Norwich Western Link

Transport Assessment - Appendix 11 – Junction Model Results

Sub Appendix 11w – Junction 30 The Street / Haveringland Road / Shortthorn Road crossroads

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Contents

1 Junction Model Results 3

Figures

Figure 1-1 Junction Assessment Scope 3

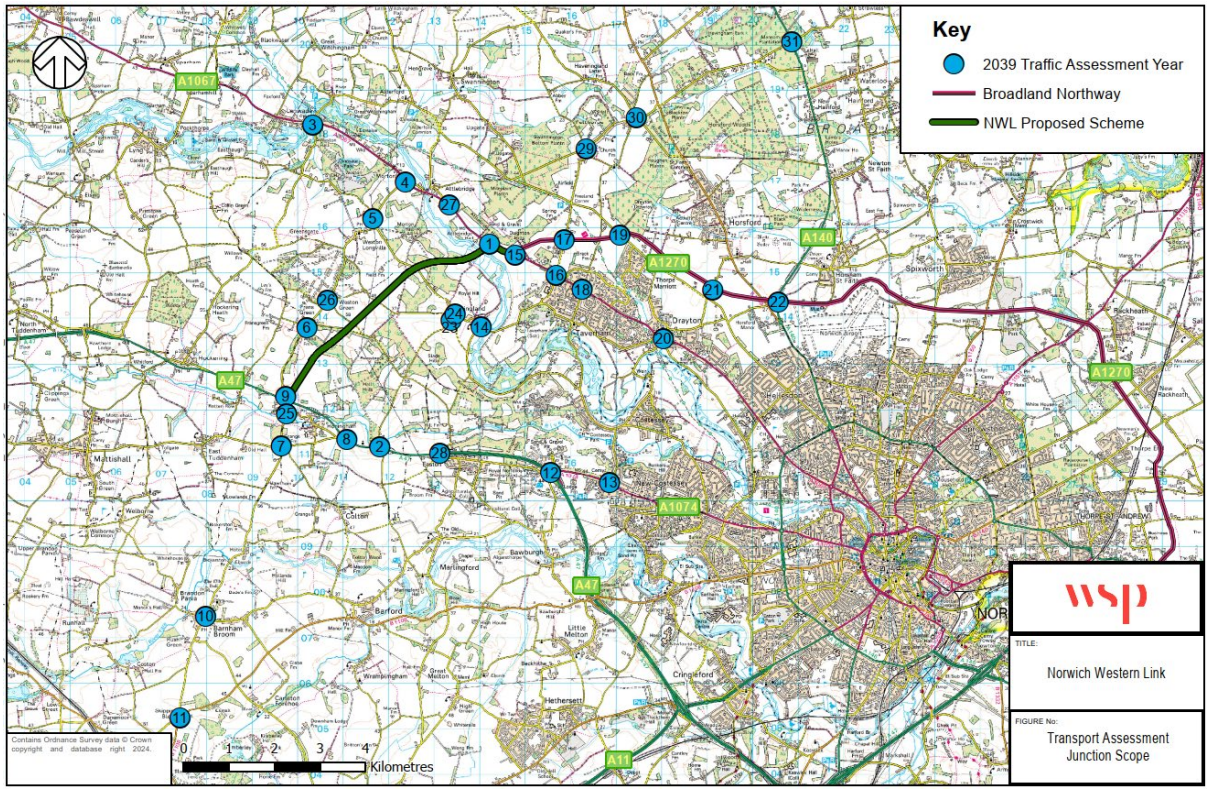
1 Junction Model Results

1.1.1 Junctions 10 modelling software output file that shows the junction capacity results for Junction 30 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

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).

J30 – The Street / Haveringland Road / Shortthorn Road crossroads Results

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: J30.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)\J30
Report generation date: 29/01/2024 15:04:35

»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
	2029DM									
Stream B-ACD	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2029DS									
Stream B-ACD	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.0	0.00	0.00	A		0.0	12.56	0.00	B
	2029DS_Mitigation									
Stream B-ACD	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-ABD		0.0	6.31	0.00	A		0.0	5.02	0.01	A
	2039DM									
Stream B-ACD	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	8.99	0.02	A		0.0	0.00	0.00	A
Stream C-ABD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2039DS									
Stream B-ACD	D9	0.0	0.00	0.00	A	D10	0.0	0.00	0.00	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	10.23	0.02	B		0.0	9.75	0.02	A
Stream C-ABD		0.0	0.00	0.00	A		0.0	4.54	0.01	A
	2039DS_Mitigation									
Stream B-ACD	D11	0.0	0.00	0.00	A	D12	0.0	0.00	0.00	A
Stream A-BCD		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	8.92	0.02	A		0.0	0.00	0.00	A
Stream C-ABD		0.0	6.72	0.00	A		0.0	4.99	0.01	A

