



# **Norwich Western Link**

## **Transport Assessment - Appendix 11 – Junction Model Results**

### **Sub Appendix 11g – Junction 10 Mill Road/Honingham Road/ Norwich Road/ Bell Road crossroads (Barnham Broom)**

Author: WSP

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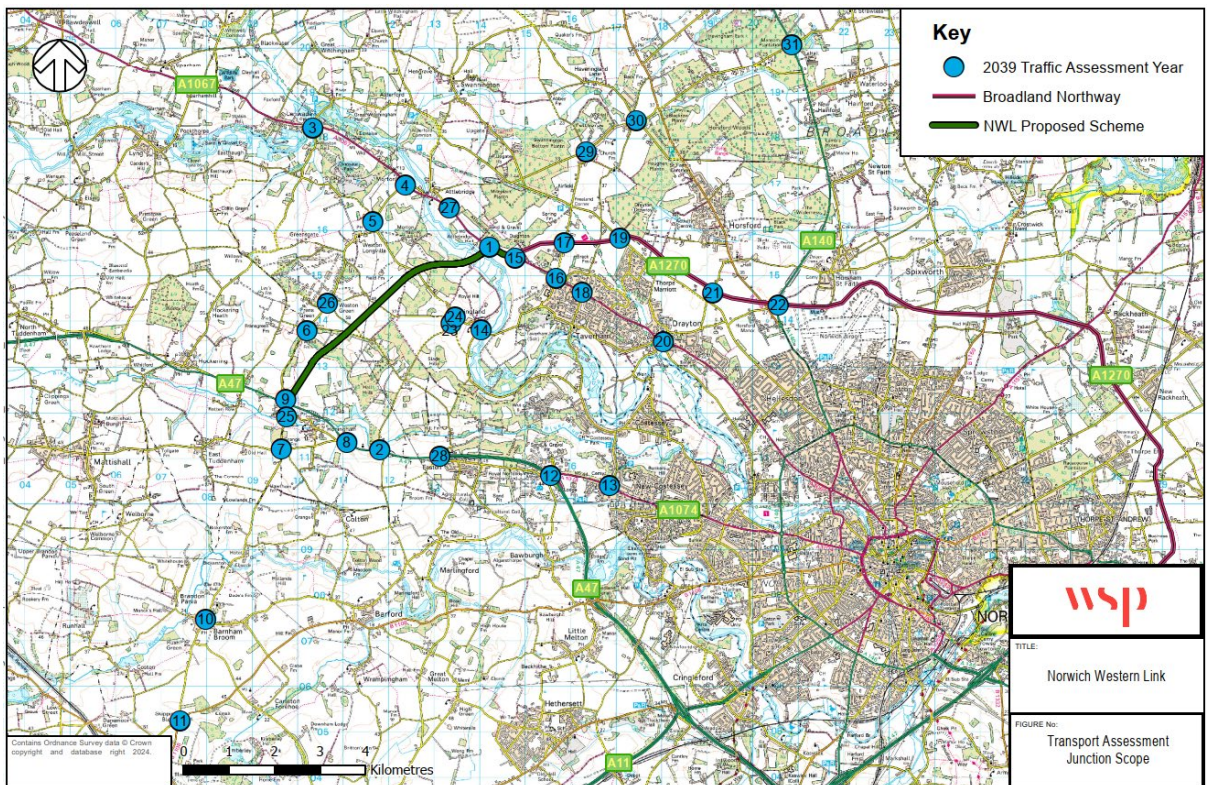
# 1 Junction Model Results

1.1.1 Junctions 10 modelling software output file that shows the junction capacity results for Junction 10 of the TA.

1.1.2 We have included a summary of key information shown in this document in an accessible format. However, some users may not be able to access all technical details. If you require this document in a more accessible format please contact [norwichwesternlink@norfolk.gov.uk](mailto:norwichwesternlink@norfolk.gov.uk)

1.1.3 The TA scope map is shown below as a location plan.

Figure 1-1 Junction Assessment Scope



1.1.4 The model results are presented for 2029 and 2039 future assessment years for AM and PM peak hours, taking 7.30-8.30am and AM peak and 5pm-6pm as PM peak.



1.1.5 The scenarios tested are as follows:

- Do Minimum – the baseline future situation with committed developments and planned highway improvements but without the Proposed Scheme.
- Do Something - the baseline future situation with the Proposed Scheme.
- Do Something + Mitigation - the baseline future situation with the Proposed Scheme added plus a package of traffic mitigation measures in the wider network (north of A1067 and south of A47 plus Honingham Lane closure).



**J10 – Mill Road/Honingham Road/ Norwich Road/ Bell Road crossroads  
(Barnham Broom) Results**

<h1>Junctions 10</h1>
<h2>PICADY 10 - Priority Intersection Module</h2>
Version: 10.0.1.1519 © Copyright TRL Software Limited, 2021
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**Filename:** J10.j10

**Path:** \\corp.pbwan.net\IN\IN\_Projects\70118686-70061370-Norwich Western Link 2019 20\04 Record of Issue\4A Internal WSP Doc Registers\20240129\_Model Reports(wo 2044)\J10

**Report generation date:** 29/01/2024 16:06:49

- 
- »2029DM, AM
  - »2029DM, PM
  - »2029DS, AM
  - »2029DS, PM
  - »2029DS\_Mitigation, AM
  - »2029DS\_Mitigation, PM
  - »2039DM, AM
  - »2039DM, PM
  - »2039DS, AM
  - »2039DS, PM
  - »2039DS\_Mitigation, AM
  - »2039DS\_Mitigation, PM

### Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
<b>2029DM</b>										
Stream B-CD	D1	0.1	7.17	0.05	A	D2	0.0	6.85	0.04	A
Stream B-AD		0.1	7.64	0.05	A		0.0	7.39	0.04	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-AB		0.1	7.99	0.06	A		0.0	7.14	0.01	A
Stream D-BC		0.1	7.87	0.06	A		0.0	7.13	0.02	A
Stream C-ABD		0.0	5.50	0.02	A		0.0	5.77	0.02	A
<b>2029DS</b>										
Stream B-CD	D3	0.1	7.33	0.06	A	D4	0.1	6.97	0.06	A
Stream B-AD		0.1	7.71	0.06	A		0.1	7.31	0.05	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-AB		0.1	8.03	0.07	A		0.0	8.30	0.03	A
Stream D-BC		0.1	7.92	0.08	A		0.0	8.09	0.03	A
Stream C-ABD		0.0	5.54	0.02	A		0.0	5.84	0.02	A
<b>2029DS_Mitigation</b>										
Stream B-CD	D5	0.0	7.11	0.05	A	D6	0.0	6.94	0.04	A
Stream B-AD		0.1	7.75	0.10	A		0.1	7.34	0.07	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-AB		0.0	7.23	0.04	A		0.0	6.85	0.01	A
Stream D-BC		0.0	7.16	0.04	A		0.0	6.85	0.01	A
Stream C-ABD		0.0	5.58	0.01	A		0.0	5.78	0.01	A
<b>2039DM</b>										
Stream B-CD	D7	0.1	7.43	0.07	A	D8	0.1	6.90	0.05	A
Stream B-AD		0.1	7.72	0.07	A		0.0	7.34	0.04	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-AB		0.1	7.96	0.06	A		0.0	7.10	0.02	A
Stream D-BC		0.1	7.84	0.07	A		0.0	7.08	0.02	A
Stream C-ABD		0.0	5.53	0.02	A		0.0	5.90	0.01	A
<b>2039DS</b>										
Stream B-CD	D9	0.1	7.92	0.10	A	D10	0.1	7.06	0.07	A
Stream B-AD		0.1	8.01	0.10	A		0.1	7.32	0.05	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-AB		0.1	8.19	0.08	A		0.0	7.98	0.04	A
Stream D-BC		0.1	8.04	0.08	A		0.1	7.87	0.05	A
Stream C-ABD		0.0	5.57	0.02	A		0.0	5.79	0.01	A
<b>2039DS_Mitigation</b>										
Stream B-CD	D11	0.1	7.28	0.06	A	D12	0.0	7.00	0.05	A
Stream B-AD		0.1	7.80	0.11	A		0.1	7.35	0.07	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-AB		0.0	7.23	0.05	A		0.0	6.90	0.02	A
Stream D-BC		0.0	7.15	0.05	A		0.0	6.92	0.02	A
Stream C-ABD		0.0	5.62	0.01	A		0.0	5.78	0.01	A

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

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

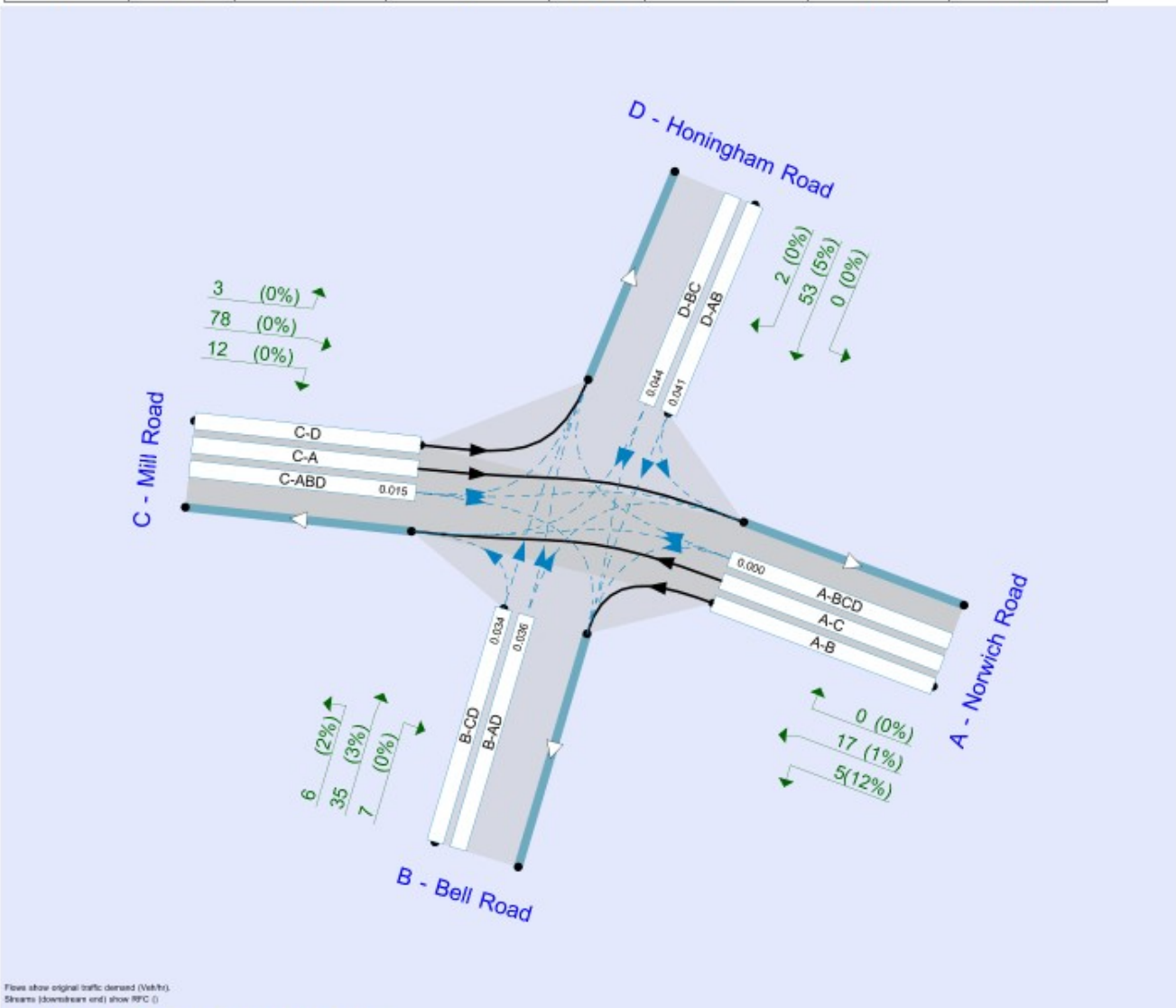
**File summary**

**File Description**

Title	Honingham Road/ Norwich Road/ Bell Road/ Mill Road
Location	1.071593 ,52.624963
Site number	10
Date	22/03/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INAA02374
Description	

**Units**

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



The junction diagram reflects the last run of Junctions.



### Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	38.00	20.00		500

### Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029DM	AM	ONE HOUR	07:15	08:45	15	✓
D2	2029DM	PM	ONE HOUR	16:45	18:15	15	✓
D3	2029DS	AM	ONE HOUR	07:15	08:45	15	✓
D4	2029DS	PM	ONE HOUR	16:45	18:15	15	✓
D5	2029DS_Mitigation	AM	ONE HOUR	07:15	08:45	15	✓
D6	2029DS_Mitigation	PM	ONE HOUR	16:45	18:15	15	✓
D7	2039DM	AM	ONE HOUR	07:15	08:45	15	✓
D8	2039DM	PM	ONE HOUR	16:45	18:15	15	✓
D9	2039DS	AM	ONE HOUR	07:15	08:45	15	✓
D10	2039DS	PM	ONE HOUR	16:45	18:15	15	✓
D11	2039DS_Mitigation	AM	ONE HOUR	07:15	08:45	15	✓
D12	2039DS_Mitigation	PM	ONE HOUR	16:45	18:15	15	✓

### Analysis Set Details

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

# 2029DM, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Norwich Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Bell Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Mill Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Honingham Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J10	Honingham Road/ Norwich Road/ Bell Road/ Mill Road	Crossroads	Two-way	Two-way	Two-way	Two-way		4.05	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.05	A

## Arms

### Arms

Arm	Name	Description	Arm type
A	Norwich Road		Major
B	Bell Road		Minor
C	Mill Road		Major
D	Honingham Road		Minor

### Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Norwich Road	4.55			50.6	✓	0.00
C - Mill Road	4.55			97.0	✓	0.00

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

### Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Bell Road	One lane plus flare	10.00	5.40	4.30	3.10	2.90	✓	1.00	17	25
D - Honingham Road	One lane plus flare	10.00	5.70	4.30	3.90	3.50	✓	1.00	21	24

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	603	-	-	-	-	-	-	0.248	0.355	0.248	-	-	-
B-A	538	0.104	0.263	0.263	-	-	-	0.166	0.376	-	0.263	0.263	0.132
B-C	694	0.113	0.286	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	538	0.104	0.263	0.263	-	-	-	0.166	0.376	0.166	-	-	-
B-D, offside lane	538	0.104	0.263	0.263	-	-	-	0.166	0.376	0.166	-	-	-
C-B	630	0.280	0.280	0.371	-	-	-	-	-	-	-	-	-
D-A	698	-	-	-	-	-	-	0.288	-	0.114	-	-	-
D-B, nearside lane	542	0.167	0.167	0.379	-	-	-	0.265	0.265	0.105	-	-	-
D-B, offside lane	542	0.167	0.167	0.379	-	-	-	0.265	0.265	0.105	-	-	-
D-C	542	-	0.167	0.379	0.133	0.265	0.265	0.265	0.265	0.105	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2029DM	AM	ONE HOUR	07:15	08:45	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Norwich Road		ONE HOUR	✓	21	100.000
B - Bell Road		ONE HOUR	✓	49	100.000
C - Mill Road		ONE HOUR	✓	93	100.000
D - Honingham Road		ONE HOUR	✓	55	100.000

## Origin-Destination Data

### Demand (Veh/hr)

From	To			
	A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
A - Norwich Road	0	5	17	0
B - Bell Road	7	0	6	35
C - Mill Road	78	12	0	3
D - Honingham Road	0	53	2	0

### Proportions

From	To			
	A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
A - Norwich Road	0.00	0.22	0.78	0.00
B - Bell Road	0.14	0.00	0.13	0.73
C - Mill Road	0.84	0.13	0.00	0.03
D - Honingham Road	0.00	0.96	0.04	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

From	To			
	A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
A - Norwich Road	0	12	1	0
B - Bell Road	0	0	2	3
C - Mill Road	0	0	0	0
D - Honingham Road	0	5	0	0

### Average PCU Per Veh

From	To			
	A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
A - Norwich Road	1.000	1.119	1.015	1.000
B - Bell Road	1.002	1.000	1.016	1.028
C - Mill Road	1.000	1.001	1.000	1.000
D - Honingham Road	1.000	1.048	1.000	1.000

## Detailed Demand Data

### Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Norwich Road	16	17
	B - Bell Road	37	37
	C - Mill Road	70	70
	D - Honingham Road	42	44
07:30-07:45	A - Norwich Road	19	20
	B - Bell Road	44	45
	C - Mill Road	84	84
	D - Honingham Road	50	52
07:45-08:00	A - Norwich Road	24	24
	B - Bell Road	54	55
	C - Mill Road	102	102
	D - Honingham Road	61	64
08:00-08:15	A - Norwich Road	24	24
	B - Bell Road	54	55
	C - Mill Road	102	102
	D - Honingham Road	61	64
08:15-08:30	A - Norwich Road	19	20
	B - Bell Road	44	45
	C - Mill Road	84	84
	D - Honingham Road	50	52
08:30-08:45	A - Norwich Road	16	17
	B - Bell Road	37	37
	C - Mill Road	70	70
	D - Honingham Road	42	44

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.05	7.17	0.1	A	23	34
B-AD	0.05	7.64	0.1	A	23	34
A-BCD	0.00	0.00	0.0	A	0	0
A-B					5	7
A-C					16	23
D-AB	0.06	7.99	0.1	A	26	38
D-BC	0.06	7.87	0.1	A	28	41
C-ABD	0.02	5.50	0.0	A	13	19
C-D					3	4
C-A					70	105

## Main Results for each time segment

### 07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	551	0.034	19	0.0	0.0	6.915	A
B-AD	19	5	517	0.036	19	0.0	0.0	7.355	A
A-BCD	0	0	585	0.000	0	0.0	0.0	0.000	A
A-B	4	1.00			4				
A-C	13	3			13				
D-AB	21	5	516	0.041	21	0.0	0.0	7.624	A
D-BC	23	6	520	0.044	22	0.0	0.0	7.544	A
C-ABD	10	3	665	0.015	10	0.0	0.0	5.496	A
C-D	2	0.52			2				
C-A	58	14			58				

### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22	6	547	0.041	22	0.0	0.0	7.020	A
B-AD	22	6	513	0.044	22	0.0	0.0	7.473	A
A-BCD	0	0	581	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	15	4			15				
D-AB	25	6	510	0.049	25	0.0	0.1	7.775	A
D-BC	27	7	516	0.052	27	0.0	0.1	7.682	A
C-ABD	12	3	672	0.018	12	0.0	0.0	5.457	A
C-D	2	0.62			2				
C-A	69	17			69				

### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27	7	541	0.051	27	0.0	0.1	7.166	A
B-AD	27	7	508	0.054	27	0.0	0.1	7.637	A
A-BCD	0	0	576	0.000	0	0.0	0.0	0.000	A
A-B	6	1			6				
A-C	19	5			19				
D-AB	31	8	503	0.061	31	0.1	0.1	7.986	A
D-BC	33	8	510	0.065	33	0.1	0.1	7.873	A
C-ABD	16	4	682	0.023	16	0.0	0.0	5.404	A
C-D	3	0.76			3				
C-A	84	21			84				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27	7	541	0.051	27	0.1	0.1	7.167	A
B-AD	27	7	508	0.054	27	0.1	0.1	7.637	A
A-BCD	0	0	576	0.000	0	0.0	0.0	0.000	A
A-B	6	1			6				
A-C	19	5			19				
D-AB	31	8	503	0.061	31	0.1	0.1	7.988	A
D-BC	33	8	510	0.065	33	0.1	0.1	7.874	A
C-ABD	16	4	682	0.023	16	0.0	0.0	5.407	A
C-D	3	0.76			3				
C-A	84	21			84				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22	6	547	0.041	22	0.1	0.0	7.024	A
B-AD	22	6	513	0.044	22	0.1	0.0	7.478	A
A-BCD	0	0	581	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	15	4			15				
D-AB	25	6	510	0.049	25	0.1	0.1	7.779	A
D-BC	27	7	516	0.052	27	0.1	0.1	7.684	A
C-ABD	12	3	672	0.018	12	0.0	0.0	5.459	A
C-D	2	0.62			2				
C-A	69	17			69				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	551	0.034	19	0.0	0.0	6.922	A
B-AD	19	5	517	0.036	19	0.0	0.0	7.363	A
A-BCD	0	0	585	0.000	0	0.0	0.0	0.000	A
A-B	4	1.00			4				
A-C	13	3			13				
D-AB	21	5	515	0.041	21	0.1	0.0	7.629	A
D-BC	23	6	520	0.044	23	0.1	0.0	7.549	A
C-ABD	10	3	665	0.015	10	0.0	0.0	5.498	A
C-D	2	0.52			2				
C-A	58	14			58				

# 2029DM, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Norwich Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Bell Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Mill Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Honingham Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J10	Honingham Road/ Norwich Road/ Bell Road/ Mill Road	Crossroads	Two-way	Two-way	Two-way	Two-way		3.46	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.46	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2029DM	PM	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Norwich Road		ONE HOUR	✓	41	100.000
B - Bell Road		ONE HOUR	✓	39	100.000
C - Mill Road		ONE HOUR	✓	31	100.000
D - Honingham Road		ONE HOUR	✓	14	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	3	38	0
	B - Bell Road	3	0	8	29
	C - Mill Road	18	9	0	5
	D - Honingham Road	0	12	2	0

### Proportions

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0.00	0.06	0.94	0.00
	B - Bell Road	0.07	0.00	0.20	0.74
	C - Mill Road	0.56	0.29	0.00	0.15
	D - Honingham Road	0.00	0.85	0.15	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	1	0	0
	B - Bell Road	1	0	0	3
	C - Mill Road	4	0	0	0
	D - Honingham Road	0	3	0	0

