stansted Airport at 07:30 and stops at Thaxted, Debden and Saffron Walden. The service then departs Saffron Walden at 15:27 and returns to Stansted Airport at 16:24.

4.26 The 414 bus service operates as a school bus service routing from Felsted at 07:20, stopping at Great Dunmow, Thaxted, Wimbish Primary School and Saffron Walden High School. A returning service from Saffron Walden commences at 15:30. This service only operates on school days.

4.27 Located approximately 200m northwest of the site on Debden Road are a pair of bus stops known as 'West Road'. The 'West Road' bus stops provide access to bus service 590 which runs between Saffron Walden and Audley End Railway Station. The 590 bus services stop at the 'West Road' north bound bus stop at 18:10 and 18:40 and at the 'West Road' south bound bus stop at 05:41, 06:11, 06:41, 07:11 and 17:32.

Rail Services

4.28 Audley End Railway Station is located approximately 4.5km southwest of the site, as shown in **Figure 5**. Audley End Railway station is accessible by cycle, via an approximately 11 minutes journey from the site, or by car via an approximate six-minute journey from the site.

4.29 Additionally, the West Road bus stop located circa 190m from the site provides access to Audley End Railway Station via the 590 bus service, with the journey taking approximately 10 minutes.

Figure 5: Location of Audley End Railway Station

4.30 Audley End Railway Station is operated by Greater Anglia and provides a direct route into London Liverpool Street, taking approximately 65 minutes. Additionally, northbound of Audley End Railway Station, Cambridge Railway Station can be accessed via an approximately 20-minute train journey, as well as Norwich via an approximate 1 hour and 50 minutes journey and Stansted Airport via an approximately 15-minute journey.

4.31 Audley End Railway Station has step-free access, a ticket office, a ticket machine, availability to a taxi-rank and cycle parking facilities, and a car park which provides 662 car parking spaces.

Local Facilities and Amenities

4.32 The CIHT document, 'Planning for Walking' (2015), identifies the 'desirable', 'acceptable' and 'preferred maximum' distance for Town Centre locations, The average walking speed of 1.4m/s as defined by CIHT's 'Planning for Walking' (2015), which equates to approximately walking 400m per five minutes' (circa 3mph/4.8kph), which are outlined in **Table 2**.

	Town Centre (m)	Elsewhere (m)
Desirable	200	400
Acceptable	400	800
Preferred Maximum	800	1200

Table 2: CIHT's Preferred Walking Distances (2015)

4.33 **Table 3** provides a summary of the local facilities and amenities surrounding the site and identifies the approximate distance and the walking and cycling times from the site. A walking distance of 400m per five minutes and a cycling speed of 400m per minute (circa 15mph/24kph) has been applied.

Facilities and Amenities	Approximate Distance from Site (m)	Approximate Walking time (minutes)	Approximate Cycling time (minutes)
Bus stop (Friends school)	50m	<1	<1
Primary school (St Thomas More Catholic Primary school)	300m	4	<1
Dental practise (The Walden Dental Clinic)	500m	6	1
Restaurant (The Railway Arms)	550m	7	1
Convenience store (Old Mill Road Mini Market)	550m	7	1
Place of Worship (Saffron Walden Baptist Church)	600m	8	2
Hairdressers (Nineteen 57 Hair Salon)	750m	9	2
Post Office (Saffron Walden Post Office)	750m	9	2
Fitness and Leisure Centre (Lord Butler)	750m	9	2
GP Surgery (The Gold Street Surgery)	850m	11	2
Pharmacy (Well Pharmacy)	1000m	13	3
Car park (Fairy Croft Road Car Park)	1000m	13	3
Tennis Club (The Grove)	1100m	14	3
Chemist (Boots)	1100m	14	3
Supermarket (Aldi)	1200m	15	3
Hotel (Premier Inn)	1400m	18	4
Hospital (Saffron Walden Community Hospital)	1900m	24	5

Table 3: Local Facilities and Amenities Near to the Site Location

4.34 The site is located within reasonable walking and cycling distances to a range of local facilities and amenities.

Accessibility Summary

4.35 The site is located in a very accessible and sustainable location, with continuous footways provided along the surrounding highway network with local pedestrian crossings provided.

4.36 Saffron Walden town provides a variety of local facilities and amenities, within a reasonable walking and cycling distance of the site. The regular bus services, within 50m of the site, provide direct connections to London Stansted Airport and surrounding villages.

Personal Injury Collision Data

4.37 To review safety surrounding the site, Personal Injury Collison (PIC) data has been obtained from the ECC collision database[1]. This has been obtained to provide collision data for the most recently available five-years period between 1st March 2020 and 28th February 2025 to understand if there are existing highway safety concerns, patterns or trends which could be exacerbated by the proposed development. **Figure 6**, identifies the location and severity of the PIC data.

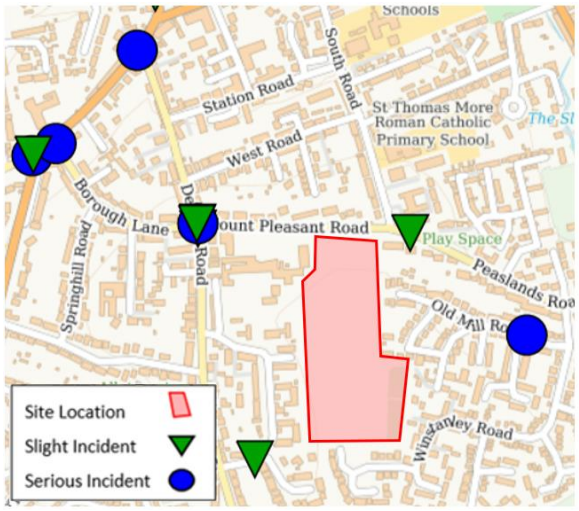


Figure 6: PIC Study Area

4.38 **Figure 6** identifies no recorded fatal collisions within the study area and the latest five years of available data. Six incidents have been recorded as 'slight' and five incidents have been recorded as 'serious'.

[1] https://essex.traffweb.app/traffweb/3/Collisions

4.39 One ‘serious’ collision (2022) was recorded at London Road / Debden Road mini-roundabout. One ‘serious’ collision (2023) was recorded at Audley End / Borough Lane mini-roundabout. One ‘slight’ collision (2024) and one ‘serious’ collision (2023) was recorded at Audley End / Newport Road B1052. Three ‘slight’ collisions (2020, 2023, 2024) and one ‘serious’ collision (2024) have been recorded at Mount Pleasant / Debden Road / Borough Lane crossroads. To the west of the site, one ‘slight’ collision (2020) was recorded along Peaslands Road and one ‘serious’ collision (2021) was recorded at Old Mill Lane. One ‘slight’ collision (2024) was recorded to the southeast of the site at St Johns Close.

4.40 Based on the low number and low severity of recorded incidents shown above across a five year period, this indicates there to be no severe safety concern for the local highway network as a result of the proposed development. Therefore, it is considered that the proposals would not exacerbate the safety of this location of the highway network.

5. PROPOSED DEVELOPMENT

Overview

5.1 This section of the TA outlines the proposed development in relation to the number of proposed dwellings and access arrangements. This section also includes a review of the proposed car and cycle parking in accordance with the ECC car and cycle parking standards.

5.2 The proposed development comprises a new residential development of 75 dwellings, consisting of 17 flats and 58 houses in addition to the provision of playing fields and a clubhouse. The proposed layout is provided in Appendix A. The proposed development also consists of two youth football pitches, as indicated within the site layout.

Access

5.3 The existing access from Mount Pleasant Road will be maintained as per the existing arrangement. The existing access includes a 6.4m wide carriageway and 6m radii. Within the internal layout road widths are provided at a minimum of 5m, with 6m aisle widths provided adjacent to parking spaces as required. Pedestrian access will be provided as per the existing arrangements, with the addition of a 2m wide footway along the western carriageway of the internal road through the proposed development.

5.4 The internal layout of the proposed development will be limited to a 20mph design speed. The internal highway network is designed to maintain low vehicle speeds through features such as bends and on-street visitor parking, which assist in breaking up long sections of carriageway. Additionally, raised tables are implemented at junctions, and the distance between traffic calming measures is generally kept under 60 meters to further encourage reduced speeds.

Visibility

5.5 A visibility splay assessment has been undertaken to demonstrate that visibility can be achieved for the existing access arrangement at the Site Access/Mount Pleasant Road T-Junction. A visibility splay of 2.4m x 43m can be achieved in both primary and secondary direction along Mount Pleasant Road, in accordance with MfS design guidance for a 30mph speed limit. The visibility splay assessment is provided within Appendix B.

Emergency and Servicing Vehicle Access

5.6 Swept path analysis of a UDC specification refuse vehicle has been undertaken. The swept path analysis of the UDC refuse vehicle demonstrates that the vehicle can enter and exit the site onto Mount Pleasant Road in forward gear.

5.7 Swept path analysis for a fire tender has been undertaken. The swept path analysis of the fire tender vehicle demonstrates the vehicle can enter and exit the site at Mount Pleasant Road in forward gear. Within the internal layout, it has been confirmed that the swept path analysis demonstrates that a fire tender vehicle can reach within 45m of all buildings in accordance with the Building Regulations Approved Document B (2019).

Car Parking Provision

5.8 UDC adopt the car parking standards set out in ECC 'Parking Guidance, Design and Good Practice' (2024) document, which identifies the car and cycle parking standards for new residential developments. Based on the location of the site, it is considered that this falls within the 'Good' boundary identified in ECC Parking Guidance connectivity map for Saffron Walden.

5.9 According to the proposed development of 8 one-bedroom dwellings and 67 dwellings with two or more bedrooms, the ECC Parking Guidance requires a total of 161 parking spaces, including 19 designated for visitors.

5.10 The proposed development includes at least two car parking spaces per dwelling above 2 bedrooms, which are located adjacent to the dwelling, including allocated garages. The 8 one-bedroom dwellings of the proposed development will be provided with one allocated car parking space within communal parking areas. In total 182 parking spaces are provided on-site which meets the ECC requirements.

5.11 Within the unallocated provision are 25 car parking spaces, including 3 blue badge spaces, which are proposed to be associated with the clubhouse and sports field uses and considered sufficient to meet future demand and ensure no overspill parking occurs onto residential roads. It is noted the car parking standards for use class 'F2(c)' recreation use are 'to be considered on a case-by-case basis as stated in the ECC 'Parking Guidelines' (2024).

5.12 This level of parking is considered to be appropriate to meet all demand from the proposed development and to encourage sustainable travel to and from the development in line with the accessible nature of the site.

Visitor Parking

5.13 Census 2021 Car/Van Availability data (reference: TS045) has been reviewed for Lower Super Output (LSOA) layer 002G, where the site is located, to provide a representation of car ownership levels. The outputs are attached as **Appendix C** and demonstrate an average car ownership of 1 car per household within the LSOA. In review of the parking provision for residents, a total of 182 allocated spaces have been provided at a ratio of 2 spaces per household. It is noted that the residential parking provision is allocated to each dwelling.

5.14 A total of 33 unallocated parking spaces will be available for visitors across the proposed development, including 25 spaces designated for the clubhouse and sports field. To optimise efficiency and prevent excessive visitor parking, the proposal adopts a dual-use approach, integrating visitor and sports pitch parking.

5.15 When considering the residential visitor parking provision in isolation to the sports pitches, 8 visitor parking spaces have been provided at convenient locations across the proposed development. Whilst this is 11 visitor parking spaces below the requirement, when considering the excellent location in terms of sustainability of the site, as well as the opportunity to utilise the parking associated with the sports pitches, the proposed visitor parking provision is considered to be sufficient without leading to overspill parking onto the surrounding local highway network.

Cycle Parking

5.16 Cycle parking will be provided in a secure location within curtilage of each house within the proposed development, through the use of garages or sheds. Additionally, the proposed flats will provide secure cycle parking storage via a shared communal cycle store located within the car park provided for the flats. Additional cycle parking is accommodated within the clubhouse and sports pitch facility as required for visitors.

6. HIGHWAY IMPACT

Overview

6.1 The existing site was previously used as a school playing fields and is currently unoccupied. Therefore, it is considered that the site generates no vehicle movements. As a result, the vehicle movements forecast associated with the proposed development are considered to be new vehicle movements on the local highway network.

6.2 This chapter identifies the forecast vehicle trip generation associated with the proposed development, the methodology for assessing the proposed development and the results of the junction modelling.

Proposed Development Trip Generation

6.3 A TRICS assessment for the proposed development has been informed by the parameters agreed as part of the previous planning application (reference UTT-19-1744-OP). This includes the use of a single residential category, to account for houses and flats, as requested by the Highway Authority in their feedback to the previous application submission. These parameters have been applied to the proposed development as set out below.

6.4 It should be noted that the trip generation associated with the clubhouse and sports playing field has not been considered as part of the peak hour trip generation assessment as it is considered that these trips would fall outside of the traditional peak periods of operation on the network (0800-0900 and 1700-1800 during weekdays).

6.5 The TRICS assessment has been undertaken using the 'Houses Privately Owned' and 'Flats Privately Owned'. It is noted that 40% of the dwellings are proposed to be provided as affordable housing, however, to allow for a robust assessment of the highway network, all dwellings have been assessed as private dwellings for the purposes of this assessment. The TRICS parameters are outlined below.

- TRICS (v 7.11.4);
- Use Class 'Residential' and sub-category 'Houses Privately Owned' ;
- Sites in England only (excluding Greater London);
- Excluding surveys conducted during Covid-19 lockdown restrictions;
- Weekday surveys only; and
- 'Suburban Area' locations only.

6.6 The results of the TRICS assessment are outlined in **Table 4** with the full TRICS outputs provided in **Appendix D.**

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Residential Trip Rates	0.121	0.422	0.543	0.373	0.178	0.551
Trip Generation (75 dwellings)	9	32	41	28	13	41

Table 4: Proposed Development Trip Generation (subject to rounding)

6.7 The TRICS assessment forecasts that the proposed development is to generate 41 vehicle movements during the AM peak hour (08:00-09:00) and 41 vehicle movements during the PM peak hour (17:00-18:00).

Vehicular Distribution

6.8 A vehicle distribution assessment has been undertaken to forecast the likely vehicle routes to/from the proposed development to assess the forecast impact on the surrounding highway network.

6.9 The 2011 census 'Travel to Work' data (ref: WU03EW) for a usual residence within the 'Uttlesford 002' MSOA (the site location), has been reviewed in order to assess the likely distribution to/from the site using route planning software (e.g. Google Maps) to determine the most likely route from each MSOA. The MSOA level was used for this assessment as the highest available scale in order to accurately reflect the site. Additionally, 2021 census data is not considered suitable for this assessment given the journey to work data was impacted by travel restrictions imposed by the Covid-19 pandemic lockdowns which were occurring at the time the 2021 census data was undertaken.

6.10 The results of the vehicle distribution assessment on the local highway network, including the site access, are shown below in **Table 5**, with full outputs included within **Appendix E**.

Proposed Site	Site Access / Mount Pleasant Road T-Junction		Mount Pleasant Road/Borough Lane/Debden Road Signalised Junction			Thaxted Road/Peaslands Road Mini-Roundabout	
Junction approach / arm	Mount Pleasant Road West	Mount Pleasant Road East	Debden Road North	Borough Lane West	Debden Road South	Thaxted Road North	Thaxted Road South
Direction of Travel (%)	81%	19%	48%	33%	0%	5%	13%
Total (%)	100%		81%			19%	

Table 5: Forecast Vehicle Distribution

6.11 In reference to the forecast vehicle trip generation of the proposed development outlined in **Table 4** and the vehicle trip distribution outlined in **Table 5**, **Table 6** identifies the forecast total number of vehicle movements at the Site Access/Mount Pleasant Road T-Junction in the AM (08:00-09:00) and PM (17:00-18:00) peak hours.

	AM Peak Hour **(08:00-09:00)**		PM Peak Hour **(17:00-18:00)**	
Site Access	Mount Pleasant Road West	Mount Pleasant Road East	Mount Pleasant Road West	Mount Pleasant Road East
	33	8	33	8

Table 6: Forecast Vehicle Movements at the Site Access/Mount Pleasant Road T-Junction

6.12 **Table 8** identifies 33 vehicle movements are forecast to travel along Mount Pleasant Road to the west of the site access and eight vehicle movements along Mount Pleasant Road to the east of the site access during both the AM peak hour (08:00-09:00) and PM peak hour (17:00-18:00).

Junction Modelling Methodology

Scope of Assessment

6.13 As indicated in **Table 4**, the proposed development results in 41 additional vehicle movements in the AM (08:00-09:00) and PM (17:00-18:00) peak hours on the local highway network.

6.14 Based on the results of traffic surveys, details of which are provided below, the AM and PM peak hours of 08:00-09:00 and 17:00-18:00 are identified as the peak hours on the local highway network. Therefore, the hours of 08:00-09:00 and 17:00-18:00 have been assessed within the junction modelling to provide a robust worse-case assessment of the local highway network.

6.15 The methodology of this assessment has been reviewed against ECC Highway Authority comments on the previous planning application (UTT/1917/44/OP) which requested the modelling of the following junctions:

1. Site Access/Mount Pleasant Road T-Junction;
2. Mount Pleasant Road/Borough Lane/Debden Road signalised junction;
3. Peaslands Road/Hop Fields mini roundabout;
4. Thaxted Road/Peaslands Road mini roundabout;
5. London Road/Debden Road mini roundabout; and

6/7. London Road Double mini roundabouts.

6.16 **Figure 7** identifies the location of the junctions assessed as part of this TA.

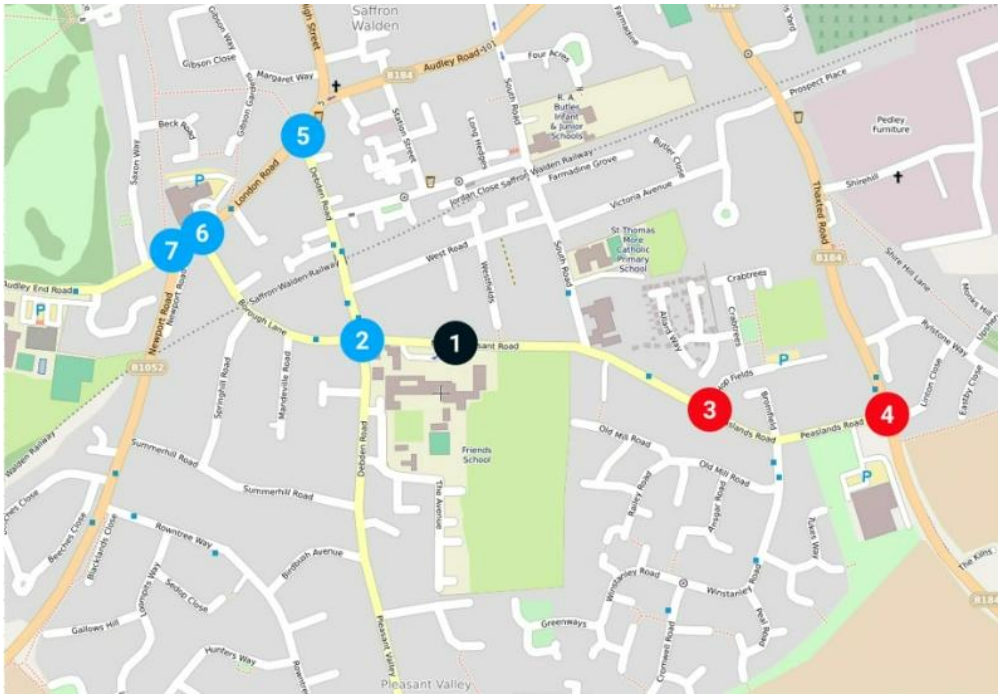


Figure 7: Location of Junction Modelling Assessments

Source of Baseline Traffic Flows

6.17 Manual Classified Counts (MCCs) were undertaken in September 2023 to identify the existing baseline traffic flows in the AM (08:00-09:00) and PM (17:00-18:00) peak hours at the junctions shown within **Figure 7**.

6.18 It is noted that during the traffic survey period an incident occurred at the London Road/Borough Lane mini roundabout. The traffic data has been reviewed across the AM peak period (07:00-10:00). Following a review of the data it appears that the incident did not impact the flows of vehicles at the London Road/Borough Lane mini roundabout or any other assessed junctions. Therefore, the traffic

survey undertaken at the London Road/Borough mini roundabout is considered to be reflective of typical traffic flow conditions. The data is attached as **Appendix F**.

TEMPro

6.19 Trip End Model Presentation Program (TEMPro) is a software which provides an estimation of trip-end growth factors developed by the Department for Transport (DfT) for use in traffic growth projections. The results of the 2023 baseline traffic surveys have then been growthed applying the TEMPro factors with the following criteria:

- TEMPro 7.2;
- NTM AF15 Data Set from 2010 to 2040;
- Uttlesford geographic region;
- Urban area; and
- Minor road

6.20 The TEMPro growth factors for the AM and PM peak hours are identified in **Table 7**. The proposed development is forecast to be fully operational in 2030 and therefore the TEMPro growth factors are identified for 2023-2030.

	AM	PM
2023 - 2030	1.0528	1.0564

Table 7: TEMPro Growth Factors

Committed Development

6.21 The previous planning application at the site (UTT-19-1744-OP) incorporated the traffic impact of several different committed developments as part of its junction modelling assessment, including the Lindon development (UTT/13/3467/OP), the Civic Amenity and Granite development (UTT/18/2366/FUL), and the Land East of Thaxted Road development (UTT/18/0824/OP). It is understood that the majority of these committed developments have since been completed and are therefore accounted for within the traffic counts or the TEMPro growth factors detailed above.

6.22 The neighbouring residential development, known as Former Friends' School residential development (S62A/22/0000002) was granted planning permission in October 2022 however was still under construction during the collection of the traffic surveys. Therefore, to provide a robust assessment in terms of junction modelling, the Former Friends' School residential development has been included as a committed development in addition to the TEMPro growth. This level of committed development is therefore consistent with the previous assessment submitted and referenced within the decision notice dated 1st November 2024.

Junction Modelling Assessment Scenarios

6.23 The following assessment Scenarios have been modelled to forecast the operation of the local highway network at the six junctions identified in **Figure 7**. The proposed development is forecast to be fully operational in 2030. Therefore, the following assessment scenarios have been assessed for the AM (08:00-09:00) and PM (17:00-18:00) peak hours.

- 2023 Baseline;
- 2030 Baseline;
- 2030 Baseline + Committed Development; and
- 2030 Baseline + Committed Development + Proposed Development.

6.24 The proposed development is forecast to generate the highest number of vehicle movements between 08:00-09:00 and 17:00-1800.

6.25 Geometric measurements for the following junctions included within the assessment were obtained from the '*outline planning application for the development of up to 150 dwellings (Use class C3) with all matters reserved except access*' on land east of Thaxted Road, Saffron Walden (reference: UTT/18/0824/OP) which was approved in April 2019. These geometric measurements have therefore previously been agreed and are considered appropriate for the application of the junction capacity assessments undertaken.

- Mount Pleasant Road/Borough Lane/Debden Road signalised junction (Junction 2); and
- Thaxted Road/Peaslands Road mini roundabout (Junction 4).

6.26 Additionally, the geometric measurements for the following junctions included within the assessment were obtained from the '*hybrid application consisting of full details for development of 30 dwellings utilising existing access, re-provision of swimming pool with new changing rooms, artificial grass pitches, sports pavilion and ancillary uses on site, as well as outline application for up to 70 dwellings*' at Former Friends School Mount Pleasant Road, Saffron Walden (reference: UTT/19/1744/OP). Whilst the planning application was refused in March 2021, ECC highway comments raised no objection to the proposals and therefore these geometric measurements have previously been agreed by the highway authority and are considered appropriate for the application of the junction capacity assessments undertaken.

- London Road/Debden Road mini roundabout (Junction 5);
- London Road Double Mini roundabout (Junction 6/7); and

6.27 The geometric measurements for Hopfields/Peaslands Road mini roundabout were taken from Google images given the junction on OS mapping is shown as the previous arrangement as a T-Junction. Given the Hopfields/Peaslands Road mini roundabout is forecast to operate well within capacity, it is considered the geometries applied for the purpose of junction capacity assessments represent a worse-case scenario.

2030 Junction Modelling Results

6.28 Junction capacity modelling has been undertaken for the seven junctions using either Junctions 9 for priority junctions and roundabouts and LinSig for signalised junctions. The results of the junction modelling assessment are discussed in this section with full modelling outputs provided in **Appendix G**.

6.29 Junction modelling has been undertaken using Junctions 9 software, which is industry standard. Each of the six junctions have been modelled for the AM (08:00-09:00) and PM (17:00-18:00) peak hours.

6.30 The performance of junctions that are modelled in Junctions 9 are provided in the form of a Ratio to Flow Capacity (RFC). An RFC of less than 0.85 identifies the junction is forecast to operate within design capacity. An RFC between 0.85 and 1.00 indicates that the junction is forecast to operate close to theoretical capacity and that queueing, and delay is more likely to occur from this point. An RFC above 1.00 is forecast to operate above theoretical capacity.

6.31 Junction modelling has been undertaken of the for Mount Pleasant Road/Borough Lane/Debden Road signalised junction using LinSig software, which is industry standard. LinSig results show that where a junction is forecast to operate below 90% Degree of Saturation (DoS) is considered to operate within

design capacity, whereas a junction that is forecast to operate between 90% and 100% DoS is considered to operate above design capacity but below theoretical capacity. A junction forecast to operate above 100% DoS is considered to operate above theoretical capacity.

Junction 1: Site Access onto Mount Pleasant Road

6.32 The results of junction modelling for Junction 1: Site Access/Mount Pleasant Avenue T-Junction are provided in **Table 8**. It should be noted that the results are only identified in 2030 Baseline with the committed development as the existing access into the site is not in use.

		AM Peak Hour 08:00-09:00)			PM Peak Hour (17:00-18:00)		
		RFC	MMQ (PCU)	Delay (seconds)	RFC	MMQ (PCU)	Delay (seconds)
2030 Baseline + Committed Development	Site Access to Mount Pleasant Road East/West	0.10	0.1	9.52	0.06	0.1	9.94
	Mount Pleasant Road West to Site Access/Mount Pleasant Road East	0.00	0.0	4.75	0.02	0.0	4.60
2030 Baseline + Committed Development + Proposed Development	Site Access to Mount Pleasant Road East/West	0.18	0.2	10.53	0.10	0.1	10.56
	Mount Pleasant Road West to Site Access/Mount Pleasant Road East	0.01	0.0	4.75	0.03	0.0	4.59

Table 8: Modelling Results – Junction 1: Site Access/Mount Pleasant Road T-Junction

6.33 The table above identifies the junction is forecast to operate well within the design capacity (less than 0.85 RFC) in 2030 with the committed development during the AM and PM peak hours. The table above identifies the junction is forecast to operate well within the design capacity (less than 0.85 RFC) in '2030 + committed development + Proposed Development' scenario during the AM and PM peak hours. The Site Access approach during the AM peak hour is forecast a maximum RFC of 0.18.

Junction 2: Mount Pleasant Road/Borough Lane/Debden Road Signalised Junction

6.34 The results of junction modelling for Junction 2: Mount Pleasant Road/Borough Lane/Debden Road signalised junction is provided in **Table 9**.

		AM Peak Hour 08:00-09:00)			PM Peak Hour (17:00-18:00)		
		DoS (%)	MMQ (PCU)	Delays (PCU/Hour)	DoS (%)	MMQ (PCU)	Delays (PCU/Hour)
2023 Baseline	Debden Road North	77.6	16	7.2	81.1	16.4	7.6
	Mount Pleasant Road East	76.9	9.4	4.5	79.8	8.3	4.3
	Debden Road South	77.8	5.4	3.4	81.3	7.6	4.2
	Borough Lane West	75.7	12.9	6.1	82.0	18.7	8.3
2030 Baseline	Debden Road North	89.9	17.5	8.0	86.0	18.1	8.8
	Mount Pleasant Road East	80.9	10.3	5.1	84.3	9.4	5.1
	Debden Road South	78.4	5.9	3.5	86.0	8.7	5.0
	Borough Lane West	81.7	14.2	7.0	86.7	20.6	9.5
2030 Baseline + Committed Development	Debden Road North	83.7	19.2	8.7	88.1	19.5	9.6
	Mount Pleasant Road East	84.6	11.0	5.7	89.9	10.6	6.3
	Debden Road South	83.9	6.7	4.2	90.2	10.0	6.1
	Borough Lane West	83.6	14.8	7.4	89.7	22.5	10.6
2030 Baseline + Committed Development + Proposed Development	Debden Road North	87.7	21.3	10.0	91.1	21.0	10.7
	Mount Pleasant Road East	86.7	11.5	6.1	93.0	11.6	7.3
	Debden Road South	85.2	6.9	4.5	90.3	10.4	6.2
	Borough Lane West	85.5	15.4	7.8	93.2	24.7	12.3

Table 9: Modelling Results – Junction 2: Mount Pleasant Road/Borough Lane/Debden Road Signalised Junction

6.35 The table above identifies the junction is forecast to operate within design capacity (less than 90%), in 2023 and 2030 scenarios baselines AM and PM scenarios.

6.36 On review of the '2030 committed development' scenario, the maximum DoS forecast is 90.2% on the Debden Road South approach during the PM peak hour. However, the proposed development is forecast to have a negligible impact on the operation of the junction in 2030 compared the '2030 baseline + Committed Development' scenario, with a forecast increase circa 3% in DoS during the PM peak hour (1700-18:00). During all scenarios the junction operates within theoretical capacity (100%).

Junction 3: Peaslands Road/Hop fields Mini Roundabout

6.37 The results of junction modelling for Junction 3: Peaslands Road/Hop fields mini roundabout are provided in **Table 10**.

		AM Peak Hour 08:00-09:00)			PM Peak Hour (17:00-18:00)		
		RFC	MMQ (PCU)	Delays (seconds)	RFC	MMQ (PCU)	Delays (seconds)
2023 Baseline	Peaslands Road West	0.36	0.6	6.05	0.26	0.3	5
	Hop Fields North	0.08	0.1	4.99	0.01	0	4.31
	Peaslands Road East	0.39	0.6	6.25	0.18	0.2	4.53
2030 Baseline	Peaslands Road West	0.38	0.6	6.25	0.27	0.4	5.11
	Hop Fields North	0.09	0.1	5.09	0.01	0	4.35
	Peaslands Road East	0.41	0.7	6.48	0.19	0.2	4.59
2030 Baseline + Committed Development	Peaslands Road West	0.39	0.7	6.33	0.27	0.4	5.11
	Hop Fields North	0.09	0.1	5.12	0.01	0	4.35
	Peaslands Road East	0.41	0.7	6.5	0.2	0.3	4.63
2030 Baseline + Committed Development + Proposed Development	Peaslands Road West	0.40	0.7	6.22	0.28	0.4	5.13
	Hop Fields North	0.09	0.1	5.15	0.01	0	4.36
	Peaslands Road East	0.41	0.7	6.40	0.21	0.3	4.67

Table 10: Modelling Results – Junction 3 Peaslands Road/Hop fields Mini Roundabout

6.38 The table above identifies the junction is forecast to operate within the design capacity, below 0.85 RFC, in the AM and PM peak hours. The maximum forecast RFC is 0.41 on the Peaslands Road East approach during the AM peak hour in the '2030 Baseline + Committed Development + Proposed Development' scenario. Therefore, the proposed development is forecast to have a negligible impact on the operation of the junction.

Junction 4: Thaxted Road/Peaslands Road Mini Roundabout

6.39 The results of junction modelling for Junction 4: Thaxted Road/Peaslands Road mini roundabout are provided in **Table 11**.

		AM Peak Hour 08:00-09:00)			PM Peak Hour (17:00-18:00)		
		RFC	MMQ (PCU)	Delays (seconds)	RFC	MMQ (PCU)	Delays (seconds)
2030 Baseline	Thaxted Road North	0.48	1.00	9.44	0.77	3.20	21.67
	Thaxted Road South	0.66	2.00	14.73	0.56	1.30	11.89
	Peaslands Road West	0.73	2.70	18.87	0.68	2.10	14.86
2030 Baseline	Thaxted Road North	0.51	1.10	10.08	0.83	4.40	28.16
	Thaxted Road South	0.70	2.30	16.83	0.60	1.50	13.31
	Peaslands Road West	0.78	3.40	22.78	0.73	2.60	17.42
2030 Baseline + Committed Development	Thaxted Road North	0.52	1.10	10.22	0.83	4.50	28.89
	Thaxted Road South	0.70	2.40	16.96	0.61	1.60	13.60
	Peaslands Road West	0.79	3.70	24.03	0.73	2.60	17.70
2030 Baseline + Committed Development + Proposed Development	Thaxted Road North	0.52	1.10	10.03	0.83	4.60	29.64
	Thaxted Road South	0.70	2.30	16.73	0.62	1.60	13.89
	Peaslands Road West	0.80	3.80	24.44	0.74	2.70	17.98

Table 11: Modelling Results – Junction 4: Thaxted Road/Peaslands Road Mini Roundabout

6.40 The table above identifies the junction is forecast to operate within design capacity, below 0.85 RFC, in the AM and PM peak hours. The maximum RFC forecast is 0.83 on the Thaxted Road North approach during the PM peak hour in '2030 + Committed Development + Proposed Development' scenario. Therefore, the proposed development is forecast to have a negligible impact on the operation of the junction.

Junction 5: London Road/Debden Road Mini Roundabout

6.41 The results of junction modelling for Junction 5: London Road/Debden Road mini roundabout are provided in **Table 12**.

		AM Peak Hour 08:00-09:00)			PM (Peak Hour 17:00-18:00)		
		RFC	MMQ (PCU)	Delays (seconds)	RFC	MMQ (PCU)	Delays (seconds)
2023 Baseline	London Road North	0.74	2.90	16.93	0.97	14.60	65.64
	Debden Road South	0.81	3.80	36.72	0.51	1.00	14.85
	London Road West	0.69	2.30	18.05	0.64	1.80	13.41
2030 Baseline	London Road North	0.79	3.70	20.17	1.02	27.20	108.00
	Debden Road South	0.88	5.7	53.80	0.55	1.20	16.29
	London Road West	0.74	2.80	21.64	0.68	2.10	15.41
2030 Baseline + Committed Development	London Road North	0.79	3.80	20.76	1.05	33.90	128.86
	Debden Road South	0.92	7.70	68.82	0.56	1.30	16.72
	London Road West	0.75	3.00	23.10	0.69	2.20	15.84
2030 Baseline + Committed Development + Proposed Development	London Road North	0.80	3.80	20.67	1.06	39.50	145.49
	Debden Road South	0.96	10.40	88.13	0.57	1.30	16.65
	London Road West	0.76	3.20	23.06	0.70	2.20	16.02

Table 12: Modelling Results – Junction 5: London Road/Debden Road Mini Roundabout

6.42 The table above identifies on the Debden Road (south) approach the maximum RFC forecast is 0.88 RFC in the '2030 Baseline' scenario, 0.92 '2030 baseline + Committed Development' scenario and 0.95 RFC in the '2030 baseline' scenario, with an increase of 0.03 RFC. The table above identifies the junction is forecast to operate below 1.00 RFC during the AM peak hour in all scenarios, with a minimal increase in RFC forecast. Therefore, the proposed development is forecast to have a negligible impact on the operation of the junction during the AM peak hour (08:00-09:00).