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

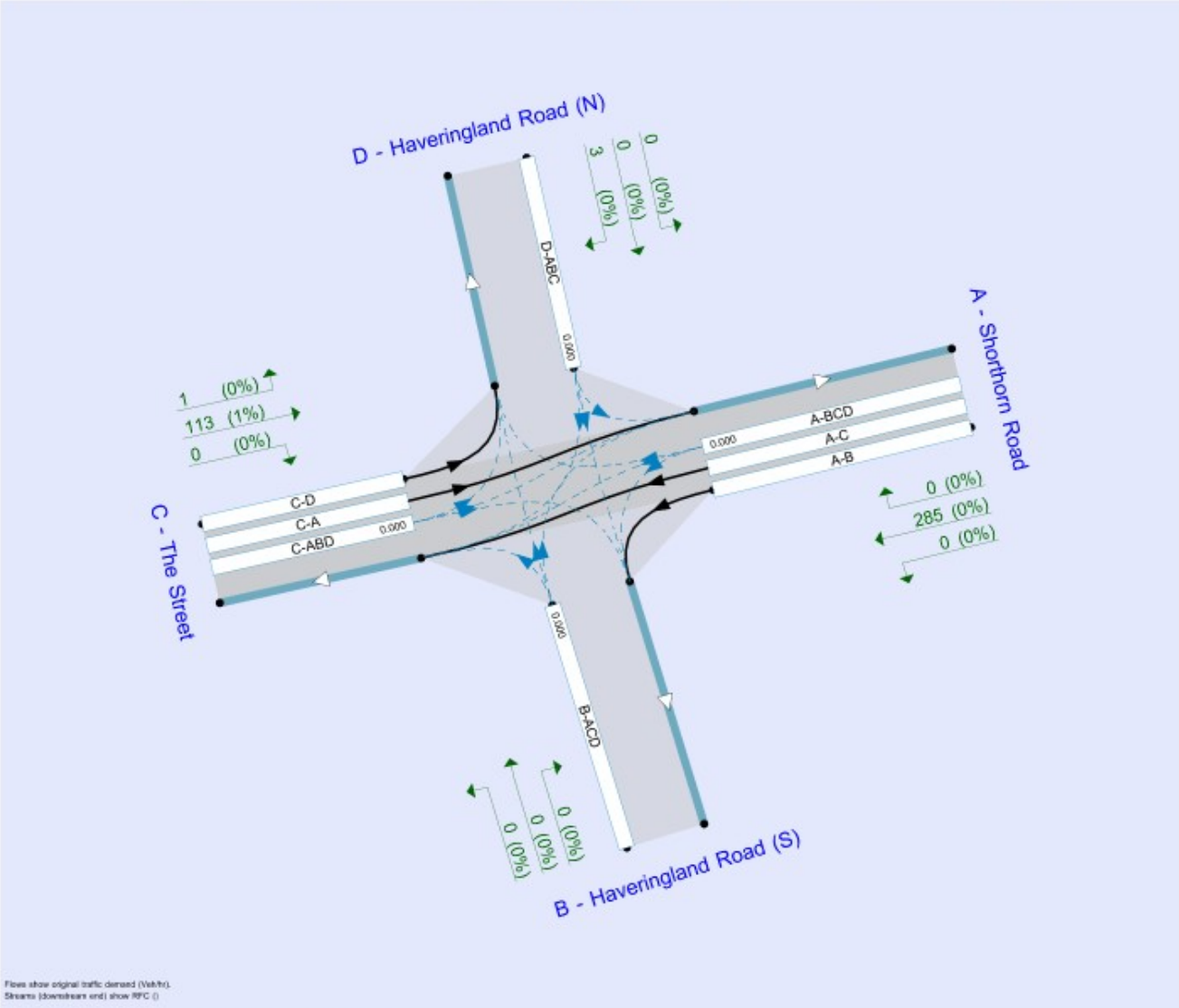
File summary

File Description

Title	Haveringland Road/ Shorthorn Road/ The Street
Location	52.719661, 1.218553
Site number	30
Date	22/03/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INJV01568
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	36.00	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

No errors or warnings

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
J30	Haveringland Road/ Shorthorn Road/ The Street	Crossroads	Two-way	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shorthorn Road		Major
B	Haveringland Road (S)		Minor
C	The Street		Major
D	Haveringland Road (N)		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 - Shorthorn Road	6.35			120.2	✓	0.00
C - The Street	6.35			120.4	✓	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 - Haveringland Road (S)	One lane	4.12	24	18
D - Haveringland Road (N)	One lane	3.84	24	22

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	644	-	-	-	-	-	-	0.246	0.351	0.246	-	-	-
B-A	549	0.099	0.249	0.249	-	-	-	0.157	0.356	-	0.249	0.249	0.125
B-C	706	0.107	0.269	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	549	0.099	0.249	0.249	-	-	-	0.157	0.356	0.157	-	-	-
B-D, offside lane	549	0.099	0.249	0.249	-	-	-	0.157	0.356	0.157	-	-	-
C-B	644	0.246	0.246	0.351	-	-	-	-	-	-	-	-	-
D-A	692	-	-	-	-	-	-	0.264	-	0.104	-	-	-
D-B, nearside lane	538	0.153	0.153	0.349	-	-	-	0.244	0.244	0.097	-	-	-
D-B, offside lane	538	0.153	0.153	0.349	-	-	-	0.244	0.244	0.097	-	-	-
D-C	538	-	0.153	0.349	0.122	0.244	0.244	0.244	0.244	0.097	-	-	-

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 - Shorthorn Road		ONE HOUR	✓	285	100.000
B - Haveringland Road (S)		ONE HOUR	✓	0	100.000
C - The Street		ONE HOUR	✓	114	100.000
D - Haveringland Road (N)		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	285	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	113	0	0	1
	D - Haveringland Road (N)	0	0	3	0

Proportions

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	0.00	0.00
	B - Haveringland Road (S)	0.25	0.25
	C - The Street	0.99	0.00
	D - Haveringland Road (N)	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	0	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	1	0	0	0
	D - Haveringland Road (N)	0	0	0	0

Average PCU Per Veh

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	1.000	1.000
	B - Haveringland Road (S)	1.000	1.000
	C - The Street	1.009	1.000
	D - Haveringland Road (N)	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 - Shorthorn Road	215	216
	B - Haveringland Road (S)	0	0
	C - The Street	86	87
	D - Haveringland Road (N)	0	0
07:30-07:45	A - Shorthorn Road	257	258
	B - Haveringland Road (S)	0	0
	C - The Street	103	104
	D - Haveringland Road (N)	0	0
07:45-08:00	A - Shorthorn Road	314	316
	B - Haveringland Road (S)	0	0
	C - The Street	126	127
	D - Haveringland Road (N)	0	0
08:00-08:15	A - Shorthorn Road	314	316
	B - Haveringland Road (S)	0	0
	C - The Street	126	127
	D - Haveringland Road (N)	0	0
08:15-08:30	A - Shorthorn Road	257	258
	B - Haveringland Road (S)	0	0
	C - The Street	103	104
	D - Haveringland Road (N)	0	0
08:30-08:45	A - Shorthorn Road	215	216
	B - Haveringland Road (S)	0	0
	C - The Street	86	87
	D - Haveringland Road (N)	0	0

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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					263	395
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					1.00	1
C-A					105	157

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-ACD	0	0	515	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	622	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	216	54			216				
D-ABC	0	0	520	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	591	0.000	0	0.0	0.0	0.000	A
C-D	0.82	0.20			0.82				
C-A	86	22			86				

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-ACD	0	0	502	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	618	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	258	64			258				
D-ABC	0	0	510	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	580	0.000	0	0.0	0.0	0.000	A
C-D	0.98	0.24			0.98				
C-A	103	26			103				

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-ACD	0	0	484	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	612	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	316	79			316				
D-ABC	0	0	496	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	566	0.000	0	0.0	0.0	0.000	A
C-D	1	0.30			1				
C-A	126	31			126				

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-ACD	0	0	484	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	612	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	316	79			316				
D-ABC	0	0	496	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	566	0.000	0	0.0	0.0	0.000	A
C-D	1	0.30			1				
C-A	126	31			126				

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-ACD	0	0	502	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	618	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	258	64			258				
D-ABC	0	0	510	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	580	0.000	0	0.0	0.0	0.000	A
C-D	0.98	0.24			0.98				
C-A	103	26			103				

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-ACD	0	0	515	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	622	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	216	54			216				
D-ABC	0	0	520	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	591	0.000	0	0.0	0.0	0.000	A
C-D	0.82	0.20			0.82				
C-A	86	22			86				

2029DM, PM

Data Errors and Warnings

No errors or warnings

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
J30	Haveringland Road/ Shorthorn Road/ The Street	Crossroads	Two-way	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	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 - Shorthorn Road		ONE HOUR	✓	152	100.000
B - Haveringland Road (S)		ONE HOUR	✓	0	100.000
C - The Street		ONE HOUR	✓	212	100.000
D - Haveringland Road (N)		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	152	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	211	0	0	0.58
	D - Haveringland Road (N)	0	0	4	0

