Appendix A - Accident Data

Collisions between 31/03/2014 and 01/04/2017

TADU CIRTAS

P653414
P047016
P601014
P618014
0075655
P091315
P580315
0058924
0194706
0180158
0104902
P785915
0152317
P344314
P406514
0183992
P721015
0171470
P401015
P752115
P011716
0166181
P241114

Accident Severity

- 1) Fatal
- 2) Serious
- 3) Slight

0 0.1 0.2 0.4 0.6 0.8 km

Collisions between 31/03/2014 and 01/04/2017

TADU CIRTAS

P746015

P705015

P264114

P837315

Accident Severity

1) Fatal

2) Serious

3) Slight

0 0.1 0.2 0.4 0.6 0.8 km

Summary Report B

Acc Ref	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
P225014	23/04/2014	2	Slight	0	0	0	2	Daylight - Street Lights Present		Dry	1145	WHITELEAS WAY J/W JOHN REID ROAD SOUTH SHIELDS
P241114	02/05/2014	1	Slight	0	0	0	0	Daylight - Street Lights Present		Dry	2010	JOHN REID ROAD J/W KING GEORGE ROAD SOUTH SHIELDS
P344314	18/06/2014	3	Slight	0	0	1	0	Daylight - Street Lights Present		Dry	1957	TEMPLE PARK ROAD J/W A1300 SOUTH SHIELDS
P498514	19/08/2014	2	Slight	0	0	0	2	Daylight - Street Lights Present		Dry	1530	TEMPLE PARK ROAD J/W JOHN REID ROAD SOUTH SHIELDS
P618014	20/10/2014	1	Slight	0	0	0	0	Darkness - Street Lights present and lit		Dry	1930	BOLDON LANE J/W JOHN REID ROAD SOUTH SHIELDS
P653414	07/11/2014	1	Slight	0	0	0	1	Darkness - Street Lights present and lit		Wet/Damp	2054	JOHN REID ROAD J/W SOUTH TYNESIDE HOSPITAL SOUTH SHIELDS
P670014	09/11/2014	1	Slight	0	0	0	0	Darkness - Street Lights present and lit		Wet/Damp	2322	KING GEORGE ROAD J/W TEMPLE PARK ROAD SOUTH SHIELDS
P801014	12/12/2014	2	Slight	0	0	0	0	Daylight - Street Lights Present		Dry	1422	JOHN REID ROAD SOUTH SHIELDS
P260115	08/05/2015	1	Slight	0	0	0	0	Daylight - Street Lights Present		Dry	1510	WHITELEAS WAY J/W JOHN REID ROAD SOUTH SHIELDS
P401015	06/07/2015	1	Slight	0	0	1	0	Daylight - Street Lights Present		Dry	1137	PRINCE EDWARD ROAD J/W KING GEORGE ROAD SOUTH SHIELDS
P454615	05/08/2015	1	Slight	0	0	1	0	Daylight - Street Lights Present		Dry	1025	WHITELEAS WAY J/W JOHN REID ROAD SOUTH SHIELDS
P580315	25/09/2015	1	Slight	0	0	0	0	Daylight - Street Lights Present		Dry	0845	JOHN REID ROAD J/W WHITELEAS WAY SOUTH SHIELDS
P785915	25/08/2015	1	Slight	0	0	0	1	Daylight - Street Lights Present		Dry	1232	JOHN REID ROAD J/W WHITELEAS WAY SOUTH SHIELDS
P721015	13/11/2015	2	Slight	0	0	0	0	Daylight - Street Lights Present		Dry	1310	PRINCE EDWARD ROAD J/W KING GEORGE ROAD SOUTH SHIELDS
P752115	05/12/2015	1	Slight	0	0	0	0	Darkness - Street Lights present and lit		Wet/Damp	1855	JOHN REID ROAD APPROACHING J/W KING EDWARD ROAD SOUTH SHIELDS
P011716	12/01/2016	1	Serious	0	1	1	0	Darkness - Street Lights present and lit		Wet/Damp	1645	JOHN REID ROAD SOUTH SHIELDS APPOACH KING GEORGE ROAD
P047016	14/01/2016	1	Slight	0	1	0	0	Darkness - Street Lights present and lit		Wet/Damp	0810	DEAN ROAD J/W MORTIMER ROAD SOUTH SHIELDS
0058924	13/03/2016	1	Slight	0	0	0	0	Daylight - Street Lights Present		Dry	1519	JOHN REID ROAD A1300 AT JN WITH WHITELEAS WAY B1298
P091315	30/01/2015	1	Slight	0	1	0	0	Darkness - Street Lights present and lit		Wet/Damp	1640	JOHN REID ROAD J/W BOLDON LANE SOUTH SHIELDS
0075655	04/06/2016	1	Slight	0	0	0	0	Darkness - Street Lights present and lit		Wet/Damp	0347	BOLDON LANE B1298 AT JN WITH JOHN REID ROAD A1300
0104902	04/08/2016	1	Slight	0	1	0	1	Daylight - Street Lights Present		Dry	1430	WHITELEAS WAY B1298 AT JN WITH JOHN REID ROAD A1300
0152317	01/02/2017	1	Slight	0	0	0	1	Daylight - Street Lights Present		Dry	1440	SUNDERLAND ROAD A1300 NEAR JN WITH A1018
0166181	21/03/2017	1	Slight	0	0	0	0	Daylight - Street Lights Present		Dry	1255	KING GEORGE ROAD A1018 NEAR JN WITH JOHN REID ROAD A1300
0171470	10/11/2016	1	Slight	0	0	0	0	Daylight - Street Lights Present		Dry	1300	PRINCE EDWARD ROAD A1300
0180158	01/01/2017	1	Slight	0	0	0	0	Darkness - Street Lights present and lit		Wet/Damp	0025	WHITELEAS WAY B1298 AT JN WITH JOHN REID ROAD A1300
0183992	29/12/2016	1	Slight	0	0	0	0	Daylight - Street Lights Present		Dry	1445	TEMPLE PARK ROAD C408 AT JN WITH PRINCE EDWARD ROAD A1300
0194706	18/03/2017	1	Slight	0	0	0	0	Daylight - Street Lights Present		Dry	1435	JOHN REID ROAD A1300 AT JN WITH BOLDON LANE B1298
Totals		33		0	4	4	8					

Total Number of Accidents Listed: 27

Summary Report A

Acc Ref	Acc Class	Date	Time	Grid Reference		Casualties: Fatal	Casualties: Serious	Casualties: Slight	Contributory Factors / Prob	Light	Weather	Road Surface	Vehicle Types
P264114	Slight	01/05/2014	0725	436671	563339	0	0	1	103V1B 310V1B 408V1B	Daylight - Street Lights Present	Raining without high winds	Wet/Damp	1 9
P412314	Slight	14/07/2014	1530	436730	563357	0	0	1	405V1A 410V1A	Daylight - Street Lights Present	Fine without high winds	Dry	1 11
P705015	Slight	03/11/2015	1512	436728	563356	0	0	1	403V1B 410V1B 602V1B 802C1B 808C1B	Daylight - Street Lights Present	Fine without high winds	Dry	11
P746015	Slight	03/12/2015	2127	436818	563387	0	0	1	403V1A 405V1A 406V1B 306V2B	Darkness - Street Lights present and lit	Raining without high winds	Wet/Damp	3 9
P837315	Slight	27/01/2015	1618	437265	563323	0	0	1	808C1B	Darkness - Street Lights present and lit	Fine without high winds	Dry	11
Total number of accidents listed: 5						0	0	5					

Slight Accident

Involving 2 Vehicle, 2 Casualties *P225014*

Location	South Tyneside B 1298 436124E, 563735N	***Date / Time***	Wednesday 23 April 2014 11:45
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres
Description of Location	WHITELEAS WAY J/W JOHN REID ROAD SOUTH SHIELDS		
Description of Accident	V1 V2 TRAV NORTH ON WHITELEAS WAY AT R/A J/W JOHN REID RD. V1 MOVED FORWARD AND COLLIDED WITH REAR OF V2		

Vehicle 1 ***Driver*** Male, aged 76, Other ***Vehicle*** Car

Negative	No tow or articulation
Vehicle moving from South to North	No skidding, jack-knifing or overturning
Going ahead other	Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 76 Driver or rider