6.43 The table above identifies the junction is forecast to operate above 0.85 RFC in the PM peak hour in the '2023 baseline' scenario, with a maximum RFC of 0.97 on the London Road (north) approach. Whereas the junction is forecast to operate above 1.00 RFC in the PM peak hour in the '2030 baseline' scenario, with a RFC of 1.02 on the London Road (north) approach, which is an increase of 0.05 RFC from the '2023 baseline' scenario.

6.44 The table above identifies the junction is forecast to operate above 1.00 RFC in the PM peak hour in the '2030 baseline + Committed Development' scenario, with a maximum RFC of 1.05 on the London Road (north) approach, which is an increase of 0.03 from the '2030 baseline' scenario. Whereas the junction is forecast to operate above 1.00 RFC in the PM peak hour in the '2030 baseline + Committed

Development + Proposed Development' scenario, with a maximum RFC of 1.06 on the London Road (north) approach, which is an increase of 0.01 from the '2030 baseline + Committed Development' scenario.

6.45 The forecast increase in background traffic growth during the PM peak hour (17:00-18:00) is forecast to be greater than the forecast impact of the proposed development. In addition, the forecast impact of the proposed development is the same of the committed development (Former Friends' School residential development, S62A/22/0000002). Therefore, the proposed development is forecast to have a negligible impact on the operation of the junction during the PM peak hour (17:00-18:00).

Junction 6: Thaxted Road/Peaslands Road Mini Roundabout

6.46 The results of junction modelling for Junction 6: Thaxted Road/Peaslands Road mini roundabout are provided in Table 13.

Junction 6		AM Peak Hour 08:00-09:00)			PM (Peak Hour 17:00-18:00)		
		RFC	MMQ (PCU)	Delays (seconds)	RFC	MMQ (PCU)	Delays (seconds)
2023 Baseline	London Road North	0.59	1.5	10.58	0.61	16.	11.25
	Borough Lane South	0.48	0.9	12.03	0.42	0.7	10.56
	London Road West	0.65	1.9	11.45	0.70	2.3	12.82
	London Road North	0.85	5.4	28.21	0.83	4.8	24.62
	Newport Road South	0.95	9.7	9+2.64	0.77	3.1	31.47
	Audley End Road West	0.46	0.9	8.30	0.54	1.1	9.32
2030 Baseline	London Road North	0.62	1.7	11.52	0.65	1.9	12.62
	Borough Lane South	0.51	1.1	13.31	0.46	0.8	11.61
	London Road West	0.67	2.1	12.26	0.74	2.8	14.66
	London Road North	0.90	7.5	36.80	0.88	6.6	33.05
	Newport Road South	1.03	17.6	148.86	0.82	4.2	41.43
	Audley End Road West	0.49	1.0	8.77	0.57	1.3	10.27
2030 Baseline + Committed Development	London Road North	0.62	1.7	11.59	0.66	1.9	12.96
	Borough Lane South	0.54	1.2	13.97	0.47	0.9	11.91
	London Road West	0.67	2.1	12.29	0.75	3.0	15.44
	London Road North	0.91	8.5	41.07	0.89	7.1	35.13
	Newport Road South	1.04	19.3	160.33	0.84	4.7	45.72
	Audley End Road West	0.49	1.0	8.79	0.58	1.4	10.60
2030 Baseline + Committed Development + Proposed Development	London Road North	0.62	1.7	11.65	0.66	2.0	13.23
	Borough Lane South	0.56	1.3	14.64	0.48	0.9	12.08
	London Road West	0.67	2.1	12.35	0.76	3.1	16.07
	London Road North	0.92	9.5	45.20	0.90	7.4	36.40
	Newport Road South	1.05	20.3	167.73	0.86	5.1	49.21
	Audley End Road West	0.49	1.0	8.82	0.59	1.4	10.86

Table 13: Modelling Results – Junction 6: London Road Double Mini Roundabout

6.47 **Table 13** identifies the Thaxted Road/Peaslands Road Mini Roundabout is forecast to operate within the design capacity, below 0.85 RFC, in the AM and PM peak hours, with a maximum RFC of 0.76 forecast on the London Road West approach during the PM peak hour. Therefore, the proposed development is forecast to have a negligible impact on the operation of the junction during the PM peak hour (17:00-18:00).

6.48 Table 13 identifies the Audley End Road/London Road/ Newport Road Mini Roundabout is currently operating close to theoretical capacity (1.00 RFC) in the AM peak hour (08:00-09:00) in the '2023 Baseline' scenario on the Newport Road South approach with a maximum RFC of 0.95. In the '2030 Baseline' scenario the Newport Road South approach is forecast operate above theoretical capacity (above 1.00 RFC) without the proposed development, with a maximum RFC of 1.03, which is an increase of 0.08 RFC during the AM peak hour (08:00-09:00).

6.49 In the '2030 Baseline + Committed Development' scenario the Newport Road South approach is forecast operate above theoretical capacity (above 1.00 RFC) without the proposed development, with a maximum RFC of 1.04, which is an increase of 0.01 RFC from the '2030 Baseline' scenario, in the AM Peak Hour (08:00-09:00).

6.50 In the '2030 Baseline + Committed Development + Proposed Development' scenario, the junction is forecast to operate with a maximum RFC of 1.05, which is an increase of 0.01 RFC. Therefore, the proposed development is forecast to have a negligible impact on the operation of the junction during the AM peak hour (08:00-09:00).

6.51 Table 13 identifies that the Audley End Road/London Road/ Newport Road Mini Roundabout is forecast to operate close to design capacity (0.85 RFC) in '2023 Baseline' scenario, with a maximum RFC of 0.85 on the London Road (North) approach. However, the London Road (North) approach is forecast to operate above the design capacity (0.85 RFC) with a maximum RFC of 0.90 in '2030 Baseline + Committed Development' scenario, which is an increase of 0.05 RFC from the '2023 Baseline' scenario.

6.52 The maximum RFC at the Audley End Road/London Road/ Newport Road Mini Roundabout is forecast to increase only marginally (0.01 RFC) in the '2030 Baseline + Committed Development + Proposed Development' scenario with a maximum RFC of 0.92, still within operational capacity on the London Road (North) approach. Therefore, the proposed development is forecast to have a negligible impact on the operation of the junction during the PM peak hour (17:00-18:00).

7. SUMMARY AND CONCLUSIONS

7.1 This Transport Assessment has been prepared by Paul Basham Associates on behalf of Chase New Homes to accompany a planning application for a residential development comprising 75 dwellings with associated infrastructure and landscaping. As well as the provision of playing fields and associated clubhouse at Former Friends School Fields, Saffron Walden.

7.2 Accessibility from the site is considered to be of a good standard given the location of the site in relation to sustainable travel opportunities in terms of pedestrian and cycle links which provide connection to existing facilities and residential areas within Saffron Walden as well as bus and rail services which provide connection to the wider area. Therefore, the site is considered to present a good opportunity to promote sustainable transport to future residents.

7.3 The proposed development will be accessed off Mount Pleasant Road as per the existing arrangement. Swept path analysis (vehicle tracking) has been undertaken to ensure that the proposed development can be serviced by cars, refuse, emergency, and delivery vehicles.

7.4 The proposed development includes a total of 182 total car parking, with at least two car parking spaces provided for dwellings above 2-bedrooms, and one space allocated to the eight 1-bedroom dwellings. This level of parking is considered to be appropriate to meet all demand from the proposed development and to encourage sustainable travel to and from the development in line with the accessible nature of the site. A total of 33 unallocated visitor parking spaces are proposed and considered to be sufficient without leading to overspill parking onto the surrounding local highway network. Cycle parking will be provided in a secure location within curtilage of each house and flats will be provided secure cycle parking storage via a shared communal cycle store.

7.5 The proposed development is anticipated to generate 41 vehicle movements in the AM peak hour (08:00-09:00) and 41 vehicle movements in the PM peak hour (17:00-18:00). Therefore, the proposed development is forecast to generate a small number of vehicle movements in the AM and PM peak hours on the local highway network.

7.6 The junction capacity assessment has forecast that the proposed development will not have a significant impact on the local highway network. Of the seven junctions assessed, two are forecast to operate over capacity (above 1.00 RFC/100% DoS) in either the AM or PM peak hours in the '2030 Baseline + Committed Development' scenario, without the proposed development. These junctions are the London Road Double Mini Roundabouts and the London Road/Debden Road Mini Roundabout. In the '2030 + Committed Development + Proposed Development' scenario, the proposed development is forecast not to have a significant impact with the operation of the six junctions modelled.

7.7 The Transport Assessment has demonstrated that the proposed development will have a negligible impact on the operation of the local highway network and that safe and suitable access is achievable. We would therefore encourage the local highway and planning authorities to look favourably upon this application with regards to highways.

Appendix A

0 10 20 30 40 50m

Scale

N

NOTES:

NOTE: NO DIMENSIONS TO BE SCALED FOR CONSTRUCTION. DRAWINGS MAY BE SCALED FOR PLANNING PURPOSES ONLY. ALL DIMENSIONS TO BE CHECKED ON SITE. COPYRIGHT RESERVED.

MOUNT PLEASANT
Existing trees
Brick walling screening to S/S
S/S
Existing access
Rowan M4(3)
Wilde M4(3)
Wilde M4(3)
Rowan M4(3)
Rowan M4(3)
Wilde M4(3)
Wilde M4(3)
7 6 5 4 3 2 1
8 9 10 11 12 13 14 15 16 17
Aspen
Willow
Oak
Willow
Oak
Aspen
GRAND AVENUE
Converted school buildings
Apartments 1
25-30
cycles
Bronte
24
bins
Mulberry
FOG
21
20
Aspen
19
Mulberry
Mulberry
23
22
18
Play area
Play area
3m cycleway
One way street
31-34
Maisonettes
bins
cycles
35
36
37
38
39
40
41
42
Birch
Beech
Beech
Mulberry
Mulberry
Mulberry
Beech
Birch
GRAND AVENUE LINK
Beech
70
71
FOG
72
73
FOG
Beech
74
Beech
75
One way street
One way street
Aspen
Villa
Aspen
67 68 69
65 64
66
Villa
Villa
Mews
43-46
Maisonettes
bins
cycles
Beech
Beech
48
49
Bronte
47
52
51
50
53
54
Crescent
Crescent
Villa
60
Villa
Villa
Bronte
61
62
63
59
58
57
56
55
Crescent
Crescent
bins
Clubhouse
U11-U12 football pitch
U11-U12 football pitch.
Informal pedestrian leisure route through woodland
Existing retained woodland

architecture
planning
project management
interior design
graphics

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PROJECT:
Walden School
Saffron Walden

DRAWING TITLE:
Initial Concept Sketch Layout
APP2

SCALE:	DATE:	BY:
1:500 (A0)	April 2025	JB

ISSUE STATUS:
DESIGN ☐ **B of Q** ☐ **CONSTRUCTION** ☐ **RECORD** ☐

CHECKED BY: DATE:

DRAWING NO:	REVISION:
23110 (D) 006	-

REV:	BY:	DATE:	DETAILS:

Appendix B

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
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NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
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Rev	Description	Date	By	App'd
P01	FIRST ISSUE	04.04.25	NPE	WJF
P01	FIRST ISSUE	24.06.24	NPE	WJF

Date Created	Drawn By	Approved By	Suitabilty Code
22.05.24	BRM	WJF	-

PBA Project Number	Scale	
1033.0002	1:500	(AT A3)

PBA Drawing No:	Revison
1033.0002-0001	P02

Project Name
MOUNT PLEASANT ROAD, SAFFRON WALDEN

Project Phase
PRELIMINARY

Title
VISIBILITY SPLAY ASSESSMENT

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GENERAL NOTES

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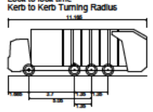
VEHICLE PROFILE:

Skoda Octavia	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



Uttlesford District Refuse Vehicle Spec	
Overall Length	11.165m
Overall Width	2.550m
Overall Body Height	3.759m
Min Body Ground Clearance	0.312m
Max Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.600m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	04.04.25	NPE	WJF

Date Created	Drawn By	Approved By	Suitabilty Code
24.06.24	NPE	WJF	-

PBA Project Number	Scale	
1033.0002	1:500	(AT A3)

PBA Drawing No:	Revison
1033.0002-0002	P01

Project Name
MOUNT PLEASANT ROAD,
SAFFRON WALDEN

Project Phase
PRELIMINARY

Title
VEHICLE SWEPT
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QMS2011/v8/210723/JM

Appendix C

TS045 - Car or van availability

population	All households
units	Households
area type	2021 super output areas - lower layer
area name	E01022082 : Uttlesford 002G

Number of cars or vans	2021	No. of Cars	Ave. no. of cars per household
Total: All households	925	-	0.903
No cars or vans in household	90	0	
1 car or van in household	381	381	
2 cars or vans in household	350	350	
3 or more cars or vans in house	104	104	
Total	-	835	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Appendix D

Calculation Reference: AUDIT-247601-250402-0447

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	2 days
03	SOUTH WEST		
	SD	SWINDON	1 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days
	IM	ISLE OF MAN	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: 10 to 363 (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: 01/01/16 to 18/09/24

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	3 days
Tuesday	4 days
Wednesday	4 days
Thursday	3 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	14

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	14

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	13 days - Selected

Secondary Filtering selection:

Use Class:

C3	14 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	5 days
10,001 to 15,000	1 days
15,001 to 20,000	4 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	4 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 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	5 days
1.1 to 1.5	8 days
1.6 to 2.0	1 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	3 days
No	11 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	14 days

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

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
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*

2 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*

3 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*

4 HF-03-A-07 MIXED HOUSES & BUNGALOWS HERTFORDSHIRE
BAKER STREET
POTTERS BAR

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 92
Survey date: MONDAY *25/03/24* *Survey Type: MANUAL*

5 IM-03-A-04 MIXED HOUSES ISLE OF MAN
NEW CASTLETOWN ROAD
DOUGLAS

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 73
Survey date: MONDAY *20/05/24* *Survey Type: MANUAL*

6 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*

7 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*

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	SEMI-DETACHED	34	NORFOLK
	Survey date: TUESDAY		*13/09/22*	*Survey Type: MANUAL*
9	NF-03-A-52 LYNNSPORT WAY KING'S LYNN Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	MIXED HOUSES	130	NORFOLK
	Survey date: TUESDAY		*07/11/23*	*Survey Type: MANUAL*
10	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	TERRACED HOUSES	10	NORTH YORKSHIRE
	Survey date: WEDNESDAY		*10/05/17*	*Survey Type: MANUAL*
11	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	DETACHED HOUSES	28	PETERBOROUGH
	Survey date: MONDAY		*17/10/16*	*Survey Type: MANUAL*
12	SD-03-A-01 HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	SEMI DETACHED	27	SWINDON
	Survey date: THURSDAY		*22/09/16*	*Survey Type: MANUAL*
13	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	DETACHED HOUSES	23	WARWICKSHIRE
	Survey date: WEDNESDAY		*25/09/19*	*Survey Type: MANUAL*
14	WM-03-A-07 EVESON ROAD STOURBRIDGE NORTON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	DETACHED HOUSES	14	WEST MIDLANDS
	Survey date: WEDNESDAY		*18/09/24*	*Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-09	covid

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	14	70	0.067	14	70	0.293	14	70	0.360
08:00 - 09:00	14	70	0.121	14	70	0.422	14	70	0.543
09:00 - 10:00	14	70	0.173	14	70	0.178	14	70	0.351
10:00 - 11:00	14	70	0.138	14	70	0.182	14	70	0.320
11:00 - 12:00	14	70	0.145	14	70	0.150	14	70	0.295
12:00 - 13:00	14	70	0.168	14	70	0.158	14	70	0.326
13:00 - 14:00	14	70	0.187	14	70	0.169	14	70	0.356
14:00 - 15:00	14	70	0.165	14	70	0.198	14	70	0.363
15:00 - 16:00	14	70	0.264	14	70	0.208	14	70	0.472
16:00 - 17:00	14	70	0.334	14	70	0.172	14	70	0.506
17:00 - 18:00	14	70	0.373	14	70	0.178	14	70	0.551
18:00 - 19:00	14	70	0.275	14	70	0.167	14	70	0.442
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.410			2.475			4.885

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:	10 - 363 (units:)
Survey date date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	1

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

Appendix E

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	All categories: Method of travel to work (2001 specification)

		J1		J3			J4		J2			J5			J6			J7		
	usual residence	Site access		Peasland Road/Hop Fields			Thaxsted Road/Peasland Road mini roundabout		Mount Pleadsant Road/Borough Lane/Debden Road Signalised juncton			London Road/Debden Road mini Roundabout			London Road/Borough Lane mini roundabout			Audley End Road/London Road/ Newport Road mini roundabout		
place of work	E02004592 : Uttlesford 002	Mount Pleasant Road West	Mount Pleasant Road East	West	North	East	North	South	North	West	South	North	West	South	North	West	South	North	West	South
E02004591 : Uttlesford 001	519	389	130			130	130		195	195		195				195			195	
E02004593 : Uttlesford 003	199	199								199						199			99.5	99.5
E02004594 : Uttlesford 004	185		185			185		185												
E02004595 : Uttlesford 005	74	74								74						74				74
E02004596 : Uttlesford 006	180	135	45			45		45		135						135				135
E02004597 : Uttlesford 007	42		42			42		42												
E02004598 : Uttlesford 008	20		20			20		20												
E02004599 : Uttlesford 009	22	11	11			11		11		11						11				11
Babergh	6		6			6		6												
Basildon	16	8	8			8		8	8			8								
Bedford	1	1							1			1								
Braintree	55		55			55		55												
Breckland	0																			
Brentwood	6	5	2			2		2	5			5								
Broadland	0																			
Broxbourne	21	21							11	11		11				11				11
Cambridge	436	436							436			436								
Castle Point	1		1			1		1												
Central Bedfordshire	1	1								1						1			1	
Chelmsford	31		31			31		31												
Colchester	22		22			22		22								3			3	
Dacorum	3	3								3										
East Cambridgeshire	22	22							22			22								
East Hertfordshire	197	197								197						197				197
Epping Forest	42	42							32	11		32				11				11
Fenland	0																			
Forest Heath	26	26							26			26								
Great Yarmouth	0																			
Harlow	99	99							79	20		79				20				20
Hertsmere	8	8							4	4		4				4				4
Huntingdonshire	27	27							27			27								
Ipswich	4	2	2			2		2	2			2								
King's Lynn and West Norfolk	0																			
Luton	12	12								12						12			12	
Maldon	5		5			5		5												
Mid Suffolk	4	4							4			4								
North Hertfordshire	45	45								45						45			22.5	22.5
North Norfolk	1	1							1			1								
Norwich	4	4							4			4								
Peterborough	9	9							9			9								
Rochford	5		5			5		5												
South Norfolk	0																			
Southend-on-Sea	9		9			9		9												
St Albans	3	3								3						3			3	
St Edmundsbury	62	31	31			31	31		31			31								
Stevenage	4	4								4						4			3	1
Suffolk Coastal	0																			
Tendring	9		9			9		9												
Three Rivers	1	1							1			1								
Thurrock	2	2							2			2								
Watford	3	3							2	2		2				2			2	
Waveney	0																			
Welwyn Hatfield	17	17								17						17			12.75	4.25
East Midlands	15	15							15			15								
London	408	408							326.4	81.6		326.4				81.6			40.8	40.8
North East	1	1							1			1								
North West	5	5							5			5								
Northern Ireland	0																			
Scotland	0																			
South East	20	20							20			20								
South West	9	9							9			9								
Wales	0																			
West Midlands	4	4							4			4								
Yorkshire and The Humber	4	4							4			4								
E02004878 : East Hertfordshire 001	6	6								6										
E02004879 : East Hertfordshire 002	0																			
E02004880 : East Hertfordshire 003	13	13								13										
E02004881 : East Hertfordshire 004	62	62								62										
E02004882 : East Hertfordshire 005	41	41								41										
E02004883 : East Hertfordshire 006	1	1								1										
E02004884 : East Hertfordshire 007	24	24								24										
E02004885 : East Hertfordshire 008	9	9								9										
E02004886 : East Hertfordshire 009	6	6								6										
E02004887 : East Hertfordshire 010	2	2								2										
E02004888 : East Hertfordshire 011	14	14							7	7										
E02004889 : East Hertfordshire 012	2	2							1	1										
E02004890 : East Hertfordshire 013	4	4							2	2										
E02004891 : East Hertfordshire 014	1	1							1	1										
E02004892 : East Hertfordshire 015	0																			
E02004893 : East Hertfordshire 016	2	2							1	1										
E02004894 : East Hertfordshire 017	7	7							4	4										
E02004895 : East Hertfordshire 018	3	3								3										
E02003775 : South Cambridgeshire 001	1	1							1			1								
E02003776 : South Cambridgeshire 002	0																			
E02003777 : South Cambridgeshire 003	3	3							3			3								
E02003778 : South Cambridgeshire 004	4	4							4			4								
E02003779 : South Cambridgeshire 005	7	7							7			7								
E02003780 : South Cambridgeshire 006	9	9							9			9								
E02003781 : South Cambridgeshire 007	40	40							40			40								
E02003783 : South Cambridgeshire 009	4	4							4			4								
E02003784 : South Cambridgeshire 010	5	5							5			5								
E02003785 : South Cambridgeshire 011	26	26							26			26								
E02003786 : South Cambridgeshire 012	21	21							21			21								
E02003787 : South Cambridgeshire 013	5	5								5						5			5	
E02003788 : South Cambridgeshire 014	14	14							7	7		7				7			7	
E02003789 : South Cambridgeshire 015	44	44							44			44								
E02003790 : South Cambridgeshire 016	39	20	20			20	20		20			20								
E02003791 : South Cambridgeshire 017	212	212							159	53		159				53			53	
E02003792 : South Cambridgeshire 018	24	24								24						24			18	6
E02003793 : South Cambridgeshire 019	11	11								11						11			11	
E02006873 : South Cambridgeshire 020	13	13							13			13								
E02006874 : South Cambridgeshire 021	6	6							3	3		3				3			3	
Totals	3,414	2,777	637	0	0	637	180	457	1,650	1,127	0	1,650	0	0	0	1,127	0	0	491	636
Percentage	100%	81%	19%	0%	0%	19%	5%	13%	48%	33%	0%	48%	0%	0%	0%	33%	0%	0%	14%	19%

Appendix F

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk [redacted]

Filename: Junction 1 Site access- Mount Pleasant Road T-junction.j9
Path: P:\Eastern\1031-1040\1033 Chase New Homes\1033.0002 Mount Pleasant Road, Saffron Walden\03 Technical\TPL\Modelling\Junction 1 Site access- Mount Pleasant Road T-junction
Report generation date: 04/04/2025 12:48:20

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2023							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2030							
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	2030 + COM							
Stream B-AC	0.1	9.52	0.10	A	0.1	9.94	0.06	A
Stream C-AB	0.0	4.75	0.00	A	0.0	4.60	0.02	A
	2030 + COM + DEV							
Stream B-AC	0.2	10.53	0.18	B	0.1	10.56	0.10	B
Stream C-AB	0.0	4.75	0.01	A	0.0	4.59	0.03	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.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	20/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15
D2	2023	PM	ONE HOUR	16:45	18:15	15
D3	2030	AM	ONE HOUR	07:45	09:15	15
D4	2030	PM	ONE HOUR	16:45	18:15	15
D5	2030 + COM	AM	ONE HOUR	07:45	09:15	15
D6	2030 + COM	PM	ONE HOUR	16:45	18:15	15
D7	2030 + COM + DEV	AM	ONE HOUR	07:45	09:15	15
D8	2030 + COM + DEV	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Mount Pleasant Road East		Major
B	Site Access		Minor
C	Mount Pleasant Road West		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	5.40			180.3	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	17	48

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	506	0.095	0.239	0.150	0.342
1	B-C	654	0.103	0.260	-	-
1	C-B	678	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 segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	229	100.000
B		✓	0	100.000
C		✓	264	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	229
	B	0	0	0
	C	264	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	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 LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	508	0.000	0	0.0	0.000	A
C-AB	0	632	0.000	0	0.0	0.000	A
C-A	199			199			
A-B	0			0			
A-C	172			172			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	495	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	237			237			
A-B	0			0			
A-C	206			206			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	478	0.000	0	0.0	0.000	A
C-AB	0	610	0.000	0	0.0	0.000	A
C-A	291			291			
A-B	0			0			
A-C	252			252			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	478	0.000	0	0.0	0.000	A
C-AB	0	610	0.000	0	0.0	0.000	A
C-A	291			291			
A-B	0			0			
A-C	252			252			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	495	0.000	0	0.0	0.000	A
C-AB	0	623	0.000	0	0.0	0.000	A
C-A	237			237			
A-B	0			0			
A-C	206			206			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	508	0.000	0	0.0	0.000	A
C-AB	0	632	0.000	0	0.0	0.000	A
C-A	199			199			
A-B	0			0			
A-C	172			172			

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	290	100.000
B		✓	0	100.000
C		✓	366	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	290
	B	0	0	0
	C	366	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	488	0.000	0	0.0	0.000	A
C-AB	0	619	0.000	0	0.0	0.000	A
C-A	276			276			
A-B	0			0			
A-C	218			218			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	472	0.000	0	0.0	0.000	A
C-AB	0	608	0.000	0	0.0	0.000	A
C-A	329			329			
A-B	0			0			
A-C	261			261			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	449	0.000	0	0.0	0.000	A
C-AB	0	592	0.000	0	0.0	0.000	A
C-A	403			403			
A-B	0			0			
A-C	319			319			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	449	0.000	0	0.0	0.000	A
C-AB	0	592	0.000	0	0.0	0.000	A
C-A	403			403			
A-B	0			0			
A-C	319			319			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	472	0.000	0	0.0	0.000	A
C-AB	0	608	0.000	0	0.0	0.000	A
C-A	329			329			
A-B	0			0			
A-C	261			261			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	488	0.000	0	0.0	0.000	A
C-AB	0	619	0.000	0	0.0	0.000	A
C-A	276			276			
A-B	0			0			
A-C	218			218			

2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	241	100.000
B		✓	0	100.000
C		✓	278	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	241
	B	0	0	0
	C	278	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	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 LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	504	0.000	0	0.0	0.000	A
C-AB	0	629	0.000	0	0.0	0.000	A
C-A	209			209			
A-B	0			0			
A-C	181			181			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	491	0.000	0	0.0	0.000	A
C-AB	0	620	0.000	0	0.0	0.000	A
C-A	250			250			
A-B	0			0			
A-C	217			217			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	473	0.000	0	0.0	0.000	A
C-AB	0	607	0.000	0	0.0	0.000	A
C-A	306			306			
A-B	0			0			
A-C	265			265			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	473	0.000	0	0.0	0.000	A
C-AB	0	607	0.000	0	0.0	0.000	A
C-A	306			306			
A-B	0			0			
A-C	265			265			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	491	0.000	0	0.0	0.000	A
C-AB	0	620	0.000	0	0.0	0.000	A
C-A	250			250			
A-B	0			0			
A-C	217			217			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	504	0.000	0	0.0	0.000	A
C-AB	0	629	0.000	0	0.0	0.000	A
C-A	209			209			
A-B	0			0			
A-C	181			181			

2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	306	100.000
B		✓	0	100.000
C		✓	387	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	306
	B	0	0	0
	C	387	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	483	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	291			291			
A-B	0			0			
A-C	230			230			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	466	0.000	0	0.0	0.000	A
C-AB	0	604	0.000	0	0.0	0.000	A
C-A	348			348			
A-B	0			0			
A-C	275			275			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	441	0.000	0	0.0	0.000	A
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	426			426			
A-B	0			0			
A-C	337			337			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	441	0.000	0	0.0	0.000	A
C-AB	0	588	0.000	0	0.0	0.000	A
C-A	426			426			
A-B	0			0			
A-C	337			337			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	466	0.000	0	0.0	0.000	A
C-AB	0	604	0.000	0	0.0	0.000	A
C-A	348			348			
A-B	0			0			
A-C	275			275			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	0	483	0.000	0	0.0	0.000	A
C-AB	0	616	0.000	0	0.0	0.000	A
C-A	291			291			
A-B	0			0			
A-C	230			230			

2030 + COM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	0.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 + COM	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	250	100.000
B		✓	38	100.000
C		✓	280	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	9	241
	B	31	0	7
	C	278	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	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 LOS
B-AC	0.10	9.52	0.1	A
C-AB	0.00	4.75	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	29	455	0.063	28	0.1	8.441	A
C-AB	2	764	0.003	2	0.0	4.750	A
C-A	209			209			
A-B	7			7			
A-C	181			181			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	34	440	0.078	34	0.1	8.865	A
C-AB	3	782	0.003	3	0.0	4.646	A
C-A	249			249			
A-B	8			8			
A-C	217			217			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	42	420	0.100	42	0.1	9.512	A
C-AB	4	807	0.004	4	0.0	4.508	A
C-A	305			305			
A-B	10			10			
A-C	265			265			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	42	420	0.100	42	0.1	9.516	A
C-AB	4	807	0.004	4	0.0	4.512	A
C-A	305			305			
A-B	10			10			
A-C	265			265			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	34	440	0.078	34	0.1	8.873	A
C-AB	3	782	0.003	3	0.0	4.653	A
C-A	249			249			
A-B	8			8			
A-C	217			217			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	29	455	0.063	29	0.1	8.454	A
C-AB	2	764	0.003	2	0.0	4.752	A
C-A	209			209			
A-B	7			7			
A-C	181			181			

2030 + COM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	0.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 + COM	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	335	100.000
B		✓	20	100.000
C		✓	394	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	29	306
	B	16	0	4
	C	387	7	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	2
	B	0	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	9.94	0.1	A
C-AB	0.02	4.60	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	15	431	0.035	15	0.0	8.651	A
C-AB	8	803	0.010	8	0.0	4.594	A
C-A	288			288			
A-B	22			22			
A-C	230			230			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	18	411	0.044	18	0.0	9.148	A
C-AB	11	830	0.013	11	0.0	4.464	A
C-A	343			343			
A-B	26			26			
A-C	275			275			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	22	384	0.057	22	0.1	9.937	A
C-AB	15	868	0.017	15	0.0	4.297	A
C-A	419			419			
A-B	32			32			
A-C	337			337			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	22	384	0.057	22	0.1	9.939	A
C-AB	15	868	0.017	15	0.0	4.302	A
C-A	419			419			
A-B	32			32			
A-C	337			337			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	18	411	0.044	18	0.0	9.153	A
C-AB	11	830	0.013	11	0.0	4.478	A
C-A	343			343			
A-B	26			26			
A-C	275			275			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	15	431	0.035	15	0.0	8.659	A
C-AB	8	803	0.010	8	0.0	4.600	A
C-A	288			288			
A-B	22			22			
A-C	230			230			

2030 + COM + DEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	1.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030 + COM + DEV	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	257	100.000
B		✓	70	100.000
C		✓	282	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	16	241
	B	57	0	13
	C	278	4	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.18	10.53	0.2	B
C-AB	0.01	4.75	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	53	454	0.116	52	0.1	8.952	A
C-AB	4	763	0.005	4	0.0	4.745	A
C-A	208			208			
A-B	12			12			
A-C	181			181			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	63	439	0.143	63	0.2	9.565	A
C-AB	5	780	0.007	5	0.0	4.643	A
C-A	248			248			
A-B	14			14			
A-C	217			217			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	77	419	0.184	77	0.2	10.517	B
C-AB	7	806	0.009	7	0.0	4.507	A
C-A	303			303			
A-B	18			18			
A-C	265			265			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	77	419	0.184	77	0.2	10.531	B
C-AB	7	806	0.009	7	0.0	4.508	A
C-A	303			303			
A-B	18			18			
A-C	265			265			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	63	439	0.143	63	0.2	9.581	A
C-AB	5	780	0.007	5	0.0	4.643	A
C-A	248			248			
A-B	14			14			
A-C	217			217			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	53	454	0.116	53	0.1	8.983	A
C-AB	4	763	0.005	4	0.0	4.747	A
C-A	208			208			
A-B	12			12			
A-C	181			181			

2030 + COM + DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way	0.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030 + COM + DEV	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	358	100.000
B		✓	33	100.000
C		✓	399	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	52	306
	B	27	0	6
	C	387	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	10.56	0.1	B
C-AB	0.03	4.59	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	25	425	0.058	25	0.1	8.976	A
C-AB	14	799	0.018	14	0.0	4.586	A
C-A	286			286			
A-B	39			39			
A-C	230			230			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	30	405	0.073	30	0.1	9.583	A
C-AB	19	825	0.023	19	0.0	4.463	A
C-A	340			340			
A-B	47			47			
A-C	275			275			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	36	377	0.096	36	0.1	10.554	B
C-AB	26	863	0.030	26	0.0	4.302	A
C-A	413			413			
A-B	57			57			
A-C	337			337			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	36	377	0.096	36	0.1	10.561	B
C-AB	26	863	0.030	26	0.0	4.303	A
C-A	413			413			
A-B	57			57			
A-C	337			337			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	30	405	0.073	30	0.1	9.590	A
C-AB	19	825	0.023	19	0.0	4.465	A
C-A	340			340			
A-B	47			47			
A-C	275			275			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
B-AC	25	425	0.058	25	0.1	8.990	A
C-AB	14	799	0.018	14	0.0	4.587	A
C-A	286			286			
A-B	39			39			
A-C	230			230			

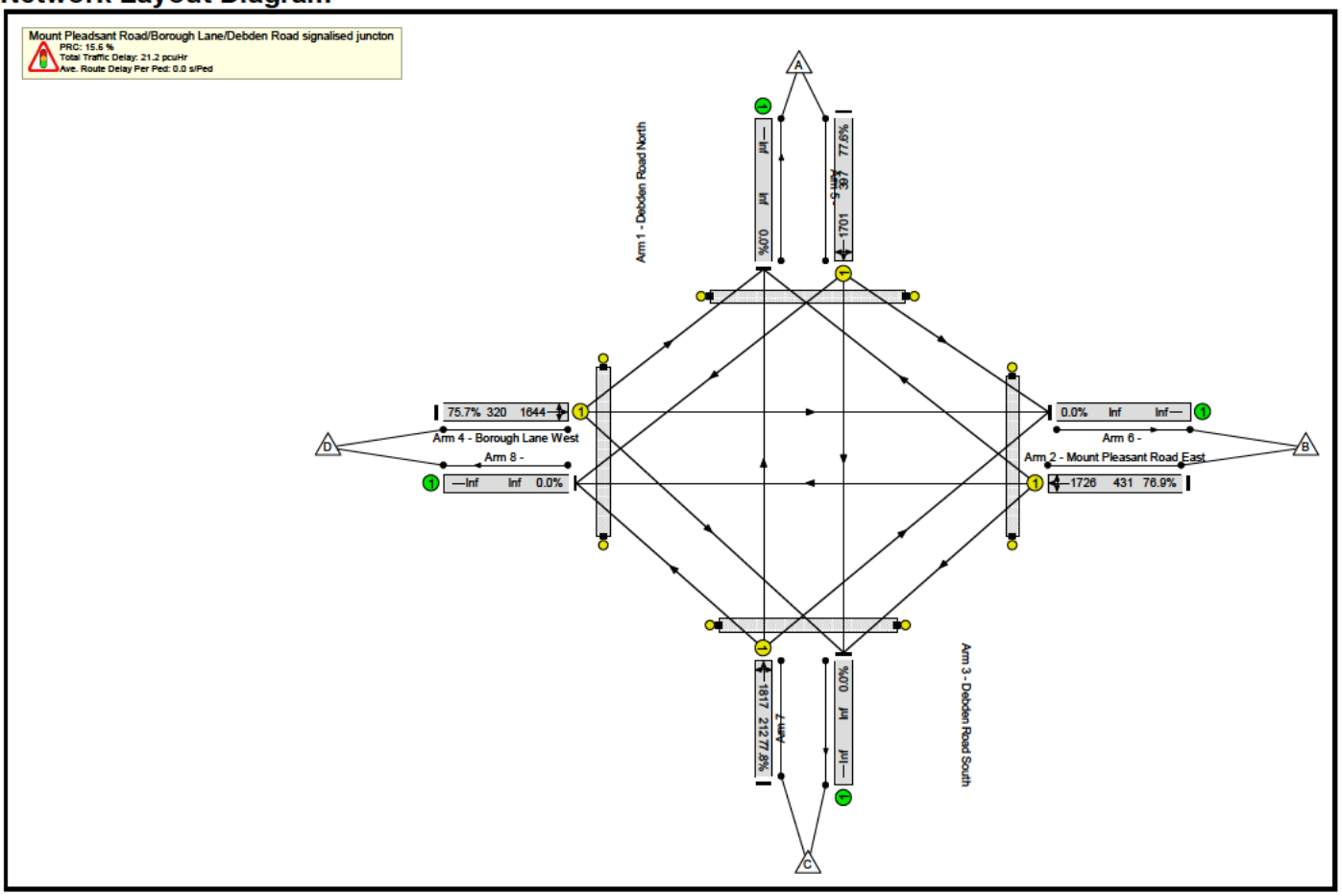
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Mount Pleasant Road-Debden Road-Borough Lane - 2025.lsg3x
Author:	
Company:	
Address:	