Proportions

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	0.00	0.00
	B - Haveringland Road (S)	0.25	0.25
	C - The Street	1.00	0.00
	D - Haveringland Road (N)	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	0	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	0	0	0	2
	D - Haveringland Road (N)	0	0	0	0

Average PCU Per Veh

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	1.000	1.000
	B - Haveringland Road (S)	1.000	1.000
	C - The Street	1.002	1.000
	D - Haveringland Road (N)	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 - Shorthorn Road	114	115
	B - Haveringland Road (S)	0	0
	C - The Street	160	160
	D - Haveringland Road (N)	0	0
17:00-17:15	A - Shorthorn Road	136	137
	B - Haveringland Road (S)	0	0
	C - The Street	191	191
	D - Haveringland Road (N)	0	0
17:15-17:30	A - Shorthorn Road	167	167
	B - Haveringland Road (S)	0	0
	C - The Street	233	234
	D - Haveringland Road (N)	0	0
17:30-17:45	A - Shorthorn Road	167	167
	B - Haveringland Road (S)	0	0
	C - The Street	233	234
	D - Haveringland Road (N)	0	0
17:45-18:00	A - Shorthorn Road	136	137
	B - Haveringland Road (S)	0	0
	C - The Street	191	191
	D - Haveringland Road (N)	0	0
18:00-18:15	A - Shorthorn Road	114	115
	B - Haveringland Road (S)	0	0
	C - The Street	160	160
	D - Haveringland Road (N)	0	0

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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					140	209
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0.55	0.82
C-A					194	292

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-ACD	0	0	531	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	604	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	115	29			115				
D-ABC	0	0	515	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	616	0.000	0	0.0	0.0	0.000	A
C-D	0.45	0.11			0.45				
C-A	160	40			160				

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-ACD	0	0	521	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	597	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	137	34			137				
D-ABC	0	0	504	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	610	0.000	0	0.0	0.0	0.000	A
C-D	0.54	0.13			0.54				
C-A	190	48			190				

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-ACD	0	0	507	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	586	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	167	42			167				
D-ABC	0	0	489	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	603	0.000	0	0.0	0.0	0.000	A
C-D	0.66	0.16			0.66				
C-A	233	58			233				

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-ACD	0	0	507	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	586	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	167	42			167				
D-ABC	0	0	489	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	603	0.000	0	0.0	0.0	0.000	A
C-D	0.66	0.16			0.66				
C-A	233	58			233				

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-ACD	0	0	521	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	597	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	137	34			137				
D-ABC	0	0	504	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	610	0.000	0	0.0	0.0	0.000	A
C-D	0.54	0.13			0.54				
C-A	190	48			190				

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-ACD	0	0	531	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	604	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	115	29			115				
D-ABC	0	0	515	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	616	0.000	0	0.0	0.0	0.000	A
C-D	0.45	0.11			0.45				
C-A	160	40			160				

2029DS, AM

Data Errors and Warnings

No errors or warnings

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
J30	Haveringland Road/ Shorthorn Road/ The Street	Crossroads	Two-way	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	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 - Shorthorn Road		ONE HOUR	✓	459	100.000
B - Haveringland Road (S)		ONE HOUR	✓	0	100.000
C - The Street		ONE HOUR	✓	208	100.000
D - Haveringland Road (N)		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	459	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	206	0	0	1
	D - Haveringland Road (N)	0	0	5	0

Proportions

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	0.00	0.00
	B - Haveringland Road (S)	0.25	0.25
	C - The Street	0.99	0.00
	D - Haveringland Road (N)	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	1	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	1	0	0	1
	D - Haveringland Road (N)	0	0	7	0

Average PCU Per Veh

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	1.000	1.000
	B - Haveringland Road (S)	1.000	1.000
	C - The Street	1.011	1.000
	D - Haveringland Road (N)	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 - Shorthorn Road	345	348
	B - Haveringland Road (S)	0	0
	C - The Street	156	158
	D - Haveringland Road (N)	0	0
07:30-07:45	A - Shorthorn Road	413	415
	B - Haveringland Road (S)	0	0
	C - The Street	187	189
	D - Haveringland Road (N)	0	0
07:45-08:00	A - Shorthorn Road	505	508
	B - Haveringland Road (S)	0	0
	C - The Street	229	231
	D - Haveringland Road (N)	0	0
08:00-08:15	A - Shorthorn Road	505	508
	B - Haveringland Road (S)	0	0
	C - The Street	229	231
	D - Haveringland Road (N)	0	0
08:15-08:30	A - Shorthorn Road	413	415
	B - Haveringland Road (S)	0	0
	C - The Street	187	189
	D - Haveringland Road (N)	0	0
08:30-08:45	A - Shorthorn Road	345	348
	B - Haveringland Road (S)	0	0
	C - The Street	156	158
	D - Haveringland Road (N)	0	0

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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					424	635
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					1	2
C-A					191	287

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-ACD	0	0	472	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	605	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	348	87			348				
D-ABC	0	0	484	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	558	0.000	0	0.0	0.0	0.000	A
C-D	1	0.25			1				
C-A	157	39			157				

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-ACD	0	0	450	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	597	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	415	104			415				
D-ABC	0	0	467	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	542	0.000	0	0.0	0.0	0.000	A
C-D	1	0.30			1				
C-A	188	47			188				

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-ACD	0	0	420	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	587	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	508	127			508				
D-ABC	0	0	444	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	519	0.000	0	0.0	0.0	0.000	A
C-D	1	0.37			1				
C-A	230	57			230				

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-ACD	0	0	420	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	587	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	508	127			508				
D-ABC	0	0	444	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	519	0.000	0	0.0	0.0	0.000	A
C-D	1	0.37			1				
C-A	230	57			230				

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-ACD	0	0	450	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	597	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	415	104			415				
D-ABC	0	0	467	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	542	0.000	0	0.0	0.0	0.000	A
C-D	1	0.30			1				
C-A	188	47			188				

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-ACD	0	0	472	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	605	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	348	87			348				
D-ABC	0	0	484	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	558	0.000	0	0.0	0.0	0.000	A
C-D	1	0.25			1				
C-A	157	39			157				

2029DS, PM

Data Errors and Warnings

No errors or warnings

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
J30	Haveringland Road/ Shorthorn Road/ The Street	Crossroads	Two-way	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	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 - Shorthorn Road		ONE HOUR	✓	256	100.000
B - Haveringland Road (S)		ONE HOUR	✓	0	100.000
C - The Street		ONE HOUR	✓	386	100.000
D - Haveringland Road (N)		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	256	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	384	0.00	0	3
	D - Haveringland Road (N)	0	0	5	0