### Average PCU Per Veh

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	1.000	1.013	1.003	1.000
	B - Bell Road	1.010	1.000	1.001	1.026
	C - Mill Road	1.036	1.000	1.000	1.000
	D - Honingham Road	1.000	1.026	1.000	1.000

## Detailed Demand Data

### Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Norwich Road	31	31
	B - Bell Road	30	30
	C - Mill Road	24	24
	D - Honingham Road	10	11
17:00-17:15	A - Norwich Road	36	37
	B - Bell Road	35	36
	C - Mill Road	28	29
	D - Honingham Road	12	13
17:15-17:30	A - Norwich Road	45	45
	B - Bell Road	43	44
	C - Mill Road	35	35
	D - Honingham Road	15	16
17:30-17:45	A - Norwich Road	45	45
	B - Bell Road	43	44
	C - Mill Road	35	35
	D - Honingham Road	15	16
17:45-18:00	A - Norwich Road	36	37
	B - Bell Road	35	36
	C - Mill Road	28	29
	D - Honingham Road	12	13
18:00-18:15	A - Norwich Road	31	31
	B - Bell Road	30	30
	C - Mill Road	24	24
	D - Honingham Road	10	11

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.04	6.85	0.0	A	21	31
B-AD	0.04	7.39	0.0	A	16	24
A-BCD	0.00	0.00	0.0	A	0	0
A-B					2	4
A-C					35	52
D-AB	0.01	7.14	0.0	A	6	8
D-BC	0.02	7.13	0.0	A	7	11
C-ABD	0.02	5.77	0.0	A	9	13
C-D					4	6
C-A					16	25



## Main Results for each time segment

### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	17	4	567	0.030	17	0.0	0.0	6.653	A
B-AD	13	3	524	0.025	13	0.0	0.0	7.207	A
A-BCD	0	0	597	0.000	0	0.0	0.0	0.000	A
A-B	2	0.49			2				
A-C	29	7			29				
D-AB	5	1	530	0.009	4	0.0	0.0	7.031	A
D-BC	6	2	529	0.011	6	0.0	0.0	7.010	A
C-ABD	7	2	633	0.011	7	0.0	0.0	5.751	A
C-D	3	0.86			3				
C-A	14	3			14				

### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20	5	564	0.036	20	0.0	0.0	6.735	A
B-AD	16	4	521	0.030	16	0.0	0.0	7.283	A
A-BCD	0	0	595	0.000	0	0.0	0.0	0.000	A
A-B	2	0.59			2				
A-C	34	9			34				
D-AB	5	1	527	0.010	5	0.0	0.0	7.075	A
D-BC	7	2	527	0.014	7	0.0	0.0	7.080	A
C-ABD	9	2	634	0.013	9	0.0	0.0	5.758	A
C-D	4	1			4				
C-A	16	4			16				

### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	25	6	560	0.045	25	0.0	0.0	6.847	A
B-AD	19	5	518	0.037	19	0.0	0.0	7.388	A
A-BCD	0	0	593	0.000	0	0.0	0.0	0.000	A
A-B	3	0.72			3				
A-C	42	10			42				
D-AB	7	2	524	0.013	7	0.0	0.0	7.138	A
D-BC	9	2	523	0.017	9	0.0	0.0	7.130	A
C-ABD	11	3	635	0.017	11	0.0	0.0	5.789	A
C-D	5	1			5				
C-A	20	5			20				

**17:30 - 17:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	25	6	560	0.045	25	0.0	0.0	6.847	A
B-AD	19	5	518	0.037	19	0.0	0.0	7.388	A
A-BCD	0	0	593	0.000	0	0.0	0.0	0.000	A
A-B	3	0.72			3				
A-C	42	10			42				
D-AB	7	2	524	0.013	7	0.0	0.0	7.138	A
D-BC	9	2	523	0.017	9	0.0	0.0	7.130	A
C-ABD	11	3	635	0.017	11	0.0	0.0	5.770	A
C-D	5	1			5				
C-A	20	5			20				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	20	5	564	0.036	21	0.0	0.0	6.736	A
B-AD	16	4	521	0.030	16	0.0	0.0	7.284	A
A-BCD	0	0	595	0.000	0	0.0	0.0	0.000	A
A-B	2	0.69			2				
A-C	34	9			34				
D-AB	5	1	527	0.010	5	0.0	0.0	7.079	A
D-BC	7	2	527	0.014	7	0.0	0.0	7.080	A
C-ABD	9	2	634	0.013	9	0.0	0.0	5.782	A
C-D	4	1			4				
C-A	16	4			16				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	17	4	567	0.030	17	0.0	0.0	6.657	A
B-AD	13	3	524	0.025	13	0.0	0.0	7.210	A
A-BCD	0	0	597	0.000	0	0.0	0.0	0.000	A
A-B	2	0.49			2				
A-C	29	7			29				
D-AB	5	1	530	0.009	5	0.0	0.0	7.034	A
D-BC	6	2	529	0.011	6	0.0	0.0	7.013	A
C-ABD	7	2	633	0.011	7	0.0	0.0	5.752	A
C-D	3	0.86			3				
C-A	14	3			14				

# 2029DS, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Norwich Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Bell Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Mill Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Honingham Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J10	Honingham Road/ Norwich Road/ Bell Road/ Mill Road	Crossroads	Two-way	Two-way	Two-way	Two-way		4.61	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.61	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2029DS	AM	ONE HOUR	07:15	08:45	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Norwich Road		ONE HOUR	✓	21	100.000
B - Bell Road		ONE HOUR	✓	58	100.000
C - Mill Road		ONE HOUR	✓	84	100.000
D - Honingham Road		ONE HOUR	✓	66	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	5	16	0
	B - Bell Road	7	0	7	44
	C - Mill Road	69	13	0	2
	D - Honingham Road	0	62	5	0

### Proportions

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0.00	0.22	0.78	0.00
	B - Bell Road	0.12	0.00	0.12	0.77
	C - Mill Road	0.82	0.16	0.00	0.02
	D - Honingham Road	0.00	0.93	0.07	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
	A - Norwich Road	0	12	2	0
	B - Bell Road	0	0	2	3
	C - Mill Road	0	0	0	0
	D - Honingham Road	0	4	0	0

### Average PCU Per Veh

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
	A - Norwich Road	1.000	1.124	1.015	1.000
	B - Bell Road	1.001	1.000	1.015	1.028
	C - Mill Road	1.000	1.001	1.000	1.000
	D - Honingham Road	1.000	1.043	1.001	1.000

## Detailed Demand Data

### Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Norwich Road	15	16
	B - Bell Road	44	45
	C - Mill Road	64	64
	D - Honingham Road	50	52
07:30-07:45	A - Norwich Road	18	19
	B - Bell Road	52	53
	C - Mill Road	76	76
	D - Honingham Road	60	62
07:45-08:00	A - Norwich Road	23	24
	B - Bell Road	64	65
	C - Mill Road	93	93
	D - Honingham Road	73	76
08:00-08:15	A - Norwich Road	23	24
	B - Bell Road	64	65
	C - Mill Road	93	93
	D - Honingham Road	73	76
08:15-08:30	A - Norwich Road	18	19
	B - Bell Road	52	53
	C - Mill Road	76	76
	D - Honingham Road	60	62
08:30-08:45	A - Norwich Road	15	16
	B - Bell Road	44	45
	C - Mill Road	64	64
	D - Honingham Road	50	52

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.06	7.33	0.1	A	28	41
B-AD	0.06	7.71	0.1	A	27	40
A-BCD	0.00	0.00	0.0	A	0	0
A-B					5	7
A-C					15	22
D-AB	0.07	8.03	0.1	A	30	45
D-BC	0.08	7.92	0.1	A	34	50
C-ABD	0.02	5.54	0.0	A	14	21
C-D					2	3
C-A					62	93

## Main Results for each time segment

### 07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	8	546	0.041	22	0.0	0.0	7.043	A
B-AD	22	8	518	0.043	22	0.0	0.0	7.409	A
A-BCD	0	0	586	0.000	0	0.0	0.0	0.000	A
A-B	4	0.96			4				
A-C	12	3			12				
D-AB	24	8	516	0.047	24	0.0	0.1	7.635	A
D-BC	28	7	522	0.053	27	0.0	0.1	7.557	A
C-ABD	11	3	661	0.017	11	0.0	0.0	5.542	A
C-D	2	0.39			2				
C-A	51	13			51				

### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27	7	542	0.050	27	0.0	0.1	7.163	A
B-AD	26	7	514	0.051	26	0.0	0.1	7.535	A
A-BCD	0	0	583	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	15	4			15				
D-AB	29	7	511	0.057	29	0.1	0.1	7.799	A
D-BC	33	8	517	0.064	33	0.1	0.1	7.709	A
C-ABD	13	3	667	0.020	13	0.0	0.0	5.511	A
C-D	2	0.46			2				
C-A	61	15			61				

### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	33	8	536	0.062	33	0.1	0.1	7.331	A
B-AD	32	8	509	0.063	32	0.1	0.1	7.710	A
A-BCD	0	0	579	0.000	0	0.0	0.0	0.000	A
A-B	6	1			6				
A-C	18	4			18				
D-AB	36	9	504	0.071	36	0.1	0.1	8.030	A
D-BC	40	10	512	0.079	40	0.1	0.1	7.921	A
C-ABD	17	4	675	0.025	17	0.0	0.0	5.470	A
C-D	2	0.56			2				
C-A	74	18			74				

**08:00 - 08:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	33	8	536	0.062	33	0.1	0.1	7.332	A
B-AD	32	8	509	0.063	32	0.1	0.1	7.712	A
A-BCD	0	0	579	0.000	0	0.0	0.0	0.000	A
A-B	6	1			6				
A-C	18	4			18				
D-AB	36	9	504	0.071	36	0.1	0.1	8.032	A
D-BC	40	10	512	0.079	40	0.1	0.1	7.923	A
C-ABD	17	4	675	0.025	17	0.0	0.0	5.473	A
C-D	2	0.56			2				
C-A	74	18			74				

**08:15 - 08:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27	7	542	0.050	27	0.1	0.1	7.168	A
B-AD	26	7	514	0.051	26	0.1	0.1	7.537	A
A-BCD	0	0	583	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	15	4			15				
D-AB	29	7	511	0.057	29	0.1	0.1	7.805	A
D-BC	33	8	517	0.064	33	0.1	0.1	7.713	A
C-ABD	13	3	667	0.020	13	0.0	0.0	5.512	A
C-D	2	0.46			2				
C-A	61	15			61				

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	546	0.041	23	0.1	0.0	7.048	A
B-AD	22	6	518	0.043	22	0.1	0.0	7.414	A
A-BCD	0	0	586	0.000	0	0.0	0.0	0.000	A
A-B	4	0.96			4				
A-C	12	3			12				
D-AB	24	6	516	0.047	25	0.1	0.1	7.647	A
D-BC	28	7	522	0.053	28	0.1	0.1	7.568	A
C-ABD	11	3	661	0.017	11	0.0	0.0	5.545	A
C-D	2	0.39			2				
C-A	51	13			51				