Vehicle 2 ***Driver*** Male, aged 71, Other ***Vehicle*** Car

Negative	No tow or articulation
Vehicle moving from South to North	No skidding, jack-knifing or overturning
Waiting to go ahead but held up	Other

Casualty 2 - Slight ***Gender*** Male ***Age*** 71 Driver or rider

Slight Accident

Involving 2 Vehicle, 1 Casualty *P241114*

Location	South Tyneside A 1300 437396E, 564263N	***Date / Time***	Friday 02 May 2014 20:10
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres Pelican, puffin, toucan or similar non-junction pedestrian light crossing

Description of Location JOHN REID ROAD J/W KING GEORGE ROAD SOUTH SHIELDS

Description of Accident V2 TRAV EAST ON JOHN REID RD WAITING AT R/A J/W KING GEORGE RD, V1 TRAV BEHIND. V1 PULLS OFF BELIEVING V2 IS MOVING OFF. V2 REMAINS STATIONARY AND V1 COLLIDES WITH THE REAR OF V2

Vehicle 1 ***Driver*** Male, aged 60, Not known ***Vehicle*** Car

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from West to East	No skidding, jack-knifing or overturning
Going ahead other	Other

Gender ***Age***

Vehicle 2 ***Driver*** Female, aged 33, Other ***Vehicle*** Car

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from West to East	No skidding, jack-knifing or overturning
Waiting to go ahead but held up	Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 33 Driver or rider

Slight Accident

Involving 2 Vehicle, 3 Casualties *P344314*

Location	South Tyneside C 408 437398E, 564317N	***Date / Time***	Wednesday 18 June 2014 19:57
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres
Description of Location	TEMPLE PARK ROAD J/W A1300 SOUTH SHIELDS		
Description of Accident	V2 TRAV SE ON TEMPLE PARK RD WAITING AT J/W JOHN REID RD. V1 TRAV BEHIND COLLIDES WITH REAR OF V2		

Vehicle 1 ***Driver*** Male, aged 32, Other ***Vehicle*** Car

Not requested
Vehicle moving from North West to South East
Going ahead other

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Vehicle 2 ***Driver*** Male, aged 57, Other ***Vehicle*** Car

Not requested
Vehicle moving from North West to South East
Waiting to go ahead but held up

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Slight	***Gender*** Female	***Age*** 36	Vehicle or pillion passenger
Casualty 2 - Slight	***Gender*** Female	***Age*** 14	Vehicle or pillion passenger
Casualty 3 - Slight	***Gender*** Male	***Age*** 31	Vehicle or pillion passenger

Slight Accident

Involving 2 Vehicle, 2 Casualties *P498514*

Location	South Tyneside C 408 437400E, 564318N	***Date / Time***	Tuesday 19 August 2014 15:30
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres
Description of Location	TEMPLE PARK ROAD J/W JOHN REID ROAD SOUTH SHIELDS		
Description of Accident	V2 TRAV EAST ON TEMPLE PARK RD WAITING AT J/W JOHN REID RD V1 TRAV BEHIND COLLIDES WITH V2		

Vehicle 1 ***Driver*** Male, aged 61, Journey as part of work ***Vehicle*** Bus or coach (17 or more passenger seats)

Negative	No tow or articulation
Vehicle moving from South West to North East	No skidding, jack-knifing or overturning
Going ahead other	Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 76 Vehicle or pillion passenger

Vehicle 2 ***Driver*** Male, aged 34, Other ***Vehicle*** Goods vehicle 3.5 tonnes maximum gross weight (

Negative	No tow or articulation
Vehicle moving from South West to North East	No skidding, jack-knifing or overturning
Waiting to go ahead but held up	Other

Casualty 2 - Slight ***Gender*** Male ***Age*** 62 Vehicle or pillion passenger

Slight Accident

Involving 2 Vehicle, 1 Casualty *P618014*

Location	South Tyneside B 1298 436109E, 563800N	***Date / Time***	Monday 20 October 2014 19:30
Conditions	Darkness - Street Lights present and lit Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres
Description of Location	BOLDON LANE J/W JOHN REID ROAD SOUTH SHIELDS		
Description of Accident	V2 TRAV SOUTH ON BOLDON LANE WAITING TO TURN LEFT ONTO JOHN REID RD V1 TRAV BEHIND COLLIDES WITH THE REAR OF V2		

Vehicle 1 ***Driver*** Not traced, aged , Not known ***Vehicle*** Car

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from North to South	No skidding, jack-knifing or overturning
Going ahead other	Hit and Run

Gender ***Age***

Vehicle 2 ***Driver*** Female, aged 24, Other ***Vehicle*** Car

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from North to East	No skidding, jack-knifing or overturning
Waiting to turn left	Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 24 Driver or rider

Slight Accident

Involving 2 Vehicle, 1 Casualty *P653414*

Location	South Tyneside A 1300 436761E, 564000N	***Date / Time***	Friday 07 November 2014 20:54
Conditions	Darkness - Street Lights present and lit Fine without high winds Wet/Damp None		None None within 50 metres Pedestrian phase at traffic signal junction

Description of Location JOHN REID ROAD J/W SOUTH TYNESIDE HOSPITAL SOUTH SHIELDS

Description of Accident V2 TURNS RIGHT FROM SOUTH TYNESIDE HOSPITAL ONTO JOHN REID RD CONTINUES TO TRAV WEST. V1 TRAV WEST ON JOHN REID RD THROUGH RED LIGHT COLLDIING WITH THE REAR OF V2

Vehicle 1 ***Driver*** Not traced, aged , Not known ***Vehicle*** Car

Driver not contacted at time of accident
Vehicle moving from East to West
Going ahead other

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Vehicle 2 ***Driver*** Female, aged 31, Other ***Vehicle*** Car

Not requested
Vehicle moving from East to West
Going ahead other

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 60 Vehicle or pillion passenger

Slight Accident

Involving 1 Vehicle, 1 Casualty *P670014*

Location	South Tyneside A 1018 437418E, 564309N	***Date / Time***	Sunday 09 November 2014 23:22
Conditions	Darkness - Street Lights present and lit Fine without high winds Wet/Damp None		None None within 50 metres Central refuge - no other controls

Description of Location KING GEORGE ROAD J/W TEMPLE PARK ROAD SOUTH SHIELDS

Description of Accident V1 TRAV EAST ON TEMPLE PARK RD FAILED TO STOP AT JUNCTION CARRYING STRAIGHT ACROSS THE CARRIAGEWAY IMPACTING WITH CHEVRON MOUNTED SIGNS V1 TIPS ONTO ITS OFFSIDE COMING TO REST ON GRASSED AREA.

Vehicle 1 ***Driver*** Male, aged 36, Not known ***Vehicle*** Car

Not requested	No tow or articulation
Vehicle moving from North West to South East	Skidded and overturned
Going ahead other	Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 36 Driver or rider

Slight Accident

Involving 2 Vehicle, 2 Casualties *P801014*

Location	South Tyneside A 1300 436411E, 563861N	***Date / Time***	Friday 12 December 2014 14:22
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres
Description of Location	JOHN REID ROAD SOUTH SHIELDS		
Description of Accident	V2 TRAV WEST ON JOHN REID RD IN LANE 1. V1 TRAV IN LANE 2. V1 SUDDENLY PULLED INTO THE N/S COLLIDING WITH V2		

Vehicle 1 ***Driver*** Male, aged 60, Not known ***Vehicle*** Goods vehicle over 3.5 tonnes and under 7.5 tonn

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from East to West	No skidding, jack-knifing or overturning
Changing lane to left	Other

Gender ***Age***

Vehicle 2 ***Driver*** Female, aged 57, Not known ***Vehicle*** Car

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from East to West	No skidding, jack-knifing or overturning
Going ahead other	Other

Casualty 1 - Slight	***Gender*** Female	***Age*** 57	Driver or rider
Casualty 2 - Slight	***Gender*** Female	***Age*** 26	Vehicle or pillion passenger

Slight Accident

Involving 2 Vehicle, 1 Casualty *P260115*

Location	South Tyneside A 1300 436116E, 563742N	***Date / Time***	Friday 08 May 2015 15:10
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres

Description of Location WHITELEAS WAY J/W JOHN REID ROAD SOUTH SHIELDS

Description of Accident V2 TRAV NORTH WEST ON WHITELEAS WAY INTENDING TO TRAV STRAIGHT ON AT R/ABOUT IN LEFT LANE. V1 TRAV IN RIGHT LANE BUT HAS TURNED LEFT AT R/ABOUT INTO THE OFFSIDE OF V2.