Proportions

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	0.00	0.00
	B - Haveringland Road (S)	0.25	0.25
	C - The Street	0.99	0.00
	D - Haveringland Road (N)	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	2	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	1	100	0	1
	D - Haveringland Road (N)	0	0	1	0

Average PCU Per Veh

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	1.000	1.000
	B - Haveringland Road (S)	1.000	1.000
	C - The Street	1.005	2.000
	D - Haveringland Road (N)	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 - Shorthorn Road	192	196
	B - Haveringland Road (S)	0	0
	C - The Street	291	292
	D - Haveringland Road (N)	0	0
17:00-17:15	A - Shorthorn Road	230	234
	B - Haveringland Road (S)	0	0
	C - The Street	347	349
	D - Haveringland Road (N)	0	0
17:15-17:30	A - Shorthorn Road	281	286
	B - Haveringland Road (S)	0	0
	C - The Street	425	427
	D - Haveringland Road (N)	0	0
17:30-17:45	A - Shorthorn Road	281	286
	B - Haveringland Road (S)	0	0
	C - The Street	425	427
	D - Haveringland Road (N)	0	0
17:45-18:00	A - Shorthorn Road	230	234
	B - Haveringland Road (S)	0	0
	C - The Street	347	349
	D - Haveringland Road (N)	0	0
18:00-18:15	A - Shorthorn Road	192	196
	B - Haveringland Road (S)	0	0
	C - The Street	291	292
	D - Haveringland Road (N)	0	0

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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					238	358
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	12.56	0.0	B	0.01	0.01
C-D					2	4
C-A					354	531

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-ACD	0	0	492	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	572	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	196	49			196				
D-ABC	0	0	471	0.000	0	0.0	0.0	0.000	A
C-ABD	0.01	0.00	596	0.000	0.01	0.0	0.0	12.087	B
C-D	2	0.48			2				
C-A	290	73			290				

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-ACD	0	0	475	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	558	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	234	58			234				
D-ABC	0	0	452	0.000	0	0.0	0.0	0.000	A
C-ABD	0.01	0.00	586	0.000	0.01	0.0	0.0	12.279	B
C-D	2	0.58			2				
C-A	347	87			347				

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-ACD	0	0	450	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	539	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	286	72			286				
D-ABC	0	0	425	0.000	0	0.0	0.0	0.000	A
C-ABD	0.01	0.00	573	0.000	0.01	0.0	0.0	12.555	B
C-D	3	0.71			3				
C-A	425	106			425				

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-ACD	0	0	450	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	539	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	286	72			286				
D-ABC	0	0	425	0.000	0	0.0	0.0	0.000	A
C-ABD	0.01	0.00	573	0.000	0.01	0.0	0.0	12.555	B
C-D	3	0.71			3				
C-A	425	106			425				

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-ACD	0	0	475	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	558	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	234	58			234				
D-ABC	0	0	452	0.000	0	0.0	0.0	0.000	A
C-ABD	0.01	0.00	586	0.000	0.01	0.0	0.0	12.279	B
C-D	2	0.58			2				
C-A	347	87			347				

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-ACD	0	0	492	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	572	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	196	49			196				
D-ABC	0	0	471	0.000	0	0.0	0.0	0.000	A
C-ABD	0.01	0.00	596	0.000	0.01	0.0	0.0	12.087	B
C-D	2	0.48			2				
C-A	290	73			290				

2029DS_Mitigation, AM

Data Errors and Warnings

No errors or warnings

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
J30	Haveringland Road/ Shorthorn Road/ The Street	Crossroads	Two-way	Two-way	Two-way	Two-way		0.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.02	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 - Shorthorn Road		ONE HOUR	✓	281	100.000
B - Haveringland Road (S)		ONE HOUR	✓	0	100.000
C - The Street		ONE HOUR	✓	80	100.000
D - Haveringland Road (N)		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	281	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	78	0.90	0	2
	D - Haveringland Road (N)	0	0	5	0

Proportions

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	0.00	0.00
	B - Haveringland Road (S)	0.25	0.25
	C - The Street	0.97	0.01
	D - Haveringland Road (N)	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	1	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	0	11	0	5
	D - Haveringland Road (N)	0	0	7	0

Average PCU Per Veh

		To	
		A - Shorthorn Road	B - Haveringla Road (S
From	A - Shorthorn Road	1.000	1.000
	B - Haveringland Road (S)	1.000	1.000
	C - The Street	1.003	1.113
	D - Haveringland Road (N)	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 - Shorthorn Road	211	214
	B - Haveringland Road (S)	0	0
	C - The Street	60	61
	D - Haveringland Road (N)	0	0
07:30-07:45	A - Shorthorn Road	252	255
	B - Haveringland Road (S)	0	0
	C - The Street	72	73
	D - Haveringland Road (N)	0	0
07:45-08:00	A - Shorthorn Road	309	313
	B - Haveringland Road (S)	0	0
	C - The Street	88	89
	D - Haveringland Road (N)	0	0
08:00-08:15	A - Shorthorn Road	309	313
	B - Haveringland Road (S)	0	0
	C - The Street	88	89
	D - Haveringland Road (N)	0	0
08:15-08:30	A - Shorthorn Road	252	255
	B - Haveringland Road (S)	0	0
	C - The Street	72	73
	D - Haveringland Road (N)	0	0
08:30-08:45	A - Shorthorn Road	211	214
	B - Haveringland Road (S)	0	0
	C - The Street	60	61
	D - Haveringland Road (N)	0	0

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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					261	391
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	6.31	0.0	A	1	2
C-D					1	2
C-A					71	107

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-ACD	0	0	519	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	629	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	214	53			214				
D-ABC	0	0	527	0.000	0	0.0	0.0	0.000	A
C-ABD	0.83	0.21	631	0.001	0.83	0.0	0.0	6.288	A
C-D	1	0.30			1				
C-A	59	15			59				

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-ACD	0	0	507	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	626	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	255	64			255				
D-ABC	0	0	518	0.000	0	0.0	0.0	0.000	A
C-ABD	1	0.25	629	0.002	1	0.0	0.0	6.302	A
C-D	1	0.36			1				
C-A	70	18			70				

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-ACD	0	0	490	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	622	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	313	78			313				
D-ABC	0	0	507	0.000	0	0.0	0.0	0.000	A
C-ABD	1	0.32	627	0.002	1	0.0	0.0	6.314	A
C-D	2	0.44			2				
C-A	86	21			86				

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-ACD	0	0	490	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	622	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	313	78			313				
D-ABC	0	0	507	0.000	0	0.0	0.0	0.000	A
C-ABD	1	0.32	627	0.002	1	0.0	0.0	6.306	A
C-D	2	0.44			2				
C-A	86	21			86				

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-ACD	0	0	507	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	626	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	255	64			255				
D-ABC	0	0	518	0.000	0	0.0	0.0	0.000	A
C-ABD	1	0.25	629	0.002	1	0.0	0.0	6.286	A
C-D	1	0.36			1				
C-A	70	18			70				