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

Network Layout Diagram



Basic Results Summary

Network Results

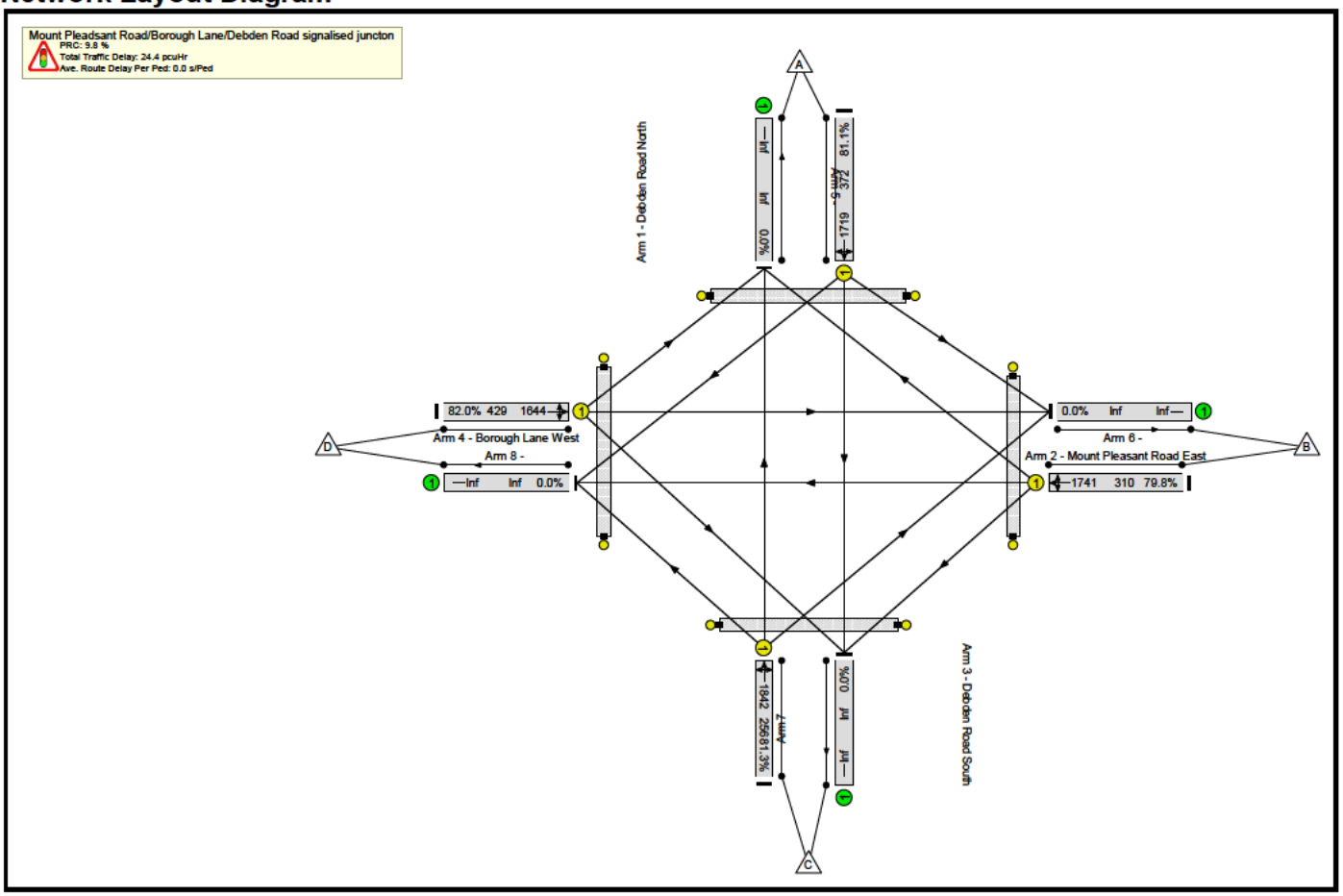
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**77.8%**	**0**	**0**	**0**	**21.2**	-	-
Mount Pleadsant Road/Borough Lane/Debden Road signalised juncton	-	-	-		-	-	-	-	-	-	**77.8%**	**0**	**0**	**0**	**21.2**	-	-
1/1	Debden Road North Left Ahead Right	U	A		1	41	-	308	1701	397	77.6%	-	-	-	7.2	84.1	16.0
2/1	Mount Pleasant Road East Right Left Ahead	U	B		2	43	-	332	1726	431	76.9%	-	-	-	4.5	48.9	9.4
3/1	Debden Road South Ahead Right Left	U	C		2	19	-	165	1817	212	77.8%	-	-	-	3.4	74.4	5.6
4/1	Borough Lane West Left Ahead Right	U	D		1	34	-	242	1644	320	75.7%	-	-	-	6.1	90.8	12.9
Ped Link: P1	Debden Road North	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Mopunt Pleasant Road East	-	F		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Debden Road South	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Borough Lane West	-	H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 15.6 Total Delay for Signalled Lanes (pcuHr): 21.22 Cycle Time (s): 180
PRC Over All Lanes (%): 15.6 Total Delay Over All Lanes(pcuHr): 21.22

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**82.0%**	**0**	**0**	**0**	**24.4**	-	-
Mount Pleadsant Road/Borough Lane/Debden Road signalised juncton	-	-	-		-	-	-	-	-	-	**82.0%**	**0**	**0**	**0**	**24.4**	-	-
1/1	Debden Road North Left Ahead Right	U	A		1	38	-	302	1719	372	81.1%	-	-	-	7.6	91.2	16.4
2/1	Mount Pleasant Road East Right Left Ahead	U	B		2	30	-	247	1741	310	79.8%	-	-	-	4.3	62.9	8.3
3/1	Debden Road South Ahead Right Left	U	C		2	23	-	208	1842	256	81.3%	-	-	-	4.2	72.8	7.6
4/1	Borough Lane West Left Ahead Right	U	D		1	46	-	352	1644	429	82.0%	-	-	-	8.3	84.6	18.7
Ped Link: P1	Debden Road North	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Mopunt Pleasant Road East	-	F		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Debden Road South	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Borough Lane West	-	H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

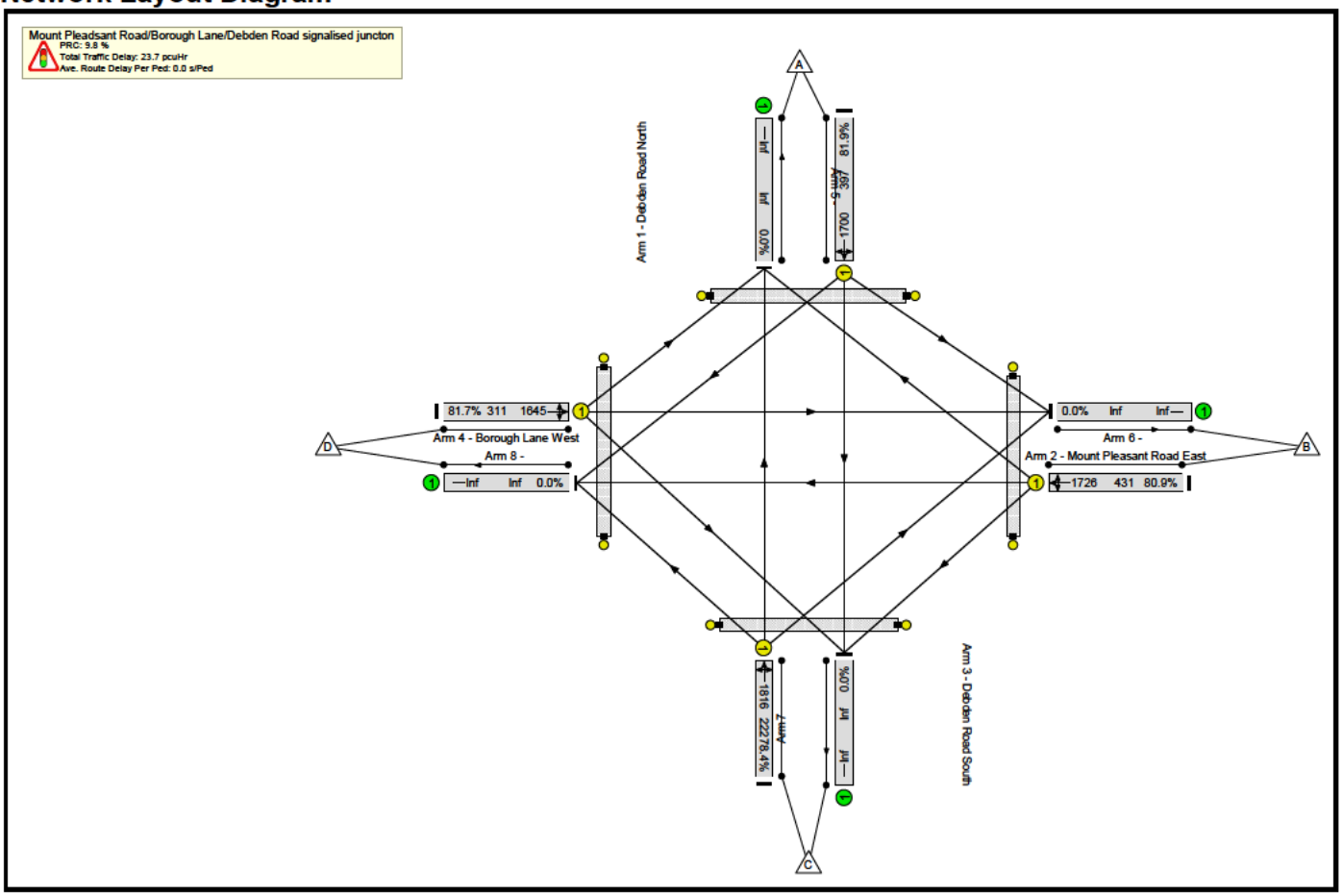
C1 PRC for Signalled Lanes (%): 9.8 Total Delay for Signalled Lanes (pcuHr): 24.44 Cycle Time (s): 180

PRC Over All Lanes (%): 9.8 Total Delay Over All Lanes(pcuHr): 24.44

Basic Results Summary

Scenario 3: '2030 AM' (FG3: '2030 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

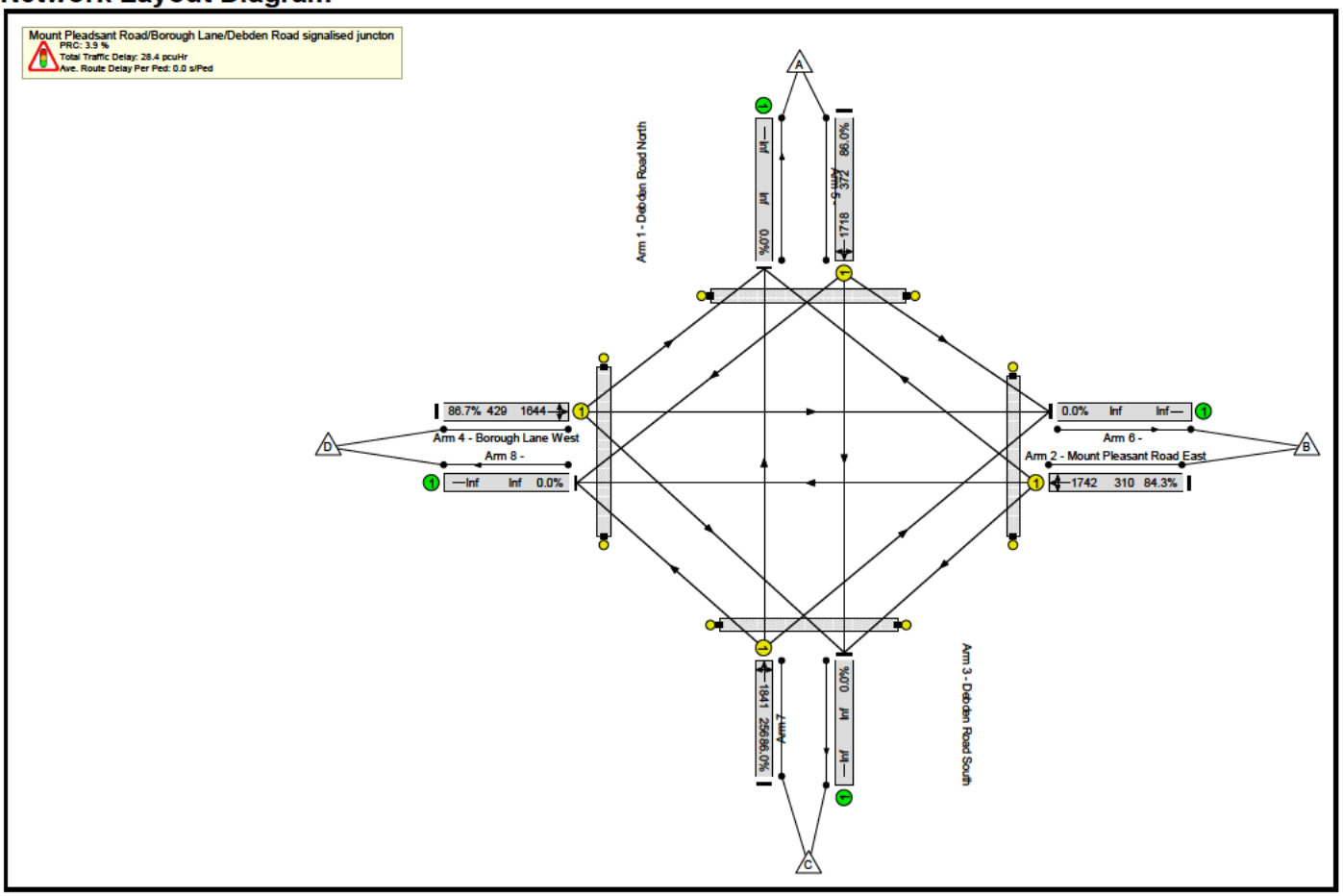
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**81.9%**	**0**	**0**	**0**	**23.7**	-	-
Mount Pleadsant Road/Borough Lane/Debden Road signalised juncton	-	-	-		-	-	-	-	-	-	**81.9%**	**0**	**0**	**0**	**23.7**	-	-
1/1	Debden Road North Left Ahead Right	U	A		1	41	-	325	1700	397	81.9%	-	-	-	8.0	89.1	17.5
2/1	Mount Pleasant Road East Right Left Ahead	U	B		2	43	-	349	1726	431	80.9%	-	-	-	5.1	52.5	10.3
3/1	Debden Road South Ahead Right Left	U	C		2	20	-	174	1816	222	78.4%	-	-	-	3.5	73.4	5.9
4/1	Borough Lane West Left Ahead Right	U	D		1	33	-	254	1645	311	81.7%	-	-	-	7.0	99.6	14.2
Ped Link: P1	Debden Road North	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Mopunt Pleasant Road East	-	F		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Debden Road South	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Borough Lane West	-	H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 9.8 Total Delay for Signalled Lanes (pcuHr): 23.71 Cycle Time (s): 180
PRC Over All Lanes (%): 9.8 Total Delay Over All Lanes(pcuHr): 23.71

Basic Results Summary

Scenario 4: '2030 PM' (FG4: '2030 PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

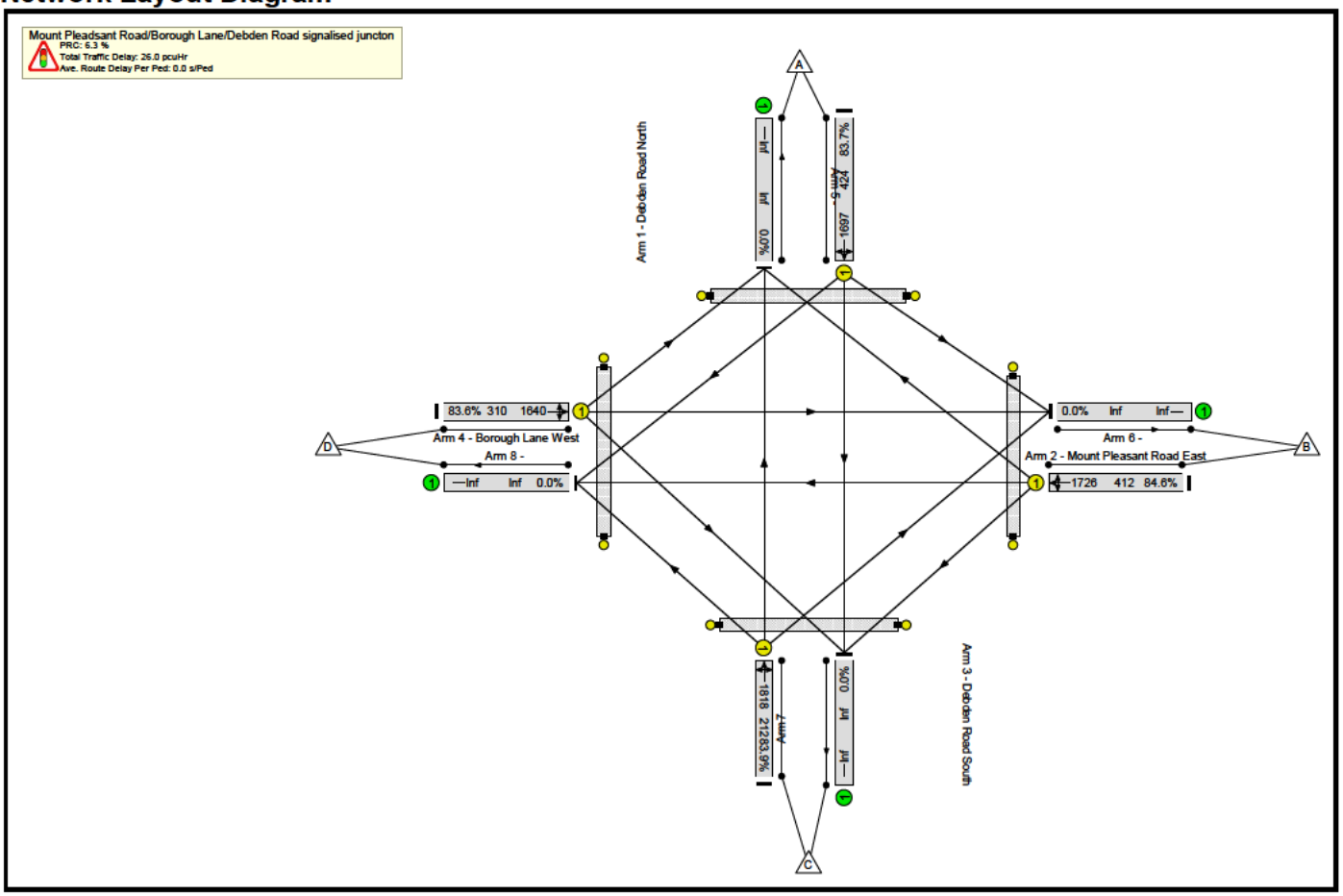
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**86.7%**	**0**	**0**	**0**	**28.4**	-	-
Mount Pleadsant Road/Borough Lane/Debden Road signalised juncton	-	-	-		-	-	-	-	-	-	**86.7%**	**0**	**0**	**0**	**28.4**	-	-
1/1	Debden Road North Left Ahead Right	U	A		1	38	-	320	1718	372	86.0%	-	-	-	8.8	99.0	18.1
2/1	Mount Pleasant Road East Right Left Ahead	U	B		2	30	-	261	1742	310	84.3%	-	-	-	5.1	69.8	9.4
3/1	Debden Road South Ahead Right Left	U	C		2	23	-	220	1841	256	86.0%	-	-	-	5.0	82.3	8.7
4/1	Borough Lane West Left Ahead Right	U	D		1	46	-	372	1644	429	86.7%	-	-	-	9.5	92.0	20.6
Ped Link: P1	Debden Road North	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Mopunt Pleasant Road East	-	F		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Debden Road South	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Borough Lane West	-	H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 3.9 Total Delay for Signalled Lanes (pcuHr): 28.40 Cycle Time (s): 180
PRC Over All Lanes (%): 3.9 Total Delay Over All Lanes(pcuHr): 28.40

Basic Results Summary

Scenario 5: '2030 + Com AM' (FG5: '2030 + Com AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

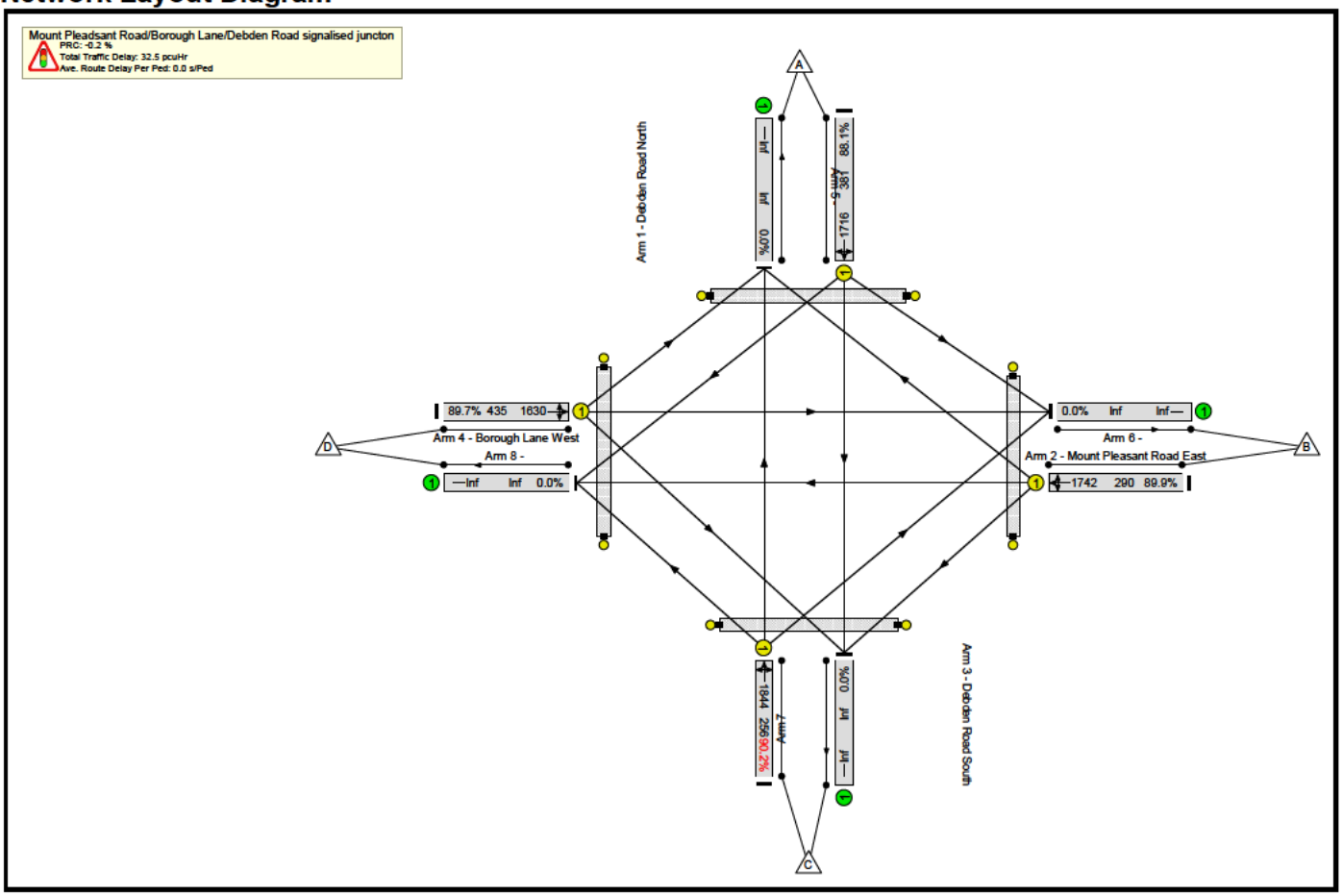
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**84.6%**	**0**	**0**	**0**	**26.0**	-	-
Mount Pleadsant Road/Borough Lane/Debden Road signalised juncton	-	-	-		-	-	-	-	-	-	**84.6%**	**0**	**0**	**0**	**26.0**	-	-
1/1	Debden Road North Left Ahead Right	U	A		1	44	-	355	1697	424	83.7%	-	-	-	8.7	88.3	19.2
2/1	Mount Pleasant Road East Right Left Ahead	U	B		2	41	-	349	1726	412	84.6%	-	-	-	5.7	59.0	11.0
3/1	Debden Road South Ahead Right Left	U	C		2	19	-	178	1818	212	83.9%	-	-	-	4.2	85.4	6.7
4/1	Borough Lane West Left Ahead Right	U	D		1	33	-	259	1640	310	83.6%	-	-	-	7.4	102.8	14.8
Ped Link: P1	Debden Road North	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Mopunt Pleasant Road East	-	F		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Debden Road South	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Borough Lane West	-	H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 6.3 Total Delay for Signalled Lanes (pcuHr): 26.05 Cycle Time (s): 180
PRC Over All Lanes (%): 6.3 Total Delay Over All Lanes(pcuHr): 26.05

Basic Results Summary

Scenario 6: '2030 +Com PM' (FG6: '2030 + Com PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

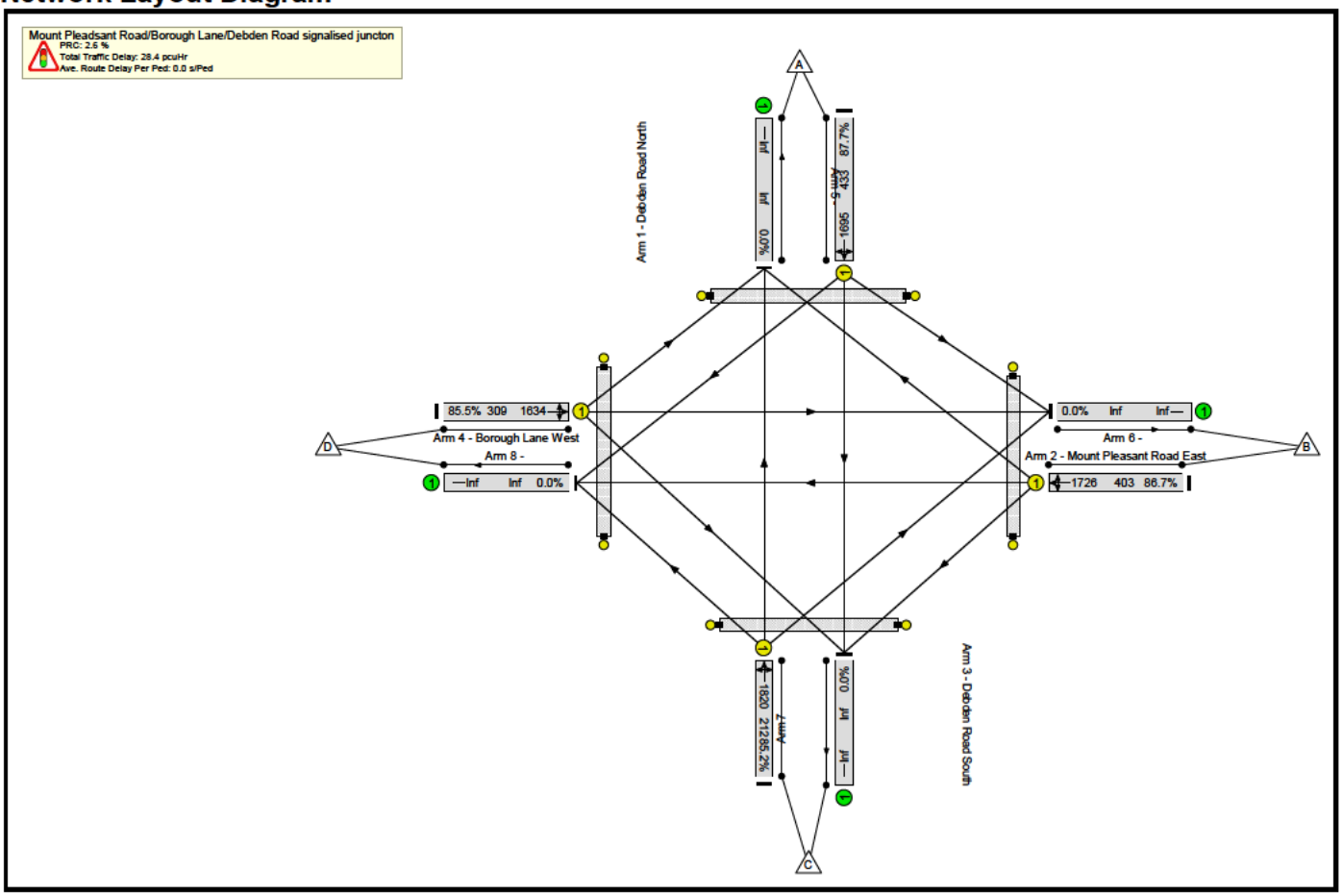
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**90.2%**	**0**	**0**	**0**	**32.5**	-	-
Mount Pleadsant Road/Borough Lane/Debden Road signalised juncton	-	-	-		-	-	-	-	-	-	**90.2%**	**0**	**0**	**0**	**32.5**	-	-
1/1	Debden Road North Left Ahead Right	U	A		1	39	-	336	1716	381	88.1%	-	-	-	9.6	102.4	19.5
2/1	Mount Pleasant Road East Right Left Ahead	U	B		2	28	-	261	1742	290	89.9%	-	-	-	6.3	86.5	10.6
3/1	Debden Road South Ahead Right Left	U	C		2	23	-	231	1844	256	90.2%	-	-	-	6.1	94.6	10.0
4/1	Borough Lane West Left Ahead Right	U	D		1	47	-	390	1630	435	89.7%	-	-	-	10.6	98.1	22.5
Ped Link: P1	Debden Road North	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Mopunt Pleasant Road East	-	F		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Debden Road South	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Borough Lane West	-	H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -0.2 Total Delay for Signalled Lanes (pcuHr): 32.54 Cycle Time (s): 180
PRC Over All Lanes (%): -0.2 Total Delay Over All Lanes(pcuHr): 32.54

Basic Results Summary

Scenario 7: '2030 + Com + Dev AM' (FG7: '2030 + Com + Dev AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

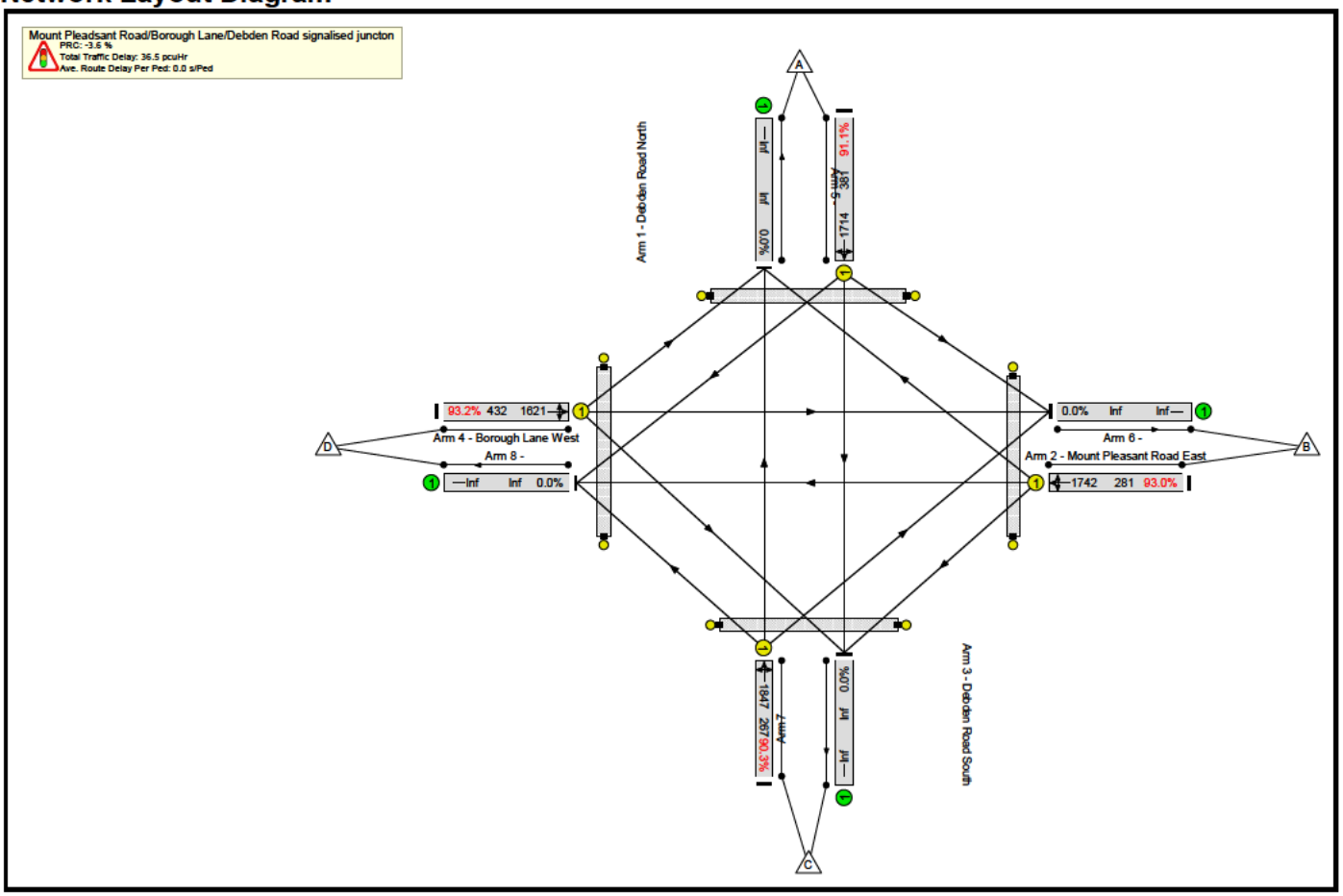
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**87.7%**	**0**	**0**	**0**	**28.4**	-	-
Mount Pleadsant Road/Borough Lane/Debden Road signalised juncton	-	-	-		-	-	-	-	-	-	**87.7%**	**0**	**0**	**0**	**28.4**	-	-
1/1	Debden Road North Left Ahead Right	U	A		1	45	-	380	1695	433	87.7%	-	-	-	10.0	94.5	21.3
2/1	Mount Pleasant Road East Right Left Ahead	U	B		2	40	-	349	1726	403	86.7%	-	-	-	6.1	63.4	11.5
3/1	Debden Road South Ahead Right Left	U	C		2	19	-	181	1820	212	85.2%	-	-	-	4.5	88.6	6.9
4/1	Borough Lane West Left Ahead Right	U	D		1	33	-	264	1634	309	85.5%	-	-	-	7.8	106.7	15.4
Ped Link: P1	Debden Road North	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Mopunt Pleasant Road East	-	F		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Debden Road South	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Borough Lane West	-	H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 2.6 Total Delay for Signalled Lanes (pcuHr): 28.40 Cycle Time (s): 180
PRC Over All Lanes (%): 2.6 Total Delay Over All Lanes(pcuHr): 28.40