# 2029DS, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Norwich Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Bell Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Mill Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Honingham Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J10	Honingham Road/ Norwich Road/ Bell Road/ Mill Road	Crossroads	Two-way	Two-way	Two-way	Two-way		4.58	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.58	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2029DS	PM	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Norwich Road		ONE HOUR	✓	39	100.000
B - Bell Road		ONE HOUR	✓	52	100.000
C - Mill Road		ONE HOUR	✓	23	100.000
D - Honingham Road		ONE HOUR	✓	24	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	3	36	0
	B - Bell Road	2	0	8	42
	C - Mill Road	12	9	0	2
	D - Honingham Road	0	22	2	0

### Proportions

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0.00	0.07	0.93	0.00
	B - Bell Road	0.05	0.00	0.15	0.80
	C - Mill Road	0.53	0.39	0.00	0.08
	D - Honingham Road	0.00	0.90	0.10	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	1	0	0
	B - Bell Road	1	0	0	0
	C - Mill Road	3	0	0	0
	D - Honingham Road	0	18	0	0

### Average PCU Per Veh

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	1.000	1.013	1.003	1.000
	B - Bell Road	1.009	1.000	1.001	1.003
	C - Mill Road	1.029	1.003	1.000	1.000
	D - Honingham Road	1.000	1.176	1.004	1.000

## Detailed Demand Data

### Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Norwich Road	29	29
	B - Bell Road	39	39
	C - Mill Road	18	18
	D - Honingham Road	18	21
17:00-17:15	A - Norwich Road	35	35
	B - Bell Road	47	47
	C - Mill Road	21	21
	D - Honingham Road	22	25
17:15-17:30	A - Norwich Road	43	43
	B - Bell Road	57	57
	C - Mill Road	26	26
	D - Honingham Road	26	31
17:30-17:45	A - Norwich Road	43	43
	B - Bell Road	57	57
	C - Mill Road	26	26
	D - Honingham Road	26	31
17:45-18:00	A - Norwich Road	35	35
	B - Bell Road	47	47
	C - Mill Road	21	21
	D - Honingham Road	22	25
18:00-18:15	A - Norwich Road	29	29
	B - Bell Road	39	39
	C - Mill Road	18	18
	D - Honingham Road	18	21

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.06	6.97	0.1	A	27	40
B-AD	0.05	7.31	0.1	A	21	32
A-BCD	0.00	0.00	0.0	A	0	0
A-B					2	4
A-C					33	50
D-AB	0.03	8.30	0.0	A	12	18
D-BC	0.03	8.09	0.0	A	14	21
C-ABD	0.02	5.84	0.0	A	9	13
C-D					2	2
C-A					12	17



## Main Results for each time segment

### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22	5	557	0.039	22	0.0	0.0	6.739	A
B-AD	18	4	525	0.033	17	0.0	0.0	7.112	A
A-BCD	0	0	598	0.000	0	0.0	0.0	0.000	A
A-B	2	0.50			2				
A-C	27	7			27				
D-AB	10	2	530	0.018	10	0.0	0.0	8.136	A
D-BC	11	3	531	0.021	11	0.0	0.0	7.929	A
C-ABD	7	2	630	0.011	7	0.0	0.0	5.802	A
C-D	1	0.33			1				
C-A	10	2			10				

### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26	6	554	0.047	26	0.0	0.0	6.836	A
B-AD	21	5	523	0.040	21	0.0	0.0	7.197	A
A-BCD	0	0	597	0.000	0	0.0	0.0	0.000	A
A-B	2	0.59			2				
A-C	33	8			33				
D-AB	11	3	528	0.022	11	0.0	0.0	8.205	A
D-BC	14	3	529	0.028	13	0.0	0.0	7.997	A
C-ABD	8	2	630	0.013	8	0.0	0.0	5.816	A
C-D	2	0.40			2				
C-A	11	3			11				

### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	32	8	549	0.058	32	0.0	0.1	6.972	A
B-AD	26	6	519	0.049	26	0.0	0.1	7.315	A
A-BCD	0	0	598	0.000	0	0.0	0.0	0.000	A
A-B	3	0.73			3				
A-C	40	10			40				
D-AB	14	4	524	0.027	14	0.0	0.0	8.300	A
D-BC	17	4	526	0.031	17	0.0	0.0	8.091	A
C-ABD	10	3	630	0.017	10	0.0	0.0	5.836	A
C-D	2	0.49			2				
C-A	14	3			14				

**17:30 - 17:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	32	8	549	0.058	32	0.1	0.1	6.972	A
B-AD	28	6	519	0.049	28	0.1	0.1	7.315	A
A-BCD	0	0	596	0.000	0	0.0	0.0	0.000	A
A-B	3	0.73			3				
A-C	40	10			40				
D-AB	14	4	524	0.027	14	0.0	0.0	8.300	A
D-BC	17	4	526	0.031	17	0.0	0.0	8.091	A
C-ABD	10	3	630	0.017	10	0.0	0.0	5.836	A
C-D	2	0.49			2				
C-A	14	3			14				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26	6	554	0.047	26	0.1	0.0	6.838	A
B-AD	21	5	523	0.040	21	0.1	0.0	7.201	A
A-BCD	0	0	597	0.000	0	0.0	0.0	0.000	A
A-B	2	0.59			2				
A-C	33	8			33				
D-AB	11	3	528	0.022	12	0.0	0.0	8.206	A
D-BC	14	3	529	0.026	14	0.0	0.0	7.999	A
C-ABD	8	2	630	0.013	8	0.0	0.0	5.820	A
C-D	2	0.40			2				
C-A	11	3			11				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22	5	557	0.039	22	0.0	0.0	6.743	A
B-AD	18	4	525	0.033	18	0.0	0.0	7.116	A
A-BCD	0	0	598	0.000	0	0.0	0.0	0.000	A
A-B	2	0.50			2				
A-C	27	7			27				
D-AB	10	2	530	0.018	10	0.0	0.0	8.140	A
D-BC	11	3	531	0.021	11	0.0	0.0	7.931	A
C-ABD	7	2	630	0.011	7	0.0	0.0	5.805	A
C-D	1	0.33			1				
C-A	10	2			10				

# 2029DS\_Mitigation, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Norwich Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Bell Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Mill Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Honingham Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J10	Honingham Road/ Norwich Road/ Bell Road/ Mill Road	Crossroads	Two-way	Two-way	Two-way	Two-way		4.95	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.95	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2029DS_Mitigation	AM	ONE HOUR	07:15	08:45	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Norwich Road		ONE HOUR	✓	10	100.000
B - Bell Road		ONE HOUR	✓	69	100.000
C - Mill Road		ONE HOUR	✓	52	100.000
D - Honingham Road		ONE HOUR	✓	39	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	3	7	0
	B - Bell Road	32	0	3	35
	C - Mill Road	46	6	0	0.01
	D - Honingham Road	0	39	0.12	0

### Proportions

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0.00	0.31	0.69	0.00
	B - Bell Road	0.45	0.00	0.05	0.50
	C - Mill Road	0.89	0.11	0.00	0.00
	D - Honingham Road	0.00	1.00	0.00	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
	A - Norwich Road	0	0	0	0
	B - Bell Road	0	0	0	0
	C - Mill Road	0	0	0	0
	D - Honingham Road	0	0	0	0

### Average PCU Per Veh

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
	A - Norwich Road	1.000	1.000	1.000	1.000
	B - Bell Road	1.000	1.000	1.000	1.000
	C - Mill Road	1.000	1.002	1.000	1.000
	D - Honingham Road	1.000	1.001	1.000	1.000

## Detailed Demand Data

### Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Norwich Road	7	7
	B - Bell Road	52	52
	C - Mill Road	39	39
	D - Honingham Road	29	30
07:30-07:45	A - Norwich Road	9	9
	B - Bell Road	62	62
	C - Mill Road	46	46
	D - Honingham Road	35	35
07:45-08:00	A - Norwich Road	11	11
	B - Bell Road	76	76
	C - Mill Road	57	57
	D - Honingham Road	43	43
08:00-08:15	A - Norwich Road	11	11
	B - Bell Road	76	76
	C - Mill Road	57	57
	D - Honingham Road	43	43
08:15-08:30	A - Norwich Road	9	9
	B - Bell Road	62	62
	C - Mill Road	46	46
	D - Honingham Road	35	35
08:30-08:45	A - Norwich Road	7	7
	B - Bell Road	52	52
	C - Mill Road	39	39
	D - Honingham Road	29	30

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.05	7.11	0.0	A	20	30
B-AD	0.10	7.75	0.1	A	44	66
A-BCD	0.00	0.00	0.0	A	0	0
A-B					3	4
A-C					6	9
D-AB	0.04	7.23	0.0	A	18	27
D-BC	0.04	7.16	0.0	A	18	27
C-ABD	0.01	5.58	0.0	A	6	9
C-D					0.01	0.01
C-A					41	62

## Main Results for each time segment

### 07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	16	4	539	0.030	16	0.0	0.0	6.878	A
B-AD	36	9	523	0.069	36	0.0	0.1	7.378	A
A-BCD	0	0	593	0.000	0	0.0	0.0	0.000	A
A-B	2	0.57			2				
A-C	5	1			5				
D-AB	15	4	527	0.028	15	0.0	0.0	7.032	A
D-BC	15	4	531	0.028	15	0.0	0.0	6.984	A
C-ABD	5	1	651	0.007	5	0.0	0.0	5.584	A
C-D	0.01	0.00			0.01				
C-A	34	9			34				

### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	535	0.036	19	0.0	0.0	6.975	A
B-AD	43	11	521	0.083	43	0.1	0.1	7.537	A
A-BCD	0	0	591	0.000	0	0.0	0.0	0.000	A
A-B	3	0.69			3				
A-C	6	2			6				
D-AB	18	4	524	0.034	18	0.0	0.0	7.117	A
D-BC	18	4	528	0.033	18	0.0	0.0	7.057	A
C-ABD	6	1	655	0.009	6	0.0	0.0	5.558	A
C-D	0.01	0.00			0.01				
C-A	41	10			41				

### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	6	530	0.045	24	0.0	0.0	7.110	A
B-AD	53	13	517	0.102	52	0.1	0.1	7.750	A
A-BCD	0	0	588	0.000	0	0.0	0.0	0.000	A
A-B	3	0.84			3				
A-C	7	2			7				
D-AB	22	5	520	0.041	22	0.0	0.0	7.232	A
D-BC	22	5	525	0.041	22	0.0	0.0	7.156	A
C-ABD	7	2	660	0.011	7	0.0	0.0	5.522	A
C-D	0.01	0.00			0.01				
C-A	50	12			50				

**08:00 - 08:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	6	530	0.045	24	0.0	0.0	7.111	A
B-AD	53	13	517	0.102	52	0.1	0.1	7.754	A
A-BCD	0	0	588	0.000	0	0.0	0.0	0.000	A
A-B	3	0.84			3				
A-C	7	2			7				
D-AB	22	5	520	0.041	22	0.0	0.0	7.232	A
D-BC	22	5	525	0.041	22	0.0	0.0	7.157	A
C-ABD	7	2	660	0.011	7	0.0	0.0	5.525	A
C-D	0.01	0.00			0.01				
C-A	50	12			50				