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-ACD	0	0	519	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	629	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	214	53			214				
D-ABC	0	0	527	0.000	0	0.0	0.0	0.000	A
C-ABD	0.84	0.21	631	0.001	0.84	0.0	0.0	6.280	A
C-D	1	0.30			1				
C-A	59	15			59				

2029DS_Mitigation, PM

Data Errors and Warnings

No errors or warnings

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
J30	Haveringland Road/ Shorthorn Road/ The Street	Crossroads	Two-way	Two-way	Two-way	Two-way		0.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.08	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 - Shorthorn Road		ONE HOUR	✓	144	100.000
B - Haveringland Road (S)		ONE HOUR	✓	0	100.000
C - The Street		ONE HOUR	✓	216	100.000
D - Haveringland Road (N)		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	144	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	207	4	0	5
	D - Haveringland Road (N)	0	0	3	0

Proportions

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	0.00	0.00
	B - Haveringland Road (S)	0.25	0.25
	C - The Street	0.96	0.02
	D - Haveringland Road (N)	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	1	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	0	0	0	0
	D - Haveringland Road (N)	0	0	1	0

Average PCU Per Veh

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	1.000	1.000
	B - Haveringland Road (S)	1.000	1.000
	C - The Street	1.002	1.001
	D - Haveringland Road (N)	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 - Shorthorn Road	109	109
	B - Haveringland Road (S)	0	0
	C - The Street	163	163
	D - Haveringland Road (N)	0	0
17:00-17:15	A - Shorthorn Road	130	130
	B - Haveringland Road (S)	0	0
	C - The Street	194	194
	D - Haveringland Road (N)	0	0
17:15-17:30	A - Shorthorn Road	159	160
	B - Haveringland Road (S)	0	0
	C - The Street	238	238
	D - Haveringland Road (N)	0	0
17:30-17:45	A - Shorthorn Road	159	160
	B - Haveringland Road (S)	0	0
	C - The Street	238	238
	D - Haveringland Road (N)	0	0
17:45-18:00	A - Shorthorn Road	130	130
	B - Haveringland Road (S)	0	0
	C - The Street	194	194
	D - Haveringland Road (N)	0	0
18:00-18:15	A - Shorthorn Road	109	109
	B - Haveringland Road (S)	0	0
	C - The Street	163	163
	D - Haveringland Road (N)	0	0

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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					133	200
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.01	5.02	0.0	A	5	8
C-D					5	7
C-A					188	283

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-ACD	0	0	532	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	109	27			109				
D-ABC	0	0	515	0.000	0	0.0	0.0	0.000	A
C-ABD	4	0.99	722	0.005	4	0.0	0.0	5.020	A
C-D	4	0.98			4				
C-A	155	39			155				

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-ACD	0	0	522	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	595	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	130	33			130				
D-ABC	0	0	505	0.000	0	0.0	0.0	0.000	A
C-ABD	5	1	738	0.007	5	0.0	0.0	4.919	A
C-D	5	1			5				
C-A	185	46			185				

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-ACD	0	0	508	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	585	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	160	40			160				
D-ABC	0	0	490	0.000	0	0.0	0.0	0.000	A
C-ABD	7	2	760	0.009	7	0.0	0.0	4.785	A
C-D	6	1			6				
C-A	226	56			226				

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-ACD	0	0	508	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	585	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	160	40			160				
D-ABC	0	0	490	0.000	0	0.0	0.0	0.000	A
C-ABD	7	2	760	0.009	7	0.0	0.0	4.787	A
C-D	6	1			6				
C-A	226	56			226				

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-ACD	0	0	522	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	595	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	130	33			130				
D-ABC	0	0	505	0.000	0	0.0	0.0	0.000	A
C-ABD	5	1	738	0.007	5	0.0	0.0	4.919	A
C-D	5	1			5				
C-A	185	46			185				

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-ACD	0	0	532	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	603	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	109	27			109				
D-ABC	0	0	515	0.000	0	0.0	0.0	0.000	A
C-ABD	4	0.99	722	0.005	4	0.0	0.0	5.020	A
C-D	4	0.98			4				
C-A	155	39			155				

2039DM, AM

Data Errors and Warnings

No errors or warnings

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
J30	Haveringland Road/ Shorthorn Road/ The Street	Crossroads	Two-way	Two-way	Two-way	Two-way		0.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.12	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 - Shorthorn Road		ONE HOUR	✓	473	100.000
B - Haveringland Road (S)		ONE HOUR	✓	0	100.000
C - The Street		ONE HOUR	✓	139	100.000
D - Haveringland Road (N)		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	473	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	138	0	0	0.51
	D - Haveringland Road (N)	0	0	8	0

Proportions

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	0.00	0.00
	B - Haveringland Road (S)	0.25	0.25
	C - The Street	1.00	0.00
	D - Haveringland Road (N)	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	0	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	0	0	0	2
	D - Haveringland Road (N)	0	0	3	0

Average PCU Per Veh

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	1.000	1.000
	B - Haveringland Road (S)	1.000	1.000
	C - The Street	1.004	1.001
	D - Haveringland Road (N)	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 - Shorthorn Road	356	357
	B - Haveringland Road (S)	0	0
	C - The Street	104	105
	D - Haveringland Road (N)	6	6
07:30-07:45	A - Shorthorn Road	425	427
	B - Haveringland Road (S)	0	0
	C - The Street	125	125
	D - Haveringland Road (N)	7	8
07:45-08:00	A - Shorthorn Road	521	522
	B - Haveringland Road (S)	0	0
	C - The Street	153	153
	D - Haveringland Road (N)	9	9
08:00-08:15	A - Shorthorn Road	521	522
	B - Haveringland Road (S)	0	0
	C - The Street	153	153
	D - Haveringland Road (N)	9	9
08:15-08:30	A - Shorthorn Road	425	427
	B - Haveringland Road (S)	0	0
	C - The Street	125	125
	D - Haveringland Road (N)	7	8
08:30-08:45	A - Shorthorn Road	356	357
	B - Haveringland Road (S)	0	0
	C - The Street	104	105
	D - Haveringland Road (N)	6	6

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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					435	653
D-ABC	0.02	8.99	0.0	A	8	12
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0.47	0.71
C-A					127	191

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-ACD	0	0	476	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	618	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	357	89			357				
D-ABC	6	2	458	0.014	6	0.0	0.0	8.189	A
C-ABD	0	0	556	0.000	0	0.0	0.0	0.000	A
C-D	0.39	0.10			0.39				
C-A	105	26			105				

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-ACD	0	0	456	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	613	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	427	107			427				
D-ABC	8	2	442	0.017	8	0.0	0.0	8.508	A
C-ABD	0	0	539	0.000	0	0.0	0.0	0.000	A
C-D	0.46	0.12			0.46				
C-A	125	31			125				