Basic Results Summary

Scenario 8: '2030 + Com + Dev PM' (FG8: '2030 + Com + Dev PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**93.2%**	**0**	**0**	**0**	**36.5**	-	-
Mount Pleadsant Road/Borough Lane/Debden Road signalised juncton	-	-	-		-	-	-	-	-	-	**93.2%**	**0**	**0**	**0**	**36.5**	-	-
1/1	Debden Road North Left Ahead Right	U	A		1	39	-	347	1714	381	91.1%	-	-	-	10.7	111.0	21.0
2/1	Mount Pleasant Road East Right Left Ahead	U	B		2	27	-	261	1742	281	93.0%	-	-	-	7.3	100.3	11.6
3/1	Debden Road South Ahead Right Left	U	C		2	24	-	241	1847	267	90.3%	-	-	-	6.2	93.1	10.4
4/1	Borough Lane West Left Ahead Right	U	D		1	47	-	403	1621	432	93.2%	-	-	-	12.3	110.0	24.7
Ped Link: P1	Debden Road North	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Mopunt Pleasant Road East	-	F		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Debden Road South	-	G		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Borough Lane West	-	H		1	7	-	0	-	0	0.0%	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): -3.6 Total Delay for Signalled Lanes (pcuHr): 36.51 Cycle Time (s): 180
PRC Over All Lanes (%): -3.6 Total Delay Over All Lanes(pcuHr): 36.51

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Junction 3 Peaslands Road- Hop Fields Mini-Roundabout - 2025.j9
Path: P:\Eastern\1031-1040\1033 Chase New Homes\1033.0002 Mount Pleasant Road, Saffron Walden\03 Technical\TPL\Modelling\Junction 3 Peaslands Road- Hop Fields Mini-Roundabout
Report generation date: 04/04/2025 13:04:20

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2023							
Arm 1	0.6	6.05	0.36	A	0.3	5.00	0.26	A
Arm 2	0.1	4.99	0.08	A	0.0	4.31	0.01	A
Arm 3	0.6	6.25	0.39	A	0.2	4.53	0.18	A
	2030							
Arm 1	0.6	6.25	0.38	A	0.4	5.11	0.27	A
Arm 2	0.1	5.09	0.09	A	0.0	4.35	0.01	A
Arm 3	0.7	6.48	0.41	A	0.2	4.59	0.19	A
	2030 + COM							
Arm 1	0.7	6.33	0.39	A	0.4	5.11	0.27	A
Arm 2	0.1	5.12	0.09	A	0.0	4.35	0.01	A
Arm 3	0.7	6.50	0.41	A	0.3	4.63	0.20	A
	2030 + COM + PROPOSED DEV							
Arm 1	0.7	6.22	0.40	A	0.4	5.13	0.28	A
Arm 2	0.1	5.15	0.09	A	0.0	4.36	0.01	A
Arm 3	0.7	6.40	0.41	A	0.3	4.67	0.21	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.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	19/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15
D2	2023	PM	ONE HOUR	16:45	18:15	15
D3	2030	AM	ONE HOUR	07:45	09:15	15
D4	2030	PM	ONE HOUR	16:45	18:15	15
D5	2030 + COM	AM	ONE HOUR	07:45	09:15	15
D6	2030 + COM	PM	ONE HOUR	16:45	18:15	15
D7	2030 + COM + PROPOSED DEV	AM	ONE HOUR	07:45	09:15	15
D8	2030 + COM + PROPOSED DEV	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	6.06	A

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Peaslands Road West	
2	Hop Fields North	
3	Peaslands Road East	

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	3.00	3.00	3.00	0.0	5.00	2.00	0.0	
2	3.00	3.00	3.00	0.0	5.00	2.00	0.0	
3	3.00	3.00	3.00	0.0	5.00	2.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.590	985
2	0.590	985
3	0.590	985

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	320	100.000
2		✓	57	100.000
3		✓	339	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	11	309
	2	30	0	27
	3	316	23	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.36	6.05	0.6	A
2	0.08	4.99	0.1	A
3	0.39	6.25	0.6	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	241	17	975	0.247	240	0.3	5.076	A
2	43	231	848	0.051	43	0.1	4.467	A
3	255	22	972	0.263	254	0.4	5.144	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	288	21	973	0.296	287	0.4	5.453	A
2	51	277	821	0.062	51	0.1	4.675	A
3	305	27	969	0.315	304	0.5	5.564	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	352	25	970	0.363	352	0.6	6.041	A
2	63	340	784	0.080	63	0.1	4.987	A
3	373	33	965	0.387	373	0.6	6.233	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	352	25	970	0.363	352	0.6	6.053	A
2	63	340	784	0.080	63	0.1	4.990	A
3	373	33	965	0.387	373	0.6	6.248	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	288	21	973	0.296	288	0.4	5.469	A
2	51	278	821	0.062	51	0.1	4.679	A
3	305	27	969	0.315	305	0.5	5.582	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	241	17	975	0.247	241	0.3	5.100	A
2	43	233	847	0.051	43	0.1	4.475	A
3	255	23	972	0.263	256	0.4	5.171	A

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 97% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	4.79	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	229	100.000
2		✓	10	100.000
3		✓	163	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	16	213
	2	5	0	5
	3	153	10	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.26	5.00	0.3	A
2	0.01	4.31	0.0	A
3	0.18	4.53	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	172	7	980	0.176	172	0.2	4.487	A
2	8	160	891	0.008	7	0.0	4.075	A
3	123	4	983	0.125	122	0.1	4.220	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	206	9	980	0.210	206	0.3	4.693	A
2	9	191	872	0.010	9	0.0	4.171	A
3	147	4	982	0.149	146	0.2	4.347	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	252	11	978	0.258	252	0.3	4.998	A
2	11	234	847	0.013	11	0.0	4.307	A
3	179	5	982	0.183	179	0.2	4.527	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	252	11	978	0.258	252	0.3	5.002	A
2	11	235	846	0.013	11	0.0	4.308	A
3	179	6	982	0.183	179	0.2	4.529	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	206	9	980	0.210	206	0.3	4.701	A
2	9	192	872	0.010	9	0.0	4.172	A
3	147	5	982	0.149	147	0.2	4.349	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	172	8	980	0.176	173	0.2	4.500	A
2	8	161	890	0.008	8	0.0	4.078	A
3	123	4	983	0.125	123	0.1	4.226	A

2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	6.27	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	337	100.000
2		✓	60	100.000
3		✓	357	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	12	325
	2	32	0	28
	3	333	24	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.38	6.25	0.6	A
2	0.09	5.09	0.1	A
3	0.41	6.48	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	254	18	974	0.260	252	0.4	5.167	A
2	45	243	841	0.054	45	0.1	4.519	A
3	269	24	971	0.277	267	0.4	5.248	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	303	22	972	0.312	303	0.5	5.579	A
2	54	292	813	0.066	54	0.1	4.744	A
3	321	29	968	0.332	320	0.5	5.712	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	371	26	969	0.383	370	0.6	6.236	A
2	66	357	774	0.085	66	0.1	5.083	A
3	393	35	964	0.408	392	0.7	6.461	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	371	26	969	0.383	371	0.6	6.248	A
2	66	358	774	0.085	66	0.1	5.086	A
3	393	35	964	0.408	393	0.7	6.479	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	303	22	972	0.312	304	0.5	5.597	A
2	54	293	812	0.066	54	0.1	4.749	A
3	321	29	968	0.332	322	0.5	5.735	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	254	18	974	0.260	254	0.4	5.194	A
2	45	245	840	0.054	45	0.1	4.529	A
3	269	24	971	0.277	269	0.4	5.281	A

2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 97% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	4.88	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	242	100.000
2		✓	10	100.000
3		✓	173	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	17	225
	2	5	0	5
	3	162	11	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.27	5.11	0.4	A
2	0.01	4.35	0.0	A
3	0.19	4.59	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	182	8	980	0.186	181	0.2	4.544	A
2	8	169	885	0.009	7	0.0	4.100	A
3	130	4	983	0.133	130	0.2	4.257	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	218	10	979	0.222	217	0.3	4.769	A
2	9	202	866	0.010	9	0.0	4.202	A
3	156	4	982	0.158	155	0.2	4.395	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	266	12	978	0.273	266	0.4	5.103	A
2	11	247	839	0.013	11	0.0	4.348	A
3	190	5	982	0.194	190	0.2	4.590	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	266	12	978	0.273	266	0.4	5.107	A
2	11	248	839	0.013	11	0.0	4.349	A
3	190	6	982	0.194	190	0.2	4.592	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	218	10	979	0.222	218	0.3	4.775	A
2	9	203	865	0.010	9	0.0	4.203	A
3	156	5	982	0.158	156	0.2	4.399	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	182	8	980	0.186	182	0.2	4.556	A
2	8	170	885	0.009	8	0.0	4.105	A
3	130	4	983	0.133	130	0.2	4.265	A

2030 + COM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	6.32	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 + COM	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	344	100.000
2		✓	60	100.000
3		✓	359	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	12	332
	2	32	0	28
	3	335	24	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.39	6.33	0.7	A
2	0.09	5.12	0.1	A
3	0.41	6.50	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	259	18	974	0.266	257	0.4	5.206	A
2	45	249	838	0.054	45	0.1	4.537	A
3	270	24	971	0.278	269	0.4	5.259	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	309	22	972	0.318	309	0.5	5.632	A
2	54	298	809	0.067	54	0.1	4.767	A
3	323	29	968	0.333	322	0.5	5.728	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	379	26	969	0.391	378	0.7	6.315	A
2	66	365	770	0.086	66	0.1	5.116	A
3	395	35	964	0.410	394	0.7	6.486	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	379	26	969	0.391	379	0.7	6.330	A
2	66	366	769	0.086	66	0.1	5.119	A
3	395	35	964	0.410	395	0.7	6.505	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	309	22	972	0.318	310	0.5	5.651	A
2	54	299	808	0.067	54	0.1	4.772	A
3	323	29	968	0.333	323	0.5	5.749	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	259	18	974	0.266	259	0.4	5.233	A
2	45	250	837	0.054	45	0.1	4.545	A
3	270	24	971	0.278	271	0.4	5.290	A

2030 + COM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 97% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	4.89	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 + COM	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	242	100.000
2		✓	10	100.000
3		✓	179	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	17	225
	2	5	0	5
	3	168	11	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.27	5.11	0.4	A
2	0.01	4.35	0.0	A
3	0.20	4.63	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	182	8	980	0.186	181	0.2	4.544	A
2	8	169	885	0.009	7	0.0	4.100	A
3	135	4	983	0.137	134	0.2	4.280	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	218	10	979	0.222	217	0.3	4.769	A
2	9	202	866	0.010	9	0.0	4.202	A
3	161	4	982	0.164	161	0.2	4.424	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	266	12	978	0.273	266	0.4	5.103	A
2	11	247	839	0.013	11	0.0	4.348	A
3	197	5	982	0.201	197	0.3	4.629	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	266	12	978	0.273	266	0.4	5.107	A
2	11	248	839	0.013	11	0.0	4.349	A
3	197	6	982	0.201	197	0.3	4.631	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	218	10	979	0.222	218	0.3	4.777	A
2	9	203	865	0.010	9	0.0	4.203	A
3	161	5	982	0.164	161	0.2	4.426	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	182	8	980	0.186	182	0.2	4.556	A
2	8	170	885	0.009	8	0.0	4.105	A
3	135	4	983	0.137	135	0.2	4.288	A

2030 + COM + PROPOSED DEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	6.22	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030 + COM + PROPOSED DEV	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	350	100.000
2		✓	60	100.000
3		✓	360	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	12	338
	2	32	0	28
	3	336	24	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.40	6.22	0.7	A
2	0.09	5.15	0.1	A
3	0.41	6.40	0.7	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	263	18	974	0.270	262	0.4	5.093	A
2	45	253	836	0.054	45	0.1	4.552	A
3	271	24	971	0.279	269	0.4	5.170	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	315	22	972	0.324	314	0.5	5.521	A
2	54	303	806	0.067	54	0.1	4.787	A
3	324	29	968	0.334	323	0.5	5.632	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	385	26	969	0.398	385	0.7	6.209	A
2	66	371	766	0.086	66	0.1	5.145	A
3	396	35	964	0.411	396	0.7	6.381	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	385	26	969	0.398	385	0.7	6.224	A
2	66	372	765	0.086	66	0.1	5.148	A
3	396	35	964	0.411	396	0.7	6.399	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	315	22	972	0.324	315	0.5	5.541	A
2	54	305	805	0.067	54	0.1	4.792	A
3	324	29	968	0.334	324	0.5	5.655	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	263	18	974	0.270	264	0.4	5.120	A
2	45	255	834	0.054	45	0.1	4.561	A
3	271	24	971	0.279	271	0.4	5.202	A

2030 + COM + PROPOSED DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 97% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	4.92	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030 + COM + PROPOSED DEV	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	245	100.000
2		✓	10	100.000
3		✓	185	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	17	228
	2	5	0	5
	3	174	11	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.28	5.13	0.4	A
2	0.01	4.36	0.0	A
3	0.21	4.67	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	184	8	980	0.188	184	0.2	4.557	A
2	8	171	884	0.009	7	0.0	4.106	A
3	139	4	983	0.142	139	0.2	4.305	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	220	10	979	0.225	220	0.3	4.786	A
2	9	205	864	0.010	9	0.0	4.209	A
3	166	4	982	0.169	166	0.2	4.453	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	270	12	978	0.276	269	0.4	5.127	A
2	11	251	837	0.013	11	0.0	4.358	A
3	204	5	982	0.208	203	0.3	4.668	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	270	12	978	0.276	270	0.4	5.131	A
2	11	251	837	0.013	11	0.0	4.359	A
3	204	6	982	0.208	204	0.3	4.670	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	220	10	979	0.225	221	0.3	4.794	A
2	9	205	864	0.010	9	0.0	4.213	A
3	166	5	982	0.169	167	0.2	4.455	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	184	8	980	0.188	185	0.2	4.571	A
2	8	172	883	0.009	8	0.0	4.109	A
3	139	4	983	0.142	139	0.2	4.310	A

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Junction 4 Peaslands Road -Thaxted Road Mini-Rbt - 2025.j9
Path: P:\Eastern\1031-1040\1033 Chase New Homes\1033.0002 Mount Pleasant Road, Saffron Walden\03 Technical\TPL\Modelling\Junction 4 Peaslands Road- Thaxted Road Mini-Roundabout
Report generation date: 04/04/2025 11:10:56

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2023							
Arm 1	1.0	9.44	0.48	A	3.2	21.67	0.77	C
Arm 2	2.0	14.73	0.66	B	1.3	11.89	0.56	B
Arm 3	2.7	18.87	0.73	C	2.1	14.86	0.68	B
	2030							
Arm 1	1.1	10.08	0.51	B	4.4	28.16	0.83	D
Arm 2	2.3	16.83	0.70	C	1.5	13.31	0.60	B
Arm 3	3.4	22.78	0.78	C	2.6	17.42	0.73	C
	2030 + COM							
Arm 1	1.1	10.22	0.52	B	4.5	28.89	0.83	D
Arm 2	2.4	16.96	0.70	C	1.6	13.60	0.61	B
Arm 3	3.7	24.03	0.79	C	2.6	17.70	0.73	C
	2030 + COM + PROPOSED DEV							
Arm 1	1.1	10.03	0.52	B	4.6	29.64	0.83	D
Arm 2	2.3	16.73	0.70	C	1.6	13.89	0.62	B
Arm 3	3.8	24.44	0.80	C	2.7	17.98	0.74	C

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	16/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15
D2	2023	PM	ONE HOUR	16:45	18:15	15
D3	2030	AM	ONE HOUR	07:45	09:15	15
D4	2030	PM	ONE HOUR	16:45	18:15	15
D5	2030 + COM	AM	ONE HOUR	07:45	09:15	15
D6	2030 + COM	PM	ONE HOUR	16:45	18:15	15
D7	2030 + COM + PROPOSED DEV	AM	ONE HOUR	07:45	09:15	15
D8	2030 + COM + PROPOSED DEV	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	14.93	B

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Thaxsted Road North Thaxsted Road North Thaxsted Road North	
2	Thaxsted Road South	
3	Peasland Road 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	2.50	2.50	3.50	1.0	10.00	2.00	0.0	
2	3.00	3.00	4.50	2.0	8.50	6.00	0.0	
3	3.00	3.00	3.00	0.0	13.50	2.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.580	886
2	0.607	877
3	0.590	871

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	333	100.000
2		✓	445	100.000
3		✓	488	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	133	200
	2	214	0	231
	3	290	198	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	3
	2	5	0	3
	3	1	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.48	9.44	1.0	A
2	0.66	14.73	2.0	B
3	0.73	18.87	2.7	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	251	148	800	0.313	249	0.5	6.705	A
2	335	149	786	0.426	332	0.8	8.183	A
3	367	160	777	0.473	364	0.9	8.892	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	299	177	783	0.382	299	0.6	7.648	A
2	400	179	768	0.521	399	1.1	10.089	B
3	439	192	758	0.579	437	1.4	11.464	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	367	216	760	0.482	365	0.9	9.359	A
2	490	219	744	0.659	487	1.9	14.369	B
3	537	234	733	0.733	532	2.6	17.990	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	367	218	759	0.483	367	1.0	9.441	A
2	490	220	743	0.659	490	2.0	14.728	B
3	537	236	732	0.734	537	2.7	18.867	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	299	180	781	0.383	301	0.6	7.735	A
2	400	181	767	0.521	403	1.2	10.366	B
3	439	194	757	0.580	444	1.5	12.020	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	251	150	799	0.314	251	0.5	6.783	A
2	335	151	785	0.427	337	0.8	8.366	A
3	367	162	776	0.474	369	0.9	9.168	A

2023, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	16.65	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	505	100.000
2		✓	356	100.000
3		✓	473	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	238	267
	2	166	0	190
	3	215	258	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.77	21.67	3.2	C
2	0.56	11.89	1.3	B
3	0.68	14.86	2.1	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	380	192	774	0.491	376	1.0	9.015	A
2	268	199	756	0.354	266	0.5	7.416	A
3	356	124	798	0.446	353	0.8	8.072	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	454	231	752	0.604	452	1.5	11.984	B
2	320	239	732	0.437	319	0.8	8.827	A
3	425	149	784	0.543	424	1.2	10.017	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	556	282	722	0.770	550	3.1	20.263	C
2	392	291	701	0.559	390	1.3	11.687	B
3	521	182	764	0.682	517	2.1	14.453	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	556	284	721	0.771	555	3.2	21.670	C
2	392	294	699	0.561	392	1.3	11.893	B
3	521	183	764	0.682	521	2.1	14.865	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	454	234	750	0.605	461	1.6	12.762	B
2	320	243	729	0.439	322	0.8	9.008	A
3	425	150	783	0.543	429	1.2	10.321	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	380	195	772	0.492	383	1.0	9.336	A
2	268	202	754	0.355	269	0.6	7.544	A
3	356	125	797	0.447	358	0.8	8.262	A

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	17.35	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	350	100.000
2		✓	468	100.000
3		✓	513	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	140	210
	2	225	0	243
	3	305	208	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	3
	2	5	0	3
	3	1	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.51	10.08	1.1	B
2	0.70	16.83	2.3	C
3	0.78	22.78	3.4	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	263	155	796	0.331	261	0.5	6.914	A
2	352	157	782	0.451	349	0.8	8.582	A
3	386	168	772	0.500	382	1.0	9.407	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	315	186	778	0.405	314	0.7	7.983	A
2	421	188	763	0.552	419	1.2	10.837	B
3	461	201	752	0.613	459	1.6	12.525	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	385	226	754	0.511	384	1.1	9.970	A
2	515	230	737	0.699	511	2.3	16.253	C
3	565	246	726	0.778	558	3.3	21.193	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	385	229	753	0.512	385	1.1	10.084	B
2	515	231	737	0.699	515	2.3	16.828	C
3	565	248	725	0.779	564	3.4	22.776	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	315	190	775	0.406	316	0.7	8.095	A
2	421	190	762	0.552	425	1.3	11.235	B
3	461	204	751	0.614	468	1.7	13.412	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	263	158	794	0.332	264	0.5	7.007	A
2	352	159	781	0.451	354	0.9	8.807	A
3	386	170	771	0.501	389	1.1	9.764	A

2030, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	20.38	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	533	100.000
2		✓	377	100.000
3		✓	500	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	251	282
	2	176	0	201
	3	227	273	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.83	28.16	4.4	D
2	0.60	13.31	1.5	B
3	0.73	17.42	2.6	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	401	204	767	0.523	397	1.1	9.654	A
2	284	210	750	0.379	281	0.6	7.763	A
3	376	131	794	0.474	373	0.9	8.528	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	479	244	744	0.644	476	1.7	13.392	B
2	339	252	724	0.468	338	0.9	9.433	A
3	449	158	778	0.578	448	1.3	10.887	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	587	298	713	0.823	578	4.1	25.173	D
2	415	306	692	0.600	413	1.5	12.988	B
3	551	193	758	0.727	546	2.5	16.713	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	587	300	711	0.825	586	4.4	28.159	D
2	415	310	689	0.603	415	1.5	13.314	B
3	551	194	757	0.727	550	2.6	17.423	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	479	248	742	0.646	489	1.9	14.816	B
2	339	259	720	0.471	341	0.9	9.703	A
3	449	159	777	0.578	454	1.4	11.357	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	401	207	766	0.524	404	1.1	10.093	B
2	284	214	747	0.380	285	0.6	7.924	A
3	376	133	793	0.475	378	0.9	8.773	A

2030 + COM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	17.94	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 + COM	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	351	100.000
2		✓	469	100.000
3		✓	521	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	140	211
	2	225	0	244
	3	307	214	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	3
	2	5	0	3
	3	1	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.52	10.22	1.1	B
2	0.70	16.96	2.4	C
3	0.79	24.03	3.7	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	264	159	793	0.333	262	0.5	6.958	A
2	353	158	781	0.452	350	0.8	8.603	A
3	392	168	772	0.508	388	1.0	9.549	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	316	191	775	0.407	315	0.7	8.051	A
2	422	189	762	0.553	420	1.3	10.881	B
3	468	201	752	0.622	466	1.6	12.830	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	386	233	751	0.515	385	1.1	10.097	B
2	516	231	737	0.701	512	2.3	16.369	C
3	574	246	726	0.790	566	3.5	22.177	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	386	235	749	0.516	386	1.1	10.219	B
2	516	232	736	0.702	516	2.4	16.960	C
3	574	248	725	0.791	573	3.7	24.028	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	316	195	772	0.409	317	0.7	8.173	A
2	422	191	761	0.554	426	1.3	11.286	B
3	468	204	751	0.624	476	1.8	13.838	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	264	162	791	0.334	265	0.5	7.056	A
2	353	159	780	0.453	355	0.9	8.833	A
3	392	170	771	0.509	395	1.1	9.932	A

2030 + COM, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	20.82	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 + COM	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	535	100.000
2		✓	381	100.000
3		✓	503	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	251	284
	2	176	0	205
	3	228	275	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.83	28.89	4.5	D
2	0.61	13.60	1.6	B
3	0.73	17.70	2.6	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	403	205	767	0.525	398	1.1	9.712	A
2	287	212	749	0.383	284	0.6	7.827	A
3	379	131	794	0.477	375	0.9	8.573	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	481	246	743	0.648	478	1.8	13.525	B
2	343	254	723	0.474	341	0.9	9.543	A
3	452	158	778	0.581	450	1.4	10.974	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	589	300	711	0.828	579	4.2	25.685	D
2	419	308	690	0.608	417	1.5	13.241	B
3	554	193	758	0.731	549	2.6	16.951	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	589	303	710	0.830	588	4.5	28.885	D
2	419	312	688	0.610	419	1.6	13.597	B
3	554	194	757	0.732	553	2.6	17.700	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	481	250	741	0.649	491	1.9	15.037	C
2	343	261	719	0.477	345	0.9	9.833	A
3	452	159	777	0.582	457	1.4	11.462	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	403	208	765	0.527	406	1.1	10.164	B
2	287	216	746	0.384	288	0.6	7.994	A
3	379	133	793	0.478	381	0.9	8.824	A

2030 + COM + PROPOSED DEV, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	18.00	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030 + COM + PROPOSED DEV	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	351	100.000
2		✓	471	100.000
3		✓	527	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	140	211
	2	225	0	246
	3	309	218	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.52	10.03	1.1	B
2	0.70	16.73	2.3	C
3	0.80	24.44	3.8	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	264	162	791	0.334	262	0.5	6.807	A
2	355	158	781	0.454	351	0.8	8.431	A
3	397	168	772	0.514	393	1.0	9.420	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	316	195	772	0.408	315	0.7	7.884	A
2	423	189	762	0.556	422	1.2	10.681	B
3	474	201	752	0.630	471	1.6	12.743	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	386	237	748	0.517	385	1.0	9.911	A
2	519	231	737	0.704	514	2.3	16.138	C
3	580	246	726	0.799	573	3.6	22.433	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	386	240	747	0.518	386	1.1	10.031	B
2	519	232	736	0.705	518	2.3	16.726	C
3	580	248	725	0.800	579	3.8	24.444	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	316	199	770	0.410	317	0.7	8.004	A
2	423	191	761	0.556	428	1.3	11.076	B
3	474	204	751	0.631	482	1.8	13.799	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	264	165	790	0.335	265	0.5	6.900	A
2	355	159	780	0.454	356	0.9	8.654	A
3	397	170	771	0.515	400	1.1	9.806	A

2030 + COM + PROPOSED DEV, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	21.27	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030 + COM + PROPOSED DEV	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	537	100.000
2		✓	385	100.000
3		✓	506	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	251	286
	2	176	0	209
	3	229	277	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.83	29.64	4.6	D
2	0.62	13.89	1.6	B
3	0.74	17.98	2.7	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	404	207	766	0.528	400	1.1	9.774	A
2	290	213	748	0.388	287	0.6	7.890	A
3	381	131	794	0.480	377	0.9	8.616	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	483	248	742	0.651	480	1.8	13.665	B
2	346	256	722	0.479	345	0.9	9.660	A
3	455	158	778	0.584	453	1.4	11.061	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	591	302	710	0.832	581	4.3	26.219	D
2	424	310	689	0.615	421	1.6	13.505	B
3	557	193	758	0.735	552	2.6	17.195	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	591	305	709	0.834	590	4.6	29.645	D
2	424	314	686	0.618	424	1.6	13.889	B
3	557	194	757	0.736	557	2.7	17.985	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	483	252	740	0.653	493	2.0	15.261	C
2	346	263	718	0.482	349	1.0	9.970	A
3	455	159	777	0.585	460	1.5	11.574	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	404	210	764	0.529	408	1.2	10.239	B
2	290	217	745	0.389	291	0.7	8.063	A
3	381	133	793	0.480	383	0.9	8.876	A

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Junction 5 London Road-Debden Road- High Street mini-rbt - 2025.j9
Path: P:\Eastern\1031-1040\1033 Chase New Homes\1033.0002 Mount Pleasant Road, Saffron Walden\03 Technical\TPL\Modelling\Junction 5 London Road- Debden Road- High Street Mini-Roundabout
Report generation date: 04/04/2025 13:06:53

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2023							
Arm 1	2.9	16.93	0.74	C	14.6	65.64	0.97	F
Arm 2	3.8	36.72	0.81	E	1.0	14.85	0.51	B
Arm 3	2.3	18.05	0.69	C	1.8	13.41	0.64	B
	2030							
Arm 1	3.7	20.17	0.79	C	27.2	108.00	1.02	F
Arm 2	5.7	53.80	0.88	F	1.2	16.29	0.55	C
Arm 3	2.8	21.64	0.74	C	2.1	15.41	0.68	C
	2030 + COM							
Arm 1	3.8	20.76	0.79	C	33.9	128.86	1.05	F
Arm 2	7.7	68.88	0.92	F	1.3	16.72	0.56	C
Arm 3	3.0	23.10	0.75	C	2.2	15.84	0.69	C
	2030 + COM + PROPOSED DEV							
Arm 1	3.8	20.67	0.80	C	39.5	145.49	1.06	F
Arm 2	10.4	88.13	0.96	F	1.3	16.65	0.57	C
Arm 3	3.0	23.34	0.76	C	2.2	16.02	0.70	C

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

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

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	13/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15
D2	2023	PM	ONE HOUR	16:45	18:15	15
D3	2030	AM	ONE HOUR	07:45	09:15	15
D4	2030	PM	ONE HOUR	16:45	18:15	15
D5	2030 + COM	AM	ONE HOUR	07:45	09:15	15
D6	2030 + COM	PM	ONE HOUR	16:45	18:15	15
D7	2030 + COM + PROPOSED DEV	AM	ONE HOUR	07:45	09:15	15
D8	2030 + COM + PROPOSED DEV	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	22.46	C

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	London Road North	
2	Debden Road South	
3	London Road 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	3.00	3.00	3.00	0.0	14.00	12.00	0.0	
2	3.00	3.00	3.50	2.5	9.00	5.50	0.0	
3	3.00	3.00	3.00	0.0	17.00	17.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.596	904
2	0.602	771
3	0.658	897

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	584	100.000
2		✓	356	100.000
3		✓	421	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	154	430
	2	309	0	47
	3	362	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	0	0	4
	3	6	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.74	16.93	2.9	C
2	0.81	36.72	3.8	E
3	0.69	18.05	2.3	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	440	44	877	0.501	436	1.0	8.479	A
2	268	321	578	0.463	265	0.8	11.416	B
3	317	230	745	0.425	314	0.8	8.770	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	525	53	872	0.602	523	1.5	10.763	B
2	320	385	540	0.593	318	1.4	16.148	C
3	378	276	715	0.529	377	1.2	11.215	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	643	64	865	0.743	638	2.8	16.247	C
2	392	470	489	0.802	384	3.5	32.190	D
3	464	333	677	0.684	459	2.2	17.167	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	643	65	865	0.743	643	2.9	16.933	C
2	392	473	487	0.806	391	3.8	36.722	E
3	464	339	673	0.688	463	2.3	18.053	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	525	54	872	0.602	530	1.6	11.236	B
2	320	390	536	0.597	329	1.6	18.119	C
3	378	285	709	0.534	383	1.2	11.821	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	440	45	877	0.501	442	1.1	8.735	A
2	268	325	575	0.466	271	0.9	11.970	B
3	317	235	742	0.427	319	0.8	9.040	A

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	41.38	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	763	100.000
2		✓	234	100.000
3		✓	440	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	356	407
	2	195	0	39
	3	387	53	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.97	65.64	14.6	F
2	0.51	14.85	1.0	B
3	0.64	13.41	1.8	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	574	40	880	0.653	567	1.8	11.482	B
2	176	302	589	0.299	174	0.4	8.859	A
3	331	145	801	0.414	328	0.7	7.661	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	686	47	875	0.784	680	3.4	18.200	C
2	210	363	553	0.380	210	0.6	10.717	B
3	396	175	782	0.506	394	1.0	9.367	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	840	58	869	0.967	808	11.4	45.306	E
2	258	431	512	0.503	256	1.0	14.332	B
3	484	213	756	0.641	482	1.7	13.117	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	840	58	869	0.967	827	14.6	65.641	F
2	258	441	506	0.509	257	1.0	14.850	B
3	484	215	755	0.641	484	1.8	13.409	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	686	48	875	0.784	728	4.1	29.974	D
2	210	388	538	0.391	212	0.7	11.377	B
3	396	177	780	0.507	398	1.1	9.598	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	574	40	880	0.653	583	2.0	12.699	B
2	176	311	584	0.302	177	0.4	9.081	A
3	331	148	799	0.414	333	0.7	7.820	A

2030, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	29.42	D

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	615	100.000
2		✓	375	100.000
3		✓	444	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	162	453
	2	325	0	50
	3	381	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	0	0	4
	3	6	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.79	20.17	3.7	C
2	0.88	53.80	5.7	F
3	0.74	21.64	2.8	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	463	47	876	0.529	458	1.2	8.966	A
2	282	338	568	0.497	278	1.0	12.336	B
3	334	241	738	0.453	331	0.9	9.288	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	553	56	870	0.636	550	1.8	11.734	B
2	337	405	527	0.639	334	1.7	18.457	C
3	399	290	706	0.565	397	1.3	12.263	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	677	69	863	0.785	670	3.5	18.964	C
2	413	494	474	0.871	400	4.9	42.688	E
3	489	347	669	0.731	484	2.7	20.026	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	677	69	862	0.785	677	3.7	20.175	C
2	413	498	471	0.876	410	5.7	53.800	F
3	489	355	663	0.737	488	2.8	21.638	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	553	57	869	0.636	560	1.9	12.480	B
2	337	412	523	0.644	352	1.9	22.811	C
3	399	305	696	0.574	405	1.5	13.325	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	463	48	875	0.529	466	1.2	9.298	A
2	282	343	565	0.500	286	1.0	13.132	B
3	334	248	734	0.456	337	0.9	9.655	A

2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	64.72	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	806	100.000
2		✓	247	100.000
3		✓	465	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	376	430
	2	206	0	41
	3	409	56	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	1.02	108.00	27.2	F
2	0.55	16.29	1.2	C
3	0.68	15.41	2.1	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	607	42	879	0.691	598	2.2	12.726	B
2	186	319	579	0.321	184	0.5	9.292	A
3	350	153	796	0.440	347	0.8	8.061	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	725	50	874	0.829	716	4.4	22.072	C
2	222	382	541	0.410	221	0.7	11.486	B
3	418	184	775	0.539	417	1.2	10.106	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	887	61	867	1.023	832	18.2	63.120	F
2	272	444	504	0.539	270	1.2	15.639	C
3	512	225	748	0.684	508	2.1	14.928	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	887	62	867	1.024	851	27.2	108.003	F
2	272	454	498	0.546	272	1.2	16.286	C
3	512	227	747	0.685	512	2.1	15.407	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	725	51	873	0.830	809	6.2	67.571	F
2	222	431	512	0.434	224	0.8	12.881	B
3	418	187	774	0.540	422	1.2	10.445	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	607	42	878	0.691	622	2.4	15.081	C
2	186	332	572	0.325	187	0.5	9.627	A
3	350	156	794	0.441	352	0.8	8.264	A