**08:15 - 08:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	535	0.036	19	0.0	0.0	6.980	A
B-AD	43	11	521	0.083	43	0.1	0.1	7.543	A
A-BCD	0	0	591	0.000	0	0.0	0.0	0.000	A
A-B	3	0.69			3				
A-C	6	2			6				
D-AB	18	4	524	0.034	18	0.0	0.0	7.121	A
D-BC	18	4	528	0.033	18	0.0	0.0	7.081	A
C-ABD	6	1	655	0.009	6	0.0	0.0	5.580	A
C-D	0.01	0.00			0.01				
C-A	41	10			41				

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	16	4	539	0.030	16	0.0	0.0	6.883	A
B-AD	36	9	523	0.069	36	0.1	0.1	7.393	A
A-BCD	0	0	593	0.000	0	0.0	0.0	0.000	A
A-B	2	0.57			2				
A-C	5	1			5				
D-AB	15	4	527	0.028	15	0.0	0.0	7.036	A
D-BC	15	4	531	0.028	15	0.0	0.0	6.990	A
C-ABD	5	1	651	0.007	5	0.0	0.0	5.584	A
C-D	0.01	0.00			0.01				
C-A	34	9			34				

# 2029DS\_Mitigation, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Norwich Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Bell Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Mill Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Honingham Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J10	Honingham Road/ Norwich Road/ Bell Road/ Mill Road	Crossroads	Two-way	Two-way	Two-way	Two-way		4.88	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.88	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2029DS_Mitigation	PM	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Norwich Road		ONE HOUR	✓	22	100.000
B - Bell Road		ONE HOUR	✓	52	100.000
C - Mill Road		ONE HOUR	✓	15	100.000
D - Honingham Road		ONE HOUR	✓	10	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	2	20	0
	B - Bell Road	16	0	4	32
	C - Mill Road	8	6	0	0.02
	D - Honingham Road	0	9	0.36	0

### Proportions

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0.00	0.08	0.92	0.00
	B - Bell Road	0.31	0.00	0.07	0.62
	C - Mill Road	0.57	0.43	0.00	0.00
	D - Honingham Road	0.00	0.96	0.04	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
	A - Norwich Road	0	0	0	0
	B - Bell Road	0	0	0	0
	C - Mill Road	0	0	0	0
	D - Honingham Road	0	0	0	0

### Average PCU Per Veh

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
	A - Norwich Road	1.000	1.000	1.000	1.000
	B - Bell Road	1.001	1.000	1.001	1.002
	C - Mill Road	1.000	1.000	1.000	1.000
	D - Honingham Road	1.000	1.004	1.000	1.000

## Detailed Demand Data

### Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Norwich Road	16	16
	B - Bell Road	39	39
	C - Mill Road	11	11
	D - Honingham Road	7	7
17:00-17:15	A - Norwich Road	20	20
	B - Bell Road	47	47
	C - Mill Road	13	13
	D - Honingham Road	9	9
17:15-17:30	A - Norwich Road	24	24
	B - Bell Road	58	58
	C - Mill Road	16	16
	D - Honingham Road	11	11
17:30-17:45	A - Norwich Road	24	24
	B - Bell Road	58	58
	C - Mill Road	16	16
	D - Honingham Road	11	11
17:45-18:00	A - Norwich Road	20	20
	B - Bell Road	47	47
	C - Mill Road	13	13
	D - Honingham Road	9	9
18:00-18:15	A - Norwich Road	16	16
	B - Bell Road	39	39
	C - Mill Road	11	11
	D - Honingham Road	7	7

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.04	6.94	0.0	A	19	28
B-AD	0.07	7.34	0.1	A	29	44
A-BCD	0.00	0.00	0.0	A	0	0
A-B					2	2
A-C					18	28
D-AB	0.01	6.85	0.0	A	4	7
D-BC	0.01	6.85	0.0	A	5	7
C-ABD	0.01	5.78	0.0	A	6	9
C-D					0.02	0.03
C-A					8	11



## Main Results for each time segment

### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15	4	549	0.028	15	0.0	0.0	6.758	A
B-AD	24	6	530	0.045	24	0.0	0.0	7.129	A
A-BCD	0	0	600	0.000	0	0.0	0.0	0.000	A
A-B	1	0.31			1				
A-C	15	4			15				
D-AB	4	0.89	536	0.007	4	0.0	0.0	6.788	A
D-BC	4	0.96	536	0.007	4	0.0	0.0	6.788	A
C-ABD	5	1	630	0.008	5	0.0	0.0	5.757	A
C-D	0.01	0.00			0.01				
C-A	6	2			6				

### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	18	5	546	0.034	18	0.0	0.0	6.834	A
B-AD	29	7	528	0.054	29	0.0	0.1	7.220	A
A-BCD	0	0	599	0.000	0	0.0	0.0	0.000	A
A-B	1	0.37			1				
A-C	18	5			18				
D-AB	4	1	534	0.008	4	0.0	0.0	6.814	A
D-BC	5	1	535	0.009	5	0.0	0.0	6.811	A
C-ABD	6	1	630	0.009	6	0.0	0.0	5.766	A
C-D	0.02	0.00			0.02				
C-A	7	2			7				

### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	542	0.042	23	0.0	0.0	6.939	A
B-AD	35	9	526	0.067	35	0.1	0.1	7.344	A
A-BCD	0	0	599	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	22	6			22				
D-AB	5	1	533	0.010	5	0.0	0.0	6.849	A
D-BC	6	1	533	0.011	6	0.0	0.0	6.846	A
C-ABD	7	2	630	0.011	7	0.0	0.0	5.779	A
C-D	0.02	0.01			0.02				
C-A	9	2			9				

**17:30 - 17:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	23	6	542	0.042	23	0.0	0.0	6.939	A
B-AD	35	9	526	0.067	35	0.1	0.1	7.344	A
A-BCD	0	0	599	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	22	6			22				
D-AB	5	1	533	0.010	5	0.0	0.0	6.849	A
D-BC	6	1	533	0.011	6	0.0	0.0	6.846	A
C-ABD	7	2	630	0.011	7	0.0	0.0	5.779	A
C-D	0.02	0.01			0.02				
C-A	9	2			9				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	18	5	546	0.034	18	0.0	0.0	6.836	A
B-AD	29	7	528	0.054	29	0.1	0.1	7.221	A
A-BCD	0	0	599	0.000	0	0.0	0.0	0.000	A
A-B	1	0.37			1				
A-C	18	5			18				
D-AB	4	1	534	0.008	4	0.0	0.0	6.814	A
D-BC	5	1	535	0.009	5	0.0	0.0	6.814	A
C-ABD	6	1	630	0.009	6	0.0	0.0	5.766	A
C-D	0.02	0.00			0.02				
C-A	7	2			7				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	15	4	549	0.028	15	0.0	0.0	6.765	A
B-AD	24	6	530	0.045	24	0.1	0.0	7.133	A
A-BCD	0	0	600	0.000	0	0.0	0.0	0.000	A
A-B	1	0.31			1				
A-C	15	4			15				
D-AB	4	0.89	536	0.007	4	0.0	0.0	6.789	A
D-BC	4	0.96	536	0.007	4	0.0	0.0	6.789	A
C-ABD	5	1	630	0.008	5	0.0	0.0	5.760	A
C-D	0.01	0.00			0.01				
C-A	6	2			6				

# 2039DM, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Norwich Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Bell Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Mill Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Honingham Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J10	Honingham Road/ Norwich Road/ Bell Road/ Mill Road	Crossroads	Two-way	Two-way	Two-way	Two-way		4.66	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.66	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2039DM	AM	ONE HOUR	07:15	08:45	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Norwich Road		ONE HOUR	✓	17	100.000
B - Bell Road		ONE HOUR	✓	61	100.000
C - Mill Road		ONE HOUR	✓	75	100.000
D - Honingham Road		ONE HOUR	✓	57	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	4	13	0
	B - Bell Road	5	0	7	49
	C - Mill Road	64	9	0	2
	D - Honingham Road	0	56	1	0

### Proportions

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0.00	0.23	0.77	0.00
	B - Bell Road	0.08	0.00	0.11	0.81
	C - Mill Road	0.84	0.12	0.00	0.03
	D - Honingham Road	0.00	0.98	0.02	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
	A - Norwich Road	0	14	2	0
	B - Bell Road	0	0	2	4
	C - Mill Road	0	0	0	0
	D - Honingham Road	0	5	0	0

### Average PCU Per Veh

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
	A - Norwich Road	1.000	1.145	1.020	1.000
	B - Bell Road	1.002	1.000	1.016	1.036
	C - Mill Road	1.000	1.000	1.000	1.000
	D - Honingham Road	1.000	1.053	1.000	1.000

## Detailed Demand Data

### Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Norwich Road	13	13
	B - Bell Road	46	47
	C - Mill Road	57	57
	D - Honingham Road	43	45
07:30-07:45	A - Norwich Road	15	16
	B - Bell Road	55	57
	C - Mill Road	68	68
	D - Honingham Road	51	54
07:45-08:00	A - Norwich Road	19	20
	B - Bell Road	67	69
	C - Mill Road	83	83
	D - Honingham Road	63	66
08:00-08:15	A - Norwich Road	19	20
	B - Bell Road	67	69
	C - Mill Road	83	83
	D - Honingham Road	63	66
08:15-08:30	A - Norwich Road	15	16
	B - Bell Road	55	57
	C - Mill Road	68	68
	D - Honingham Road	51	54
08:30-08:45	A - Norwich Road	13	13
	B - Bell Road	46	47
	C - Mill Road	57	57
	D - Honingham Road	43	45

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.07	7.43	0.1	A	30	45
B-AD	0.07	7.72	0.1	A	28	42
A-BCD	0.00	0.00	0.0	A	0	0
A-B					4	6
A-C					12	18
D-AB	0.06	7.96	0.1	A	27	41
D-BC	0.07	7.84	0.1	A	28	42
C-ABD	0.02	5.53	0.0	A	9	14
C-D					2	3
C-A					58	88

## Main Results for each time segment

### 07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	8	545	0.045	24	0.0	0.0	7.132	A
B-AD	23	8	522	0.044	23	0.0	0.0	7.433	A
A-BCD	0	0	588	0.000	0	0.0	0.0	0.000	A
A-B	3	0.85			3				
A-C	10	2			10				
D-AB	22	8	519	0.043	22	0.0	0.0	7.622	A
D-BC	23	8	525	0.044	23	0.0	0.0	7.538	A
C-ABD	8	2	659	0.012	8	0.0	0.0	5.525	A
C-D	2	0.45			2				
C-A	47	12			47				

### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	7	541	0.054	29	0.0	0.1	7.255	A
B-AD	27	7	519	0.053	27	0.0	0.1	7.551	A
A-BCD	0	0	585	0.000	0	0.0	0.0	0.000	A
A-B	4	1			4				
A-C	12	3			12				
D-AB	27	7	515	0.052	27	0.0	0.1	7.764	A
D-BC	27	7	521	0.053	27	0.0	0.1	7.662	A
C-ABD	9	2	665	0.014	9	0.0	0.0	5.491	A
C-D	2	0.53			2				
C-A	56	14			56				

### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	36	9	536	0.067	36	0.1	0.1	7.426	A
B-AD	33	8	514	0.065	33	0.1	0.1	7.714	A
A-BCD	0	0	581	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	15	4			15				
D-AB	33	8	509	0.064	33	0.1	0.1	7.962	A
D-BC	34	8	517	0.065	34	0.1	0.1	7.835	A
C-ABD	12	3	673	0.017	12	0.0	0.0	5.445	A
C-D	3	0.65			3				
C-A	69	17			69				

**08:00 - 08:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	36	9	536	0.067	36	0.1	0.1	7.426	A
B-AD	33	8	514	0.065	33	0.1	0.1	7.716	A
A-BCD	0	0	581	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	15	4			15				
D-AB	33	8	509	0.064	33	0.1	0.1	7.964	A
D-BC	34	8	517	0.065	34	0.1	0.1	7.836	A
C-ABD	12	3	673	0.017	12	0.0	0.0	5.445	A
C-D	3	0.65			3				
C-A	69	17			69				

**08:15 - 08:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	7	541	0.054	29	0.1	0.1	7.280	A
B-AD	27	7	519	0.053	27	0.1	0.1	7.553	A
A-BCD	0	0	585	0.000	0	0.0	0.0	0.000	A
A-B	4	1			4				
A-C	12	3			12				
D-AB	27	7	515	0.052	27	0.1	0.1	7.788	A
D-BC	27	7	521	0.053	28	0.1	0.1	7.667	A
C-ABD	9	2	665	0.014	9	0.0	0.0	5.494	A
C-D	2	0.53			2				
C-A	56	14			56				

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	6	545	0.045	25	0.1	0.0	7.140	A
B-AD	23	6	522	0.044	23	0.1	0.0	7.441	A
A-BCD	0	0	588	0.000	0	0.0	0.0	0.000	A
A-B	3	0.85			3				
A-C	10	2			10				
D-AB	22	6	519	0.043	22	0.1	0.0	7.631	A
D-BC	23	6	525	0.044	23	0.1	0.0	7.543	A
C-ABD	8	2	659	0.012	8	0.0	0.0	5.525	A
C-D	2	0.45			2				
C-A	47	12			47				

# 2039DM, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Norwich Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Bell Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Mill Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Honingham Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J10	Honingham Road/ Norwich Road/ Bell Road/ Mill Road	Crossroads	Two-way	Two-way	Two-way	Two-way		4.22	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.22	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2039DM	PM	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Norwich Road		ONE HOUR	✓	27	100.000
B - Bell Road		ONE HOUR	✓	42	100.000
C - Mill Road		ONE HOUR	✓	25	100.000
D - Honingham Road		ONE HOUR	✓	20	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	2	25	0
	B - Bell Road	1	0	7	34
	C - Mill Road	14	7	0	4
	D - Honingham Road	0	18	1	0

### Proportions

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0.00	0.07	0.93	0.00
	B - Bell Road	0.03	0.00	0.17	0.79
	C - Mill Road	0.57	0.26	0.00	0.17
	D - Honingham Road	0.00	0.93	0.07	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
	A - Norwich Road	0	2	0	0
	B - Bell Road	2	0	0	3
	C - Mill Road	3	3	0	0
	D - Honingham Road	0	2	0	0

### Average PCU Per Veh

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
	A - Norwich Road	1.000	1.018	1.004	1.000
	B - Bell Road	1.018	1.000	1.001	1.025
	C - Mill Road	1.029	1.029	1.000	1.000
	D - Honingham Road	1.000	1.020	1.000	1.000

## Detailed Demand Data

### Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Norwich Road	20	21
	B - Bell Road	32	33
	C - Mill Road	19	19
	D - Honingham Road	15	15
17:00-17:15	A - Norwich Road	24	24
	B - Bell Road	38	39
	C - Mill Road	23	23
	D - Honingham Road	18	18
17:15-17:30	A - Norwich Road	30	30
	B - Bell Road	47	48
	C - Mill Road	28	29
	D - Honingham Road	22	22
17:30-17:45	A - Norwich Road	30	30
	B - Bell Road	47	48
	C - Mill Road	28	29
	D - Honingham Road	22	22
17:45-18:00	A - Norwich Road	24	24
	B - Bell Road	38	39
	C - Mill Road	23	23
	D - Honingham Road	18	18
18:00-18:15	A - Norwich Road	20	21
	B - Bell Road	32	33
	C - Mill Road	19	19
	D - Honingham Road	15	15

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.05	6.90	0.1	A	23	34
B-AD	0.04	7.34	0.0	A	17	28
A-BCD	0.00	0.00	0.0	A	0	0
A-B					2	3
A-C					23	35
D-AB	0.02	7.10	0.0	A	9	13
D-BC	0.02	7.08	0.0	A	10	15
C-ABD	0.01	5.90	0.0	A	7	10
C-D					4	6
C-A					13	20



## Main Results for each time segment

### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	564	0.033	18	0.0	0.0	6.714	A
B-AD	14	4	528	0.027	14	0.0	0.0	7.177	A
A-BCD	0	0	598	0.000	0	0.0	0.0	0.000	A
A-B	2	0.38			2				
A-C	19	5			19				
D-AB	7	2	532	0.013	7	0.0	0.0	6.991	A
D-BC	8	2	533	0.015	8	0.0	0.0	6.974	A
C-ABD	5	1	634	0.008	5	0.0	0.0	5.889	A
C-D	3	0.80			3				
C-A	11	3			11				

### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22	6	562	0.040	22	0.0	0.0	6.792	A
B-AD	17	4	526	0.032	17	0.0	0.0	7.245	A
A-BCD	0	0	597	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	23	6			23				
D-AB	8	2	530	0.016	8	0.0	0.0	7.036	A
D-BC	10	2	531	0.018	10	0.0	0.0	7.020	A
C-ABD	6	2	635	0.010	6	0.0	0.0	5.891	A
C-D	4	0.95			4				
C-A	13	3			13				

### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27	7	558	0.049	27	0.0	0.1	6.900	A
B-AD	21	5	523	0.039	21	0.0	0.0	7.337	A
A-BCD	0	0	595	0.000	0	0.0	0.0	0.000	A
A-B	2	0.55			2				
A-C	28	7			28				
D-AB	10	3	527	0.020	10	0.0	0.0	7.099	A
D-BC	12	3	529	0.022	12	0.0	0.0	7.083	A
C-ABD	8	2	636	0.012	8	0.0	0.0	5.895	A
C-D	5	1			5				
C-A	16	4			16				

**17:30 - 17:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	27	7	558	0.049	27	0.1	0.1	6.900	A
B-AD	21	5	523	0.039	21	0.0	0.0	7.337	A
A-BCD	0	0	595	0.000	0	0.0	0.0	0.000	A
A-B	2	0.55			2				
A-C	28	7			28				
D-AB	10	3	527	0.020	10	0.0	0.0	7.099	A
D-BC	12	3	529	0.022	12	0.0	0.0	7.083	A
C-ABD	8	2	636	0.012	8	0.0	0.0	5.897	A
C-D	5	1			5				
C-A	16	4			16				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	22	6	561	0.040	22	0.1	0.0	6.794	A
B-AD	17	4	526	0.032	17	0.0	0.0	7.249	A
A-BCD	0	0	597	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	23	6			23				
D-AB	8	2	530	0.016	8	0.0	0.0	7.036	A
D-BC	10	2	531	0.018	10	0.0	0.0	7.023	A
C-ABD	6	2	635	0.010	6	0.0	0.0	5.891	A
C-D	4	0.95			4				
C-A	13	3			13				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	19	5	564	0.033	19	0.0	0.0	6.718	A
B-AD	14	4	528	0.027	14	0.0	0.0	7.183	A
A-BCD	0	0	598	0.000	0	0.0	0.0	0.000	A
A-B	2	0.38			2				
A-C	19	5			19				
D-AB	7	2	532	0.013	7	0.0	0.0	6.994	A
D-BC	8	2	533	0.015	8	0.0	0.0	6.975	A
C-ABD	5	1	634	0.008	5	0.0	0.0	5.891	A
C-D	3	0.80			3				
C-A	11	3			11				

# 2039DS, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Norwich Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Bell Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Mill Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Honingham Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J10	Honingham Road/ Norwich Road/ Bell Road/ Mill Road	Crossroads	Two-way	Two-way	Two-way	Two-way		5.62	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.62	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2039DS	AM	ONE HOUR	07:15	08:45	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Norwich Road		ONE HOUR	✓	16	100.000
B - Bell Road		ONE HOUR	✓	90	100.000
C - Mill Road		ONE HOUR	✓	68	100.000
D - Honingham Road		ONE HOUR	✓	73	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	4	12	0
	B - Bell Road	5	0	7	78
	C - Mill Road	56	11	0	2
	D - Honingham Road	0	71	2	0

### Proportions

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0.00	0.25	0.75	0.00
	B - Bell Road	0.05	0.00	0.08	0.87
	C - Mill Road	0.81	0.16	0.00	0.03
	D - Honingham Road	0.00	0.97	0.03	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	15	2	0
	B - Bell Road	0	0	2	4
	C - Mill Road	0	0	0	0
	D - Honingham Road	0	6	0	0

### Average PCU Per Veh

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	1.000	1.147	1.022	1.000
	B - Bell Road	1.002	1.000	1.015	1.041
	C - Mill Road	1.000	1.000	1.000	1.000
	D - Honingham Road	1.000	1.062	1.002	1.000

## Detailed Demand Data

### Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Norwich Road	12	12
	B - Bell Road	68	70
	C - Mill Road	51	51
	D - Honingham Road	55	58
07:30-07:45	A - Norwich Road	14	15
	B - Bell Road	81	84
	C - Mill Road	61	61
	D - Honingham Road	65	69
07:45-08:00	A - Norwich Road	17	18
	B - Bell Road	99	103
	C - Mill Road	75	75
	D - Honingham Road	80	85
08:00-08:15	A - Norwich Road	17	18
	B - Bell Road	99	103
	C - Mill Road	75	75
	D - Honingham Road	80	85
08:15-08:30	A - Norwich Road	14	15
	B - Bell Road	81	84
	C - Mill Road	61	61
	D - Honingham Road	65	69
08:30-08:45	A - Norwich Road	12	12
	B - Bell Road	68	70
	C - Mill Road	51	51
	D - Honingham Road	55	58

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.10	7.92	0.1	A	44	66
B-AD	0.10	8.01	0.1	A	42	62
A-BCD	0.00	0.00	0.0	A	0	0
A-B					4	6
A-C					11	17
D-AB	0.08	8.19	0.1	A	35	52
D-BC	0.08	8.04	0.1	A	36	54
C-ABD	0.02	5.57	0.0	A	11	16
C-D					2	2
C-A					50	75