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-ACD	0	0	427	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	606	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	522	131			522				
D-ABC	9	2	421	0.022	9	0.0	0.0	8.990	A
C-ABD	0	0	515	0.000	0	0.0	0.0	0.000	A
C-D	0.57	0.14			0.57				
C-A	153	38			153				

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-ACD	0	0	427	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	606	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	522	131			522				
D-ABC	9	2	421	0.022	9	0.0	0.0	8.990	A
C-ABD	0	0	515	0.000	0	0.0	0.0	0.000	A
C-D	0.57	0.14			0.57				
C-A	153	38			153				

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-ACD	0	0	456	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	613	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	427	107			427				
D-ABC	8	2	442	0.017	8	0.0	0.0	8.511	A
C-ABD	0	0	539	0.000	0	0.0	0.0	0.000	A
C-D	0.46	0.12			0.46				
C-A	125	31			125				

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-ACD	0	0	476	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	618	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	357	89			357				
D-ABC	6	2	458	0.014	6	0.0	0.0	8.191	A
C-ABD	0	0	556	0.000	0	0.0	0.0	0.000	A
C-D	0.39	0.10			0.39				
C-A	105	26			105				

2039DM, PM

Data Errors and Warnings

No errors or warnings

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
J30	Haveringland Road/ Shorthorn Road/ The Street	Crossroads	Two-way	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	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 - Shorthorn Road		ONE HOUR	✓	177	100.000
B - Haveringland Road (S)		ONE HOUR	✓	0	100.000
C - The Street		ONE HOUR	✓	233	100.000
D - Haveringland Road (N)		ONE HOUR	✓	3	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	177	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	233	0	0	0.84
	D - Haveringland Road (N)	0	0	3	0

Proportions

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	0.00	0.00
	B - Haveringland Road (S)	0.25	0.25
	C - The Street	1.00	0.00
	D - Haveringland Road (N)	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	0	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	0	0	0	1
	D - Haveringland Road (N)	0	0	0	0

Average PCU Per Veh

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	1.000	1.000
	B - Haveringland Road (S)	1.000	1.000
	C - The Street	1.002	1.001
	D - Haveringland Road (N)	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 - Shorthorn Road	133	133
	B - Haveringland Road (S)	0	0
	C - The Street	176	176
	D - Haveringland Road (N)	0	0
17:00-17:15	A - Shorthorn Road	159	159
	B - Haveringland Road (S)	0	0
	C - The Street	210	210
	D - Haveringland Road (N)	0	0
17:15-17:30	A - Shorthorn Road	194	195
	B - Haveringland Road (S)	0	0
	C - The Street	257	257
	D - Haveringland Road (N)	0	0
17:30-17:45	A - Shorthorn Road	194	195
	B - Haveringland Road (S)	0	0
	C - The Street	257	257
	D - Haveringland Road (N)	0	0
17:45-18:00	A - Shorthorn Road	159	159
	B - Haveringland Road (S)	0	0
	C - The Street	210	210
	D - Haveringland Road (N)	0	0
18:00-18:15	A - Shorthorn Road	133	133
	B - Haveringland Road (S)	0	0
	C - The Street	176	176
	D - Haveringland Road (N)	0	0

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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					162	243
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.00	0.00	0.0	A	0	0
C-D					0.78	1
C-A					214	321

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-ACD	0	0	524	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	600	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	133	33			133				
D-ABC	0	0	508	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	611	0.000	0	0.0	0.0	0.000	A
C-D	0.64	0.16			0.64				
C-A	175	44			175				

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-ACD	0	0	513	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	592	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	159	40			159				
D-ABC	0	0	496	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	605	0.000	0	0.0	0.0	0.000	A
C-D	0.76	0.19			0.76				
C-A	209	52			209				

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-ACD	0	0	497	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	580	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	195	49			195				
D-ABC	0	0	480	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	596	0.000	0	0.0	0.0	0.000	A
C-D	0.94	0.23			0.94				
C-A	257	64			257				

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-ACD	0	0	497	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	580	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	195	49			195				
D-ABC	0	0	480	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	596	0.000	0	0.0	0.0	0.000	A
C-D	0.94	0.23			0.94				
C-A	257	64			257				

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-ACD	0	0	513	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	592	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	159	40			159				
D-ABC	0	0	496	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	605	0.000	0	0.0	0.0	0.000	A
C-D	0.76	0.19			0.76				
C-A	209	52			209				

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-ACD	0	0	524	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	600	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	133	33			133				
D-ABC	0	0	508	0.000	0	0.0	0.0	0.000	A
C-ABD	0	0	611	0.000	0	0.0	0.0	0.000	A
C-D	0.64	0.16			0.64				
C-A	175	44			175				

2039DS, AM

Data Errors and Warnings

No errors or warnings

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
J30	Haveringland Road/ Shorthorn Road/ The Street	Crossroads	Two-way	Two-way	Two-way	Two-way		0.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.08	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 - Shorthorn Road		ONE HOUR	✓	573	100.000
B - Haveringland Road (S)		ONE HOUR	✓	0	100.000
C - The Street		ONE HOUR	✓	229	100.000
D - Haveringland Road (N)		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	573	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	227	0	0	1
	D - Haveringland Road (N)	0	0	6	0

Proportions

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	0.00	0.00
	B - Haveringland Road (S)	0.25	0.25
	C - The Street	0.99	0.00
	D - Haveringland Road (N)	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	1	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	1	0	0	1
	D - Haveringland Road (N)	0	0	6	0

Average PCU Per Veh

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	1.000	1.000
	B - Haveringland Road (S)	1.000	1.000
	C - The Street	1.011	1.001
	D - Haveringland Road (N)	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 - Shorthorn Road	432	435
	B - Haveringland Road (S)	0	0
	C - The Street	172	174
	D - Haveringland Road (N)	4	5
07:30-07:45	A - Shorthorn Road	515	519
	B - Haveringland Road (S)	0	0
	C - The Street	206	208
	D - Haveringland Road (N)	5	6
07:45-08:00	A - Shorthorn Road	631	635
	B - Haveringland Road (S)	0	0
	C - The Street	252	254
	D - Haveringland Road (N)	6	7
08:00-08:15	A - Shorthorn Road	631	635
	B - Haveringland Road (S)	0	0
	C - The Street	252	254
	D - Haveringland Road (N)	6	7
08:15-08:30	A - Shorthorn Road	515	519
	B - Haveringland Road (S)	0	0
	C - The Street	206	208
	D - Haveringland Road (N)	5	6
08:30-08:45	A - Shorthorn Road	432	435
	B - Haveringland Road (S)	0	0
	C - The Street	172	174
	D - Haveringland Road (N)	4	5

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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					530	794
D-ABC	0.02	10.23	0.0	B	6	8
C-ABD	0.00	0.00	0.0	A	0	0
C-D					1	2
C-A					211	316