2030 + COM, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	34.46	D

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 + COM	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	620	100.000
2		✓	393	100.000
3		✓	444	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	167	453
	2	343	0	50
	3	381	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	5	5
	2	0	0	4
	3	6	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.79	20.76	3.8	C
2	0.92	68.88	7.7	F
3	0.75	23.10	3.0	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	467	47	876	0.533	462	1.2	9.043	A
2	296	338	568	0.521	292	1.1	12.897	B
3	334	255	729	0.458	331	0.9	9.494	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	557	56	870	0.641	555	1.8	11.895	B
2	353	405	527	0.670	350	1.9	19.993	C
3	399	305	696	0.574	397	1.4	12.678	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	683	69	863	0.791	675	3.6	19.441	C
2	433	493	474	0.912	415	6.3	50.559	F
3	489	362	658	0.743	483	2.8	21.098	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	683	69	862	0.792	682	3.8	20.763	C
2	433	498	471	0.918	427	7.7	68.882	F
3	489	373	651	0.751	488	3.0	23.104	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	557	57	869	0.641	565	1.9	12.697	B
2	353	413	523	0.676	375	2.2	27.420	D
3	399	327	681	0.586	405	1.5	14.075	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	467	48	875	0.533	470	1.2	9.388	A
2	296	343	565	0.524	300	1.1	13.894	B
3	334	262	724	0.462	337	0.9	9.900	A

2030 + COM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	76.23	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 + COM	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	823	100.000
2		✓	256	100.000
3		✓	465	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	393	430
	2	215	0	41
	3	409	56	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	1.05	128.86	33.9	F
2	0.56	16.72	1.3	C
3	0.69	15.84	2.2	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	620	42	879	0.705	610	2.3	13.266	B
2	193	319	579	0.333	191	0.5	9.450	A
3	350	160	791	0.442	347	0.8	8.138	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	740	50	874	0.847	730	4.8	23.920	C
2	230	381	542	0.425	229	0.7	11.766	B
3	418	192	770	0.543	416	1.2	10.253	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	906	61	867	1.045	839	21.6	71.341	F
2	282	439	507	0.555	280	1.2	16.076	C
3	512	235	742	0.690	508	2.1	15.316	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	906	62	867	1.045	857	33.9	128.863	F
2	282	448	502	0.562	282	1.3	16.724	C
3	512	237	741	0.691	512	2.2	15.840	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	740	51	873	0.847	843	8.1	95.134	F
2	230	440	506	0.455	232	0.9	13.525	B
3	418	195	768	0.544	422	1.2	10.615	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	620	42	878	0.705	642	2.6	16.819	C
2	193	335	569	0.338	194	0.5	9.867	A
3	350	163	789	0.444	352	0.8	8.351	A

2030 + COM + PROPOSED DEV, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	40.15	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030 + COM + PROPOSED DEV	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	624	100.000
2		✓	409	100.000
3		✓	444	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	171	453
	2	359	0	50
	3	381	63	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	0.80	20.67	3.8	C
2	0.96	88.13	10.4	F
3	0.76	23.34	3.0	C

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	470	47	876	0.537	465	1.2	8.852	A
2	308	338	568	0.542	303	1.2	13.719	B
3	334	266	721	0.463	331	0.9	9.243	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	561	56	870	0.645	558	1.8	11.687	B
2	368	405	527	0.697	364	2.2	22.012	C
3	399	319	687	0.581	397	1.4	12.488	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	687	69	863	0.796	680	3.6	19.306	C
2	450	493	474	0.949	427	8.0	60.026	F
3	489	375	650	0.752	483	2.8	21.101	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	687	69	862	0.797	686	3.8	20.665	C
2	450	498	471	0.955	441	10.4	88.125	F
3	489	387	642	0.761	488	3.0	23.338	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	561	57	869	0.645	568	1.9	12.493	B
2	368	413	523	0.703	399	2.7	35.330	E
3	399	350	666	0.599	405	1.6	14.235	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	470	48	875	0.537	473	1.2	9.190	A
2	308	343	565	0.545	313	1.3	15.005	C
3	334	275	716	0.467	337	0.9	9.682	A

2030 + COM + PROPOSED DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	1, 2, 3	85.33	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030 + COM + PROPOSED DEV	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	836	100.000
2		✓	263	100.000
3		✓	465	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	406	430
	2	222	0	41
	3	409	56	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	1.06	145.49	39.5	F
2	0.57	16.65	1.3	C
3	0.70	16.02	2.2	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	629	42	879	0.716	620	2.4	13.457	B
2	198	319	579	0.342	196	0.5	9.339	A
3	350	165	788	0.444	347	0.8	8.111	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	752	50	874	0.860	740	5.2	25.067	D
2	236	381	542	0.436	235	0.8	11.700	B
3	418	199	766	0.546	416	1.2	10.258	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	920	61	867	1.062	844	24.3	77.464	F
2	290	434	510	0.568	288	1.3	16.031	C
3	512	243	737	0.695	508	2.2	15.463	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	920	62	867	1.062	860	39.5	145.485	F
2	290	442	505	0.573	289	1.3	16.649	C
3	512	244	736	0.696	512	2.2	16.016	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	752	51	873	0.861	852	14.4	119.611	F
2	236	438	508	0.466	238	0.9	13.435	B
3	418	201	764	0.547	422	1.2	10.632	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	629	42	878	0.717	676	2.7	21.508	C
2	198	348	562	0.352	199	0.6	9.967	A
3	350	168	786	0.445	352	0.8	8.327	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.2.5947

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 770558 software@trl.co.uk [redacted]

Filename: Junction 6 and 7 Combined.j9
Path: P:\Eastern\1031-1040\1033 Chase New Homes\1033.0002 Mount Pleasant Road, Saffron Walden\03 Technical\TPL\Modelling\Junction 6 and 7 combined
Report generation date: 04/04/2025 13:09:54

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2023							
Junction 1 - Arm 1	1.5	10.58	0.59	B	1.6	11.25	0.61	B
Junction 1 - Arm 2	0.9	12.03	0.48	B	0.7	10.56	0.42	B
Junction 1 - Arm 3	1.9	11.45	0.65	B	2.3	12.82	0.70	B
Junction 2 - Arm 1	5.4	27.21	0.85	D	4.8	24.62	0.83	C
Junction 2 - Arm 2	9.7	91.64	0.95	F	3.1	31.47	0.77	D
Junction 2 - Arm 3	0.9	8.30	0.46	A	1.1	9.32	0.54	A
	2030							
Junction 1 - Arm 1	1.7	11.52	0.62	B	1.9	12.62	0.65	B
Junction 1 - Arm 2	1.1	13.31	0.51	B	0.8	11.61	0.46	B
Junction 1 - Arm 3	2.1	12.26	0.67	B	2.8	14.66	0.74	B
Junction 2 - Arm 1	7.5	36.80	0.90	E	6.6	33.05	0.88	D
Junction 2 - Arm 2	17.6	148.86	1.03	F	4.2	41.43	0.82	E
Junction 2 - Arm 3	1.0	8.77	0.49	A	1.3	10.27	0.57	B
	2030 + COM							
Junction 1 - Arm 1	1.7	11.59	0.62	B	1.9	12.96	0.66	B
Junction 1 - Arm 2	1.2	13.97	0.54	B	0.9	11.91	0.47	B
Junction 1 - Arm 3	2.1	12.29	0.67	B	3.0	15.44	0.75	C
Junction 2 - Arm 1	8.5	41.07	0.91	E	7.1	35.13	0.89	E
Junction 2 - Arm 2	19.3	160.33	1.04	F	4.7	45.72	0.84	E
Junction 2 - Arm 3	1.0	8.79	0.49	A	1.4	10.60	0.58	B
	2030 + COM + PROPOSED DEV							
Junction 1 - Arm 1	1.7	11.65	0.62	B	2.0	13.23	0.66	B
Junction 1 - Arm 2	1.3	14.64	0.56	B	0.9	12.08	0.48	B
Junction 1 - Arm 3	2.1	12.34	0.67	B	3.1	16.07	0.76	C
Junction 2 - Arm 1	9.6	45.65	0.92	E	7.4	36.40	0.90	E
Junction 2 - Arm 2	20.4	168.49	1.05	F	5.1	49.21	0.86	E
Junction 2 - Arm 3	1.0	8.82	0.49	A	1.4	10.86	0.59	B

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.

File summary

File Description

Title	(untitled)
Location	
Site number	
Date	13/10/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AD\model.pc
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15
D2	2023	PM	ONE HOUR	16:45	18:15	15
D3	2030	AM	ONE HOUR	07:45	09:15	15
D4	2030	PM	ONE HOUR	16:45	18:15	15
D5	2030 + COM	AM	ONE HOUR	07:45	09:15	15
D6	2030 + COM	PM	ONE HOUR	16:45	18:15	15
D7	2030 + COM + PROPOSED DEV	AM	ONE HOUR	07:45	09:15	15
D8	2030 + COM + PROPOSED DEV	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm 3	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Borough Road Mini Roundabout	Mini-roundabout	1, 2, 3	11.25	B
2	London Road / Audley End Road / Newport Road Mini Roundabout	Mini-roundabout	1, 2, 3	39.30	E

Junction Network Options

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

Arms

Arms

Junction	Arm	Name	Description
1	1	London Road North	
	2	Borough Lane South	
	3	London Road West	
2	1	London Road	
	2	Newport Road	
	3	Audley End Road	

Mini Roundabout Geometry

Junction	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	1	3.00	3.00	3.50	1.0	7.00	5.00	0.0	
	2	3.00	3.00	4.50	2.0	7.50	5.50	0.0	
	3	3.00	3.00	3.00	0.0	13.00	13.00	0.0	
2	1	3.00	3.00	4.00	2.0	12.50	11.50	0.0	
	2	3.00	3.00	3.00	0.0	11.00	8.00	0.0	
	3	3.00	3.00	3.00	0.0	18.50	18.50	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1	1	0.597	965
	2	0.607	888
	3	0.599	955
2	1	0.609	930
	2	0.591	680
	3	0.734	1060

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	3	2	1	Simple (vertical queueing)	Normal	0	100.00	
2	1	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		✓	465	100.000
	2		✓	254	100.000
	3	✓			
2	1	✓			
	2		✓	367	100.000
	3		✓	354	100.000

Origin-Destination Data

Junction 1

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	14	451
	2	24	0	230
	3	408	148	0

Junction 2

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	292	393
	2	277	0	90
	3	283	71	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	3
	3	6	3	0

Heavy Vehicle Percentages

Junction 2

		To		
		1	2	3
From	1	0	8	2
	2	8	0	0
	3	3	9	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	1	0.59	10.58	1.5	B
	2	0.48	12.03	0.9	B
	3	0.65	11.45	1.9	B
2	1	0.85	27.21	5.4	D
	2	0.95	91.64	9.7	F
	3	0.46	8.30	0.9	A

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	350	110	900	0.389	347	0.7	6.804	A
	2	191	337	684	0.280	190	0.4	7.459	A
	3	417	18	944	0.441	413	0.8	7.089	A
2	1	509	53	898	0.567	503	1.3	9.421	A
	2	276	289	509	0.543	271	1.2	15.751	C
	3	267	205	910	0.293	265	0.4	5.797	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	418	133	886	0.472	417	0.9	8.028	A
	2	228	404	643	0.355	228	0.6	8.893	A
	3	500	22	942	0.530	498	1.2	8.505	A
2	1	611	64	891	0.685	607	2.2	13.089	B
	2	330	348	474	0.696	326	2.2	25.062	D
	3	318	246	880	0.362	318	0.6	6.663	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	512	159	870	0.588	510	1.5	10.408	B
	2	280	494	588	0.476	278	0.9	11.877	B
	3	600	26	939	0.639	597	1.8	10.990	B
2	1	746	78	882	0.846	735	4.9	23.939	C
	2	404	422	430	0.939	383	7.4	63.178	F
	3	390	289	848	0.460	389	0.9	8.140	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	512	162	868	0.590	512	1.5	10.579	B
	2	280	496	587	0.476	280	0.9	12.025	B
	3	610	26	939	0.649	609	1.9	11.450	B
2	1	750	78	882	0.850	748	5.4	27.207	D
	2	404	429	426	0.948	395	9.7	91.639	F
	3	390	298	841	0.463	390	0.9	8.296	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	418	140	881	0.474	420	1.0	8.220	A
	2	228	407	641	0.356	230	0.6	9.022	A
	3	525	22	942	0.557	527	1.4	9.177	A
2	1	615	64	891	0.691	627	2.4	14.837	B
	2	330	360	467	0.706	357	2.8	40.808	E
	3	318	270	862	0.369	319	0.6	6.918	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	350	114	897	0.390	351	0.7	6.927	A
	2	191	341	682	0.281	192	0.4	7.561	A
	3	427	18	944	0.452	429	0.9	7.368	A
2	1	514	54	897	0.573	518	1.4	10.033	B
	2	276	297	504	0.548	282	1.3	17.628	C
	3	267	213	904	0.295	267	0.4	5.894	A

2023, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 1	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 3	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Borough Road Mini Roundabout	Mini-roundabout	1, 2, 3	11.86	B
2	London Road / Audley End Road / Newport Road Mini Roundabout	Mini-roundabout	1, 2, 3	21.85	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	3	2	1	Simple (vertical queueing)	Normal	0	100.00	
2	1	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		✓	466	100.000
	2		✓	226	100.000
	3	✓			
2	1	✓			
	2		✓	337	100.000
	3		✓	406	100.000

Origin-Destination Data

Junction 1

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	19	447
	2	9	0	217
	3	411	191	0

Junction 2

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	364	301
	2	282	0	55
	3	325	81	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

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

Junction 2

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	1	0.61	11.25	1.6	B
	2	0.42	10.56	0.7	B
	3	0.70	12.82	2.3	B
2	1	0.83	24.62	4.8	C
	2	0.77	31.47	3.1	D
	3	0.54	9.32	1.1	A

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	351	142	880	0.399	348	0.7	6.862	A
	2	170	334	686	0.248	169	0.3	6.950	A
	3	453	7	951	0.476	449	0.9	7.169	A
2	1	496	61	893	0.556	491	1.2	9.030	A
	2	254	222	548	0.463	250	0.9	12.148	B
	3	306	209	907	0.337	304	0.5	5.953	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	419	172	863	0.486	418	0.9	8.227	A
	2	203	401	645	0.315	203	0.5	8.132	A
	3	543	8	950	0.572	542	1.3	8.833	A
2	1	595	73	886	0.672	592	2.0	12.385	B
	2	303	268	521	0.581	301	1.4	16.457	C
	3	365	252	875	0.417	364	0.7	7.029	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	513	209	840	0.610	511	1.6	11.041	B
	2	249	490	591	0.421	248	0.7	10.458	B
	3	662	10	949	0.697	658	2.2	12.143	B
2	1	728	89	876	0.831	718	4.4	22.036	C
	2	371	325	488	0.761	365	2.9	28.492	D
	3	447	305	836	0.535	445	1.1	9.171	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	513	212	839	0.612	513	1.6	11.250	B
	2	249	492	590	0.422	249	0.7	10.561	B
	3	668	10	949	0.703	667	2.3	12.816	B
2	1	731	89	876	0.835	730	4.8	24.621	C
	2	371	330	485	0.766	370	3.1	31.474	D
	3	447	310	833	0.537	447	1.1	9.322	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	419	176	860	0.487	421	1.0	8.409	A
	2	203	404	643	0.316	204	0.5	8.222	A
	3	552	8	950	0.581	556	1.4	9.271	A
2	1	600	73	885	0.678	610	2.2	13.800	B
	2	303	276	516	0.587	309	1.5	18.160	C
	3	365	259	870	0.419	367	0.7	7.172	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	351	146	878	0.400	352	0.7	6.996	A
	2	170	338	683	0.249	171	0.3	7.031	A
	3	460	7	951	0.483	462	1.0	7.432	A
2	1	502	61	893	0.562	505	1.3	9.562	A
	2	254	229	545	0.466	256	0.9	12.792	B
	3	306	214	903	0.339	307	0.5	6.046	A

2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm 3	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Borough Road Mini Roundabout	Mini-roundabout	1, 2, 3	12.20	B
2	London Road / Audley End Road / Newport Road Mini Roundabout	Mini-roundabout	1, 2, 3	59.11	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	3	2	1	Simple (vertical queueing)	Normal	0	100.00	
2	1	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		✓	489	100.000
	2		✓	267	100.000
	3	✓			
2	1	✓			
	2		✓	387	100.000
	3		✓	373	100.000

Origin-Destination Data

Junction 1

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	15	474
	2	25	0	242
	3	430	155	0

Junction 2

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	307	413
	2	292	0	95
	3	298	75	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	3
	3	6	3	0

Junction 2

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	2
	2	8	0	0
	3	3	9	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	1	0.62	11.52	1.7	B
	2	0.51	13.31	1.1	B
	3	0.67	12.26	2.1	B
2	1	0.90	36.80	7.5	E
	2	1.03	148.86	17.6	F
	3	0.49	8.77	1.0	A

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	368	115	896	0.411	365	0.7	7.068	A
	2	201	354	673	0.299	199	0.4	7.772	A
	3	438	19	944	0.464	435	0.9	7.388	A
2	1	535	56	896	0.597	529	1.5	10.089	B
	2	291	303	500	0.582	286	1.4	17.336	C
	3	281	216	902	0.311	279	0.5	5.999	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	440	139	882	0.498	438	1.0	8.478	A
	2	240	425	630	0.381	239	0.6	9.436	A
	3	526	22	942	0.558	524	1.3	9.028	A
2	1	642	67	889	0.722	638	2.6	14.706	B
	2	348	366	464	0.750	342	2.8	30.047	D
	3	335	258	871	0.385	335	0.6	6.985	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	538	164	867	0.621	536	1.7	11.301	B
	2	294	519	573	0.513	292	1.1	13.087	B
	3	622	27	939	0.663	620	2.0	11.759	B
2	1	784	82	880	0.892	768	6.6	30.032	D
	2	426	441	419	1.016	391	11.5	87.520	F
	3	411	295	844	0.487	409	1.0	8.609	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	538	167	865	0.622	538	1.7	11.524	B
	2	294	522	572	0.514	294	1.1	13.308	B
	3	631	28	939	0.672	631	2.1	12.265	B
2	1	788	83	880	0.896	784	7.5	36.795	E
	2	426	450	414	1.030	402	17.6	148.865	F
	3	411	303	838	0.490	411	1.0	8.772	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	440	152	874	0.503	442	1.1	8.778	A
	2	240	429	628	0.382	242	0.6	9.610	A
	3	572	23	942	0.607	573	1.7	10.337	B
2	1	648	68	889	0.729	666	3.0	18.070	C
	2	348	382	454	0.766	401	4.3	86.699	F
	3	335	303	838	0.400	336	0.7	7.492	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	368	121	893	0.412	369	0.7	7.228	A
	2	201	358	671	0.300	202	0.4	7.896	A
	3	453	19	944	0.480	456	1.0	7.801	A
2	1	541	57	895	0.604	546	1.6	10.938	B
	2	291	313	494	0.589	302	1.6	20.800	C
	3	281	228	893	0.314	282	0.5	6.142	A

2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 1	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 3	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Borough Road Mini Roundabout	Mini-roundabout	1, 2, 3	13.39	B
2	London Road / Audley End Road / Newport Road Mini Roundabout	Mini-roundabout	1, 2, 3	28.48	D

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	3	2	1	Simple (vertical queueing)	Normal	0	100.00	
2	1	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		✓	492	100.000
	2		✓	239	100.000
	3	✓			
2	1	✓			
	2		✓	355	100.000
	3		✓	428	100.000

Origin-Destination Data

Junction 1

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	20	472
	2	10	0	229
	3	434	202	0

Junction 2

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	384	318
	2	297	0	58
	3	343	85	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

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

Junction 2

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	1	0.65	12.62	1.9	B
	2	0.46	11.61	0.8	B
	3	0.74	14.66	2.8	B
2	1	0.88	33.05	6.6	D
	2	0.82	41.43	4.2	E
	3	0.57	10.27	1.3	B

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	370	150	876	0.423	367	0.7	7.180	A
	2	180	353	674	0.267	178	0.4	7.241	A
	3	477	7	951	0.502	473	1.0	7.526	A
2	1	524	64	891	0.587	518	1.4	9.612	A
	2	267	235	541	0.494	263	1.0	13.012	B
	3	322	220	899	0.359	320	0.6	6.199	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	442	181	857	0.516	441	1.1	8.790	A
	2	215	423	631	0.340	214	0.5	8.616	A
	3	572	9	950	0.603	571	1.5	9.505	A
2	1	628	76	883	0.711	624	2.4	13.838	B
	2	319	283	513	0.623	317	1.6	18.435	C
	3	385	265	866	0.444	384	0.8	7.452	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	542	220	834	0.649	539	1.8	12.292	B
	2	263	517	575	0.458	262	0.8	11.465	B
	3	696	11	949	0.733	691	2.6	13.834	B
2	1	768	93	873	0.879	754	5.9	27.589	D
	2	391	341	478	0.818	382	3.8	35.294	E
	3	471	320	826	0.571	469	1.3	10.042	B

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	542	223	832	0.651	542	1.9	12.615	B
	2	263	520	573	0.459	263	0.8	11.615	B
	3	703	11	949	0.741	702	2.8	14.657	B
2	1	772	94	873	0.884	769	6.6	33.053	D
	2	391	348	474	0.825	389	4.2	41.429	E
	3	471	326	821	0.574	471	1.3	10.271	B

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	442	187	853	0.518	445	1.1	9.053	A
	2	215	427	629	0.342	216	0.5	8.746	A
	3	585	9	950	0.616	589	1.7	10.181	B
2	1	634	77	883	0.718	650	2.7	16.534	C
	2	319	294	506	0.631	329	1.8	21.649	C
	3	385	275	858	0.448	387	0.8	7.663	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	370	155	873	0.424	372	0.8	7.347	A
	2	180	357	672	0.268	181	0.4	7.337	A
	3	485	8	951	0.511	488	1.1	7.869	A
2	1	530	64	891	0.595	534	1.5	10.348	B
	2	267	242	537	0.498	270	1.0	13.912	B
	3	322	226	894	0.360	323	0.6	6.318	A

2030 + COM, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm 3	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Borough Road Mini Roundabout	Mini-roundabout	1, 2, 3	12.38	B
2	London Road / Audley End Road / Newport Road Mini Roundabout	Mini-roundabout	1, 2, 3	64.10	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 + COM	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	3	2	1	Simple (vertical queueing)	Normal	0	100.00	
2	1	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		✓	489	100.000
	2		✓	279	100.000
	3	✓			
2	1	✓			
	2		✓	389	100.000
	3		✓	374	100.000

Origin-Destination Data

Junction 1

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	15	474
	2	25	0	254
	3	430	159	0

Junction 2

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	314	419
	2	294	0	95
	3	299	75	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	3
	3	6	3	0

Junction 2

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	2
	2	8	0	0
	3	3	9	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	1	0.62	11.59	1.7	B
	2	0.54	13.97	1.2	B
	3	0.67	12.29	2.1	B
2	1	0.91	41.07	8.5	E
	2	1.04	160.33	19.3	F
	3	0.49	8.79	1.0	A

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	368	118	895	0.411	365	0.7	7.090	A
	2	210	354	673	0.312	208	0.5	7.920	A
	3	441	19	944	0.467	437	0.9	7.418	A
2	1	544	56	896	0.607	537	1.6	10.325	B
	2	293	307	498	0.588	287	1.4	17.625	C
	3	282	217	901	0.313	280	0.5	6.016	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	440	142	880	0.499	438	1.0	8.515	A
	2	251	425	630	0.398	250	0.7	9.701	A
	3	528	22	942	0.561	526	1.3	9.080	A
2	1	653	67	889	0.734	648	2.7	15.308	C
	2	350	370	461	0.759	344	2.9	31.025	D
	3	336	260	870	0.387	335	0.6	7.009	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	538	168	865	0.622	536	1.7	11.368	B
	2	307	519	573	0.536	305	1.2	13.708	B
	3	624	27	939	0.664	621	2.0	11.805	B
2	1	797	82	880	0.906	779	7.3	32.475	D
	2	428	445	417	1.028	391	12.3	92.051	F
	3	412	295	843	0.488	410	1.0	8.633	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	538	170	863	0.624	538	1.7	11.594	B
	2	307	522	572	0.537	307	1.2	13.969	B
	3	632	28	939	0.673	631	2.1	12.288	B
2	1	801	83	880	0.911	796	8.5	41.065	E
	2	428	455	411	1.043	400	19.3	160.333	F
	3	412	303	838	0.491	412	1.0	8.787	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	440	156	872	0.504	442	1.1	8.834	A
	2	251	429	628	0.399	253	0.7	9.898	A
	3	578	23	942	0.614	580	1.7	10.511	B
2	1	659	68	889	0.741	680	3.2	19.578	C
	2	350	389	450	0.777	408	4.7	100.372	F
	3	336	308	834	0.403	337	0.7	7.568	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	368	124	891	0.413	369	0.7	7.252	A
	2	210	358	671	0.313	211	0.5	8.056	A
	3	457	19	944	0.484	459	1.0	7.861	A
2	1	550	57	895	0.614	556	1.7	11.271	B
	2	293	318	492	0.595	305	1.6	21.624	C
	3	282	231	891	0.316	282	0.5	6.170	A

2030 + COM, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 1	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 3	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Borough Road Mini Roundabout	Mini-roundabout	1, 2, 3	13.94	B
2	London Road / Audley End Road / Newport Road Mini Roundabout	Mini-roundabout	1, 2, 3	30.61	D

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 + COM	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	3	2	1	Simple (vertical queueing)	Normal	0	100.00	
2	1	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		✓	492	100.000
	2		✓	246	100.000
	3	✓			
2	1	✓			
	2		✓	362	100.000
	3		✓	433	100.000

Origin-Destination Data

Junction 1

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	20	472
	2	10	0	236
	3	434	214	0

Junction 2

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	388	321
	2	304	0	58
	3	348	85	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

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

Junction 2

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	1	0.66	12.96	1.9	B
	2	0.47	11.91	0.9	B
	3	0.75	15.44	3.0	C
2	1	0.89	35.13	7.1	E
	2	0.84	45.72	4.7	E
	3	0.58	10.60	1.4	B

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	370	159	870	0.426	367	0.7	7.256	A
	2	185	352	674	0.275	184	0.4	7.316	A
	3	486	7	951	0.511	482	1.0	7.666	A
2	1	529	64	891	0.593	523	1.4	9.739	A
	2	273	237	540	0.505	269	1.0	13.308	B
	3	326	225	895	0.364	324	0.6	6.279	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	442	192	851	0.520	441	1.1	8.925	A
	2	221	423	632	0.350	221	0.5	8.746	A
	3	583	9	950	0.614	581	1.6	9.768	A
2	1	635	76	883	0.718	631	2.4	14.155	B
	2	325	285	511	0.637	323	1.7	19.153	C
	3	389	271	861	0.452	388	0.8	7.594	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	542	232	827	0.655	539	1.9	12.599	B
	2	271	517	575	0.471	269	0.9	11.744	B
	3	708	11	949	0.746	703	2.8	14.456	B
2	1	775	93	873	0.888	760	6.3	28.837	D
	2	399	344	476	0.837	389	4.2	37.985	E
	3	477	326	821	0.581	475	1.4	10.335	B

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	542	236	824	0.657	542	1.9	12.961	B
	2	271	520	573	0.473	271	0.9	11.909	B
	3	716	11	949	0.755	715	3.0	15.438	C
2	1	779	94	873	0.893	776	7.1	35.125	E
	2	399	351	472	0.844	396	4.7	45.724	E
	3	477	333	816	0.584	477	1.4	10.598	B

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	442	199	846	0.523	445	1.1	9.216	A
	2	221	427	629	0.352	222	0.6	8.887	A
	3	597	9	950	0.629	602	1.8	10.565	B
2	1	641	77	883	0.726	658	2.8	17.233	C
	2	325	298	504	0.646	336	2.0	23.135	C
	3	389	283	853	0.456	391	0.9	7.835	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	370	164	867	0.427	372	0.8	7.432	A
	2	185	357	672	0.276	186	0.4	7.421	A
	3	495	8	951	0.520	497	1.1	8.039	A
2	1	535	64	891	0.601	540	1.6	10.522	B
	2	273	245	535	0.509	276	1.1	14.309	B
	3	326	232	890	0.366	327	0.6	6.407	A

2030 + COM + PROPOSED DEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	Junction 1 - Arm 3	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Borough Road Mini Roundabout	Mini-roundabout	1, 2, 3	12.58	B
2	London Road / Audley End Road / Newport Road Mini Roundabout	Mini-roundabout	1, 2, 3	68.30	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030 + COM + PROPOSED DEV	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	3	2	1	Simple (vertical queueing)	Normal	0	100.00	
2	1	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		✓	489	100.000
	2		✓	290	100.000
	3	✓			
2	1	✓			
	2		✓	390	100.000
	3		✓	376	100.000

Origin-Destination Data

Junction 1

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	15	474
	2	25	0	265
	3	430	162	0

Junction 2

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	320	423
	2	295	0	95
	3	301	75	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	5
	2	0	0	3
	3	6	3	0

Junction 2

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	8	2
	2	8	0	0
	3	3	9	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	1	0.62	11.65	1.7	B
	2	0.56	14.64	1.3	B
	3	0.67	12.34	2.1	B
2	1	0.92	45.65	9.6	E
	2	1.05	168.49	20.4	F
	3	0.49	8.82	1.0	A

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	368	120	893	0.412	365	0.7	7.107	A
	2	218	354	673	0.324	216	0.5	8.060	A
	3	443	19	944	0.469	439	0.9	7.446	A
2	1	552	56	896	0.616	545	1.6	10.550	B
	2	294	310	496	0.592	288	1.5	17.827	C
	3	283	218	900	0.314	281	0.5	6.035	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	440	145	879	0.500	438	1.0	8.546	A
	2	261	425	630	0.414	260	0.7	9.956	A
	3	531	22	942	0.563	529	1.3	9.133	A
2	1	662	67	889	0.745	657	2.9	15.901	C
	2	351	374	459	0.765	344	3.0	31.747	D
	3	338	261	869	0.389	337	0.7	7.039	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	538	170	863	0.624	536	1.7	11.423	B
	2	319	519	573	0.557	317	1.2	14.329	B
	3	626	27	939	0.666	623	2.0	11.871	B
2	1	809	82	880	0.920	788	8.1	34.956	D
	2	429	449	415	1.036	390	12.8	95.212	F
	3	414	295	844	0.491	413	1.0	8.673	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	538	173	862	0.625	538	1.7	11.653	B
	2	319	522	572	0.559	319	1.3	14.638	B
	3	633	28	939	0.674	633	2.1	12.345	B
2	1	813	83	880	0.925	807	9.6	45.652	E
	2	429	460	408	1.052	399	20.4	168.492	F
	3	414	302	839	0.494	414	1.0	8.820	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	440	160	870	0.505	442	1.1	8.876	A
	2	261	429	628	0.415	263	0.7	10.180	B
	3	583	23	942	0.619	584	1.8	10.648	B
2	1	669	68	889	0.752	694	3.4	21.303	C
	2	351	395	446	0.785	412	5.2	111.292	F
	3	338	311	832	0.406	339	0.7	7.630	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	368	127	890	0.414	370	0.8	7.278	A
	2	218	358	671	0.325	219	0.5	8.208	A
	3	460	19	944	0.487	463	1.0	7.920	A
2	1	559	57	895	0.624	565	1.8	11.604	B
	2	294	322	490	0.600	308	1.7	22.352	C
	3	283	233	890	0.318	284	0.5	6.202	A

2030 + COM + PROPOSED DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	Junction 1	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 82% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	Junction 1 - Arm 3	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	London Road / Borough Road Mini Roundabout	Mini-roundabout	1, 2, 3	14.36	B
2	London Road / Audley End Road / Newport Road Mini Roundabout	Mini-roundabout	1, 2, 3	32.13	D

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030 + COM + PROPOSED DEV	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	3	2	1	Simple (vertical queueing)	Normal	0	100.00	
2	1	1	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1		✓	492	100.000
	2		✓	250	100.000
	3	✓			
2	1	✓			
	2		✓	367	100.000
	3		✓	437	100.000

Origin-Destination Data

Junction 1

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	20	472
	2	10	0	240
	3	434	223	0

Junction 2

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	390	323
	2	309	0	58
	3	352	85	0

Vehicle Mix

Junction 1

Heavy Vehicle Percentages

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

Junction 2

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS
1	1	0.66	13.23	2.0	B
	2	0.48	12.08	0.9	B
	3	0.76	16.07	3.1	C
2	1	0.90	36.40	7.4	E
	2	0.86	49.21	5.1	E
	3	0.59	10.86	1.4	B

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	370	166	866	0.428	367	0.8	7.311	A
	2	188	352	674	0.279	187	0.4	7.361	A
	3	492	7	951	0.518	488	1.1	7.765	A
2	1	532	64	891	0.597	526	1.5	9.813	A
	2	276	238	539	0.513	272	1.0	13.523	B
	3	329	229	892	0.369	327	0.6	6.342	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	442	200	846	0.523	441	1.1	9.029	A
	2	225	423	632	0.356	224	0.5	8.821	A
	3	591	9	950	0.622	589	1.6	9.975	A
2	1	638	76	883	0.722	634	2.5	14.340	B
	2	330	287	510	0.647	327	1.8	19.688	C
	3	393	275	858	0.458	392	0.8	7.702	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	542	242	821	0.660	538	1.9	12.840	B
	2	275	517	575	0.479	274	0.9	11.908	B
	3	717	11	949	0.756	712	2.9	14.956	B
2	1	779	93	873	0.893	764	6.5	29.582	D
	2	404	346	475	0.850	393	4.5	40.079	E
	3	481	331	817	0.589	479	1.4	10.566	B

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	542	246	818	0.662	542	2.0	13.232	B
	2	275	519	573	0.480	275	0.9	12.084	B
	3	725	11	949	0.765	725	3.1	16.071	C
2	1	784	94	873	0.898	780	7.4	36.398	E
	2	404	353	471	0.858	401	5.1	49.207	E
	3	481	338	812	0.592	481	1.4	10.857	B

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	442	208	841	0.526	445	1.2	9.345	A
	2	225	427	629	0.357	226	0.6	8.969	A
	3	606	9	950	0.638	612	1.8	10.876	B
2	1	644	77	883	0.730	663	2.9	17.670	C
	2	330	300	502	0.657	342	2.1	24.347	C
	3	393	288	849	0.463	395	0.9	7.973	A

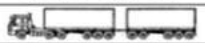
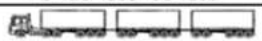
18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	LOS
1	1	370	171	863	0.429	372	0.8	7.493	A
	2	188	357	672	0.280	189	0.4	7.465	A
	3	502	8	951	0.528	504	1.1	8.172	A
2	1	538	64	891	0.604	543	1.6	10.626	B
	2	276	246	534	0.517	280	1.1	14.611	B
	3	329	236	887	0.371	330	0.6	6.477	A

Appendix G

CHARGE SURVEYS

SITE: Mount Pleasant Road (52.016926, 0.243602)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		Light
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Eastbound	Westbound
Total	**21830**	**20045**
Mean Speed	**26.9**	**26.9**
85%	**31.3**	**31.5**