## Main Results for each time segment

### 07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	36	9	535	0.068	36	0.0	0.1	7.477	A
B-AD	34	9	523	0.065	34	0.0	0.1	7.628	A
A-BCD	0	0	590	0.000	0	0.0	0.0	0.000	A
A-B	3	0.85			3				
A-C	9	2			9				
D-AB	28	7	519	0.055	28	0.0	0.1	7.782	A
D-BC	30	7	526	0.057	30	0.0	0.1	7.678	A
C-ABD	9	2	655	0.013	9	0.0	0.0	5.568	A
C-D	1	0.34			1				
C-A	41	10			41				

### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	43	11	530	0.081	43	0.1	0.1	7.661	A
B-AD	41	10	520	0.078	41	0.1	0.1	7.786	A
A-BCD	0	0	587	0.000	0	0.0	0.0	0.000	A
A-B	4	1			4				
A-C	11	3			11				
D-AB	34	8	515	0.066	34	0.1	0.1	7.953	A
D-BC	36	9	522	0.068	35	0.1	0.1	7.828	A
C-ABD	11	3	660	0.016	11	0.0	0.0	5.542	A
C-D	2	0.41			2				
C-A	49	12			49				

### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	53	13	524	0.101	53	0.1	0.1	7.916	A
B-AD	50	12	515	0.097	50	0.1	0.1	8.006	A
A-BCD	0	0	583	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	13	3			13				
D-AB	41	10	508	0.082	41	0.1	0.1	8.192	A
D-BC	43	11	518	0.084	43	0.1	0.1	8.035	A
C-ABD	13	3	667	0.020	13	0.0	0.0	5.507	A
C-D	2	0.50			2				
C-A	60	15			60				

**08:00 - 08:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	53	13	524	0.101	53	0.1	0.1	7.919	A
B-AD	50	12	515	0.097	50	0.1	0.1	8.010	A
A-BCD	0	0	583	0.000	0	0.0	0.0	0.000	A
A-B	5	1			5				
A-C	13	3			13				
D-AB	41	10	508	0.082	41	0.1	0.1	8.194	A
D-BC	43	11	518	0.084	43	0.1	0.1	8.037	A
C-ABD	13	3	667	0.020	13	0.0	0.0	5.509	A
C-D	2	0.50			2				
C-A	60	15			60				

**08:15 - 08:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	43	11	530	0.081	43	0.1	0.1	7.668	A
B-AD	41	10	520	0.078	41	0.1	0.1	7.792	A
A-BCD	0	0	587	0.000	0	0.0	0.0	0.000	A
A-B	4	1			4				
A-C	11	3			11				
D-AB	34	8	515	0.066	34	0.1	0.1	7.958	A
D-BC	36	9	522	0.068	36	0.1	0.1	7.832	A
C-ABD	11	3	660	0.016	11	0.0	0.0	5.545	A
C-D	2	0.41			2				
C-A	49	12			49				

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	36	9	535	0.068	36	0.1	0.1	7.493	A
B-AD	34	9	523	0.065	34	0.1	0.1	7.636	A
A-BCD	0	0	590	0.000	0	0.0	0.0	0.000	A
A-B	3	0.85			3				
A-C	9	2			9				
D-AB	28	7	519	0.055	28	0.1	0.1	7.795	A
D-BC	30	7	526	0.057	30	0.1	0.1	7.690	A
C-ABD	9	2	655	0.013	9	0.0	0.0	5.568	A
C-D	1	0.34			1				
C-A	41	10			41				

# 2039DS, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Norwich Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Bell Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Mill Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Honingham Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J10	Honingham Road/ Norwich Road/ Bell Road/ Mill Road	Crossroads	Two-way	Two-way	Two-way	Two-way		5.17	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.17	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2039DS	PM	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Norwich Road		ONE HOUR	✓	32	100.000
B - Bell Road		ONE HOUR	✓	58	100.000
C - Mill Road		ONE HOUR	✓	20	100.000
D - Honingham Road		ONE HOUR	✓	38	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	2	31	0
	B - Bell Road	1	0	8	49
	C - Mill Road	11	7	0	2
	D - Honingham Road	0	38	2	0

### Proportions

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0.00	0.06	0.94	0.00
	B - Bell Road	0.02	0.00	0.13	0.84
	C - Mill Road	0.57	0.35	0.00	0.08
	D - Honingham Road	0.00	0.96	0.04	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	2	0	0
	B - Bell Road	2	0	0	0
	C - Mill Road	3	0	0	0
	D - Honingham Road	0	11	1	0

### Average PCU Per Veh

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	1.000	1.018	1.003	1.000
	B - Bell Road	1.015	1.000	1.001	1.004
	C - Mill Road	1.030	1.000	1.000	1.000
	D - Honingham Road	1.000	1.113	1.013	1.000

## Detailed Demand Data

### Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Norwich Road	24	25
	B - Bell Road	44	44
	C - Mill Road	15	15
	D - Honingham Road	29	32
17:00-17:15	A - Norwich Road	29	29
	B - Bell Road	52	52
	C - Mill Road	18	18
	D - Honingham Road	34	38
17:15-17:30	A - Norwich Road	36	36
	B - Bell Road	64	64
	C - Mill Road	22	22
	D - Honingham Road	42	46
17:30-17:45	A - Norwich Road	36	36
	B - Bell Road	64	64
	C - Mill Road	22	22
	D - Honingham Road	42	46
17:45-18:00	A - Norwich Road	29	29
	B - Bell Road	52	52
	C - Mill Road	18	18
	D - Honingham Road	34	38
18:00-18:15	A - Norwich Road	24	25
	B - Bell Road	44	44
	C - Mill Road	15	15
	D - Honingham Road	29	32

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.07	7.06	0.1	A	30	44
B-AD	0.05	7.32	0.1	A	24	36
A-BCD	0.00	0.00	0.0	A	0	0
A-B					2	3
A-C					28	42
D-AB	0.04	7.96	0.0	A	19	28
D-BC	0.05	7.87	0.1	A	20	30
C-ABD	0.01	5.79	0.0	A	6	10
C-D					1	2
C-A					10	16



## Main Results for each time segment

### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	6	554	0.044	24	0.0	0.0	6.817	A
B-AD	20	5	527	0.037	19	0.0	0.0	7.115	A
A-BCD	0	0	599	0.000	0	0.0	0.0	0.000	A
A-B	2	0.38			2				
A-C	23	6			23				
D-AB	15	4	530	0.029	15	0.0	0.0	7.776	A
D-BC	16	4	534	0.031	16	0.0	0.0	7.688	A
C-ABD	5	1	630	0.008	5	0.0	0.0	5.761	A
C-D	1	0.30			1				
C-A	9	2			9				

### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	7	551	0.053	29	0.0	0.1	6.920	A
B-AD	23	6	525	0.044	23	0.0	0.0	7.200	A
A-BCD	0	0	598	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	28	7			28				
D-AB	18	5	528	0.035	18	0.0	0.0	7.861	A
D-BC	20	5	532	0.037	20	0.0	0.0	7.765	A
C-ABD	6	2	630	0.010	6	0.0	0.0	5.771	A
C-D	1	0.36			1				
C-A	10	3			10				

### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	36	9	547	0.065	35	0.1	0.1	7.063	A
B-AD	28	7	522	0.055	28	0.0	0.1	7.318	A
A-BCD	0	0	597	0.000	0	0.0	0.0	0.000	A
A-B	2	0.55			2				
A-C	34	8			34				
D-AB	22	6	525	0.043	22	0.0	0.0	7.977	A
D-BC	24	6	529	0.045	24	0.0	0.1	7.869	A
C-ABD	8	2	630	0.012	8	0.0	0.0	5.784	A
C-D	2	0.44			2				
C-A	13	3			13				

**17:30 - 17:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	38	9	547	0.085	38	0.1	0.1	7.083	A
B-AD	28	7	522	0.055	28	0.1	0.1	7.318	A
A-BCD	0	0	597	0.000	0	0.0	0.0	0.000	A
A-B	2	0.55			2				
A-C	34	8			34				
D-AB	22	8	525	0.043	22	0.0	0.0	7.977	A
D-BC	24	8	529	0.045	24	0.1	0.1	7.889	A
C-ABD	8	2	630	0.012	8	0.0	0.0	5.787	A
C-D	2	0.44			2				
C-A	13	3			13				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	29	7	551	0.053	29	0.1	0.1	6.922	A
B-AD	23	6	525	0.044	23	0.1	0.0	7.205	A
A-BCD	0	0	598	0.000	0	0.0	0.0	0.000	A
A-B	2	0.45			2				
A-C	28	7			28				
D-AB	18	5	528	0.035	18	0.0	0.0	7.883	A
D-BC	20	5	532	0.037	20	0.1	0.0	7.786	A
C-ABD	6	2	630	0.010	6	0.0	0.0	5.772	A
C-D	1	0.36			1				
C-A	10	3			10				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	24	6	553	0.044	24	0.1	0.0	6.824	A
B-AD	20	5	527	0.037	20	0.0	0.0	7.122	A
A-BCD	0	0	599	0.000	0	0.0	0.0	0.000	A
A-B	2	0.38			2				
A-C	23	6			23				
D-AB	15	4	530	0.029	15	0.0	0.0	7.783	A
D-BC	16	4	533	0.031	16	0.0	0.0	7.694	A
C-ABD	5	1	630	0.008	5	0.0	0.0	5.764	A
C-D	1	0.30			1				
C-A	9	2			9				

# 2039DS\_Mitigation, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Norwich Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Bell Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Mill Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Honingham Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J10	Honingham Road/ Norwich Road/ Bell Road/ Mill Road	Crossroads	Two-way	Two-way	Two-way	Two-way		5.63	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.63	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2039DS_Mitigation	AM	ONE HOUR	07:15	08:45	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Norwich Road		ONE HOUR	✓	8	100.000
B - Bell Road		ONE HOUR	✓	80	100.000
C - Mill Road		ONE HOUR	✓	39	100.000
D - Honingham Road		ONE HOUR	✓	44	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	3	5	0
	B - Bell Road	31	0	3	46
	C - Mill Road	33	6	0	0.00
	D - Honingham Road	0	44	0.12	0

### Proportions

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0.00	0.39	0.61	0.00
	B - Bell Road	0.38	0.00	0.04	0.58
	C - Mill Road	0.86	0.14	0.00	0.00
	D - Honingham Road	0.00	1.00	0.00	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	0	0	0
	B - Bell Road	0	0	0	0
	C - Mill Road	0	0	0	0
	D - Honingham Road	0	0	0	0

### Average PCU Per Veh

From		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	1.000	1.000	1.000	1.000
	B - Bell Road	1.001	1.000	1.001	1.002
	C - Mill Road	1.000	1.000	1.000	1.000
	D - Honingham Road	1.000	1.004	1.000	1.000

## Detailed Demand Data

### Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:15-07:30	A - Norwich Road	6	6
	B - Bell Road	60	60
	C - Mill Road	29	29
	D - Honingham Road	33	33
07:30-07:45	A - Norwich Road	7	7
	B - Bell Road	72	72
	C - Mill Road	35	35
	D - Honingham Road	39	40
07:45-08:00	A - Norwich Road	9	9
	B - Bell Road	88	88
	C - Mill Road	42	42
	D - Honingham Road	48	48
08:00-08:15	A - Norwich Road	9	9
	B - Bell Road	88	88
	C - Mill Road	42	42
	D - Honingham Road	48	48
08:15-08:30	A - Norwich Road	7	7
	B - Bell Road	72	72
	C - Mill Road	35	35
	D - Honingham Road	39	40
08:30-08:45	A - Norwich Road	6	6
	B - Bell Road	60	60
	C - Mill Road	29	29
	D - Honingham Road	33	33