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-ACD	0	0	447	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	601	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	435	109			435				
D-ABC	5	1	429	0.011	5	0.0	0.0	8.959	A
C-ABD	0	0	537	0.000	0	0.0	0.0	0.000	A
C-D	0.89	0.22			0.89				
C-A	173	43			173				

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-ACD	0	0	421	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	593	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	519	130			519				
D-ABC	6	1	408	0.014	6	0.0	0.0	9.451	A
C-ABD	0	0	516	0.000	0	0.0	0.0	0.000	A
C-D	1	0.26			1				
C-A	207	52			207				

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-ACD	0	0	384	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	581	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	635	159			635				
D-ABC	7	2	379	0.018	7	0.0	0.0	10.226	B
C-ABD	0	0	488	0.000	0	0.0	0.0	0.000	A
C-D	1	0.32			1				
C-A	253	63			253				

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-ACD	0	0	384	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	581	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	635	159			635				
D-ABC	7	2	379	0.018	7	0.0	0.0	10.226	B
C-ABD	0	0	488	0.000	0	0.0	0.0	0.000	A
C-D	1	0.32			1				
C-A	253	63			253				

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-ACD	0	0	421	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	593	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	519	130			519				
D-ABC	6	1	408	0.014	6	0.0	0.0	9.454	A
C-ABD	0	0	516	0.000	0	0.0	0.0	0.000	A
C-D	1	0.26			1				
C-A	207	52			207				

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-ACD	0	0	447	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	601	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	435	109			435				
D-ABC	5	1	429	0.011	5	0.0	0.0	8.961	A
C-ABD	0	0	537	0.000	0	0.0	0.0	0.000	A
C-D	0.89	0.22			0.89				
C-A	173	43			173				

2039DS, PM

Data Errors and Warnings

No errors or warnings

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
J30	Haveringland Road/ Shorthorn Road/ The Street	Crossroads	Two-way	Two-way	Two-way	Two-way		0.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.12	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 - Shorthorn Road		ONE HOUR	✓	284	100.000
B - Haveringland Road (S)		ONE HOUR	✓	0	100.000
C - The Street		ONE HOUR	✓	416	100.000
D - Haveringland Road (N)		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	284	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	410	4	0	3
	D - Haveringland Road (N)	0	0	5	0

Proportions

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	0.00	0.00
	B - Haveringland Road (S)	0.25	0.25
	C - The Street	0.99	0.01
	D - Haveringland Road (N)	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	2	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	1	0	0	1
	D - Haveringland Road (N)	0	0	0	0

Average PCU Per Veh

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	1.000	1.000
	B - Haveringland Road (S)	1.000	1.000
	C - The Street	1.009	1.001
	D - Haveringland Road (N)	1.000	1.000

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Shorthorn Road	214	217
	B - Haveringland Road (S)	0	0
	C - The Street	313	316
	D - Haveringland Road (N)	4	4
17:00-17:15	A - Shorthorn Road	255	259
	B - Haveringland Road (S)	0	0
	C - The Street	374	377
	D - Haveringland Road (N)	5	5
17:15-17:30	A - Shorthorn Road	312	318
	B - Haveringland Road (S)	0	0
	C - The Street	458	462
	D - Haveringland Road (N)	6	6
17:30-17:45	A - Shorthorn Road	312	318
	B - Haveringland Road (S)	0	0
	C - The Street	458	462
	D - Haveringland Road (N)	6	6
17:45-18:00	A - Shorthorn Road	255	259
	B - Haveringland Road (S)	0	0
	C - The Street	374	377
	D - Haveringland Road (N)	5	5
18:00-18:15	A - Shorthorn Road	214	217
	B - Haveringland Road (S)	0	0
	C - The Street	313	316
	D - Haveringland Road (N)	4	4

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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					265	397
D-ABC	0.02	9.75	0.0	A	5	7
C-ABD	0.01	4.54	0.0	A	6	9
C-D					2	4
C-A					377	565

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-ACD	0	0	483	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	566	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	217	54			217				
D-ABC	4	1.00	428	0.009	4	0.0	0.0	8.533	A
C-ABD	5	1	801	0.006	4	0.0	0.0	4.538	A
C-D	2	0.48			2				
C-A	310	77			310				

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-ACD	0	0	463	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	551	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	259	65			259				
D-ABC	5	1	407	0.012	5	0.0	0.0	9.003	A
C-ABD	6	1	834	0.007	6	0.0	0.0	4.368	A
C-D	2	0.58			2				
C-A	369	92			369				

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-ACD	0	0	436	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	530	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	318	79			318				
D-ABC	6	1	377	0.016	6	0.0	0.0	9.746	A
C-ABD	8	2	880	0.010	8	0.0	0.0	4.150	A
C-D	3	0.71			3				
C-A	451	113			451				

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-ACD	0	0	436	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	530	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	318	79			318				
D-ABC	6	1	377	0.016	6	0.0	0.0	9.746	A
C-ABD	8	2	880	0.010	8	0.0	0.0	4.153	A
C-D	3	0.71			3				
C-A	451	113			451				

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-ACD	0	0	463	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	551	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	259	65			259				
D-ABC	5	1	407	0.012	5	0.0	0.0	9.004	A
C-ABD	6	1	834	0.007	6	0.0	0.0	4.372	A
C-D	2	0.58			2				
C-A	369	92			369				

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-ACD	0	0	483	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	566	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	217	54			217				
D-ABC	4	1.00	428	0.009	4	0.0	0.0	8.535	A
C-ABD	5	1	801	0.006	5	0.0	0.0	4.541	A
C-D	2	0.48			2				
C-A	310	77			310				

2039DS_Mitigation, AM

Data Errors and Warnings

No errors or warnings

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
J30	Haveringland Road/ Shorthorn Road/ The Street	Crossroads	Two-way	Two-way	Two-way	Two-way		0.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.11	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 - Shorthorn Road		ONE HOUR	✓	475	100.000
B - Haveringland Road (S)		ONE HOUR	✓	0	100.000
C - The Street		ONE HOUR	✓	89	100.000
D - Haveringland Road (N)		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	475	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	87	0.89	0	1
	D - Haveringland Road (N)	0	0	6	0

Proportions

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	0.00	0.00
	B - Haveringland Road (S)	0.25	0.25
	C - The Street	0.97	0.01
	D - Haveringland Road (N)	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	1	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	0	10	0	22
	D - Haveringland Road (N)	0	0	6	0