Vehicle 1 ***Driver*** Not traced, aged , Not known ***Vehicle*** Car

Driver not contacted at time of accident
Vehicle moving from South East to South West
Turning left

No tow or articulation
No skidding, jack-knifing or overturning
Hit and Run

Gender ***Age***

Vehicle 2 ***Driver*** Female, aged 33, Other ***Vehicle*** Car

Not requested
Vehicle moving from South East to North West
Going ahead other

No tow or articulation
Skidded
Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 33 Driver or rider

Slight Accident

Involving 1 Vehicle, 1 Casualty *P401015*

Location	South Tyneside A 1300 437450E, 564284N	***Date / Time***	Monday 06 July 2015 11:37
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres

Description of Location PRINCE EDWARD ROAD J/W KING GEORGE ROAD SOUTH SHIELDS

Description of Accident V1 A BUS TRAV WEST ON PRINCE EDWARD ROAD TURNING RIGHT AND TRAV AROUND THE ROUNDABOUT J/W KING GEORGE ROAD WHEN A PUSHCHAIR WHICH WAS UNSECURED FELL OVER CAUSING INJURY TO THE CHILD IN THE PUSH CHAIR.

Vehicle 1 ***Driver*** Male, aged 40, Journey as part of work ***Vehicle*** Bus or coach (17 or more passenger seats)

Not requested	No tow or articulation
Vehicle moving from East to North	No skidding, jack-knifing or overturning
Turning right	Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 1 Vehicle or pillion passenger

Slight Accident

Involving 1 Vehicle, 1 Casualty *P454615*

Location	South Tyneside B 1298 436138E, 563740N	***Date / Time***	Wednesday 05 August 2015 10:25
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres
Description of Location	WHITELEAS WAY J/W JOHN REID ROAD SOUTH SHIELDS		
Description of Accident	V1 TRAV SOUTH EAST ON BOLDON LANE TRAV OVER R/ABOUT J/W JOHN REID RD AND ENTERS WHITELEAS WAY WHEN A PUSHCHAIR ON THE BUS CARRYING A CHILD HAS FALLEN OVER CAUSING INJURY.		

Vehicle 1 ***Driver*** Male, aged 48, Journey as part of work ***Vehicle*** Bus or coach (17 or more passenger seats)

Not requested	No tow or articulation
Vehicle moving from North West to South East	No skidding, jack-knifing or overturning
Going ahead other	Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 1 Vehicle or pillion passenger

Slight Accident

Involving 2 Vehicle, 1 Casualty *P580315*

Location	South Tyneside A 1300 436151E, 563772N	***Date / Time***	Friday 25 September 2015 08:45
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres

Description of Location JOHN REID ROAD J/W WHITELEAS WAY SOUTH SHIELDS

Description of Accident V1 AND V2 BOTH TRAV SOUTH WEST ON JOHN REID ROAD V2 APPROACHING THE R/ABOUT J/W WHITELEAS WAY AND SLOWED DUE TO TRAFFIC V1 BEHIND V2 SLOWED BUT COLLIDED WITH THE REAR OF V2.

Vehicle 1 ***Driver*** Male, aged 27, Other ***Vehicle*** Car

Not requested
Vehicle moving from North East to South West
Slowing or stopping

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Vehicle 2 ***Driver*** Female, aged 50, Journey as part of work ***Vehicle*** Car

Not requested
Vehicle moving from North East to South West
Waiting to go ahead but held up

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 50 Driver or rider

Slight Accident

Involving 2 Vehicle, 1 Casualty *P785915*

Location	South Tyneside A 1300 436117E, 563742N	***Date / Time***	Tuesday 25 August 2015 12:32
Conditions	Daylight - Street Lights Present Fine with high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres
Description of Location	JOHN REID ROAD J/W WHITELEAS WAY SOUTH SHIELDS		
Description of Accident	V2 TRAV NORTH WEST ON WHITELEAS WAY AND HAS PULLED ONTO THE R/ABOUT J/W JOHN REID ROAD WHEN IT HAS BEEN STRUCK BY V1 TRAV SOUTH WEST ON JOHN REID ROAD.		

Vehicle 1 ***Driver*** Female, aged 35, Not known ***Vehicle*** Car

Not requested	No tow or articulation
Vehicle moving from North East to South West	No skidding, jack-knifing or overturning
Going ahead other	Other

Gender ***Age***

Vehicle 2 ***Driver*** Male, aged 66, Other ***Vehicle*** Motorcycle over 500cc

Not requested	No tow or articulation
Vehicle moving from South East to South West	No skidding, jack-knifing or overturning
Turning left	Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 66 Driver or rider

Slight Accident

Involving 2 Vehicle, 2 Casualties *P721015*

Location	South Tyneside A 1300 437474E, 564295N	***Date / Time***	Friday 13 November 2015 13:10
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres

Description of Location PRINCE EDWARD ROAD J/W KING GEORGE ROAD SOUTH SHIELDS

Description of Accident V2 TRAV WEST ON PRINCE EDWARD ROAD AND STOPPED AT THE R/ABOUT J/W KING GEORGE ROAD. V1 TRAV BEHIND V2 HAS FAILED TO STOP AND COLLIDED WITH THE REAR OF V2.

Vehicle 1 ***Driver*** Not traced, aged , Not known ***Vehicle*** Car

Not requested	No tow or articulation
Vehicle moving from East to West	No skidding, jack-knifing or overturning
Slowing or stopping	Hit and Run

Gender ***Age***

Vehicle 2 ***Driver*** Female, aged 53, Other ***Vehicle*** Car

Not requested	No tow or articulation
Vehicle moving from East to West	No skidding, jack-knifing or overturning
Waiting to go ahead but held up	Other

Casualty 1 - Slight	***Gender*** Female	***Age*** 53	Driver or rider
Casualty 2 - Slight	***Gender*** Male	***Age*** 50	Vehicle or pillion passenger

Slight Accident

Involving 1 Vehicle, 1 Casualty *P752115*

Location	South Tyneside A 1300 437376E, 564274N	***Date / Time***	Saturday 05 December 2015 18:55
Conditions	Darkness - Street Lights present and lit Fine with high winds Wet/Damp None		None None within 50 metres No physical crossing facility within 50 metres

Description of Location JOHN REID ROAD APPROACHING J/W KING EDWARD ROAD SOUTH SHIELDS

Description of Accident V1 TRAV NORTH EAST ON JOHN REID ROAD WHEN FOR REASONS YET TO BE ESTABLISHED V1 HAS LOST CONTROL AND CRASHED.

Vehicle 1 ***Driver*** Male, aged 17, Not known ***Vehicle*** Car

Not requested	No tow or articulation
Vehicle moving from South West to North East	Skidded and overturned
Going ahead other	Hit and Run

Casualty 1 - Slight ***Gender*** Male ***Age*** 17 Driver or rider

Serious Accident

Involving 1 Vehicle, 1 Casualty *P011716*

Location	South Tyneside A 1300 437377E, 564274N	***Date / Time***	Tuesday 12 January 2016 16:45
Conditions	Darkness - Street Lights present and lit Raining without high winds Wet/Damp None		None None within 50 metres Pelican, puffin, toucan or similar non-junction pedestrian light crossing

Description of Location JOHN REID ROAD SOUTH SHIELDS APPOACH KING GEORGE ROAD

Description of Accident V1 TRAV NORTH EAST ON JOHN REID ROAD TOWARDS THE R/ABOUT KING GEORGE ROAD WHEN A PEDESTRIAN HAS RAN ACROSS THE ROAD. V1 HAS BRAKED BUT THE PEDESTRIAN HAS MADE CONTACT WITH THE FRONT OF V1.