Site: 1 - London Road / Newport Road / Audley End Road Roundabout

Location: Saffron Walden CB10 1EA

Date: Wednesday 20th September 2023

Time: 07 00-10:00, 16 00-19 00

Site: 1 - London Road / Newport Road / Audley End Road Roundabout

Location: Saffron Walden CB10 1EA

Date: Wednesday 20th September 2023

Time: 07 00-10:00, 16 00-19 00

Site: 1 - London Road / Newport Road / Audley End Road Roundabout

Location: Saffron Walden CB10 1EA

Date: Wednesday 20th September 2023

Time: 07 00-10:00, 16 00-19:00

London Road / Newport Road / Audley End Road Roundabout (07 00-10 00) AM Peaks

MOVEMENT 1 — FROM LONDON ROAD LEFT TURN TO NEWPORT ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	49	5	1	1	1	0	0	56	58.80
0715-0730	89	15	2	0	2	1	0	109	111.40
0730-0745	83	9	1	1	1	0	0	95	97.80
0745-0800	78	13	2	1	1	0	1	96	98.50
0800-0815	47	9	3	0	1	1	0	61	62.90
0815-0830	60	3	3	0	0	0	0	66	67.50
0830-0845	62	12	9	0	1	0	0	84	89.50
0845-0900	50	11	3	1	2	0	1	68	72.00
0900-0915	49	8	2	1	0	0	0	60	62.30
0915-0930	56	9	2	0	1	0	0	68	70.00
0930-0945	55	11	2	0	0	0	0	68	69.00
0945-1000	55	9	4	3	2	0	0	73	80.90
0700-1000	732	114	34	8	12	2	2	904	940.60

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	299	42	6	3	5	1	1	356	366.50
0715-0815	297	46	8	2	5	2	1	361	370.60
0730-0830	268	34	9	2	3	1	1	318	326.70
0745-0845	247	37	17	1	3	1	1	307	318.40
0800-0900	219	35	18	1	4	1	1	279	291.90
0815-0915	221	34	17	2	3	0	1	278	291.30
0830-0930	217	40	16	2	4	0	1	280	293.80
0845-0945	210	39	9	2	3	0	1	264	273.30
0900-1000	215	37	10	4	3	0	0	269	282.20

MOVEMENT 2 — FROM LONDON ROAD STRAIGHT AHEAD TO AUDLEY END ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	33	5	0	0	0	0	2	40	38.40
0715-0730	72	8	0	0	0	1	5	86	81.40
0730-0745	64	5	1	0	0	0	5	75	71.50
0745-0800	100	12	1	1	0	1	2	117	116.60
0800-0815	101	2	0	0	1	1	5	110	106.40
0815-0830	103	4	0	1	4	0	5	117	118.30
0830-0845	93	6	0	0	1	3	0	103	102.20
0845-0900	64	1	0	0	0	1	1	67	65.60
0900-0915	50	8	1	0	0	0	3	62	60.10
0915-0930	50	3	1	0	1	1	0	56	56.90
0930-0945	20	2	0	0	0	0	1	23	22.20
0945-1000	32	4	0	0	0	0	0	36	36.00
0700-1000	782	60	4	2	7	8	29	892	875.60

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	269	30	2	1	0	2	14	318	307.90
0715-0815	337	27	2	1	1	3	17	388	375.90
0730-0830	368	23	2	2	5	2	17	419	412.80
0745-0845	397	24	1	2	6	5	12	447	443.50
0800-0900	361	13	0	1	6	5	11	397	392.50
0815-0915	310	19	1	1	5	4	9	349	346.20
0830-0930	257	18	2	0	2	5	4	288	284.80
0845-0945	184	14	2	0	1	2	5	208	204.80
0900-1000	152	17	2	0	1	1	4	177	175.20

MOVEMENT 3 — FROM LONDON ROAD U TURN BACK TO LONDON ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

London Road / Newport Road / Audley End Road Roundabout (16 00-19 00) PM Peaks

MOVEMENT 1 — FROM LONDON ROAD LEFT TURN TO NEWPORT ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	59	9	0	0	1	0	0	69	70.00
1615-1630	65	12	1	0	0	0	0	78	78.50
1630-1645	84	7	1	0	0	0	0	92	92.50
1645-1700	68	12	1	0	0	0	0	81	81.50
1700-1715	92	8	0	1	1	0	0	102	104.30
1715-1730	86	8	0	1	0	0	0	95	96.30
1730-1745	80	4	0	0	1	0	0	85	86.00
1745-1800	67	2	1	1	2	0	1	74	77.00
1800-1815	63	3	0	0	1	0	0	67	68.00
1815-1830	58	2	0	0	2	0	0	62	64.00
1830-1845	52	4	1	0	0	0	0	57	57.50
1845-1900	45	6	0	0	2	0	0	53	55.00
1600-1900	819	77	5	3	10	0	1	915	930.60

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	276	40	3	0	1	0	0	320	322.50
1615-1715	309	39	3	1	1	0	0	353	356.80
1630-1730	330	35	2	2	1	0	0	370	374.60
1645-1745	326	32	1	2	2	0	0	363	368.10
1700-1800	325	22	1	3	4	0	1	356	363.60
1715-1815	296	17	1	2	4	0	1	321	327.30
1730-1830	268	11	1	1	6	0	1	288	295.00
1745-1845	240	11	2	1	5	0	1	260	266.50
1800-1900	218	15	1	0	5	0	0	239	244.50

MOVEMENT 2 — FROM LONDON ROAD STRAIGHT AHEAD TO AUDLEY END ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	42	4	1	0	0	1	2	50	48.30
1615-1630	48	2	0	0	0	0	0	50	50.00
1630-1645	49	3	0	0	0	0	1	53	52.20
1645-1700	46	3	0	0	0	0	0	49	49.00
1700-1715	57	3	0	0	0	0	0	60	60.00
1715-1730	51	4	0	0	0	2	0	57	55.80
1730-1745	66	5	0	0	0	0	2	73	71.40
1745-1800	112	2	0	0	0	0	0	114	114.00
1800-1815	36	2	0	0	0	0	0	38	38.00
1815-1830	41	1	0	0	0	0	0	42	42.00
1830-1845	26	4	0	0	0	0	0	30	30.00
1845-1900	29	1	0	0	0	0	0	30	30.00
1600-1900	603	34	1	0	0	3	5	646	640.70

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	185	12	1	0	0	1	3	202	199.50
1615-1715	200	11	0	0	0	0	1	212	211.20
1630-1730	203	13	0	0	0	2	1	219	217.00
1645-1745	220	15	0	0	0	2	2	239	236.20
1700-1800	286	14	0	0	0	2	2	304	301.20
1715-1815	265	13	0	0	0	2	2	282	279.20
1730-1830	255	10	0	0	0	0	2	267	265.40
1745-1845	215	9	0	0	0	0	0	224	224.00
1800-1900	132	8	0	0	0	0	0	140	140.00

MOVEMENT 3 — FROM LONDON ROAD U TURN BACK TO LONDON ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

London Road / Newport Road / Audley End Road Roundabout (07 00-10 00) AM Peaks

MOVEMENT 4 — FROM NEWPORT ROAD LEFT TURN TO AUDLEY END ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	5	2	0	0	0	0	0	7	7.00
0715-0730	9	1	0	0	0	0	0	10	10.00
0730-0745	11	0	0	0	0	1	0	12	11.40
0745-0800	13	3	0	0	0	2	0	18	16.80
0800-0815	26	1	0	0	0	0	0	27	27.00
0815-0830	27	0	0	0	0	0	2	29	27.40
0830-0845	19	1	0	0	0	0	0	20	20.00
0845-0900	13	2	0	0	0	1	1	17	15.60
0900-0915	17	0	1	0	0	0	0	18	18.50
0915-0930	5	1	0	0	0	0	0	6	6.00
0930-0945	9	1	0	0	0	0	0	10	10.00
0945-1000	5	0	0	0	0	0	0	5	5.00
0700-1000	159	12	1	0	0	4	3	179	174.70

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	38	6	0	0	0	3	0	47	45.20
0715-0815	59	5	0	0	0	3	0	67	65.20
0730-0830	77	4	0	0	0	3	2	86	82.60
0745-0845	85	5	0	0	0	2	2	94	91.20
0800-0900	85	4	0	0	0	1	3	93	90.00
0815-0915	76	3	1	0	0	1	3	84	81.50
0830-0930	54	4	1	0	0	1	1	61	60.10
0845-0945	44	4	1	0	0	1	1	51	50.10
0900-1000	36	2	1	0	0	0	0	39	39.50

MOVEMENT 5 — FROM NEWPORT ROAD RIGHT TURN TO LONDON ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	14	4	4	1	1	1	0	25	28.70
0715-0730	34	12	2	0	0	0	0	48	49.00
0730-0745	54	20	5	1	1	0	0	81	85.80
0745-0800	69	7	6	4	0	0	1	87	94.40
0800-0815	58	6	2	2	1	0	0	69	73.60
0815-0830	41	1	1	4	0	1	0	48	53.10
0830-0845	66	12	2	3	1	0	0	84	89.90
0845-0900	49	3	1	3	0	0	0	56	60.40
0900-0915	67	9	4	0	2	0	0	82	86.00
0915-0930	39	9	6	2	1	0	0	57	63.60
0930-0945	53	7	2	2	2	0	2	68	72.00
0945-1000	38	5	2	4	0	0	0	49	55.20
0700-1000	582	95	37	28	9	2	3	754	811.70

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	171	43	17	6	2	1	1	241	257.90
0715-0815	215	45	15	7	2	0	1	285	302.80
0730-0830	222	34	14	11	2	1	1	285	306.90
0745-0845	234	26	11	13	2	1	1	288	311.00
0800-0900	214	22	6	12	2	1	0	257	277.00
0815-0915	223	25	8	10	3	1	0	270	289.40
0830-0930	221	33	13	8	4	0	0	279	299.90
0845-0945	208	28	13	7	5	0	2	263	282.00
0900-1000	197	30	14	8	5	0	2	256	276.80

MOVEMENT 6 — FROM NEWPORT ROAD U TURN BACK TO NEWPORT ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

London Road / Newport Road / Audley End Road Roundabout (16 00-19 00) PM Peaks

MOVEMENT 4 — FROM NEWPORT ROAD LEFT TURN TO AUDLEY END ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	5	0	0	0	0	0	0	5	5.00
1615-1630	5	0	0	0	0	0	0	5	5.00
1630-1645	5	2	0	0	0	0	0	7	7.00
1645-1700	11	1	0	0	0	0	0	12	12.00
1700-1715	6	1	0	0	0	0	0	7	7.00
1715-1730	8	1	0	0	0	0	0	9	9.00
1730-1745	16	0	0	0	0	0	0	16	16.00
1745-1800	23	0	0	0	0	0	0	23	23.00
1800-1815	8	1	0	0	0	0	0	9	9.00
1815-1830	3	0	0	0	0	0	0	3	3.00
1830-1845	4	0	0	0	0	0	0	4	4.00
1845-1900	5	1	0	0	0	0	0	6	6.00
1600-1900	99	7	0	0	0	0	0	106	106.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	26	3	0	0	0	0	0	29	29.00
1615-1715	27	4	0	0	0	0	0	31	31.00
1630-1730	30	5	0	0	0	0	0	35	35.00
1645-1745	41	3	0	0	0	0	0	44	44.00
1700-1800	53	2	0	0	0	0	0	55	55.00
1715-1815	55	2	0	0	0	0	0	57	57.00
1730-1830	50	1	0	0	0	0	0	51	51.00
1745-1845	38	1	0	0	0	0	0	39	39.00
1800-1900	20	2	0	0	0	0	0	22	22.00

MOVEMENT 5 — FROM NEWPORT ROAD RIGHT TURN TO LONDON ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	48	15	0	1	0	1	0	65	65.70
1615-1630	61	10	0	0	2	0	0	73	75.00
1630-1645	59	9	0	2	1	0	0	71	74.60
1645-1700	68	10	1	1	0	0	0	80	81.80
1700-1715	66	6	0	0	0	0	0	72	72.00
1715-1730	53	7	1	0	3	0	0	64	67.50
1730-1745	74	3	0	0	0	0	0	77	77.00
1745-1800	58	5	0	0	1	0	0	64	65.00
1800-1815	70	5	0	0	1	0	0	76	77.00
1815-1830	56	4	0	0	1	0	0	61	62.00
1830-1845	53	4	0	0	1	0	0	58	59.00
1845-1900	48	2	0	0	0	0	0	50	50.00
1600-1900	714	80	2	4	10	1	0	811	826.60

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	236	44	1	4	3	1	0	289	297.10
1615-1715	254	35	1	3	3	0	0	296	303.40
1630-1730	246	32	2	3	4	0	0	287	295.90
1645-1745	261	26	2	1	3	0	0	293	298.30
1700-1800	251	21	1	0	4	0	0	277	281.50
1715-1815	255	20	1	0	5	0	0	281	286.50
1730-1830	258	17	0	0	3	0	0	278	281.00
1745-1845	237	16	0	0	4	0	0	259	263.00
1800-1900	227	15	0	0	3	0	0	245	248.00

MOVEMENT 6 — FROM NEWPORT ROAD U TURN BACK TO NEWPORT ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

London Road / Newport Road / Audley End Road Roundabout (07 00-10 00) AM Peaks

MOVEMENT 7 — FROM AUDLEY END ROAD STRAIGHT AHEAD TO LONDON ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	21	2	0	0	0	0	0	23	23.00
0715-0730	29	5	0	0	0	0	1	35	34.20
0730-0745	63	1	0	0	1	0	0	65	66.00
0745-0800	47	6	1	0	1	0	1	56	56.70
0800-0815	67	1	1	0	0	0	2	71	69.90
0815-0830	65	3	1	0	4	0	0	73	77.50
0830-0845	75	3	1	0	2	0	0	81	83.50
0845-0900	50	2	0	0	0	0	0	52	52.00
0900-0915	31	5	1	0	0	1	0	38	37.90
0915-0930	31	2	0	0	0	1	1	35	33.60
0930-0945	39	3	0	0	0	0	0	42	42.00
0945-1000	32	4	0	0	0	0	0	36	36.00
0700-1000	550	37	5	0	8	2	5	607	612.30

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	160	14	1	0	2	0	2	179	179.90
0715-0815	206	13	2	0	2	0	4	227	226.80
0730-0830	242	11	3	0	6	0	3	265	270.10
0745-0845	254	13	4	0	7	0	3	281	287.60
0800-0900	257	9	3	0	6	0	2	277	282.90
0815-0915	221	13	3	0	6	1	0	244	250.90
0830-0930	187	12	2	0	2	2	1	206	207.00
0845-0945	151	12	1	0	0	2	1	167	165.50
0900-1000	133	14	1	0	0	2	1	151	149.50

MOVEMENT 8 — FROM AUDLEY END ROAD RIGHT TURN TO NEWPORT ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	3	1	1	0	0	0	0	5	5.50
0730-0745	7	3	0	0	0	0	0	10	10.00
0745-0800	3	2	0	0	0	0	0	5	5.00
0800-0815	18	2	0	0	3	0	0	23	26.00
0815-0830	18	2	0	0	2	0	0	22	24.00
0830-0845	11	1	0	0	1	0	0	13	14.00
0845-0900	6	1	0	0	0	0	0	7	7.00
0900-0915	10	2	1	0	0	0	0	13	13.50
0915-0930	7	0	0	0	0	0	0	7	7.00
0930-0945	10	0	0	0	0	0	0	10	10.00
0945-1000	5	2	0	0	0	0	0	7	7.00
0700-1000	98	16	2	0	6	0	0	122	129.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	13	6	1	0	0	0	0	20	20.50
0715-0815	31	8	1	0	3	0	0	43	46.50
0730-0830	46	9	0	0	5	0	0	60	65.00
0745-0845	50	7	0	0	6	0	0	63	69.00
0800-0900	53	6	0	0	6	0	0	65	71.00
0815-0915	45	6	1	0	3	0	0	55	58.50
0830-0930	34	4	1	0	1	0	0	40	41.50
0845-0945	33	3	1	0	0	0	0	37	37.50
0900-1000	32	4	1	0	0	0	0	37	37.50

MOVEMENT 9 — FROM AUDLEY END ROAD U TURN BACK TO AUDLEY END ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	1	0	0	0	0	0	0	1	1.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	1	0	0	0	0	0	0	1	1.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00
0730-0830	1	0	0	0	0	0	0	1	1.00
0745-0845	1	0	0	0	0	0	0	1	1.00
0800-0900	1	0	0	0	0	0	0	1	1.00
0815-0915	1	0	0	0	0	0	0	1	1.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

London Road / Newport Road / Audley End Road Roundabout (16 00-19 00) PM Peaks

MOVEMENT 7 — FROM AUDLEY END ROAD STRAIGHT AHEAD TO LONDON ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	37	4	0	0	1	1	1	44	43.60
1615-1630	58	7	0	0	0	0	2	67	65.40
1630-1645	88	5	1	0	0	0	1	95	94.70
1645-1700	66	3	0	0	0	0	2	71	69.40
1700-1715	97	5	0	0	0	1	3	106	103.00
1715-1730	53	10	0	0	0	0	0	63	63.00
1730-1745	70	3	0	0	0	0	0	73	73.00
1745-1800	80	4	0	0	0	3	2	89	85.60
1800-1815	83	8	0	0	0	0	4	95	91.80
1815-1830	30	1	0	0	0	0	4	35	31.80
1830-1845	75	2	0	0	0	1	3	81	78.00
1845-1900	58	5	0	0	0	0	3	66	63.60
1600-1900	795	57	1	0	1	6	25	885	862.90

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	249	19	1	0	1	1	6	277	273.10
1615-1715	309	20	1	0	0	1	8	339	332.50
1630-1730	304	23	1	0	0	1	6	335	330.10
1645-1745	286	21	0	0	0	1	5	313	308.40
1700-1800	300	22	0	0	0	4	5	331	324.60
1715-1815	286	25	0	0	0	3	6	320	313.40
1730-1830	263	16	0	0	0	3	10	292	282.20
1745-1845	268	15	0	0	0	4	13	300	287.20
1800-1900	246	16	0	0	0	1	14	277	265.20

MOVEMENT 8 — FROM AUDLEY END ROAD RIGHT TURN TO NEWPORT ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	12	0	0	0	0	0	0	12	12.00
1615-1630	10	4	0	0	0	0	0	14	14.00
1630-1645	18	6	0	0	0	0	0	24	24.00
1645-1700	26	1	0	0	0	0	0	27	27.00
1700-1715	29	1	0	0	0	0	0	30	30.00
1715-1730	22	0	0	0	0	0	0	22	22.00
1730-1745	11	4	0	0	0	1	1	17	15.60
1745-1800	13	0	0	0	0	0	0	13	13.00
1800-1815	15	0	0	0	1	0	0	16	17.00
1815-1830	8	0	0	0	0	0	0	8	8.00
1830-1845	16	0	0	0	1	0	0	17	18.00
1845-1900	12	1	0	0	0	0	0	13	13.00
1600-1900	192	17	0	0	2	1	1	213	213.60

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	66	11	0	0	0	0	0	77	77.00
1615-1715	83	12	0	0	0	0	0	95	95.00
1630-1730	95	8	0	0	0	0	0	103	103.00
1645-1745	88	6	0	0	0	1	1	96	94.60
1700-1800	75	5	0	0	0	1	1	82	80.60
1715-1815	61	4	0	0	1	1	1	68	67.60
1730-1830	47	4	0	0	1	1	1	54	53.60
1745-1845	52	0	0	0	2	0	0	54	56.00
1800-1900	51	1	0	0	2	0	0	54	56.00

MOVEMENT 9 — FROM AUDLEY END ROAD U TURN BACK TO AUDLEY END ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

Site 2 - London Road (NE) / Borough Lane / London Road (SW) Roundabout

Location Saffron Walden CB10 1EA

Date Wednesday 20th September 2023

Time 07 00-10 00, 16 00-19 00

London Road (NE) / Borough Lane / London Road (SW) Roundabout (07 00-10 00) AM Peaks

MOVEMENT 10 – FROM LONDON ROAD (NE) LEFT TURN TO BOROUGH LANE

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	4	0	0	0	0	0	0	4	4.00
0730-0745	1	0	0	0	0	0	0	1	1.00
0745-0800	0	1	0	0	0	0	0	1	1.00
0800-0815	3	0	0	0	0	0	0	3	3.00
0815-0830	5	0	0	0	0	0	0	5	5.00
0830-0845	5	0	0	0	0	0	0	5	5.00
0845-0900	1	0	0	0	0	0	0	1	1.00
0900-0915	2	0	0	0	0	0	0	2	2.00
0915-0930	2	1	0	0	0	0	0	3	3.00
0930-0945	3	0	0	0	0	0	0	3	3.00
0945-1000	7	0	0	0	0	0	0	7	7.00
0700-1000	33	2	0	0	0	0	0	35	35.00
HOURLY TOTALS									
0700-0800	5	1	0	0	0	0	0	6	6.00
0715-0815	8	1	0	0	0	0	0	9	9.00
0730-0830	9	1	0	0	0	0	0	10	10.00
0745-0845	13	1	0	0	0	0	0	14	14.00
0800-0900	14	0	0	0	0	0	0	14	14.00
0815-0915	13	0	0	0	0	0	0	13	13.00
0830-0930	10	1	0	0	0	0	0	11	11.00
0845-0945	8	1	0	0	0	0	0	9	9.00
0900-1000	14	1	0	0	0	0	0	15	15.00

MOVEMENT 11 – FROM LONDON ROAD (NE) STRAIGHT AHEAD TO LONDON ROAD (SW)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	62	9	1	0	1	0	2	75	74.90
0715-0730	127	17	1	0	1	2	5	153	149.30
0730-0745	103	10	2	1	1	0	4	121	121.10
0745-0800	128	19	2	1	1	0	3	153	152.90
0800-0815	90	8	2	0	2	1	4	107	106.30
0815-0830	105	4	3	1	2	0	5	120	120.80
0830-0845	104	12	6	0	1	3	0	126	128.20
0845-0900	75	9	3	1	2	1	1	92	95.40
0900-0915	60	11	2	0	0	0	1	74	74.20
0915-0930	84	10	3	0	2	0	0	99	102.50
0930-0945	59	10	1	0	0	0	1	71	70.70
0945-1000	62	12	3	3	2	0	0	82	89.60
0700-1000	1057	131	29	7	15	7	26	1272	1285.60
HOURLY TOTALS									
0700-0800	418	55	6	2	4	2	14	501	498.20
0715-0815	448	54	7	2	5	3	16	533	529.50
0730-0830	424	41	9	3	6	1	16	500	501.00
0745-0845	425	43	13	2	6	4	12	505	508.10
0800-0900	374	33	14	2	7	5	10	445	450.60
0815-0915	344	36	14	2	5	4	7	412	418.60
0830-0930	323	42	14	1	5	4	2	391	400.30
0845-0945	278	40	9	1	4	1	3	336	342.80
0900-1000	265	43	9	3	4	0	2	326	336.80

MOVEMENT 12 – FROM LONDON ROAD (NE) U TURN BACK TO LONDON ROAD (NE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	1	0	0	0	0	0	0	1	1.00
0700-1000	1	0	0	0	0	0	0	1	1.00
HOURLY TOTALS									
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	1	0	0	0	0	0	0	1	1.00

London Road (NE) / Borough Lane / London Road (SW) Roundabout (16 00-19 00) PM Peaks

MOVEMENT 10 – FROM LONDON ROAD (NE) LEFT TURN TO BOROUGH LANE

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	3	0	0	0	0	0	0	3	3.00
1615-1630	4	0	0	0	0	0	0	4	4.00
1630-1645	2	0	0	0	0	0	0	2	2.00
1645-1700	2	1	0	0	0	0	0	3	3.00
1700-1715	5	0	0	0	0	0	0	5	5.00
1715-1730	5	0	0	0	0	0	0	5	5.00
1730-1745	7	1	0	0	0	0	1	9	8.20
1745-1800	1	0	0	0	0	0	0	1	1.00
1800-1815	6	0	0	0	0	0	0	6	6.00
1815-1830	1	0	0	0	0	0	0	1	1.00
1830-1845	3	0	0	0	0	0	0	3	3.00
1845-1900	4	1	0	0	0	0	0	5	5.00
1600-1900	43	3	0	0	0	0	1	47	46.20
HOURLY TOTALS									
1600-1700	11	1	0	0	0	0	0	12	12.00
1615-1715	13	1	0	0	0	0	0	14	14.00
1630-1730	14	1	0	0	0	0	0	15	15.00
1645-1745	19	2	0	0	0	0	1	22	21.20
1700-1800	18	1	0	0	0	0	1	20	19.20
1715-1815	19	1	0	0	0	0	1	21	20.20
1730-1830	15	1	0	0	0	0	1	17	16.20
1745-1845	11	0	0	0	0	0	0	11	11.00
1800-1900	14	1	0	0	0	0	0	15	15.00

MOVEMENT 11 – FROM LONDON ROAD (NE) STRAIGHT AHEAD TO LONDON ROAD (SW)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	75	10	0	0	1	1	2	89	87.80
1615-1630	73	11	1	0	0	0	0	85	85.50
1630-1645	94	6	0	0	0	0	1	101	100.20
1645-1700	81	10	1	0	0	0	0	92	92.50
1700-1715	100	6	0	1	1	0	0	108	110.30
1715-1730	95	5	0	1	0	2	0	103	103.10
1730-1745	96	9	0	0	1	0	1	107	107.20
1745-1800	116	2	1	1	2	0	1	123	126.00
1800-1815	67	4	0	0	1	0	0	72	73.00
1815-1830	73	3	0	0	1	0	0	77	78.00
1830-1845	59	8	0	0	0	0	0	67	67.00
1845-1900	58	5	0	0	2	0	0	65	67.00
1600-1900	987	79	3	3	9	3	5	1089	1097.60
HOURLY TOTALS									
1600-1700	323	37	2	0	1	1	3	367	366.00
1615-1715	348	33	2	1	1	0	1	386	388.50
1630-1730	370	27	1	2	1	2	1	404	406.10
1645-1745	372	30	1	2	2	2	1	410	413.10
1700-1800	407	22	1	3	4	2	2	441	446.60
1715-1815	374	20	1	2	4	2	2	405	409.30
1730-1830	352	18	1	1	5	0	2	379	384.20
1745-1845	315	17	1	1	4	0	1	339	344.00
1800-1900	257	20	0	0	4	0	0	281	285.00

MOVEMENT 12 – FROM LONDON ROAD (NE) U TURN BACK TO LONDON ROAD (NE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	1	0	0	0	0	0	0	1	1.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	1	0	0	0	0	0	0	1	1.00
HOURLY TOTALS									
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	1	0	0	0	0	0	0	1	1.00
1630-1730	1	0	0	0	0	0	0	1	1.00
1645-1745	1	0	0	0	0	0	0	1	1.00
1700-1800	1	0	0	0	0	0	0	1	1.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

Timeframe affected by the collision

Site 2 - London Road (NE) / Borough Lane / London Road (SW) Roundabout

Location Saffron Walden CB10 1EA

Date Wednesday 20th September 2023

Time 07 00-10 00, 16 00-19 00

London Road (NE) / Borough Lane / London Road (SW) Roundabout (07 00-10 00) AM Peaks

MOVEMENT 13 – FROM BOROUGH LANE LEFT TURN TO LONDON ROAD (SW)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	21	1	0	1	0	0	0	23	24.30
0715-0730	33	6	1	0	1	0	0	41	42.50
0730-0745	47	4	0	0	0	0	1	52	51.20
0745-0800	52	6	1	1	0	1	0	61	62.20
0800-0815	56	3	1	0	0	1	1	62	61.10
0815-0830	56	3	0	0	2	0	0	61	63.00
0830-0845	49	6	3	0	1	0	0	59	61.50
0845-0900	41	3	0	0	0	0	1	45	44.20
0900-0915	38	5	1	1	0	0	2	47	47.20
0915-0930	25	2	0	0	0	1	0	28	27.40
0930-0945	15	3	1	0	0	0	0	19	19.50
0945-1000	24	1	1	0	0	0	0	26	26.50
0700-1000	457	43	9	3	4	3	5	524	530.60
HOURLY TOTALS									
0700-0800	153	17	2	2	1	1	1	177	180.20
0715-0815	188	19	3	1	1	2	2	216	217.00
0730-0830	211	16	2	1	2	2	2	236	237.50
0745-0845	213	18	5	1	3	2	1	243	247.80
0800-0900	202	15	4	0	3	1	2	227	229.80
0815-0915	184	17	4	1	3	0	3	212	215.90
0830-0930	153	16	4	1	1	1	3	179	180.30
0845-0945	119	13	2	1	0	1	3	139	138.30
0900-1000	102	11	3	1	0	1	2	120	120.60

MOVEMENT 14 – FROM BOROUGH LANE RIGHT TURN TO LONDON ROAD (NE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	1	0	0	0	0	0	0	1	1.00
0730-0745	2	0	0	0	0	0	0	2	2.00
0745-0800	3	0	1	0	0	0	1	5	4.70
0800-0815	5	0	0	0	0	0	0	5	5.00
0815-0830	5	1	0	0	0	0	0	6	6.00
0830-0845	6	0	0	0	0	0	0	6	6.00
0845-0900	7	0	0	0	0	0	0	7	7.00
0900-0915	3	0	0	0	0	0	0	3	3.00
0915-0930	8	1	0	0	0	0	0	9	9.00
0930-0945	1	1	0	0	0	0	1	3	2.20
0945-1000	1	1	0	0	0	0	0	2	2.00
0700-1000	42	4	1	0	0	0	2	49	47.90
HOURLY TOTALS									
0700-0800	6	0	1	0	0	0	1	8	7.70
0715-0815	11	0	1	0	0	0	1	13	12.70
0730-0830	15	1	1	0	0	0	1	18	17.70
0745-0845	19	1	1	0	0	0	1	22	21.70
0800-0900	23	1	0	0	0	0	0	24	24.00
0815-0915	21	1	0	0	0	0	0	22	22.00
0830-0930	24	1	0	0	0	0	0	25	25.00
0845-0945	19	2	0	0	0	0	1	22	21.20
0900-1000	13	3	0	0	0	0	1	17	16.20

MOVEMENT 15 – FROM BOROUGH LANE U TURN BACK TO BOROUGH LANE

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	1	0	0	0	0	0	0	1	1.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	1	0	0	0	0	0	0	1	1.00
HOURLY TOTALS									
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	1	0	0	0	0	0	0	1	1.00
0730-0830	1	0	0	0	0	0	0	1	1.00
0745-0845	1	0	0	0	0	0	0	1	1.00
0800-0900	1	0	0	0	0	0	0	1	1.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

London Road (NE) / Borough Lane / London Road (SW) Roundabout (16 00-19 00) PM Peaks

MOVEMENT 13 – FROM BOROUGH LANE LEFT TURN TO LONDON ROAD (SW)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	29	3	1	0	0	0	0	33	33.50
1615-1630	40	3	0	0	0	0	0	43	43.00
1630-1645	41	4	1	0	0	0	0	46	46.50
1645-1700	36	5	0	0	0	0	0	41	41.00
1700-1715	48	6	0	0	0	0	0	54	54.00
1715-1730	41	7	0	0	0	0	0	48	48.00
1730-1745	49	0	0	0	0	0	1	50	49.20
1745-1800	64	2	0	0	0	0	0	66	66.00
1800-1815	32	1	0	0	0	0	0	33	33.00
1815-1830	26	1	0	0	1	0	0	28	29.00
1830-1845	19	0	1	0	0	0	0	20	20.50
1845-1900	17	1	0	0	0	0	0	18	18.00
1600-1900	442	33	3	0	1	0	1	480	481.70
HOURLY TOTALS									
1600-1700	146	15	2	0	0	0	0	163	164.00
1615-1715	165	18	1	0	0	0	0	184	184.50
1630-1730	166	22	1	0	0	0	0	189	189.50
1645-1745	174	18	0	0	0	0	1	193	192.20
1700-1800	202	15	0	0	0	0	1	218	217.20
1715-1815	186	10	0	0	0	0	1	197	196.20
1730-1830	171	4	0	0	1	0	1	177	177.20
1745-1845	141	4	1	0	1	0	0	147	148.50
1800-1900	94	3	1	0	1	0	0	99	100.50

MOVEMENT 14 – FROM BOROUGH LANE RIGHT TURN TO LONDON ROAD (NE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	7	0	0	0	0	0	0	7	7.00
1615-1630	2	0	0	0	0	0	0	2	2.00
1630-1645	1	0	0	1	0	0	0	2	3.30
1645-1700	2	0	0	0	0	0	0	2	2.00
1700-1715	3	0	0	0	0	0	0	3	3.00
1715-1730	2	0	0	0	0	0	0	2	2.00
1730-1745	2	0	0	0	0	0	0	2	2.00
1745-1800	2	0	0	0	0	0	0	2	2.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	3	0	0	0	0	0	0	3	3.00
1830-1845	1	0	0	0	0	0	0	1	1.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	25	0	0	1	0	0	0	26	27.30
HOURLY TOTALS									
1600-1700	12	0	0	1	0	0	0	13	14.30
1615-1715	8	0	0	1	0	0	0	9	10.30
1630-1730	8	0	0	1	0	0	0	9	10.30
1645-1745	9	0	0	0	0	0	0	9	9.00
1700-1800	9	0	0	0	0	0	0	9	9.00
1715-1815	6	0	0	0	0	0	0	6	6.00
1730-1830	7	0	0	0	0	0	0	7	7.00
1745-1845	6	0	0	0	0	0	0	6	6.00
1800-1900	4	0	0	0	0	0	0	4	4.00

MOVEMENT 15 – FROM BOROUGH LANE U TURN BACK TO BOROUGH LANE

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	0	0	0	0	0	0	0	0	0.00
HOURLY TOTALS									
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

Site 2 - London Road (NE) / Borough Lane / London Road (SW) Roundabout

Location Saffron Walden CB10 1EA

Date Wednesday 20th September 2023

Time 07 00-10 00, 16 00-19 00

London Road (NE) / Borough Lane / London Road (SW) Roundabout (07 00-10 00) AM Peaks

MOVEMENT 16 – FROM LONDON ROAD (SW) STRAIGHT AHEAD TO LONDON ROAD (NE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	25	2	3	1	2	0	0	33	37.80
0715-0730	46	10	0	0	0	0	1	57	56.20
0730-0745	90	16	3	1	2	0	0	112	116.80
0745-0800	85	6	5	3	1	0	2	102	107.80
0800-0815	90	6	3	1	1	0	2	103	105.20
0815-0830	75	2	3	3	4	1	0	87	95.30
0830-0845	93	11	3	3	1	0	0	111	117.40
0845-0900	81	3	1	2	0	0	0	87	90.10
0900-0915	87	10	4	0	1	1	0	103	105.40
0915-0930	57	8	4	2	1	1	1	74	78.20
0930-0945	73	6	2	2	2	0	2	87	91.00
0945-1000	55	6	2	3	0	0	0	66	70.90
0700-1000	857	86	33	21	15	3	8	1023	1072.10
HOURLY TOTALS									
0700-0800	246	34	11	5	5	0	3	304	318.60
0715-0815	311	38	11	5	4	0	5	374	386.00
0730-0830	340	30	13	8	8	1	4	404	425.10
0745-0845	343	25	13	10	7	1	4	403	425.70
0800-0900	339	22	9	9	6	1	2	388	408.00
0815-0915	336	26	10	8	6	2	0	388	408.30
0830-0930	318	32	12	7	3	2	1	375	391.10
0845-0945	298	27	11	6	4	2	3	351	364.70
0900-1000	272	30	12	7	4	2	3	330	345.50