Average PCU Per Veh

		To	
		A - Shorthorn Road	B - Haveringla Road (S
From	A - Shorthorn Road	1.000	1.000
	B - Haveringland Road (S)	1.000	1.000
	C - The Street	1.002	1.104
	D - Haveringland Road (N)	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 - Shorthorn Road	357	361
	B - Haveringland Road (S)	0	0
	C - The Street	67	67
	D - Haveringland Road (N)	4	5
07:30-07:45	A - Shorthorn Road	427	431
	B - Haveringland Road (S)	0	0
	C - The Street	80	81
	D - Haveringland Road (N)	5	6
07:45-08:00	A - Shorthorn Road	523	528
	B - Haveringland Road (S)	0	0
	C - The Street	98	99
	D - Haveringland Road (N)	6	7
08:00-08:15	A - Shorthorn Road	523	528
	B - Haveringland Road (S)	0	0
	C - The Street	98	99
	D - Haveringland Road (N)	6	7
08:15-08:30	A - Shorthorn Road	427	431
	B - Haveringland Road (S)	0	0
	C - The Street	80	81
	D - Haveringland Road (N)	5	6
08:30-08:45	A - Shorthorn Road	357	361
	B - Haveringland Road (S)	0	0
	C - The Street	67	67
	D - Haveringland Road (N)	4	5

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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					440	660
D-ABC	0.02	8.92	0.0	A	6	9
C-ABD	0.00	6.72	0.0	A	1	2
C-D					2	2
C-A					80	119

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-ACD	0	0	480	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	627	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	361	90			361				
D-ABC	5	1	466	0.010	5	0.0	0.0	8.239	A
C-ABD	0.83	0.21	601	0.001	0.83	0.0	0.0	6.548	A
C-D	1	0.33			1				
C-A	65	16			65				

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-ACD	0	0	460	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	624	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	431	108			431				
D-ABC	6	1	452	0.012	6	0.0	0.0	8.512	A
C-ABD	1	0.26	594	0.002	1	0.0	0.0	6.624	A
C-D	2	0.40			2				
C-A	78	19			78				

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-ACD	0	0	433	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	619	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	528	132			528				
D-ABC	7	2	433	0.016	7	0.0	0.0	8.921	A
C-ABD	1	0.33	584	0.002	1	0.0	0.0	6.722	A
C-D	2	0.49			2				
C-A	95	24			95				

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-ACD	0	0	433	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	619	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	528	132			528				
D-ABC	7	2	433	0.016	7	0.0	0.0	8.921	A
C-ABD	1	0.33	584	0.002	1	0.0	0.0	6.712	A
C-D	2	0.49			2				
C-A	95	24			95				

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-ACD	0	0	460	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	624	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	431	108			431				
D-ABC	6	1	452	0.012	6	0.0	0.0	8.514	A
C-ABD	1	0.26	594	0.002	1	0.0	0.0	6.606	A
C-D	2	0.40			2				
C-A	78	19			78				

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-ACD	0	0	480	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	627	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	361	90			361				
D-ABC	5	1	466	0.010	5	0.0	0.0	8.241	A
C-ABD	0.83	0.21	601	0.001	0.84	0.0	0.0	6.539	A
C-D	1	0.33			1				
C-A	65	16			65				

2039DS_Mitigation, PM

Data Errors and Warnings

No errors or warnings

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
J30	Haveringland Road/ Shorthorn Road/ The Street	Crossroads	Two-way	Two-way	Two-way	Two-way		0.09	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.09	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 - Shorthorn Road		ONE HOUR	✓	154	100.000
B - Haveringland Road (S)		ONE HOUR	✓	0	100.000
C - The Street		ONE HOUR	✓	233	100.000
D - Haveringland Road (N)		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	154	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	224	5	0	4
	D - Haveringland Road (N)	0	0	4	0

Proportions

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	0.00	0.00
	B - Haveringland Road (S)	0.25	0.25
	C - The Street	0.96	0.02
	D - Haveringland Road (N)	0.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Shorthorn Road	B - Haveringland Road (S)	C - The Street	D - Haveringland Road (N)
From	A - Shorthorn Road	0	0	2	0
	B - Haveringland Road (S)	0	0	0	0
	C - The Street	1	0	0	1
	D - Haveringland Road (N)	0	0	1	0

Average PCU Per Veh

		To	
		A - Shorthorn Road	B - Haveringl Road (S
From	A - Shorthorn Road	1.000	1.000
	B - Haveringland Road (S)	1.000	1.000
	C - The Street	1.007	1.001
	D - Haveringland Road (N)	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 - Shorthorn Road	116	118
	B - Haveringland Road (S)	0	0
	C - The Street	175	177
	D - Haveringland Road (N)	0	0
17:00-17:15	A - Shorthorn Road	138	141
	B - Haveringland Road (S)	0	0
	C - The Street	209	211
	D - Haveringland Road (N)	0	0
17:15-17:30	A - Shorthorn Road	169	173
	B - Haveringland Road (S)	0	0
	C - The Street	256	258
	D - Haveringland Road (N)	0	0
17:30-17:45	A - Shorthorn Road	169	173
	B - Haveringland Road (S)	0	0
	C - The Street	256	258
	D - Haveringland Road (N)	0	0
17:45-18:00	A - Shorthorn Road	138	141
	B - Haveringland Road (S)	0	0
	C - The Street	209	211
	D - Haveringland Road (N)	0	0
18:00-18:15	A - Shorthorn Road	116	118
	B - Haveringland Road (S)	0	0
	C - The Street	175	177
	D - Haveringland Road (N)	0	0

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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					144	216
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.01	4.99	0.0	A	6	9
C-D					4	5
C-A					205	308

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-ACD	0	0	527	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	600	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	118	30			118				
D-ABC	0	0	511	0.000	0	0.0	0.0	0.000	A
C-ABD	5	1	729	0.007	5	0.0	0.0	4.985	A
C-D	3	0.75			3				
C-A	169	42			169				

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-ACD	0	0	517	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	591	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	141	35			141				
D-ABC	0	0	499	0.000	0	0.0	0.0	0.000	A
C-ABD	6	1	746	0.008	6	0.0	0.0	4.878	A
C-D	4	0.90			4				
C-A	201	50			201				

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-ACD	0	0	502	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	580	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	173	43			173				
D-ABC	0	0	483	0.000	0	0.0	0.0	0.000	A
C-ABD	8	2	770	0.010	8	0.0	0.0	4.738	A
C-D	4	1			4				
C-A	246	61			246				

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-ACD	0	0	502	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	580	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	173	43			173				
D-ABC	0	0	483	0.000	0	0.0	0.0	0.000	A
C-ABD	8	2	770	0.010	8	0.0	0.0	4.741	A
C-D	4	1			4				
C-A	246	61			246				

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-ACD	0	0	517	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	591	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	141	35			141				
D-ABC	0	0	499	0.000	0	0.0	0.0	0.000	A
C-ABD	6	1	746	0.008	6	0.0	0.0	4.880	A
C-D	4	0.90			4				
C-A	201	50			201				

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-ACD	0	0	527	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	600	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	118	30			118				
D-ABC	0	0	511	0.000	0	0.0	0.0	0.000	A
C-ABD	5	1	729	0.007	5	0.0	0.0	4.987	A
C-D	3	0.75			3				
C-A	169	42			169				