Vehicle 1 ***Driver*** Male, aged 20, Commuting to/from work ***Vehicle*** Car

Negative	No tow or articulation
Vehicle moving from South West to North East	No skidding, jack-knifing or overturning
Going ahead other	Other

Casualty 1 - Serious ***Gender*** Female ***Age*** 11 Pedestrian

Slight Accident

Involving 1 Vehicle, 1 Casualty *P047016*

Location	South Tyneside B 1301 436474E, 563879N	***Date / Time***	Thursday 14 January 2016 08:10
Conditions	Darkness - Street Lights present and lit Raining without high winds Wet/Damp None		None None within 50 metres Zebra Crossing

Description of Location DEAN ROAD J/W MORTIMER ROAD SOUTH SHIELDS

Description of Accident V1 TRAV NORTH WEST ON DEAN ROAD WHEN IT HAS STOPPED AT PEDESTRIAN CROSSING TO ALLOW PED TO CROSS. AS PED STARTED TO CROSS V1 MOVED FORWARD AND COLLIDED WITH THE PEDESTRIAN.

Vehicle 1 ***Driver*** Male, aged 58, Not known ***Vehicle*** Car

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from North East to South West	No skidding, jack-knifing or overturning
Moving off	Hit and Run

Casualty 1 - Slight ***Gender*** Male ***Age*** 21 Pedestrian

Slight Accident

Involving 3 Vehicle, 1 Casualty *0058924*

Location	South Tyneside A 1300 436138E, 563760N	***Date / Time***	Sunday 13 March 2016 15:19
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		Involvement with previous accident None within 50 metres No physical crossing facility within 50 metres
Description of Location	JOHN REID ROAD A1300 AT JN WITH WHITELEAS WAY B1298		
Description of Accident	V3 (POL VEH) PARKED ON WHITELEAS WAY, BLOCKING TRAFFIC FROM ENTERING FROM JOHN REID RD R/ABOUT, V3 HAD EMERGENCY ROOF BEACONS AND HAZARD LIGHT ACTIVATED. V1 TRAV. S/W ON R/ABOUT APP. J/W WHITELEAS WAY, V1 ATTEMPTS TO TURN LEFT ONTO WHITLEAS WAY, SEES		

Vehicle 1 ***Driver*** Female, aged 27, Other ***Vehicle*** Car

Not requested
Vehicle moving from North East to South West
Turning left

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 27 Driver or rider

Vehicle 2 ***Driver*** Female, aged 33, Other ***Vehicle*** Car

Negative
Vehicle moving from North East to South West
Going ahead right hand bend

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Vehicle 3 ***Driver*** Male, aged 36, Journey as part of work ***Vehicle*** Car

Not requested
Vehicle was Parked
Parked

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Slight Accident

Involving 1 Vehicle, 1 Casualty *P091315*

Location	South Tyneside A 1300 436145E, 563790N	***Date / Time***	Friday 30 January 2015 16:40
Conditions	Darkness - Street Lights present and lit Fine without high winds Wet/Damp None		None None within 50 metres Central refuge - no other controls

Description of Location JOHN REID ROAD J/W BOLDON LANE SOUTH SHIELDS

Description of Accident V1 TRAV EAST ON JOHN REID RD CROSSES R/A J/W BOLDON LANE. PEDESTRIAN RUNS ACROSS THE ROAD INTO THE PATH OF V1

Vehicle 1 ***Driver*** Male, aged 51, Other ***Vehicle*** Car

Negative	No tow or articulation
Vehicle moving from West to East	No skidding, jack-knifing or overturning
Going ahead other	Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 17 Pedestrian

Slight Accident

Involving 2 Vehicle, 1 Casualty *0075655*

Location	South Tyneside B 1298 436110E, 563805N	***Date / Time***	Saturday 04 June 2016 03:47
Conditions	Darkness - Street Lights present and lit Fine without high winds Wet/Damp None		None None within 50 metres No physical crossing facility within 50 metres
Description of Location	BOLDON LANE B1298 AT JN WITH JOHN REID ROAD A1300		
Description of Accident	VEHS TRAV. S/W ON WESTERN APPROACH APP. R/ABOUT J/W BOLDON LANE, V2 (POLICE VEH) FOLLOWING V1, ILLUMINATES BLUE LIGHTS FOR V1 TO STOP, V1 FAILS TO STOP, MAKING OFF AT SPEED, V1 INCREASED DISTANCE, ON APPROACH TO R/ABOUT J/W JOHN REID ROAD, TURNS LEFT		

Vehicle 1 ***Driver*** Male, aged 28, Not known ***Vehicle*** Car

Not provided (medical reasons)	No tow or articulation
Vehicle moving from South East to North East	Skidded
Turning left	Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 28 Driver or rider

Vehicle 2 ***Driver*** Male, aged 42, Journey as part of work ***Vehicle*** Car

Negative	No tow or articulation
Vehicle moving from South East to South East	No skidding, jack-knifing or overturning
Going ahead other	Other

Gender ***Age***

Slight Accident

Involving 1 Vehicle, 1 Casualty *0104902*

Location	South Tyneside B 1298 436141E, 563740N	***Date / Time***	Thursday 04 August 2016 14:30
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres Pedestrian phase at traffic signal junction
Description of Location	WHITELEAS WAY B1298 AT JN WITH JOHN REID ROAD A1300		
Description of Accident	V1 was trav south west on john reid road turning left onto Whiteleas Way when a pedestrian has stepped out at the traffic light crossing without looking and collided with the vehicle. The pedestrian admitted it was her own fault and had small grazes to her elbows and a graze to the right side of her		

Vehicle 1 ***Driver*** Male, aged 78, Not known ***Vehicle*** Car

Negative	No tow or articulation
Vehicle moving from North East to South East	No skidding, jack-knifing or overturning
Turning left	Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 73 Pedestrian

Slight Accident

Involving 1 Vehicle, 1 Casualty *0152317*

Location	South Tyneside A 1300 437444E, 564334N	***Date / Time***	Wednesday 01 February 2017 14:40
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres

Description of Location SUNDERLAND ROAD A1300 NEAR JN WITH A1018

Description of Accident The vehicle was travelling towards the roundabout, due to vehicles on the roundabout he has applied his braked hard and an elderly female passenger has fell forward on to luggage rack and injured herself

Vehicle 1 ***Driver*** Male, aged 53, Journey as part of work ***Vehicle*** Bus or coach (17 or more passenger seats)

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from North to South	No skidding, jack-knifing or overturning
Moving off	Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 87 Vehicle or pillion passenger

Slight Accident

Involving 2 Vehicle, 1 Casualty *0166181*

Location	South Tyneside A 1018 437437E, 564269N	***Date / Time***	Tuesday 21 March 2017 12:55
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres

Description of Location KING GEORGE ROAD A1018 NEAR JN WITH JOHN REID ROAD A1300

Description of Accident V2 FORD FUSION AT THE ROUNDABOUT ON KING GEORGE ROAD ABOUT TO TURN LEFT ONTO JOHN REID ROAD SOUTH SHIELDS SOUTH TYNESIDE, GIVING WAY TO TRAFFIC AT THE ROUNDABOUT. V1 RENAULT SCENIC COLLIDES WITH THE REAR OF V2 CAUSING INJURY TO DRIVER OF V2 AND

Vehicle 1 ***Driver*** Male, aged 27, Not known ***Vehicle*** Car

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from South to North	No skidding, jack-knifing or overturning
Going ahead other	Hit and Run

Gender ***Age***

Vehicle 2 ***Driver*** Male, aged 35, Not known ***Vehicle*** Car

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from South to East	No skidding, jack-knifing or overturning
Waiting to go ahead but held up	Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 35 Driver or rider

Slight Accident

Involving 2 Vehicle, 1 Casualty *0171470*

Location	South Tyneside A 1300 437518E, 564301N	***Date / Time***	Thursday 10 November 2016 13:00
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres

Description of Location PRINCE EDWARD ROAD A1300

Description of Accident Bus is pulled in bus stop on Prince Edward Rd, vehicle 1 is pulled in behind it, vehicle 2 sees that road is clear and begins to overtake. Bus begins to pull out so vehicle 2 stops to allow it out. Vehicle 1 then drives into the back of vehicle 2. All vehicles travelling east towards the coast.