MOVEMENT 17 – FROM LONDON ROAD (SW) RIGHT TURN TO BOROUGH LANE

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	10	4	1	0	0	1	0	16	15.90
0715-0730	17	7	2	0	0	0	0	26	27.00
0730-0745	25	5	2	0	0	0	0	32	33.00
0745-0800	30	7	2	1	0	0	0	40	42.30
0800-0815	33	1	0	1	0	0	0	35	36.30
0815-0830	28	2	0	1	0	0	0	31	32.30
0830-0845	47	4	0	0	2	0	0	53	55.00
0845-0900	22	2	0	0	0	0	0	24	24.00
0900-0915	13	4	1	1	1	0	0	20	22.80
0915-0930	10	3	2	0	0	0	0	15	16.00
0930-0945	21	4	0	0	0	0	0	25	25.00
0945-1000	15	3	0	1	0	0	0	19	20.30
0700-1000	271	46	10	5	3	1	0	336	349.90
HOURLY TOTALS									
0700-0800	82	23	7	1	0	1	0	114	118.20
0715-0815	105	20	6	2	0	0	0	133	138.60
0730-0830	116	15	4	3	0	0	0	138	143.90
0745-0845	138	14	2	3	2	0	0	159	165.90
0800-0900	130	9	0	2	2	0	0	143	147.60
0815-0915	110	12	1	2	3	0	0	128	134.10
0830-0930	92	13	3	1	3	0	0	112	117.80
0845-0945	66	13	3	1	1	0	0	84	87.80
0900-1000	59	14	3	2	1	0	0	79	84.10

MOVEMENT 18 – FROM LONDON ROAD (SW) U TURN BACK TO LONDON ROAD (SW)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	1	0	0	0	0	0	0	1	1.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	1	0	0	0	0	0	0	1	1.00
HOURLY TOTALS									
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	1	0	0	0	0	0	0	1	1.00
0800-0900	1	0	0	0	0	0	0	1	1.00
0815-0915	1	0	0	0	0	0	0	1	1.00
0830-0930	1	0	0	0	0	0	0	1	1.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

London Road (NE) / Borough Lane / London Road (SW) Roundabout (16 00-19 00) PM Peaks

MOVEMENT 16 – FROM LONDON ROAD (SW) STRAIGHT AHEAD TO LONDON ROAD (NE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	57	12	0	1	0	2	1	73	72.30
1615-1630	82	12	0	0	2	0	1	97	98.20
1630-1645	102	9	0	2	1	0	0	114	117.60
1645-1700	103	10	1	1	0	0	1	116	116.00
1700-1715	106	5	0	0	0	1	2	114	111.80
1715-1730	73	9	1	0	2	0	0	85	88.50
1730-1745	104	5	0	0	0	0	0	109	109.00
1745-1800	94	5	0	0	1	1	1	102	101.60
1800-1815	105	10	0	0	1	0	3	119	117.60
1815-1830	61	4	0	0	1	0	4	70	67.80
1830-1845	88	7	0	0	1	0	3	97	95.60
1845-1900	76	5	0	0	0	0	3	84	81.60
1600-1900	1047	93	2	4	10	4	19	1179	1177.60
HOURLY TOTALS									
1600-1700	343	43	1	4	3	2	3	399	404.10
1615-1715	392	36	1	3	3	1	4	440	443.60
1630-1730	382	33	2	3	4	1	3	428	433.90
1645-1745	384	29	2	1	3	1	3	423	425.30
1700-1800	376	24	1	0	4	2	3	410	410.90
1715-1815	375	29	1	0	5	1	4	415	416.70
1730-1830	364	24	0	0	3	1	8	400	396.00
1745-1845	348	26	0	0	4	1	11	388	382.60
1800-1900	329	26	0	0	3	0	13	370	362.60

MOVEMENT 17 – FROM LONDON ROAD (SW) RIGHT TURN TO BOROUGH LANE

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	25	7	0	0	1	0	0	33	34.00
1615-1630	37	5	0	0	0	0	1	43	42.20
1630-1645	41	5	1	0	0	0	1	48	47.70
1645-1700	34	3	0	0	0	0	1	38	37.20
1700-1715	54	4	0	0	0	0	1	59	58.20
1715-1730	35	9	0	0	0	0	0	44	44.00
1730-1745	39	2	0	0	0	0	0	41	41.00
1745-1800	43	4	0	0	0	2	1	50	48.00
1800-1815	49	3	0	0	0	0	1	53	52.20
1815-1830	27	0	0	0	0	0	0	27	27.00
1830-1845	43	0	0	0	0	1	0	44	43.40
1845-1900	30	2	0	0	0	0	0	32	32.00
1600-1900	457	44	1	0	1	2	6	512	506.90
HOURLY TOTALS									
1600-1700	137	20	1	0	1	0	3	162	161.10
1615-1715	166	17	1	0	0	0	4	188	185.30
1630-1730	164	21	1	0	0	0	3	189	187.10
1645-1745	162	18	0	0	0	0	2	182	180.40
1700-1800	171	19	0	0	0	2	2	194	191.20
1715-1815	166	18	0	0	0	2	2	188	185.20
1730-1830	158	9	0	0	0	2	2	171	168.20
1745-1845	162	7	0	0	0	3	2	174	170.60
1800-1900	149	5	0	0	0	1	1	156	154.60

MOVEMENT 18 – FROM LONDON ROAD (SW) U TURN BACK TO LONDON ROAD (SW)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	0	0	0	0	0	0	0	0	0.00
HOURLY TOTALS									
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

Site: 3 - Debden Road (NE) / Debden Road (S) / London Road Roundabout

Location: Saffron Walden CB10 1EA

Date: Wednesday 20th September 2023

Time: 07 00-10:00, 16 00-19 00

Debden Road (NE) / Debden Road (S) / London Road Roundabout (07 00-10 00) AM Peaks

MOVEMENT 19 — FROM DEBDEN ROAD (NE) LEFT TURN TO DEBDEN ROAD (S)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	11	5	0	0	1	0	0	17	18.00
0715-0730	15	5	2	0	1	1	0	24	25.40
0730-0745	21	2	1	0	2	0	0	26	28.50
0745-0800	23	9	0	0	0	0	0	32	32.00
0800-0815	27	5	1	0	1	0	0	34	35.50
0815-0830	35	4	0	0	1	0	0	40	41.00
0830-0845	30	3	1	0	1	0	0	35	36.50
0845-0900	30	7	1	0	1	0	0	39	40.50
0900-0915	29	13	3	1	3	0	0	49	53.80
0915-0930	22	10	0	0	0	0	0	32	32.00
0930-0945	26	5	1	0	1	0	0	33	34.50
0945-1000	25	6	1	0	1	0	0	33	34.50
0700-1000	293	74	11	1	12	1	0	392	412.20

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	70	21	3	0	4	1	0	99	103.90
0715-0815	86	21	4	0	4	1	0	116	121.40
0730-0830	106	20	2	0	4	0	0	132	137.00
0745-0845	115	21	2	0	3	0	0	141	145.00
0800-0900	122	19	3	0	4	0	0	148	153.50
0815-0915	123	27	5	1	6	0	0	162	171.80
0830-0930	110	33	5	1	5	0	0	154	162.80
0845-0945	106	35	5	1	5	0	0	152	160.80
0900-1000	101	34	5	1	5	0	0	146	154.80

MOVEMENT 20 — FROM DEBDEN ROAD (NE) STRAIGHT AHEAD TO LONDON ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	55	8	1	0	1	0	1	66	66.70
0715-0730	118	17	1	0	1	1	3	141	139.50
0730-0745	99	8	2	2	2	0	4	117	119.40
0745-0800	122	19	2	0	0	0	2	145	144.40
0800-0815	85	8	2	0	2	1	1	99	100.60
0815-0830	122	4	2	1	3	0	2	134	137.70
0830-0845	84	10	5	0	0	3	0	102	102.70
0845-0900	69	9	3	1	2	1	1	86	89.40
0900-0915	65	10	2	0	0	0	1	78	78.20
0915-0930	75	9	3	0	1	0	0	88	90.50
0930-0945	67	9	1	0	0	0	1	78	77.70
0945-1000	66	10	3	3	2	0	0	84	91.40
0700-1000	1007	121	27	7	14	6	16	1218	######

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	394	52	6	2	4	1	10	469	470.00
0715-0815	424	52	7	2	5	2	10	502	509.90
0730-0830	428	39	8	3	7	1	9	495	502.10
0745-0845	413	41	11	1	5	4	5	480	485.40
0800-0900	360	31	12	2	7	5	4	421	430.40
0815-0915	340	33	12	2	5	4	4	400	408.00
0830-0930	293	38	13	1	3	4	2	354	360.80
0845-0945	276	37	9	1	3	1	3	330	335.80
0900-1000	273	38	9	3	3	0	2	328	337.80

MOVEMENT 21 — FROM DEBDEN ROAD (NE) U TURN BACK TO DEBDEN ROAD (NE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	1	0	0	0	0	1	1.50
0730-0745	1	0	0	0	0	0	0	1	1.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	1	0	0	0	0	0	0	1	1.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	2	0	1	0	0	0	0	3	3.50

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	1	0	1	0	0	0	0	2	2.50
0715-0815	1	0	1	0	0	0	0	2	2.50
0730-0830	1	0	0	0	0	0	0	1	1.00
0745-0845	1	0	0	0	0	0	0	1	1.00
0800-0900	1	0	0	0	0	0	0	1	1.00
0815-0915	1	0	0	0	0	0	0	1	1.00
0830-0930	1	0	0	0	0	0	0	1	1.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

Debden Road (NE) / Debden Road (S) / London Road Roundabout (16 00-19 00) PM Peaks

MOVEMENT 19 — FROM DEBDEN ROAD (NE) LEFT TURN TO DEBDEN ROAD (S)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	53	4	0	0	2	0	1	60	61.20
1615-1630	57	9	0	0	0	0	0	66	66.00
1630-1645	49	3	1	0	1	1	0	55	55.90
1645-1700	58	7	1	0	0	0	0	66	66.50
1700-1715	74	7	1	0	1	0	0	83	84.50
1715-1730	80	5	0	0	3	0	1	89	91.20
1730-1745	81	3	0	0	1	0	0	85	86.00
1745-1800	86	4	0	0	2	0	0	92	94.00
1800-1815	65	2	2	0	1	0	0	70	72.00
1815-1830	60	2	0	0	0	0	0	62	62.00
1830-1845	59	6	0	0	1	0	1	67	67.20
1845-1900	56	2	0	0	1	0	0	59	60.00
1600-1900	778	54	5	0	12	1	3	854	866.50

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	217	23	2	0	3	1	1	247	249.60
1615-1715	238	26	3	0	2	1	0	270	272.90
1630-1730	261	22	3	0	5	1	1	293	298.10
1645-1745	293	22	2	0	5	0	1	323	328.20
1700-1800	321	19	1	0	7	0	1	349	355.70
1715-1815	312	14	2	0	7	0	1	336	343.20
1730-1830	292	11	2	0	4	0	0	309	314.00
1745-1845	270	14	2	0	4	0	1	291	295.20
1800-1900	240	12	2	0	3	0	1	258	261.20

MOVEMENT 20 — FROM DEBDEN ROAD (NE) STRAIGHT AHEAD TO LONDON ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	73	10	0	0	1	1	2	87	85.80
1615-1630	75	9	0	0	0	1	0	85	84.40
1630-1645	86	6	0	0	0	0	1	93	92.20
1645-1700	76	10	1	0	0	0	0	87	87.50
1700-1715	84	5	0	2	1	0	0	92	95.60
1715-1730	86	4	0	0	0	0	1	91	90.20
1730-1745	94	11	0	0	1	0	0	106	107.00
1745-1800	103	3	1	1	2	0	1	111	114.00
1800-1815	65	2	0	0	1	0	0	68	69.00
1815-1830	71	2	0	0	1	0	0	74	75.00
1830-1845	60	8	0	0	0	0	0	68	68.00
1845-1900	53	4	0	0	2	0	0	59	61.00
1600-1900	926	74	2	3	9	2	5	1021	######

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	310	35	1	0	1	2	3	352	349.90
1615-1715	321	30	1	2	1	1	1	357	359.70
1630-1730	332	25	1	2	1	0	2	363	365.50
1645-1745	340	30	1	2	2	0	1	376	380.30
1700-1800	367	23	1	3	4	0	2	400	406.80
1715-1815	348	20	1	1	4	0	2	376	380.20
1730-1830	333	18	1	1	5	0	1	359	365.00
1745-1845	299	15	1	1	4	0	1	321	326.00
1800-1900	249	16	0	0	4	0	0	269	273.00

MOVEMENT 21 — FROM DEBDEN ROAD (NE) U TURN BACK TO DEBDEN ROAD (NE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	1	0	0	0	0	0	0	1	1.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	1	0	0	0	0	0	0	1	1.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00
1645-1745	1	0	0	0	0	0	0	1	1.00
1700-1800	1	0	0	0	0	0	0	1	1.00
1715-1815	1	0	0	0	0	0	0	1	1.00
1730-1830	1	0	0	0	0	0	0	1	1.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

Site: 3 - Debden Road (NE) / Debden Road (S) / London Road Roundabout

Location: Saffron Walden CB10 1EA

Date: Wednesday 20th September 2023

Time: 07 00-10:00, 16 00-19 00

Debden Road (NE) / Debden Road (S) / London Road Roundabout (07 00-10 00) AM Peaks

MOVEMENT 22 — FROM DEBDEN ROAD (S) LEFT TURN TO LONDON ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	7	1	0	0	0	0	1	9	8.20
0715-0730	6	0	0	0	0	1	1	8	6.60
0730-0745	7	2	0	0	0	0	0	9	9.00
0745-0800	9	1	0	0	0	0	0	10	10.00
0800-0815	10	0	0	0	0	0	0	10	10.00
0815-0830	12	1	1	0	0	0	2	16	14.90
0830-0845	9	2	1	0	0	0	0	12	12.50
0845-0900	10	0	0	0	0	0	0	10	10.00
0900-0915	5	2	0	0	0	0	0	7	7.00
0915-0930	2	1	0	0	1	0	0	4	5.00
0930-0945	2	0	0	0	0	0	0	2	2.00
0945-1000	3	2	0	0	0	0	0	5	5.00
0700-1000	82	12	2	0	1	1	4	102	100.20

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	29	4	0	0	0	1	2	36	33.80
0715-0815	32	3	0	0	0	1	1	37	35.60
0730-0830	38	4	1	0	0	0	2	45	43.90
0745-0845	40	4	2	0	0	0	2	48	47.40
0800-0900	41	3	2	0	0	0	2	48	47.40
0815-0915	36	5	2	0	0	0	2	45	44.40
0830-0930	26	5	1	0	1	0	0	33	34.50
0845-0945	19	3	0	0	1	0	0	23	24.00
0900-1000	12	5	0	0	1	0	0	18	19.00

MOVEMENT 23 — FROM DEBDEN ROAD (S) RIGHT TURN TO DEBDEN ROAD (NE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	51	8	0	0	0	0	0	59	59.00
0715-0730	53	4	2	0	1	0	1	61	62.20
0730-0745	56	8	0	0	0	0	1	65	64.20
0745-0800	68	4	1	1	1	0	1	76	78.00
0800-0815	69	6	0	0	0	0	0	75	75.00
0815-0830	45	6	0	0	0	0	1	52	51.20
0830-0845	74	7	0	0	1	0	0	82	83.00
0845-0900	92	7	0	0	0	1	0	100	99.40
0900-0915	53	1	0	0	0	0	1	55	54.20
0915-0930	35	6	0	0	1	0	0	42	43.00
0930-0945	33	3	2	0	0	0	0	38	39.00
0945-1000	46	5	0	1	1	1	0	54	55.70
0700-1000	675	65	5	2	5	2	5	759	763.90

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	228	24	3	1	2	0	3	261	263.40
0715-0815	246	22	3	1	2	0	3	277	279.40
0730-0830	238	24	1	1	1	0	3	268	268.40
0745-0845	256	23	1	1	2	0	2	285	287.20
0800-0900	280	26	0	0	1	1	1	309	308.60
0815-0915	264	21	0	0	1	1	2	289	287.80
0830-0930	254	21	0	0	2	1	1	279	279.60
0845-0945	213	17	2	0	1	1	1	235	235.60
0900-1000	167	15	2	1	2	1	1	189	191.90

MOVEMENT 24 — FROM DEBDEN ROAD (S) U TURN BACK TO DEBDEN ROAD (S)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

Debden Road (NE) / Debden Road (S) / London Road Roundabout (16 00-19 00) PM Peaks

MOVEMENT 22 — FROM DEBDEN ROAD (S) LEFT TURN TO LONDON ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	2	0	0	0	0	0	0	2	2.00
1615-1630	4	2	1	0	0	0	0	7	7.50
1630-1645	4	0	0	0	0	0	0	4	4.00
1645-1700	9	1	0	0	0	0	0	10	10.00
1700-1715	14	1	0	0	0	0	0	15	15.00
1715-1730	8	1	0	0	0	1	1	11	9.60
1730-1745	7	0	0	0	0	0	0	7	7.00
1745-1800	7	0	0	0	0	0	0	7	7.00
1800-1815	3	0	0	0	0	0	0	3	3.00
1815-1830	6	1	0	0	0	0	0	7	7.00
1830-1845	1	0	0	0	0	0	0	1	1.00
1845-1900	4	2	0	0	0	0	0	6	6.00
1600-1900	69	8	1	0	0	1	1	80	79.10

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	19	3	1	0	0	0	0	23	23.50
1615-1715	31	4	1	0	0	0	0	36	36.50
1630-1730	35	3	0	0	0	1	1	40	38.60
1645-1745	38	3	0	0	0	1	1	43	41.60
1700-1800	36	2	0	0	0	1	1	40	38.60
1715-1815	25	1	0	0	0	1	1	28	26.60
1730-1830	23	1	0	0	0	0	0	24	24.00
1745-1845	17	1	0	0	0	0	0	18	18.00
1800-1900	14	3	0	0	0	0	0	17	17.00

MOVEMENT 23 — FROM DEBDEN ROAD (S) RIGHT TURN TO DEBDEN ROAD (NE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	34	6	1	0	0	0	0	41	41.50
1615-1630	30	2	1	0	1	0	1	35	35.70
1630-1645	40	5	1	0	0	1	0	47	46.90
1645-1700	38	4	0	0	1	1	0	44	44.40
1700-1715	33	10	1	0	1	0	0	45	46.50
1715-1730	45	3	0	0	1	0	0	49	50.00
1730-1745	39	5	0	0	1	0	0	45	46.00
1745-1800	45	5	0	0	1	0	1	52	52.20
1800-1815	48	3	0	0	1	0	1	53	53.20
1815-1830	39	0	0	0	1	0	0	40	41.00
1830-1845	31	1	0	0	1	0	1	34	34.20
1845-1900	35	0	0	0	1	0	0	36	37.00
1600-1900	457	44	4	0	10	2	4	521	528.60

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	142	17	3	0	2	2	1	167	168.50
1615-1715	141	21	3	0	3	2	1	171	173.50
1630-1730	156	22	2	0	3	2	0	185	187.80
1645-1745	155	22	1	0	4	1	0	183	186.90
1700-1800	162	23	1	0	4	0	1	191	194.70
1715-1815	177	16	0	0	4	0	2	199	201.40
1730-1830	171	13	0	0	4	0	2	190	192.40
1745-1845	163	9	0	0	4	0	3	179	180.60
1800-1900	153	4	0	0	4	0	2	163	165.40

MOVEMENT 24 — FROM DEBDEN ROAD (S) U TURN BACK TO DEBDEN ROAD (S)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	1	0	0	0	0	0	1	1.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	1	0	0	0	0	0	0	1	1.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	1	1	0	0	0	0	0	2	2.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	0	1	0	0	0	0	0	1	1.00
1615-1715	0	1	0	0	0	0	0	1	1.00
1630-1730	0	1	0	0	0	0	0	1	1.00
1645-1745	0	1	0	0	0	0	0	1	1.00
1700-1800	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	1	0	0	0	0	0	0	1	1.00
1800-1900	1	0	0	0	0	0	0	1	1.00

Site: 3 - Debden Road (NE) / Debden Road (S) / London Road Roundabout

Location: Saffron Walden CB10 1EA

Date: Wednesday 20th September 2023

Time: 07 00-10:00, 16 00-19:00

Debden Road (NE) / Debden Road (S) / London Road Roundabout (07 00-10 00) AM Peaks

MOVEMENT 25 — FROM LONDON ROAD STRAIGHT AHEAD TO DEBDEN ROAD (NE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	23	2	3	1	2	0	0	31	35.80
0715-0730	39	10	0	0	0	0	1	50	49.20
0730-0745	78	15	3	1	2	0	0	99	103.80
0745-0800	75	3	6	3	0	0	1	88	94.10
0800-0815	80	6	3	0	1	0	0	90	92.50
0815-0830	58	3	0	3	2	1	0	67	72.30
0830-0845	82	10	4	4	1	0	0	101	109.20
0845-0900	76	4	2	2	0	0	0	84	87.60
0900-0915	65	5	4	0	1	1	0	76	78.40
0915-0930	52	6	2	2	1	1	1	67	70.20
0930-0945	68	6	3	2	2	0	3	84	87.70
0945-1000	56	7	2	3	0	0	0	68	72.90
0700-1000	752	79	32	21	12	3	6	905	953.70

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	215	30	12	5	4	0	2	268	282.90
0715-0815	272	34	12	4	3	0	2	327	339.60
0730-0830	291	27	12	7	5	1	1	344	362.70
0745-0845	295	22	13	10	4	1	1	346	368.10
0800-0900	296	23	9	9	4	1	0	342	361.60
0815-0915	281	22	10	9	4	2	0	328	347.50
0830-0930	275	27	12	8	3	2	1	328	345.40
0845-0945	261	23	11	6	4	2	4	311	323.90
0900-1000	241	26	11	7	4	2	4	295	309.20

MOVEMENT 26 — FROM LONDON ROAD RIGHT TURN TO DEBDEN ROAD (S)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	2	0	0	0	0	0	0	2	2.00
0715-0730	5	0	0	0	0	0	0	5	5.00
0730-0745	3	1	0	0	0	0	0	4	4.00
0745-0800	6	0	0	0	0	0	0	6	6.00
0800-0815	11	2	0	0	1	0	2	16	15.40
0815-0830	16	1	0	0	1	0	0	18	19.00
0830-0845	9	0	0	0	0	0	0	9	9.00
0845-0900	14	0	0	0	1	0	0	15	16.00
0900-0915	10	4	0	0	0	0	0	14	14.00
0915-0930	14	2	1	0	0	0	0	17	17.50
0930-0945	3	1	0	0	0	0	0	4	4.00
0945-1000	3	0	0	0	0	0	0	3	3.00
0700-1000	96	11	1	0	3	0	2	113	114.90

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	16	1	0	0	0	0	0	17	17.00
0715-0815	25	3	0	0	1	0	2	31	30.40
0730-0830	36	4	0	0	2	0	2	44	44.40
0745-0845	42	3	0	0	2	0	2	49	49.40
0800-0900	50	3	0	0	3	0	2	58	59.40
0815-0915	49	5	0	0	2	0	0	56	58.00
0830-0930	47	6	1	0	1	0	0	55	56.50
0845-0945	41	7	1	0	1	0	0	50	51.50
0900-1000	30	7	1	0	0	0	0	38	38.50

MOVEMENT 27 — FROM LONDON ROAD U TURN BACK TO LONDON ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	1	0	0	0	0	0	1	1.00
0945-1000	1	0	0	0	0	0	0	1	1.00
0700-1000	1	1	0	0	0	0	0	2	2.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	1	0	0	0	0	0	1	1.00
0900-1000	1	1	0	0	0	0	0	2	2.00

Debden Road (NE) / Debden Road (S) / London Road Roundabout (16 00-19 00) PM Peaks

MOVEMENT 25 — FROM LONDON ROAD STRAIGHT AHEAD TO DEBDEN ROAD (NE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	62	11	0	1	0	2	0	76	76.10
1615-1630	76	13	0	0	1	0	1	91	91.20
1630-1645	93	7	0	3	2	0	0	105	110.90
1645-1700	103	11	1	1	0	0	1	117	118.00
1700-1715	111	4	0	0	0	1	2	118	115.80
1715-1730	70	9	0	0	3	0	0	82	85.00
1730-1745	95	2	0	0	0	0	0	97	97.00
1745-1800	81	6	0	0	1	1	0	89	89.40
1800-1815	91	9	0	0	0	0	3	103	100.60
1815-1830	61	3	0	0	1	0	3	68	66.60
1830-1845	85	9	0	0	1	0	2	97	96.40
1845-1900	66	4	0	0	0	0	3	73	70.60
1600-1900	994	88	1	5	9	4	15	1116	######

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	334	42	1	5	3	2	2	389	396.20
1615-1715	383	35	1	4	3	1	4	431	435.90
1630-1730	377	31	1	4	5	1	3	422	429.70
1645-1745	379	26	1	1	3	1	3	414	415.80
1700-1800	357	21	0	0	4	2	2	386	387.20
1715-1815	337	26	0	0	4	1	3	371	372.00
1730-1830	328	20	0	0	2	1	6	357	353.60
1745-1845	318	27	0	0	3	1	8	357	353.00
1800-1900	303	25	0	0	2	0	11	341	334.20

MOVEMENT 26 — FROM LONDON ROAD RIGHT TURN TO DEBDEN ROAD (S)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	9	1	0	0	1	0	1	11	11.20
1615-1630	12	0	0	0	0	0	0	12	12.00
1630-1645	11	1	0	0	0	0	0	12	12.00
1645-1700	12	0	0	0	0	0	0	12	12.00
1700-1715	9	2	0	0	0	0	0	11	11.00
1715-1730	9	0	1	0	0	0	0	10	10.50
1730-1745	16	1	0	0	0	0	0	17	17.00
1745-1800	14	0	0	0	0	0	1	15	14.20
1800-1815	11	0	0	0	1	0	0	12	13.00
1815-1830	3	0	0	0	0	0	0	3	3.00
1830-1845	6	0	0	0	0	0	1	7	6.20
1845-1900	9	1	0	0	0	0	0	10	10.00
1600-1900	120	6	1	0	2	0	3	132	132.10

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	43	2	0	0	1	0	1	47	47.20
1615-1715	44	3	0	0	0	0	0	47	47.00
1630-1730	41	3	1	0	0	0	0	45	45.50
1645-1745	46	3	1	0	0	0	0	50	50.50
1700-1800	48	3	1	0	0	0	1	53	52.70
1715-1815	50	1	1	0	1	0	1	54	54.70
1730-1830	44	1	0	0	1	0	1	47	47.20
1745-1845	34	0	0	0	1	0	2	37	36.40
1800-1900	29	1	0	0	1	0	1	32	32.20

MOVEMENT 27 — FROM LONDON ROAD U TURN BACK TO LONDON ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

Site 4 - Mount Pleasant Road / Debden Road (S) / Borough Lane / Debden Road (N) Crossroads

Location: Saffron Walden CB10 1BA

Date: Wednesday 10th September 2025

Time: 07:00-10:00 16:00-19:00

Mount Pleasant Road / Debden Road (S) / Borough Lane / Debden Road (N) Crossroads (07:00-10:00) AM Peaks

Mount Pleasant Road / Debden Road (S) / Borough Lane / Debden Road (N) Crossroads (16:00-19:00) PM Peaks

CHARGE SURVEYS

Site: 5 - Peaslands Road (SE) / Peaslands Road (NW) / Hop Fields Roundbaout

Location: Saffron Walden CB10 1EA

Date: Wednesday 20th September 2023

Time: 07:00-10:00, 16:00-19:00

Peaslands Road (SE) / Peaslands Road (NW) / Hop Fields Roundbaout (07:00-10:00) AM Peaks

MOVEMENT 40 – FROM PEASLANDS ROAD (SE) STRAIGHT AHEAD TO PEASLANDS ROAD (NW)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	44	4	0	1	0	0	0	49	50.30
0715-0730	45	6	0	0	2	0	0	53	55.00
0730-0745	54	14	1	1	0	0	0	70	71.80
0745-0800	61	7	1	1	1	0	0	71	73.80
0800-0815	86	4	1	0	2	1	2	96	96.30
0815-0830	66	15	3	0	1	1	0	86	87.90
0830-0845	64	5	1	0	1	1	0	72	72.90
0845-0900	54	5	0	0	0	0	0	59	59.00
0900-0915	50	6	1	1	1	0	1	60	62.00
0915-0930	44	7	1	0	1	1	0	54	54.90
0930-0945	28	5	0	0	0	0	0	33	33.00
0945-1000	37	4	2	0	1	1	0	45	46.40
0700-1000	633	82	11	4	10	5	3	748	763.30

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	204	31	2	3	3	0	0	243	250.90
0715-0815	246	31	3	2	5	1	2	290	296.90
0730-0830	267	40	6	2	4	2	2	323	329.80
0745-0845	277	31	6	1	5	3	2	325	330.90
0800-0900	270	29	5	0	4	3	2	313	316.30
0815-0915	234	31	5	1	3	2	1	277	281.80
0830-0930	212	23	3	1	3	2	1	245	248.80
0845-0945	176	23	2	1	2	1	1	206	208.90
0900-1000	159	22	4	1	3	2	1	192	196.30

MOVEMENT 41 – FROM PEASLANDS ROAD (SE) RIGHT TURN TO HOP FIELDS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	1	0	0	0	0	0	1	1.00
0715-0730	0	1	0	0	0	0	0	1	1.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	1	1	0	0	0	0	0	2	2.00
0800-0815	6	1	0	0	0	0	0	7	7.00
0815-0830	4	2	0	0	0	0	0	6	6.00
0830-0845	6	1	0	0	0	0	0	7	7.00
0845-0900	2	1	0	0	0	0	0	3	3.00
0900-0915	1	0	0	0	0	0	0	1	1.00
0915-0930	1	2	0	0	0	0	0	3	3.00
0930-0945	4	0	0	0	0	0	0	4	4.00
0945-1000	1	0	0	0	0	0	0	1	1.00
0700-1000	26	10	0	0	0	0	0	36	36.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	1	3	0	0	0	0	0	4	4.00
0715-0815	7	3	0	0	0	0	0	10	10.00
0730-0830	11	4	0	0	0	0	0	15	15.00
0745-0845	17	5	0	0	0	0	0	22	22.00
0800-0900	18	5	0	0	0	0	0	23	23.00
0815-0915	13	4	0	0	0	0	0	17	17.00
0830-0930	10	4	0	0	0	0	0	14	14.00
0845-0945	8	3	0	0	0	0	0	11	11.00
0900-1000	7	2	0	0	0	0	0	9	9.00

MOVEMENT 42 – FROM PEASLANDS ROAD (SE) U TURN BACK TO PEASLANDS ROAD (SE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	1	0	0	0	0	0	0	1	1.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	1	0	0	0	0	0	0	1	1.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	1	0	0	0	0	0	0	1	1.00
0715-0815	1	0	0	0	0	0	0	1	1.00
0730-0830	1	0	0	0	0	0	0	1	1.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

Peaslands Road (SE) / Peaslands Road (NW) / Hop Fields Roundbaout (16:00-19:00) PM Peaks

MOVEMENT 40 – FROM PEASLANDS ROAD (SE) STRAIGHT AHEAD TO PEASLANDS ROAD (NW)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	47	9	0	0	0	0	0	56	56.00
1615-1630	56	4	2	0	1	0	0	63	65.00
1630-1645	50	6	1	0	0	0	1	58	57.70
1645-1700	50	11	0	0	1	0	0	62	63.00
1700-1715	68	9	0	0	0	0	0	77	77.00
1715-1730	67	7	0	0	1	0	0	75	76.00
1730-1745	62	4	0	0	1	0	1	68	68.20
1745-1800	54	3	0	0	0	0	0	57	57.00
1800-1815	59	2	0	0	0	0	0	61	61.00
1815-1830	46	2	1	0	1	0	0	50	51.50
1830-1845	41	0	0	0	0	0	0	41	41.00
1845-1900	35	1	0	0	1	0	0	37	38.00
1600-1900	635	58	4	0	6	0	2	705	711.40

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	203	30	3	0	2	0	1	239	241.70
1615-1715	224	30	3	0	2	0	1	260	262.70
1630-1730	235	33	1	0	2	0	1	272	273.70
1645-1745	247	31	0	0	3	0	1	282	284.20
1700-1800	251	23	0	0	2	0	1	277	278.20
1715-1815	242	16	0	0	2	0	1	261	262.20
1730-1830	221	11	1	0	2	0	1	236	237.70
1745-1845	200	7	1	0	1	0	0	209	210.50
1800-1900	181	5	1	0	2	0	0	189	191.50

MOVEMENT 41 – FROM PEASLANDS ROAD (SE) RIGHT TURN TO HOP FIELDS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	4	1	0	0	0	0	0	5	5.00
1615-1630	3	0	0	0	0	0	0	3	3.00
1630-1645	4	0	0	0	0	0	0	4	4.00
1645-1700	8	0	0	0	0	0	0	8	8.00
1700-1715	4	0	0	0	0	0	0	4	4.00
1715-1730	6	0	0	0	0	0	0	6	6.00
1730-1745	11	0	0	0	0	0	0	11	11.00
1745-1800	9	0	0	0	0	0	0	9	9.00
1800-1815	6	0	0	0	0	0	0	6	6.00
1815-1830	6	1	0	0	0	0	0	7	7.00
1830-1845	3	0	0	0	0	0	0	3	3.00
1845-1900	3	0	0	0	0	0	0	3	3.00
1600-1900	67	2	0	0	0	0	0	69	69.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	19	1	0	0	0	0	0	20	20.00
1615-1715	19	0	0	0	0	0	0	19	19.00
1630-1730	22	0	0	0	0	0	0	22	22.00
1645-1745	29	0	0	0	0	0	0	29	29.00
1700-1800	30	0	0	0	0	0	0	30	30.00
1715-1815	32	0	0	0	0	0	0	32	32.00
1730-1830	32	1	0	0	0	0	0	33	33.00
1745-1845	24	1	0	0	0	0	0	25	25.00
1800-1900	18	1	0	0	0	0	0	19	19.00

MOVEMENT 42 – FROM PEASLANDS ROAD (SE) U TURN BACK TO PEASLANDS ROAD (SE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	1	0	0	0	0	0	1	1.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	0	1	0	0	0	0	0	1	1.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00
1700-1800	0	1	0	0	0	0	0	1	1.00
1715-1815	0	1	0	0	0	0	0	1	1.00
1730-1830	0	1	0	0	0	0	0	1	1.00
1745-1845	0	1	0	0	0	0	0	1	1.00
1800-1900	0	0	0	0	0	0	0	0	0.00

CHARGE SURVEYS

Site: 5 - Peaslands Road (SE) / Peaslands Road (NW) / Hop Fields Roundbaout

Location: Saffron Walden CB10 1EA

Date: Wednesday 20th September 2023

Time: 07:00-10:00, 16:00-19:00

Peaslands Road (SE) / Peaslands Road (NW) / Hop Fields Roundbaout (07:00-10:00) AM Peaks