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.06	7.28	0.1	A	25	38
B-AD	0.11	7.80	0.1	A	48	72
A-BCD	0.00	0.00	0.0	A	0	0
A-B					3	4
A-C					4	6
D-AB	0.05	7.23	0.0	A	20	30
D-BC	0.05	7.15	0.0	A	20	30
C-ABD	0.01	5.62	0.0	A	5	8
C-D					0.00	0.00
C-A					30	45

## Main Results for each time segment

### 07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	5	535	0.038	20	0.0	0.0	7.010	A
B-AD	40	10	526	0.078	40	0.0	0.1	7.414	A
A-BCD	0	0	596	0.000	0	0.0	0.0	0.000	A
A-B	2	0.57			2				
A-C	4	0.88			4				
D-AB	17	4	529	0.031	16	0.0	0.0	7.039	A
D-BC	17	4	534	0.031	16	0.0	0.0	6.985	A
C-ABD	4	1	645	0.007	4	0.0	0.0	5.620	A
C-D	0.00	0.00			0.00				
C-A	25	6			25				

### 07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	25	6	531	0.047	25	0.0	0.0	7.121	A
B-AD	47	12	523	0.091	47	0.1	0.1	7.578	A
A-BCD	0	0	594	0.000	0	0.0	0.0	0.000	A
A-B	3	0.69			3				
A-C	4	1			4				
D-AB	20	5	527	0.037	20	0.0	0.0	7.122	A
D-BC	20	5	532	0.037	20	0.0	0.0	7.055	A
C-ABD	5	1	648	0.008	5	0.0	0.0	5.602	A
C-D	0.00	0.00			0.00				
C-A	29	7			29				

### 07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	31	8	526	0.058	31	0.0	0.1	7.276	A
B-AD	58	14	520	0.111	58	0.1	0.1	7.801	A
A-BCD	0	0	592	0.000	0	0.0	0.0	0.000	A
A-B	3	0.84			3				
A-C	5	1			5				
D-AB	24	6	523	0.046	24	0.0	0.0	7.235	A
D-BC	24	6	529	0.046	24	0.0	0.0	7.150	A
C-ABD	6	2	652	0.010	6	0.0	0.0	5.579	A
C-D	0.00	0.00			0.00				
C-A	36	9			36				

**08:00 - 08:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	31	8	526	0.058	31	0.1	0.1	7.277	A
B-AD	58	14	520	0.111	58	0.1	0.1	7.804	A
A-BCD	0	0	592	0.000	0	0.0	0.0	0.000	A
A-B	3	0.84			3				
A-C	5	1			5				
D-AB	24	6	523	0.046	24	0.0	0.0	7.235	A
D-BC	24	6	529	0.046	24	0.0	0.0	7.150	A
C-ABD	6	2	652	0.010	6	0.0	0.0	5.581	A
C-D	0.00	0.00			0.00				
C-A	36	9			36				

**08:15 - 08:30**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	25	6	531	0.047	25	0.1	0.0	7.123	A
B-AD	47	12	523	0.091	47	0.1	0.1	7.585	A
A-BCD	0	0	594	0.000	0	0.0	0.0	0.000	A
A-B	3	0.69			3				
A-C	4	1			4				
D-AB	20	5	527	0.037	20	0.0	0.0	7.123	A
D-BC	20	5	532	0.037	20	0.0	0.0	7.056	A
C-ABD	5	1	648	0.008	5	0.0	0.0	5.603	A
C-D	0.00	0.00			0.00				
C-A	29	7			29				

**08:30 - 08:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	5	535	0.038	21	0.0	0.0	7.016	A
B-AD	40	10	526	0.076	40	0.1	0.1	7.429	A
A-BCD	0	0	596	0.000	0	0.0	0.0	0.000	A
A-B	2	0.57			2				
A-C	4	0.88			4				
D-AB	17	4	529	0.031	17	0.0	0.0	7.046	A
D-BC	17	4	534	0.031	17	0.0	0.0	6.991	A
C-ABD	4	1	645	0.007	4	0.0	0.0	5.622	A
C-D	0.00	0.00			0.00				
C-A	25	6			25				

# 2039DS\_Mitigation, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - Norwich Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	B - Bell Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
Warning	Major arm width	C - Mill Road - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Minor arm visibility to right	D - Honingham Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

## Junction Network

### Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J10	Honingham Road/ Norwich Road/ Bell Road/ Mill Road	Crossroads	Two-way	Two-way	Two-way	Two-way		5.46	A

### Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.46	A

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2039DS_Mitigation	PM	ONE HOUR	16:45	18:15	15	✓

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

### Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Norwich Road		ONE HOUR	✓	16	100.000
B - Bell Road		ONE HOUR	✓	57	100.000
C - Mill Road		ONE HOUR	✓	12	100.000
D - Honingham Road		ONE HOUR	✓	19	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	2	15	0
	B - Bell Road	15	0	4	38
	C - Mill Road	7	5	0	0.01
	D - Honingham Road	0	17	2	0

### Proportions

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0.00	0.10	0.90	0.00
	B - Bell Road	0.27	0.00	0.07	0.66
	C - Mill Road	0.60	0.39	0.00	0.00
	D - Honingham Road	0.00	0.89	0.11	0.00

## Vehicle Mix

### Heavy Vehicle Percentages

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	0	0	0	0
	B - Bell Road	0	0	0	0
	C - Mill Road	0	0	0	0
	D - Honingham Road	0	0	0	0

### Average PCU Per Veh

		To			
		A - Norwich Road	B - Bell Road	C - Mill Road	D - Honingham Road
From	A - Norwich Road	1.000	1.000	1.000	1.000
	B - Bell Road	1.001	1.000	1.001	1.002
	C - Mill Road	1.000	1.000	1.000	1.000
	D - Honingham Road	1.000	1.004	1.000	1.000

## Detailed Demand Data

### Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Norwich Road	12	12
	B - Bell Road	43	43
	C - Mill Road	9	9
	D - Honingham Road	14	14
17:00-17:15	A - Norwich Road	15	15
	B - Bell Road	51	51
	C - Mill Road	11	11
	D - Honingham Road	17	17
17:15-17:30	A - Norwich Road	18	18
	B - Bell Road	62	62
	C - Mill Road	13	13
	D - Honingham Road	21	21
17:30-17:45	A - Norwich Road	18	18
	B - Bell Road	62	62
	C - Mill Road	13	13
	D - Honingham Road	21	21
17:45-18:00	A - Norwich Road	15	15
	B - Bell Road	51	51
	C - Mill Road	11	11
	D - Honingham Road	17	17
18:00-18:15	A - Norwich Road	12	12
	B - Bell Road	43	43
	C - Mill Road	9	9
	D - Honingham Road	14	14

## Results

### Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.05	7.00	0.0	A	21	32
B-AD	0.07	7.35	0.1	A	31	46
A-BCD	0.00	0.00	0.0	A	0	0
A-B					2	2
A-C					14	20
D-AB	0.02	6.90	0.0	A	8	12
D-BC	0.02	6.92	0.0	A	10	14
C-ABD	0.01	5.76	0.0	A	4	6
C-D					0.01	0.01
C-A					6	10



## Main Results for each time segment

### 16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	17	4	547	0.032	17	0.0	0.0	6.808	A
B-AD	25	6	531	0.048	25	0.0	0.0	7.132	A
A-BCD	0	0	601	0.000	0	0.0	0.0	0.000	A
A-B	1	0.31			1				
A-C	11	3			11				
D-AB	6	2	536	0.012	6	0.0	0.0	6.821	A
D-BC	8	2	536	0.015	8	0.0	0.0	6.835	A
C-ABD	4	0.88	630	0.008	3	0.0	0.0	5.741	A
C-D	0.00	0.00			0.00				
C-A	5	1			5				

### 17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	5	544	0.038	21	0.0	0.0	6.887	A
B-AD	30	8	529	0.057	30	0.0	0.1	7.222	A
A-BCD	0	0	600	0.000	0	0.0	0.0	0.000	A
A-B	1	0.37			1				
A-C	13	3			13				
D-AB	8	2	535	0.014	8	0.0	0.0	6.853	A
D-BC	9	2	535	0.018	9	0.0	0.0	6.871	A
C-ABD	4	1	630	0.007	4	0.0	0.0	5.747	A
C-D	0.01	0.00			0.01				
C-A	6	2			6				

### 17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	26	6	541	0.047	26	0.0	0.0	6.995	A
B-AD	37	9	527	0.070	37	0.1	0.1	7.348	A
A-BCD	0	0	600	0.000	0	0.0	0.0	0.000	A
A-B	2	0.46			2				
A-C	16	4			16				
D-AB	9	2	533	0.017	9	0.0	0.0	6.898	A
D-BC	11	3	533	0.022	11	0.0	0.0	6.922	A
C-ABD	5	1	631	0.008	5	0.0	0.0	5.755	A
C-D	0.01	0.00			0.01				
C-A	8	2			8				

**17:30 - 17:45**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	28	8	541	0.047	28	0.0	0.0	6.996	A
B-AD	37	9	527	0.070	37	0.1	0.1	7.348	A
A-BCD	0	0	600	0.000	0	0.0	0.0	0.000	A
A-B	2	0.46			2				
A-C	16	4			16				
D-AB	9	2	533	0.017	9	0.0	0.0	6.898	A
D-BC	11	3	533	0.022	11	0.0	0.0	6.922	A
C-ABD	5	1	631	0.008	5	0.0	0.0	5.758	A
C-D	0.01	0.00			0.01				
C-A	8	2			8				

**17:45 - 18:00**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	21	5	544	0.038	21	0.0	0.0	6.889	A
B-AD	30	8	529	0.057	30	0.1	0.1	7.227	A
A-BCD	0	0	600	0.000	0	0.0	0.0	0.000	A
A-B	1	0.37			1				
A-C	13	3			13				
D-AB	8	2	535	0.014	8	0.0	0.0	6.857	A
D-BC	9	2	535	0.018	9	0.0	0.0	6.872	A
C-ABD	4	1	630	0.007	4	0.0	0.0	5.747	A
C-D	0.01	0.00			0.01				
C-A	6	2			6				

**18:00 - 18:15**

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	17	4	547	0.032	17	0.0	0.0	6.815	A
B-AD	25	6	531	0.048	25	0.1	0.1	7.138	A
A-BCD	0	0	601	0.000	0	0.0	0.0	0.000	A
A-B	1	0.31			1				
A-C	11	3			11				
D-AB	6	2	536	0.012	6	0.0	0.0	6.824	A
D-BC	8	2	536	0.015	8	0.0	0.0	6.836	A
C-ABD	4	0.88	630	0.006	4	0.0	0.0	5.744	A
C-D	0.00	0.00			0.00				
C-A	5	1			5				