Vehicle 1 ***Driver*** Not traced, aged , Not known ***Vehicle*** Other Vehicle

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from West to East	No skidding, jack-knifing or overturning
Moving off	Hit and Run

Gender ***Age***

Vehicle 2 ***Driver*** Female, aged 51, Not known ***Vehicle*** Car

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from West to East	No skidding, jack-knifing or overturning
Waiting to go ahead but held up	Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 51 Driver or rider

Slight Accident

Involving 1 Vehicle, 1 Casualty *0180158*

Location	South Tyneside B 1298 436117E, 563743N	***Date / Time***	Sunday 01 January 2017 00:25
Conditions	Darkness - Street Lights present and lit Fine without high winds Wet/Damp None		None None within 50 metres No physical crossing facility within 50 metres

Description of Location WHITELEAS WAY B1298 AT JN WITH JOHN REID ROAD A1300

Description of Accident V1 TRAV. NORTH WEST ON WHITELEAS WAY APP. R/ABOUT J/W JOHN REID ROAD, DRIVER LOSES CONTROL, ENTERS R/ABOUT, COLLIDING WITH CENTRAL ROUNDABOUT AREA BEFORE DRIVING THROUGH EXTERIOR SAFETY BARRIER ONTO GRASS EMBANKMENT, COLLIDING WITH TREE 30

Vehicle 1 ***Driver*** Male, aged 47, Other ***Vehicle*** Goods Vehicle - Unknown Weight

Refused to provide	No tow or articulation
Vehicle moving from South East to North West	Skidded
Going ahead other	Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 48 Vehicle or pillion passenger

Slight Accident

Involving 2 Vehicle, 1 Casualty *0183992*

Location	South Tyneside C 408 437400E, 564306N	***Date / Time***	Thursday 29 December 2016 14:45
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres Central refuge - no other controls

Description of Location TEMPLE PARK ROAD C408 AT JN WITH PRINCE EDWARD ROAD A1300

Description of Accident V1 WAS TRAVELLING ACROSS THE ROUNDABOUT TRAVELLING NORTH FROM A1018 ONTO TEMPLE PARK ROAD. THE RIDER OF THE MOBILITY SCOOTER PULLED ONTO TEMPLE PARK ROAD TRAVELING EAST TOWARDS THE NOOK HOWEVER HE PULLED IN FRONT V1 WHICH THEN COLLIDED WITH HIM,

Vehicle 1 ***Driver*** Not traced, aged , Not known ***Vehicle*** Car

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from South East to North West	No skidding, jack-knifing or overturning
Going ahead other	Hit and Run

Gender ***Age***

Vehicle 2 ***Driver*** Male, aged , Not known ***Vehicle*** Mobility Scooter

Not applicable	No tow or articulation
Vehicle moving from South to North	No skidding, jack-knifing or overturning
Going ahead other	Other

Casualty 1 - Slight ***Gender*** Male ***Age*** Driver or rider

Slight Accident

Involving 1 Vehicle, 1 Casualty *0194706*

Location	South Tyneside A 1300 436130E, 563748N	***Date / Time***	Saturday 18 March 2017 14:35
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres

Description of Location JOHN REID ROAD A1300 AT JN WITH BOLDON LANE B1298

Description of Accident V1is traveling westbound on John Reid Road, South Shields. V1 makes way to roundabout with Boldon Lane. Whilst negotiating the roundabout driver of V1 leans the motorcycle low to the ground and the foot pegs of the vehicle dig into the ground causing the motorcycle to highside throwing the rider from the

Vehicle 1 ***Driver*** Male, aged 52, Other ***Vehicle*** Motorcycle over 500cc

Negative	No tow or articulation
Vehicle moving from West to North	Skidded and overturned
Turning left	Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 52 Driver or rider

Summary Report A

Acc Ref	Acc Class	Date	Time	Grid Reference		Casualties			Contributory Factors / Prob	Light	Weather	Road Surface	Vehicle Types
						Fatal	Serious	Slight					
P225014	Slight	23/04/2014	1145	436124	563735	0	0	2	402V1A 405V1A	Daylight - Street Lights Present	Fine without high winds	Dry	9 9
P241114	Slight	02/05/2014	2010	437396	564263	0	0	1	405V1A 406V1A 602V1B	Daylight - Street Lights Present	Fine without high winds	Dry	9 9
P344314	Slight	18/06/2014	1957	437398	564317	0	0	3	405V1A 410V1B 405V1A	Daylight - Street Lights Present	Fine without high winds	Dry	9 9
P498514	Slight	19/08/2014	1530	437400	564318	0	0	2	402V1A 406V1A	Daylight - Street Lights Present	Fine without high winds	Dry	11 19
P618014	Slight	20/10/2014	1930	436109	563800	0	0	1	405V1A 406V1A 602V1A	Darkness - Street Lights present and lit	Fine without high winds	Dry	9 9
P653414	Slight	07/11/2014	2054	436761	564000	0	0	1	301V1A 306V1B 602V1A	Darkness - Street Lights present and lit	Fine without high winds	Wet/Damp	9 9
P670014	Slight	09/11/2014	2322	437418	564309	0	0	1	103V1A 307V1A 410V1B 306V1B	Darkness - Street Lights present and lit	Fine without high winds	Wet/Damp	9
P801014	Slight	12/12/2014	1422	436411	563861	0	0	2	405V1A 706V1B	Daylight - Street Lights Present	Fine without high winds	Dry	9 20
P260115	Slight	08/05/2015	1510	436116	563742	0	0	1	306V1A 405V1A 601V1A	Daylight - Street Lights Present	Fine without high winds	Dry	9 9
P401015	Slight	06/07/2015	1137	437450	564284	0	0	1	403V1A	Daylight - Street Lights Present	Fine without high winds	Dry	11
P454615	Slight	05/08/2015	1025	436138	563740	0	0	1		Daylight - Street Lights Present	Fine without high winds	Dry	11
P580315	Slight	25/09/2015	0845	436151	563772	0	0	1	406V1B 706V1B	Daylight - Street Lights Present	Fine without high winds	Dry	9 9
P785915	Slight	25/08/2015	1232	436117	563742	0	0	1	405V2A 607V2A 401V2B	Daylight - Street Lights Present	Fine with high winds	Dry	5 9
P721015	Slight	13/11/2015	1310	437474	564295	0	0	2	509V1B 602V1A 308V1B	Daylight - Street Lights Present	Fine without high winds	Dry	9 9
P752115	Slight	05/12/2015	1855	437376	564274	0	0	1	410V1A 605V1A	Darkness - Street Lights present and lit	Fine with high winds	Wet/Damp	9
P011716	Serious	12/01/2016	1645	437377	564274	0	1	0	802C1A 808C1A	Darkness - Street Lights present and lit	Raining without high winds	Wet/Damp	9
P047016	Slight	14/01/2016	0810	436474	563879	0	0	1	402V1A 405V1A 602V1B 707V1A 710V1B 809C1B	Darkness - Street Lights present and lit	Raining without high winds	Wet/Damp	9
0058924	Slight	13/03/2016	1519	436138	563760	0	0	1	406V1A 999V3B	Daylight - Street Lights Present	Fine without high winds	Dry	9 9 9
P091315	Slight	30/01/2015	1640	436145	563790	0	0	1	802C1A 803C1A 404V1B	Darkness - Street Lights present and lit	Fine without high winds	Wet/Damp	9
0075655	Slight	04/06/2016	0347	436110	563805	0	0	1	501V1A 999V1A	Darkness - Street Lights present and lit	Fine without high winds	Wet/Damp	9 9
0104902	Slight	04/08/2016	1430	436141	563740	0	0	1	802C1A 803C1B 406V1A	Daylight - Street Lights Present	Fine without high winds	Dry	9
0152317	Slight	01/02/2017	1440	437444	564334	0	0	1		Daylight - Street Lights Present	Fine without high winds	Dry	11
0166181	Slight	21/03/2017	1255	437437	564269	0	0	1		Daylight - Street Lights Present	Fine without high winds	Dry	9 9
0171470	Slight	10/11/2016	1300	437518	564301	0	0	1	308V1B 602V1B	Daylight - Street Lights Present	Fine without high winds	Dry	9 99
0180158	Slight	01/01/2017	0025	436117	563743	0	0	1	501V1A 401V1A	Darkness - Street Lights present and lit	Fine without high winds	Wet/Damp	98
0183992	Slight	29/12/2016	1445	437400	564306	0	0	1	405V2A	Daylight - Street Lights Present	Fine without high winds	Dry	22 9
0194706	Slight	18/03/2017	1435	436130	563748	0	0	1	403V1A 603V1B 410V1A	Daylight - Street Lights Present	Fine without high winds	Dry	5
Total number of accidents listed: 27						0	1	32					