MOVEMENT 43 – FROM PEASLANDS ROAD (NW) LEFT TURN TO HOP FIELDS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	3	1	0	0	0	0	0	4	4.00
0715-0730	2	0	0	0	0	0	0	2	2.00
0730-0745	4	0	0	0	0	0	0	4	4.00
0745-0800	4	0	0	0	0	0	0	4	4.00
0800-0815	2	0	0	0	0	0	0	2	2.00
0815-0830	2	1	0	0	0	0	0	3	3.00
0830-0845	2	1	0	0	0	0	0	3	3.00
0845-0900	1	2	0	0	0	0	0	3	3.00
0900-0915	1	1	0	0	0	0	0	2	2.00
0915-0930	1	0	0	0	0	0	0	1	1.00
0930-0945	2	1	0	0	0	0	0	3	3.00
0945-1000	3	1	0	0	0	0	0	4	4.00
0700-1000	27	8	0	0	0	0	0	35	35.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	13	1	0	0	0	0	0	14	14.00
0715-0815	12	0	0	0	0	0	0	12	12.00
0730-0830	12	1	0	0	0	0	0	13	13.00
0745-0845	10	2	0	0	0	0	0	12	12.00
0800-0900	7	4	0	0	0	0	0	11	11.00
0815-0915	6	5	0	0	0	0	0	11	11.00
0830-0930	5	4	0	0	0	0	0	9	9.00
0845-0945	5	4	0	0	0	0	0	9	9.00
0900-1000	7	3	0	0	0	0	0	10	10.00

MOVEMENT 44 – FROM PEASLANDS ROAD (NW) STRAIGHT AHEAD TO PEASLANDS ROAD (SE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	19	5	1	0	0	1	0	26	25.90
0715-0730	20	7	3	0	0	0	0	30	31.50
0730-0745	39	5	0	0	1	0	1	46	46.20
0745-0800	56	14	1	1	0	0	1	73	74.00
0800-0815	54	6	3	0	0	0	2	65	64.90
0815-0830	56	6	0	2	1	0	0	65	68.60
0830-0845	84	5	1	0	3	1	0	94	96.90
0845-0900	71	2	1	0	2	0	0	76	78.50
0900-0915	46	11	2	1	2	0	0	62	66.30
0915-0930	50	11	5	0	0	0	0	66	68.50
0930-0945	43	3	1	0	1	0	1	49	49.70
0945-1000	38	11	0	1	1	0	0	51	53.30
0700-1000	576	86	18	5	11	2	5	703	724.30

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	134	31	5	1	1	1	2	175	177.60
0715-0815	169	32	7	1	1	0	4	214	216.60
0730-0830	205	31	4	3	2	0	4	249	253.70
0745-0845	250	31	5	3	4	1	3	297	304.40
0800-0900	265	19	5	2	6	1	2	300	308.90
0815-0915	257	24	4	3	8	1	0	297	310.30
0830-0930	251	29	9	1	7	1	0	298	310.20
0845-0945	210	27	9	1	5	0	1	253	263.00
0900-1000	177	36	8	2	4	0	1	228	237.80

MOVEMENT 45 – FROM PEASLANDS ROAD (NW) U TURN BACK TO PEASLANDS ROAD (NW)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	1	0	0	0	0	0	0	1	1.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	1	0	0	0	0	0	0	1	1.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	2	0	0	0	0	0	0	2	2.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	1	0	0	0	0	0	0	1	1.00
0730-0830	1	0	0	0	0	0	0	1	1.00
0745-0845	2	0	0	0	0	0	0	2	2.00
0800-0900	2	0	0	0	0	0	0	2	2.00
0815-0915	1	0	0	0	0	0	0	1	1.00
0830-0930	1	0	0	0	0	0	0	1	1.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

Mount Pleasant Road / Debden Road (S) / Borough Lane / Debden Road (N) Crossroads (16:00-19:00) PM Peaks

MOVEMENT 43 – FROM PEASLANDS ROAD (NW) LEFT TURN TO HOP FIELDS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	6	0	0	0	0	0	0	6	6.00
1615-1630	6	0	0	0	0	0	0	6	6.00
1630-1645	3	0	0	0	0	0	0	3	3.00
1645-1700	3	0	0	0	0	0	0	3	3.00
1700-1715	5	0	0	0	0	0	1	6	5.20
1715-1730	9	2	0	0	0	0	0	11	11.00
1730-1745	17	0	0	0	0	0	0	17	17.00
1745-1800	10	1	0	0	0	0	0	11	11.00
1800-1815	12	1	0	0	0	0	0	13	13.00
1815-1830	9	2	0	0	0	0	0	11	11.00
1830-1845	8	0	0	0	0	0	0	8	8.00
1845-1900	4	0	0	0	0	0	0	4	4.00
1600-1900	92	6	0	0	0	0	1	99	98.20

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	18	0	0	0	0	0	0	18	18.00
1615-1715	17	0	0	0	0	0	1	18	17.20
1630-1730	20	2	0	0	0	0	1	23	22.20
1645-1745	34	2	0	0	0	0	1	37	36.20
1700-1800	41	3	0	0	0	0	1	45	44.20
1715-1815	48	4	0	0	0	0	0	52	52.00
1730-1830	48	4	0	0	0	0	0	52	52.00
1745-1845	39	4	0	0	0	0	0	43	43.00
1800-1900	33	3	0	0	0	0	0	36	36.00

MOVEMENT 44 – FROM PEASLANDS ROAD (NW) STRAIGHT AHEAD TO PEASLANDS ROAD (SE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	53	15	0	0	4	0	0	72	76.00
1615-1630	69	13	0	0	0	0	1	83	82.20
1630-1645	78	7	3	0	1	0	0	89	91.50
1645-1700	72	8	0	0	0	0	0	80	80.00
1700-1715	83	8	0	0	1	0	0	92	93.00
1715-1730	107	11	0	0	1	0	0	119	120.00
1730-1745	84	7	0	0	1	0	1	93	93.20
1745-1800	90	10	0	0	1	1	0	102	102.40
1800-1815	84	3	0	0	2	0	0	89	91.00
1815-1830	55	2	0	0	0	0	1	58	57.20
1830-1845	60	2	0	0	0	0	0	62	62.00
1845-1900	54	4	0	0	0	0	0	58	58.00
1600-1900	889	90	3	0	11	1	3	997	1006.50

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	272	43	3	0	5	0	1	324	329.70
1615-1715	302	36	3	0	2	0	1	344	346.70
1630-1730	340	34	3	0	3	0	0	380	384.50
1645-1745	346	34	0	0	3	0	1	384	386.20
1700-1800	364	36	0	0	4	1	1	406	408.60
1715-1815	365	31	0	0	5	1	1	403	406.60
1730-1830	313	22	0	0	4	1	2	342	343.80
1745-1845	289	17	0	0	3	1	1	311	312.60
1800-1900	253	11	0	0	2	0	1	267	268.20

MOVEMENT 45 – FROM PEASLANDS ROAD (NW) U TURN BACK TO PEASLANDS ROAD (NW)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	1	0	0	0	0	0	0	1	1.00
1645-1700	1	0	0	0	0	0	0	1	1.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	2	0	0	0	0	0	0	2	2.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	1	0	0	0	0	0	0	1	1.00
1830-1845	0	0	0	0	0	1	0	1	0.40
1845-1900	1	0	0	0	0	0	0	1	1.00
1600-1900	6	0	0	0	0	1	0	7	6.40

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	2	0	0	0	0	0	0	2	2.00
1615-1715	2	0	0	0	0	0	0	2	2.00
1630-1730	2	0	0	0	0	0	0	2	2.00
1645-1745	3	0	0	0	0	0	0	3	3.00
1700-1800	2	0	0	0	0	0	0	2	2.00
1715-1815	2	0	0	0	0	0	0	2	2.00
1730-1830	3	0	0	0	0	0	0	3	3.00
1745-1845	1	0	0	0	0	1	0	2	1.40
1800-1900	2	0	0	0	0	1	0	3	2.40

CHARGE SURVEYS

Site: 5 - Peaslands Road (SE) / Peaslands Road (NW) / Hop Fields Roundbaout

Location: Saffron Walden CB10 1EA

Date: Wednesday 20th September 2023

Time: 07:00-10:00, 16:00-19:00

Peaslands Road (SE) / Peaslands Road (NW) / Hop Fields Roundbaout (07:00-10:00) AM Peaks

MOVEMENT 46 – FROM HOP FIELDS LEFT TURN TO PEASLANDS ROAD (SE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	6	0	0	0	0	0	0	6	6.00
0730-0745	2	1	0	0	0	0	0	3	3.00
0745-0800	5	0	0	0	0	0	0	5	5.00
0800-0815	8	1	0	0	0	0	0	9	9.00
0815-0830	7	2	0	0	0	0	0	9	9.00
0830-0845	2	1	0	0	0	0	0	3	3.00
0845-0900	6	0	0	0	0	0	0	6	6.00
0900-0915	1	2	0	0	0	0	0	3	3.00
0915-0930	5	1	0	0	0	0	0	6	6.00
0930-0945	2	1	0	0	0	0	0	3	3.00
0945-1000	1	2	0	0	0	0	0	3	3.00
0700-1000	45	11	0	0	0	0	0	56	56.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	13	1	0	0	0	0	0	14	14.00
0715-0815	21	2	0	0	0	0	0	23	23.00
0730-0830	22	4	0	0	0	0	0	26	26.00
0745-0845	22	4	0	0	0	0	0	26	26.00
0800-0900	23	4	0	0	0	0	0	27	27.00
0815-0915	16	5	0	0	0	0	0	21	21.00
0830-0930	14	4	0	0	0	0	0	18	18.00
0845-0945	14	4	0	0	0	0	0	18	18.00
0900-1000	9	6	0	0	0	0	0	15	15.00

MOVEMENT 47 – FROM HOP FIELDS RIGHT TURN TO PEASLANDS ROAD (NW)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	3	0	0	0	0	0	0	3	3.00
0715-0730	5	0	0	0	0	0	0	5	5.00
0730-0745	11	1	0	0	0	0	0	12	12.00
0745-0800	10	1	0	0	0	0	1	12	11.20
0800-0815	8	0	0	0	0	0	0	8	8.00
0815-0830	8	1	0	0	0	0	0	9	9.00
0830-0845	8	1	0	0	0	0	0	9	9.00
0845-0900	2	2	0	0	0	0	0	4	4.00
0900-0915	2	0	0	0	0	0	0	2	2.00
0915-0930	4	0	0	0	0	0	0	4	4.00
0930-0945	3	1	0	0	0	0	0	4	4.00
0945-1000	4	0	0	0	0	0	0	4	4.00
0700-1000	68	7	0	0	0	0	1	76	75.20

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	29	2	0	0	0	0	1	32	31.20
0715-0815	34	2	0	0	0	0	1	37	36.20
0730-0830	37	3	0	0	0	0	1	41	40.20
0745-0845	34	3	0	0	0	0	1	38	37.20
0800-0900	26	4	0	0	0	0	0	30	30.00
0815-0915	20	4	0	0	0	0	0	24	24.00
0830-0930	16	3	0	0	0	0	0	19	19.00
0845-0945	11	3	0	0	0	0	0	14	14.00
0900-1000	13	1	0	0	0	0	0	14	14.00

MOVEMENT 48 – FROM HOP FIELDS U TURN BACK TO HOP FIELDS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

Mount Pleasant Road / Debden Road (S) / Borough Lane / Debden Road (N) Crossroads (16:00-19:00) PM Peaks

MOVEMENT 46 – FROM HOP FIELDS LEFT TURN TO PEASLANDS ROAD (SE)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	1	3	0	0	0	0	0	4	4.00
1615-1630	8	0	0	0	0	0	0	8	8.00
1630-1645	1	0	0	0	0	0	0	1	1.00
1645-1700	3	0	0	0	0	0	0	3	3.00
1700-1715	1	0	0	0	0	0	0	1	1.00
1715-1730	4	0	0	0	0	0	0	4	4.00
1730-1745	11	2	0	0	0	0	0	13	13.00
1745-1800	7	0	0	0	0	0	0	7	7.00
1800-1815	8	0	0	0	0	0	0	8	8.00
1815-1830	6	0	0	0	0	0	0	6	6.00
1830-1845	2	0	0	0	0	0	0	2	2.00
1845-1900	4	0	0	0	0	0	0	4	4.00
1600-1900	56	5	0	0	0	0	0	61	61.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	13	3	0	0	0	0	0	16	16.00
1615-1715	13	0	0	0	0	0	0	13	13.00
1630-1730	9	0	0	0	0	0	0	9	9.00
1645-1745	19	2	0	0	0	0	0	21	21.00
1700-1800	23	2	0	0	0	0	0	25	25.00
1715-1815	30	2	0	0	0	0	0	32	32.00
1730-1830	32	2	0	0	0	0	0	34	34.00
1745-1845	23	0	0	0	0	0	0	23	23.00
1800-1900	20	0	0	0	0	0	0	20	20.00

MOVEMENT 47 – FROM HOP FIELDS RIGHT TURN TO PEASLANDS ROAD (NW)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	4	0	0	0	0	0	0	4	4.00
1615-1630	1	0	0	0	0	0	0	1	1.00
1630-1645	5	0	0	0	0	0	0	5	5.00
1645-1700	4	0	0	0	0	0	0	4	4.00
1700-1715	2	0	0	0	0	0	0	2	2.00
1715-1730	3	0	0	0	0	0	0	3	3.00
1730-1745	6	0	0	0	0	0	0	6	6.00
1745-1800	10	0	0	0	0	0	0	10	10.00
1800-1815	2	0	0	0	0	0	0	2	2.00
1815-1830	5	0	0	0	0	0	0	5	5.00
1830-1845	4	0	0	0	0	0	0	4	4.00
1845-1900	2	0	0	0	0	0	0	2	2.00
1600-1900	48	0	0	0	0	0	0	48	48.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	14	0	0	0	0	0	0	14	14.00
1615-1715	12	0	0	0	0	0	0	12	12.00
1630-1730	14	0	0	0	0	0	0	14	14.00
1645-1745	15	0	0	0	0	0	0	15	15.00
1700-1800	21	0	0	0	0	0	0	21	21.00
1715-1815	21	0	0	0	0	0	0	21	21.00
1730-1830	23	0	0	0	0	0	0	23	23.00
1745-1845	21	0	0	0	0	0	0	21	21.00
1800-1900	13	0	0	0	0	0	0	13	13.00

MOVEMENT 48 – FROM HOP FIELDS U TURN BACK TO HOP FIELDS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

CHARGE SURVEYS

Site: 6 - Thaxted Road (S) / Peaslands Road / Thaxted Road (N) Roundabout

Location: Saffron Walden CB10 1EA

Date: Wednesday 20th September 2023

Time: 07:00-10:00, 16:00-19:00

Thaxted Road (S) / Peaslands Road / Thaxted Road (N) Roundabout (07:00-10:00) AM Peaks

MOVEMENT 49 – FROM THAXTED ROAD (S) LEFT TURN TO PEASLANDS ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	21	5	0	0	0	0	0	26	26.00
0715-0730	25	4	0	0	1	0	0	30	31.00
0730-0745	37	7	0	1	1	0	0	46	48.30
0745-0800	46	5	1	1	1	0	0	54	56.80
0800-0815	53	3	1	0	1	1	0	59	59.90
0815-0830	58	4	1	0	1	1	0	65	65.90
0830-0845	54	3	2	0	0	0	0	59	60.00
0845-0900	40	5	0	0	0	0	0	45	45.00
0900-0915	36	1	1	1	0	0	0	39	40.80
0915-0930	32	6	0	0	1	1	0	40	40.40
0930-0945	19	3	1	1	0	0	0	24	25.80
0945-1000	27	3	0	0	1	0	0	31	32.00
0700-1000	448	49	7	4	7	3	0	518	531.90

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	129	21	1	2	3	0	0	156	162.10
0715-0815	161	19	2	2	4	1	0	189	196.00
0730-0830	194	19	3	2	4	2	0	224	230.90
0745-0845	211	15	5	1	3	2	0	237	242.60
0800-0900	205	15	4	0	2	2	0	228	230.80
0815-0915	188	13	4	1	1	1	0	208	211.70
0830-0930	162	15	3	1	1	1	0	183	186.20
0845-0945	127	15	2	2	1	1	0	148	152.00
0900-1000	114	13	2	2	2	1	0	134	139.00

MOVEMENT 50 – FROM THAXTED ROAD (S) STRAIGHT AHEAD TO THAXTED ROAD (N)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	24	12	0	0	0	0	0	36	36.00
0715-0730	33	8	1	3	1	0	0	46	51.40
0730-0745	36	8	3	3	0	0	0	50	55.40
0745-0800	35	11	3	2	0	1	0	52	55.50
0800-0815	45	4	1	1	0	1	0	52	53.20
0815-0830	47	6	2	0	1	0	0	56	58.00
0830-0845	32	10	1	0	0	0	0	43	43.50
0845-0900	44	5	0	0	5	0	0	54	59.00
0900-0915	46	6	1	1	0	0	0	54	55.80
0915-0930	51	4	2	1	1	0	0	59	62.30
0930-0945	45	2	1	0	0	0	0	48	48.50
0945-1000	49	2	2	1	0	0	0	54	56.30
0700-1000	487	78	17	12	8	2	0	604	634.90

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	128	39	7	8	1	1	0	184	198.30
0715-0815	149	31	8	9	1	2	0	200	215.50
0730-0830	163	29	9	6	1	2	0	210	222.10
0745-0845	159	31	7	3	1	2	0	203	210.20
0800-0900	168	25	4	1	6	1	0	205	213.70
0815-0915	169	27	4	1	6	0	0	207	216.30
0830-0930	173	25	4	2	6	0	0	210	220.60
0845-0945	186	17	4	2	6	0	0	215	225.60
0900-1000	191	14	6	3	1	0	0	215	222.90

MOVEMENT 51 – FROM THAXTED ROAD (S) U TURN BACK TO THAXTED ROAD (S)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	1	0	0	0	0	0	0	1	1.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	1	0	0	0	0	0	0	1	1.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	2	0	0	0	0	0	0	2	2.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	1	0	0	0	0	0	0	1	1.00
0715-0815	1	0	0	0	0	0	0	1	1.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	1	0	0	0	0	0	0	1	1.00
0845-0945	1	0	0	0	0	0	0	1	1.00
0900-1000	1	0	0	0	0	0	0	1	1.00

Thaxted Road (S) / Peaslands Road / Thaxted Road (N) Roundabout (16:00-19:00) PM Peaks

MOVEMENT 49 – FROM THAXTED ROAD (S) LEFT TURN TO PEASLANDS ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	39	6	1	0	0	0	0	46	46.50
1615-1630	46	2	1	0	0	0	0	49	49.50
1630-1645	32	2	0	0	0	0	1	35	34.20
1645-1700	35	5	0	0	1	0	0	41	42.00
1700-1715	30	6	0	0	0	0	0	36	36.00
1715-1730	48	3	0	0	0	0	0	51	51.00
1730-1745	49	1	0	0	1	0	0	51	52.00
1745-1800	49	2	0	0	0	0	0	51	51.00
1800-1815	38	2	0	0	1	0	0	41	42.00
1815-1830	40	4	1	0	0	0	0	45	45.50
1830-1845	39	3	0	0	0	0	0	42	42.00
1845-1900	21	1	0	0	1	0	0	23	24.00
1600-1900	466	37	3	0	4	0	1	511	515.70

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	152	15	2	0	1	0	1	171	172.20
1615-1715	143	15	1	0	1	0	1	161	161.70
1630-1730	145	16	0	0	1	0	1	163	163.20
1645-1745	162	15	0	0	2	0	0	179	181.00
1700-1800	176	12	0	0	1	0	0	189	190.00
1715-1815	184	8	0	0	2	0	0	194	196.00
1730-1830	176	9	1	0	2	0	0	188	190.50
1745-1845	166	11	1	0	1	0	0	179	180.50
1800-1900	138	10	1	0	2	0	0	151	153.50

MOVEMENT 50 – FROM THAXTED ROAD (S) STRAIGHT AHEAD TO THAXTED ROAD (N)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	45	1	1	0	0	0	0	47	47.50
1615-1630	35	2	0	0	2	0	0	39	41.00
1630-1645	36	7	0	0	2	0	0	45	47.00
1645-1700	50	4	0	0	1	0	0	55	56.00
1700-1715	38	1	0	0	0	0	0	39	39.00
1715-1730	37	1	2	1	1	0	0	42	45.30
1730-1745	38	1	0	0	0	0	0	39	39.00
1745-1800	41	2	0	0	0	0	0	43	43.00
1800-1815	33	5	0	0	0	0	0	38	38.00
1815-1830	44	1	0	0	0	0	0	45	45.00
1830-1845	35	2	0	0	0	0	0	37	37.00
1845-1900	32	2	0	0	0	0	0	34	34.00
1600-1900	464	29	3	1	6	0	0	503	511.80

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	166	14	1	0	5	0	0	186	191.50
1615-1715	159	14	0	0	5	0	0	178	183.00
1630-1730	161	13	2	1	4	0	0	181	187.30
1645-1745	163	7	2	1	2	0	0	175	179.30
1700-1800	154	5	2	1	1	0	0	163	166.30
1715-1815	149	9	2	1	1	0	0	162	165.30
1730-1830	156	9	0	0	0	0	0	165	165.00
1745-1845	153	10	0	0	0	0	0	163	163.00
1800-1900	144	10	0	0	0	0	0	154	154.00

MOVEMENT 51 – FROM THAXTED ROAD (S) U TURN BACK TO THAXTED ROAD (S)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

CHARGE SURVEYS

Site: 6 - Thaxted Road (S) / Peaslands Road / Thaxted Road (N) Roundabout

Location: Saffron Walden CB10 1EA

Date: Wednesday 20th September 2023

Time: 07:00-10:00, 16:00-19:00

Thaxted Road (S) / Peaslands Road / Thaxted Road (N) Roundabout (07:00-10:00) AM Peaks

MOVEMENT 52 – FROM PEASLANDS ROAD LEFT TURN TO THAXTED ROAD (N)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	17	5	2	0	0	0	1	25	25.20
0715-0730	29	7	1	0	0	0	1	38	37.70
0730-0745	45	3	0	0	0	0	1	49	48.20
0745-0800	84	18	0	1	0	0	2	105	104.70
0800-0815	60	12	1	0	0	0	1	74	73.70
0815-0830	58	4	1	0	0	0	1	64	63.70
0830-0845	57	7	0	0	0	0	0	64	64.00
0845-0900	83	5	0	0	0	1	0	89	88.40
0900-0915	36	8	1	1	1	0	0	47	49.80
0915-0930	35	10	5	0	0	0	0	50	52.50
0930-0945	36	2	1	0	0	0	0	39	39.50
0945-1000	40	11	0	0	0	1	1	53	51.60
0700-1000	580	92	12	2	1	2	8	697	699.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	175	33	3	1	0	0	5	217	215.80
0715-0815	218	40	2	1	0	0	5	266	264.30
0730-0830	247	37	2	1	0	0	5	292	290.30
0745-0845	259	41	2	1	0	0	4	307	306.10
0800-0900	258	28	2	0	0	1	2	291	289.80
0815-0915	234	24	2	1	1	1	1	264	265.90
0830-0930	211	30	6	1	1	1	0	250	254.70
0845-0945	190	25	7	1	1	1	0	225	230.20
0900-1000	147	31	7	1	1	1	1	189	193.40

MOVEMENT 53 – FROM PEASLANDS ROAD RIGHT TURN TO THAXTED ROAD (S)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	15	3	1	0	0	0	0	19	19.50
0715-0730	24	6	1	0	0	0	0	31	31.50
0730-0745	23	5	1	0	0	0	1	30	29.70
0745-0800	25	9	1	0	0	0	0	35	35.50
0800-0815	35	3	2	0	0	0	0	40	41.00
0815-0830	40	5	0	2	2	0	0	49	53.60
0830-0845	39	7	2	0	3	1	0	52	55.40
0845-0900	45	1	0	0	1	0	0	47	48.00
0900-0915	32	7	0	0	2	0	0	41	43.00
0915-0930	45	4	1	0	0	0	0	50	50.50
0930-0945	32	2	0	0	0	0	0	34	34.00
0945-1000	20	5	0	1	1	0	0	27	29.30
0700-1000	375	57	9	3	9	1	1	455	471.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	87	23	4	0	0	0	1	115	116.20
0715-0815	107	23	5	0	0	0	1	136	137.70
0730-0830	123	22	4	2	2	0	1	154	159.80
0745-0845	139	24	5	2	5	1	0	176	185.50
0800-0900	159	16	4	2	6	1	0	188	198.00
0815-0915	156	20	2	2	8	1	0	189	200.00
0830-0930	161	19	3	0	6	1	0	190	196.90
0845-0945	154	14	1	0	3	0	0	172	175.50
0900-1000	129	18	1	1	3	0	0	152	156.80

MOVEMENT 54 – FROM PEASLANDS ROAD U TURN BACK TO PEASLANDS ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

Thaxted Road (S) / Peaslands Road / Thaxted Road (N) Roundabout (16:00-19:00) PM Peaks

MOVEMENT 52 – FROM PEASLANDS ROAD LEFT TURN TO THAXTED ROAD (N)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	41	11	0	0	3	0	0	55	58.00
1615-1630	44	8	0	0	0	0	0	52	52.00
1630-1645	34	7	0	0	0	0	1	42	41.20
1645-1700	40	8	1	0	0	0	0	49	49.50
1700-1715	53	4	0	0	0	0	0	57	57.00
1715-1730	47	4	0	0	0	0	0	51	51.00
1730-1745	47	3	0	0	1	0	0	51	52.00
1745-1800	50	5	0	0	0	0	0	55	55.00
1800-1815	51	3	0	0	1	0	0	55	56.00
1815-1830	40	2	0	0	0	0	0	42	42.00
1830-1845	39	0	0	0	0	0	0	39	39.00
1845-1900	39	4	0	0	0	0	0	43	43.00
1600-1900	525	59	1	0	5	0	1	591	595.70

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	159	34	1	0	3	0	1	198	200.70
1615-1715	171	27	1	0	0	0	1	200	199.70
1630-1730	174	23	1	0	0	0	1	199	198.70
1645-1745	187	19	1	0	1	0	0	208	209.50
1700-1800	197	16	0	0	1	0	0	214	215.00
1715-1815	195	15	0	0	2	0	0	212	214.00
1730-1830	188	13	0	0	2	0	0	203	205.00
1745-1845	180	10	0	0	1	0	0	191	192.00
1800-1900	169	9	0	0	1	0	0	179	180.00

MOVEMENT 53 – FROM PEASLANDS ROAD RIGHT TURN TO THAXTED ROAD (S)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	36	7	0	0	1	0	0	44	45.00
1615-1630	46	2	0	0	0	0	0	48	48.00
1630-1645	53	5	2	0	0	0	0	60	61.00
1645-1700	40	6	0	0	1	0	0	47	48.00
1700-1715	61	2	0	0	1	0	0	64	65.00
1715-1730	51	7	1	0	1	0	0	60	61.50
1730-1745	63	5	0	0	0	0	1	69	68.20
1745-1800	57	6	0	0	0	1	0	64	63.40
1800-1815	63	2	0	0	2	0	0	67	69.00
1815-1830	30	3	0	0	0	0	0	33	33.00
1830-1845	29	1	0	0	0	0	0	30	30.00
1845-1900	28	3	0	0	0	0	0	31	31.00
1600-1900	557	49	3	0	6	1	1	617	623.10

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	175	20	2	0	2	0	0	199	202.00
1615-1715	200	15	2	0	2	0	0	219	222.00
1630-1730	205	20	3	0	3	0	0	231	235.50
1645-1745	215	20	1	0	3	0	1	240	242.70
1700-1800	232	20	1	0	2	1	1	257	258.10
1715-1815	234	20	1	0	3	1	1	260	262.10
1730-1830	213	16	0	0	2	1	1	233	233.60
1745-1845	179	12	0	0	2	1	0	194	195.40
1800-1900	150	9	0	0	2	0	0	161	163.00

MOVEMENT 54 – FROM PEASLANDS ROAD U TURN BACK TO PEASLANDS ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	1	0	0	0	0	0	0	1	1.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	1	0	0	0	0	0	0	1	1.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	1	0	0	0	0	0	0	1	1.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	1	0	0	0	0	0	0	1	1.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	4	0	0	0	0	0	0	4	4.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	1	0	0	0	0	0	0	1	1.00
1615-1715	2	0	0	0	0	0	0	2	2.00
1630-1730	2	0	0	0	0	0	0	2	2.00
1645-1745	1	0	0	0	0	0	0	1	1.00
1700-1800	2	0	0	0	0	0	0	2	2.00
1715-1815	1	0	0	0	0	0	0	1	1.00
1730-1830	1	0	0	0	0	0	0	1	1.00
1745-1845	2	0	0	0	0	0	0	2	2.00
1800-1900	1	0	0	0	0	0	0	1	1.00

CHARGE SURVEYS

Site: 6 - Thaxted Road (S) / Peaslands Road / Thaxted Road (N) Roundabout

Location: Saffron Walden CB10 1EA

Date: Wednesday 20th September 2023

Time: 07:00-10:00, 16:00-19:00

Thaxted Road (S) / Peaslands Road / Thaxted Road (N) Roundabout (07:00-10:00) AM Peaks

MOVEMENT 55 – FROM THAXTED ROAD (N) STRAIGHT AHEAD TO THAXTED ROAD (S)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	12	6	1	0	0	0	0	19	19.50
0715-0730	16	4	0	0	3	0	0	23	26.00
0730-0745	19	1	2	0	0	0	0	22	23.00
0745-0800	24	3	2	0	0	0	0	29	30.00
0800-0815	25	2	0	0	0	0	0	27	27.00
0815-0830	22	1	0	1	0	0	0	24	25.30
0830-0845	33	6	1	1	0	0	0	41	42.80
0845-0900	30	6	0	1	0	0	0	37	38.30
0900-0915	28	4	2	0	0	0	0	34	35.00
0915-0930	34	5	1	1	0	0	1	42	43.00
0930-0945	20	9	1	1	0	0	1	32	33.00
0945-1000	32	4	3	2	0	0	0	41	45.10
0700-1000	295	51	13	7	3	0	2	371	388.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	71	14	5	0	3	0	0	93	98.50
0715-0815	84	10	4	0	3	0	0	101	106.00
0730-0830	90	7	4	1	0	0	0	102	105.30
0745-0845	104	12	3	2	0	0	0	121	125.10
0800-0900	110	15	1	3	0	0	0	129	133.40
0815-0915	113	17	3	3	0	0	0	136	141.40
0830-0930	125	21	4	3	0	0	1	154	159.10
0845-0945	112	24	4	3	0	0	2	145	149.30
0900-1000	114	22	7	4	0	0	2	149	156.10

MOVEMENT 56 – FROM THAXTED ROAD (N) RIGHT TURN TO PEASLANDS ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	15	3	0	1	0	0	0	19	20.30
0715-0730	20	4	1	0	0	0	0	25	25.50
0730-0745	19	5	1	0	0	0	0	25	25.50
0745-0800	34	9	0	1	0	1	0	45	45.70
0800-0815	46	4	0	0	2	0	0	52	54.00
0815-0830	46	14	3	0	0	0	0	63	64.50
0830-0845	40	8	0	0	0	0	0	48	48.00
0845-0900	25	8	0	0	0	0	0	33	33.00
0900-0915	24	7	0	0	0	0	1	32	31.20
0915-0930	26	4	1	0	0	0	0	31	31.50
0930-0945	14	5	0	0	0	0	0	19	19.00
0945-1000	33	4	3	0	0	1	0	41	41.90
0700-1000	342	75	9	2	2	2	1	433	440.10

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	88	21	2	2	0	1	0	114	117.00
0715-0815	119	22	2	1	2	1	0	147	150.70
0730-0830	145	32	4	1	2	1	0	185	189.70
0745-0845	166	35	3	1	2	1	0	208	212.20
0800-0900	157	34	3	0	2	0	0	196	199.50
0815-0915	135	37	3	0	0	0	1	176	176.70
0830-0930	115	27	1	0	0	0	1	144	143.70
0845-0945	89	24	1	0	0	0	1	115	114.70
0900-1000	97	20	4	0	0	1	1	123	123.60

MOVEMENT 57 – FROM THAXTED ROAD (N) U TURN BACK TO THAXTED ROAD (N)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	1	0	0	0	0	0	0	1	1.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	1	0	0	0	0	0	0	1	1.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	1	0	0	0	0	0	0	1	1.00
0800-0900	1	0	0	0	0	0	0	1	1.00
0815-0915	1	0	0	0	0	0	0	1	1.00
0830-0930	1	0	0	0	0	0	0	1	1.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

Thaxted Road (S) / Peaslands Road / Thaxted Road (N) Roundabout (16:00-19:00) PM Peaks

MOVEMENT 55 – FROM THAXTED ROAD (N) STRAIGHT AHEAD TO THAXTED ROAD (S)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	37	10	0	0	0	1	0	48	47.40
1615-1630	45	6	0	0	0	0	0	51	51.00
1630-1645	51	5	0	0	0	0	0	56	56.00
1645-1700	54	3	0	0	0	0	0	57	57.00
1700-1715	59	9	1	0	0	0	0	69	69.50
1715-1730	61	3	0	0	0	0	0	64	64.00
1730-1745	51	5	0	0	0	0	0	56	56.00
1745-1800	42	4	0	0	1	0	0	47	48.00
1800-1815	35	4	0	0	0	0	0	39	39.00
1815-1830	43	3	0	0	0	0	0	46	46.00
1830-1845	26	1	0	0	0	0	0	27	27.00
1845-1900	32	1	0	0	0	0	0	33	33.00
1600-1900	536	54	1	0	1	1	0	593	593.90

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	187	24	0	0	0	1	0	212	211.40
1615-1715	209	23	1	0	0	0	0	233	233.50
1630-1730	225	20	1	0	0	0	0	246	246.50
1645-1745	225	20	1	0	0	0	0	246	246.50
1700-1800	213	21	1	0	1	0	0	236	237.50
1715-1815	189	16	0	0	1	0	0	206	207.00
1730-1830	171	16	0	0	1	0	0	188	189.00
1745-1845	146	12	0	0	1	0	0	159	160.00
1800-1900	136	9	0	0	0	0	0	145	145.00

MOVEMENT 56 – FROM THAXTED ROAD (N) RIGHT TURN TO PEASLANDS ROAD

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	39	5	0	0	0	0	0	44	44.00
1615-1630	47	6	0	0	1	0	0	54	55.00
1630-1645	54	5	1	0	0	0	0	60	60.50
1645-1700	53	7	1	0	1	0	0	62	63.50
1700-1715	89	5	0	0	0	0	1	95	94.20
1715-1730	53	9	1	0	0	0	1	64	63.70
1730-1745	49	7	0	0	0	1	0	57	56.40
1745-1800	51	2	0	0	0	0	0	53	53.00
1800-1815	49	8	0	0	0	0	1	58	57.20
1815-1830	38	1	0	0	0	0	0	39	39.00
1830-1845	32	3	0	0	0	0	0	35	35.00
1845-1900	24	1	0	0	0	0	0	25	25.00
1600-1900	578	59	3	0	2	1	3	646	646.50

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	193	23	2	0	2	0	0	220	223.00
1615-1715	243	23	2	0	2	0	1	271	273.20
1630-1730	249	26	3	0	1	0	2	281	281.90
1645-1745	244	28	2	0	1	1	2	278	277.80
1700-1800	242	23	1	0	0	1	2	269	267.30
1715-1815	202	26	1	0	0	1	2	232	230.30
1730-1830	187	18	0	0	0	1	1	207	205.60
1745-1845	170	14	0	0	0	0	1	185	184.20
1800-1900	143	13	0	0	0	0	1	157	156.20

MOVEMENT 57 – FROM THAXTED ROAD (N) U TURN BACK TO THAXTED ROAD (N)

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS

	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00