Summary Report B

Acc Ref	Date	Cas.	Sev.	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
P264114	01/05/2014	1	Slight	1	0	0	0	Daylight - Street Lights Present		Wet/Damp	0725	NEVINSON AVENUE SOUTH SHIELDS
P412314	14/07/2014	1	Slight	1	0	1	0	Daylight - Street Lights Present		Dry	1530	NEVINSON AVENUE SOUTH SHIELDS
P705015	03/11/2015	1	Slight	0	0	0	1	Daylight - Street Lights Present		Dry	1512	NEVINSON AVENUE SOUTH SHIELDS
P746015	03/12/2015	1	Slight	0	0	0	0	Darkness - Street Lights present and lit		Wet/Damp	2127	NEVINSON AVENUE J/W MORELAND ROAD SOUTH SHIELDS
P837315	27/01/2015	1	Slight	0	0	0	1	Darkness - Street Lights present and lit		Dry	1618	NEVINSON AVENUE SOUTH SHIELDS
Totals		5		2	0	1	2					

Total Number of Accidents Listed: 5

Slight Accident

Involving 2 Vehicle, 1 Casualty *P264114*

Location	South Tyneside C 418 436671E, 563339N	***Date / Time***	Thursday 01 May 2014 07:25
Conditions	Daylight - Street Lights Present Raining without high winds Wet/Damp None		None None within 50 metres No physical crossing facility within 50 metres

Description of Location NEVINSON AVENUE SOUTH SHIELDS

Description of Accident V1 TRAV NE ON NEVINSON AVE SLOWED DUE TO A BUS AHEAD, V2 COMES OUT FROM BEHIND THE BUS INTO THE PATH OF V1

Vehicle 1 ***Driver*** Male, aged 39, Not known ***Vehicle*** Car

Negative	No tow or articulation
Vehicle moving from South to North	No skidding, jack-knifing or overturning
Going ahead other	Other

Gender ***Age***

Vehicle 2 ***Driver*** Male, aged 16, Other ***Vehicle*** Pedal Cycle

Not applicable	No tow or articulation
Vehicle moving from East to West	No skidding, jack-knifing or overturning
Going ahead other	Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 16 Driver or rider

Slight Accident

Involving 2 Vehicle, 1 Casualty *P412314*

Location	South Tyneside C 418 436730E, 563357N	***Date / Time***	Monday 14 July 2014 15:30
Conditions	Daylight - Street Lights Present Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres
Description of Location	NEVINSON AVENUE SOUTH SHIELDS		
Description of Accident	V2 TRAV WEST ON NEVINSON AVE V1 TRAV FROM BETWEEN BOLLARDS INTO THE ROAD AND COLLIDES WITH V2		

Vehicle 1 ***Driver*** Male, aged 15, Not known ***Vehicle*** Pedal Cycle

Not applicable	No tow or articulation
Vehicle moving from East to West	No skidding, jack-knifing or overturning
Going ahead other	Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 15 Driver or rider

Vehicle 2 ***Driver*** Male, aged 66, Journey as part of work ***Vehicle*** Bus or coach (17 or more passenger seats)

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from North to South	No skidding, jack-knifing or overturning
Going ahead other	Other

Gender ***Age***

Slight Accident

Involving 1 Vehicle, 1 Casualty *P705015*

Location South Tyneside
C 418
436728E, 563356N

Date / Time Tuesday
03 November 2015
15:12

Conditions Daylight - Street Lights Present
Fine without high winds
Dry
None

None
None within 50 metres
No physical crossing facility within 50 metres

Description of Location NEVINSON AVENUE SOUTH SHIELDS

Description of Accident V1 TRAV SOUTH WEST ON NEVINSON AVENUE WHEN A PASSENGER ON THE BUS HAS BEEN INJURED DUE TO QUICK MOVEMENT.

Vehicle 1 ***Driver*** Male, aged 63, Journey as part of work ***Vehicle*** Bus or coach (17 or more passenger seats)

Driver not contacted at time of accident
Vehicle moving from North East to South West
Moving off

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Slight ***Gender*** Female ***Age*** 83 Vehicle or pillion passenger

Slight Accident

Involving 2 Vehicle, 1 Casualty *P746015*

Location	South Tyneside C 418 436818E, 563387N	***Date / Time***	Thursday 03 December 2015 21:27
Conditions	Darkness - Street Lights present and lit Raining without high winds Wet/Damp None		None None within 50 metres No physical crossing facility within 50 metres

Description of Location NEVINSON AVENUE J/W MORELAND ROAD SOUTH SHIELDS

Description of Accident V1 TRAV. N/E ON NEVINSON AVE APP. J/W MORELAND RD, V2 TRAV. S/W ON NEVINSON AVE, V1 TURNS RIGHT ONTO MORELAND RD INTO PATH OF V2, FRONT OF V2 COLLIDING WITH F/N/S OF V1

Vehicle 1 ***Driver*** Male, aged 47, Other ***Vehicle*** Car

Negative
Vehicle moving from South West to South East
Turning right

No tow or articulation
No skidding, jack-knifing or overturning
Other

Gender ***Age***

Vehicle 2 ***Driver*** Male, aged 22, Other ***Vehicle*** Motorcycle over 50cc and up to 125cc

Negative
Vehicle moving from North East to South West
Going ahead other

No tow or articulation
No skidding, jack-knifing or overturning
Other

Casualty 1 - Slight ***Gender*** Male ***Age*** 22 Driver or rider

Slight Accident

Involving 1 Vehicle, 1 Casualty *P837315*

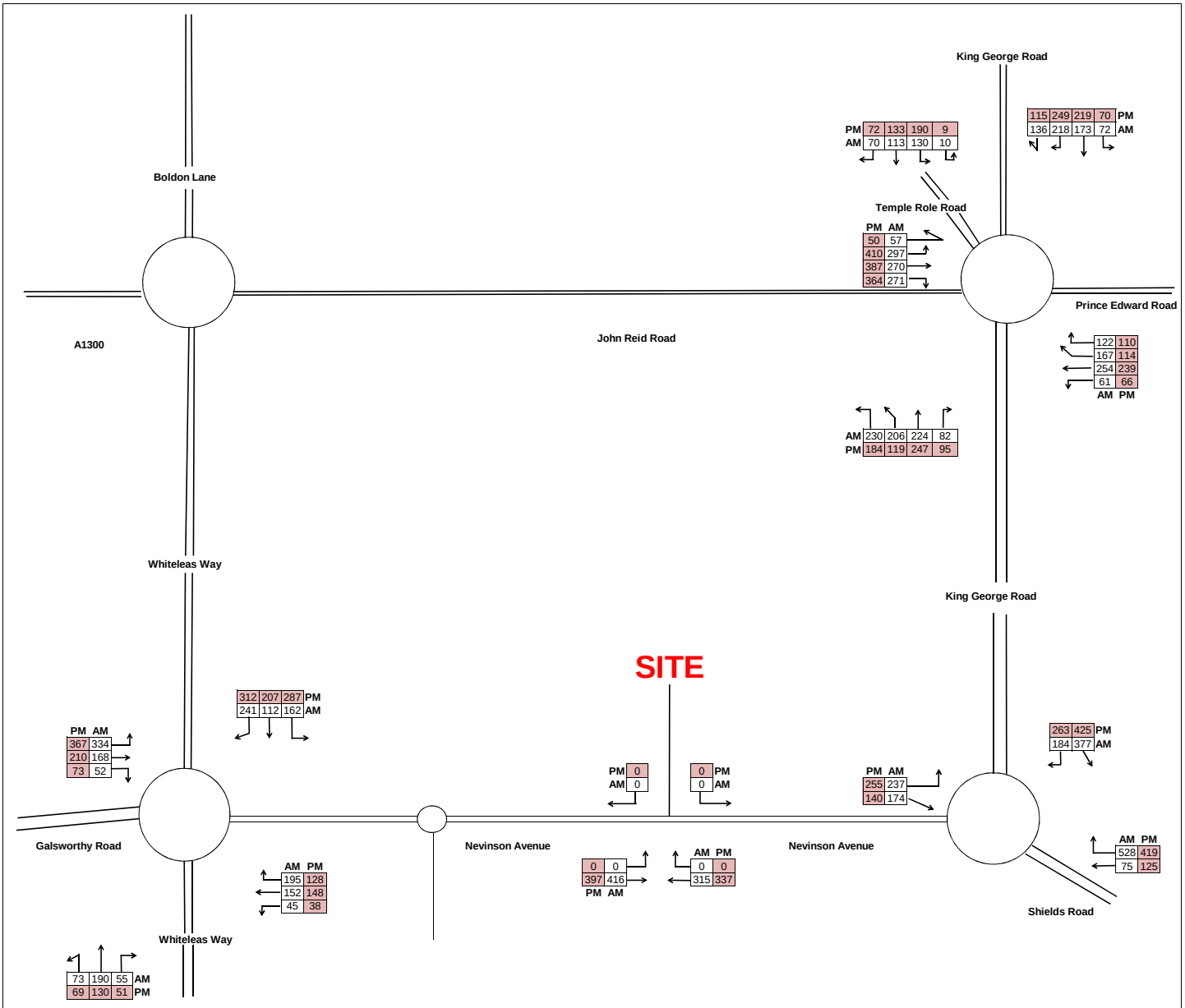
Location	South Tyneside C 418 437265E, 563323N	***Date / Time***	Tuesday 27 January 2015 16:18
Conditions	Darkness - Street Lights present and lit Fine without high winds Dry None		None None within 50 metres No physical crossing facility within 50 metres
Description of Location	NEVINSON AVENUE SOUTH SHIELDS		
Description of Accident	V1 A PSV HAS PULLED AWAY FROM BUS STOP NORTH WEST ON NEVINSON AVE JUST AFTER J/W HOLDER HOUSE LANE WHEN A PASSENGER ON BUS HAS FALLEN FROM SEA.		

Vehicle 1 ***Driver*** Male, aged 47, Journey as part of work ***Vehicle*** Bus or coach (17 or more passenger seats)

Driver not contacted at time of accident	No tow or articulation
Vehicle moving from South East to North West	No skidding, jack-knifing or overturning
Moving off	Other

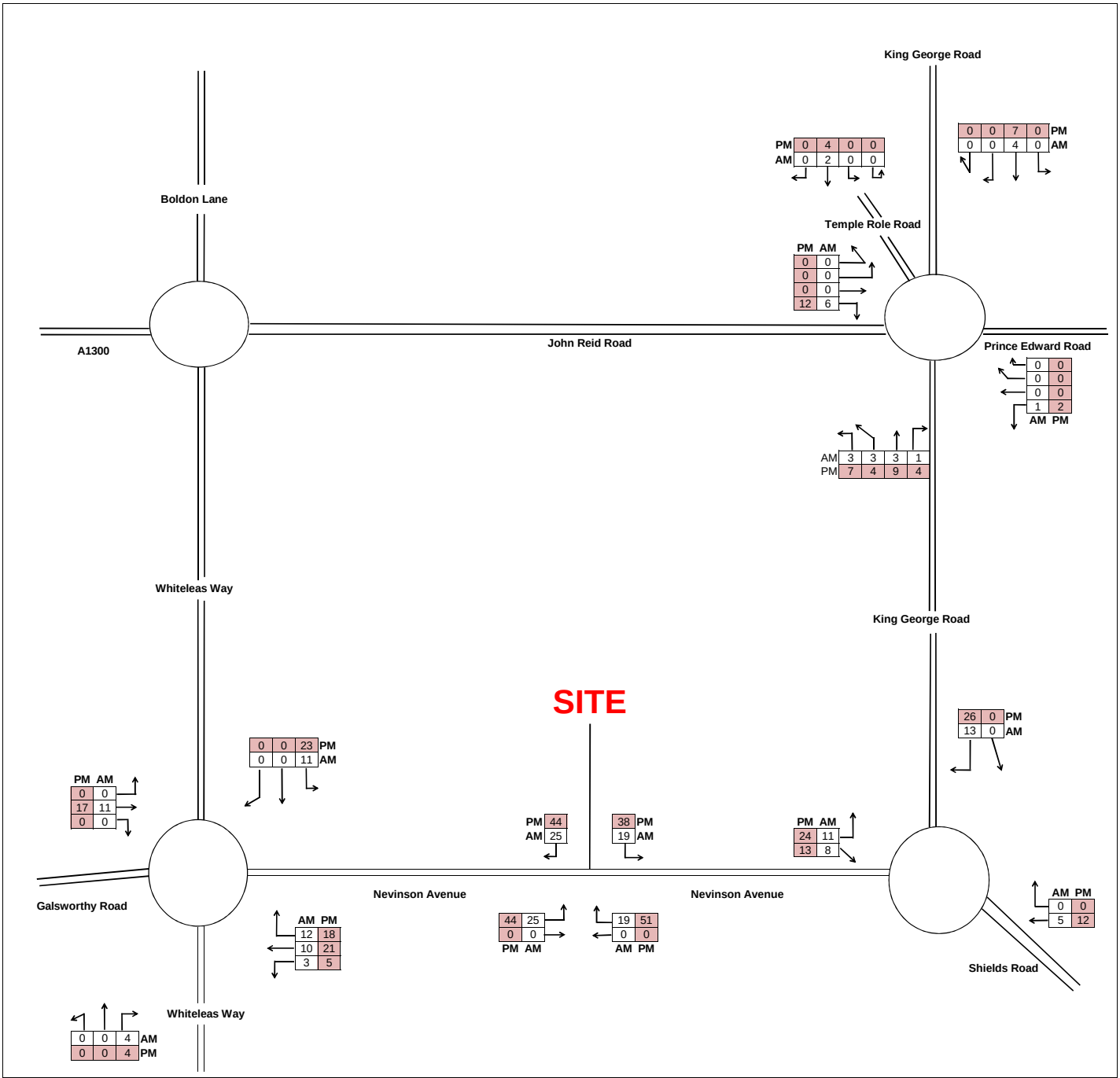
Casualty 1 - Slight ***Gender*** Female ***Age*** 85 Vehicle or pillion passenger

Appendix B - Traffic Flow Diagrams



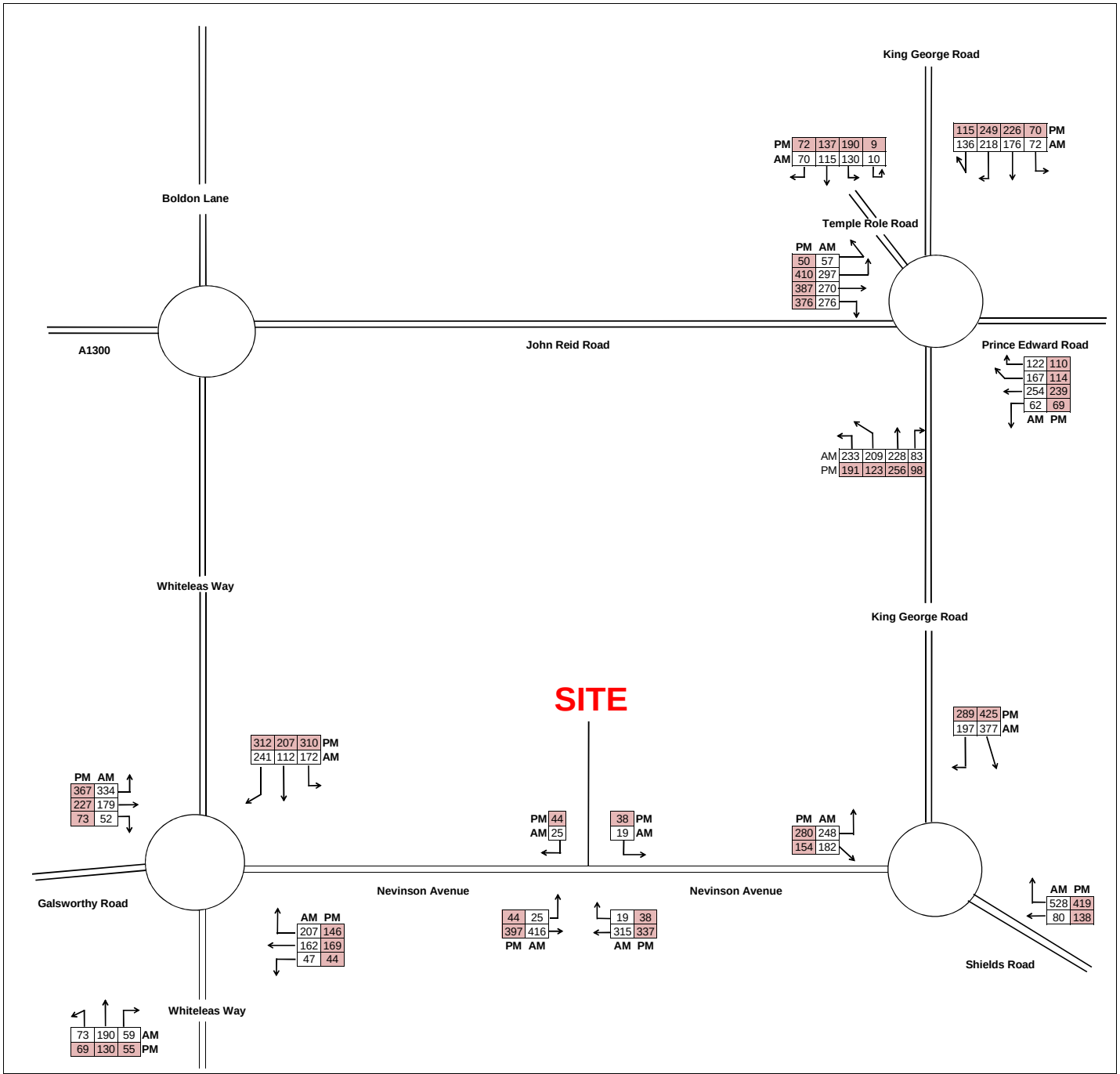
CLIENT: Tolent Living Ltd	Base Weekday Flows 2017		AECOM
PROJECT: Temple Park	BY: Weijia Chen	CHK:	APP:

First Floor,
One Trinity Gardens
Quayside
Newcastle Upon Tyne
NE1 2HF
United Kingdom
www.aecom.com
Tel: +44 (0)191 224 6500
Fax: +44 (0)191 224 6599



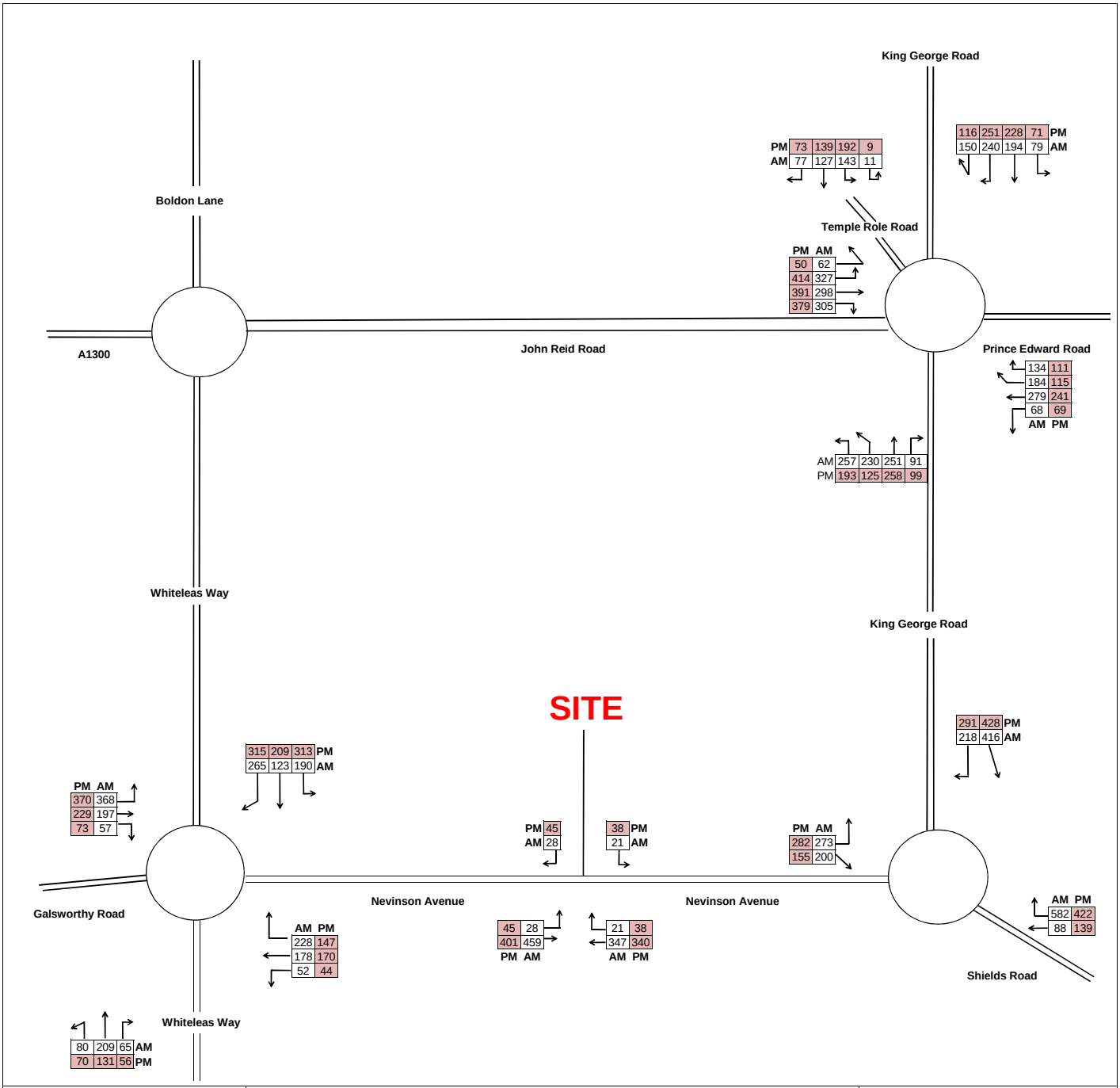
CLIENT: Tolent Living Ltd	Development Weekday Flows 2017		AECOM
PROJECT: Temple Park	BY: Weijia Chen	CHK:	APP:

First Floor,
One Trinity Gardens
Quayside
Newcastle Upon Tyne
NE1 2HF
United Kingdom
www.aecom.com
Tel: +44 (0)191 224 6500
Fax: +44 (0)191 224 6599



CLIENT: Tolent Living Ltd	Base + Development Weekday Flows 2017		AECOM
PROJECT: Temple Park	BY: Weijia Chen	CHK:	APP:

First Floor,
One Trinity Gardens
Quayside
Newcastle Upon Tyne
NE1 2HF
United Kingdom
www.aecom.com
Tel: +44 (0)191 224 6500
Fax: +44 (0)191 224 6599



CLIENT: Tolent Living Ltd	Base + Development Weekday Flows 2027		AECOM
PROJECT: Temple Park	BY: Weijia Chen	CHK:	APP:

First Floor,
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Quayside
Newcastle Upon Tyne
NE1 2HF
United Kingdom
www.aecom.com
Tel: +44 (0)191 224 6500
Fax: +44 (0)191 224 6599

Appendix C - Junction Modelling Output

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: Site Access.Nevinson Rd.j9
Path: F:\PROJECTS\Development - Tolent Living Temple Park\03 EXECUTION\Junction 9 Modelling
Report generation date: 18/10/2017 18:09:03

Summary of junction performance

	AM				PM				Saturday				Sunday			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	ATC Nevison - 2017 Base															
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	ATC Nevison - 2017 Base + Dev															
Stream B-AC	0.1	9.72	0.12	A	0.3	10.96	0.22	B	0.3	10.05	0.23	B	0.4	10.83	0.29	B
Stream C-AB	0.0	7.40	0.04	A	0.1	7.50	0.08	A	0.1	7.21	0.11	A	0.2	7.37	0.12	A
	ATC Nevison - 2027 Base															
Stream B-AC	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
Stream C-AB	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A	0.0	0.00	0.00	A
	ATC Nevison - 2027 Base + Dev															
Stream B-AC	0.2	10.34	0.13	B	0.3	11.04	0.22	B	0.3	10.81	0.26	B	0.5	11.78	0.32	B
Stream C-AB	0.1	7.57	0.05	A	0.1	7.52	0.08	A	0.2	7.32	0.12	A	0.2	7.51	0.14	A

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

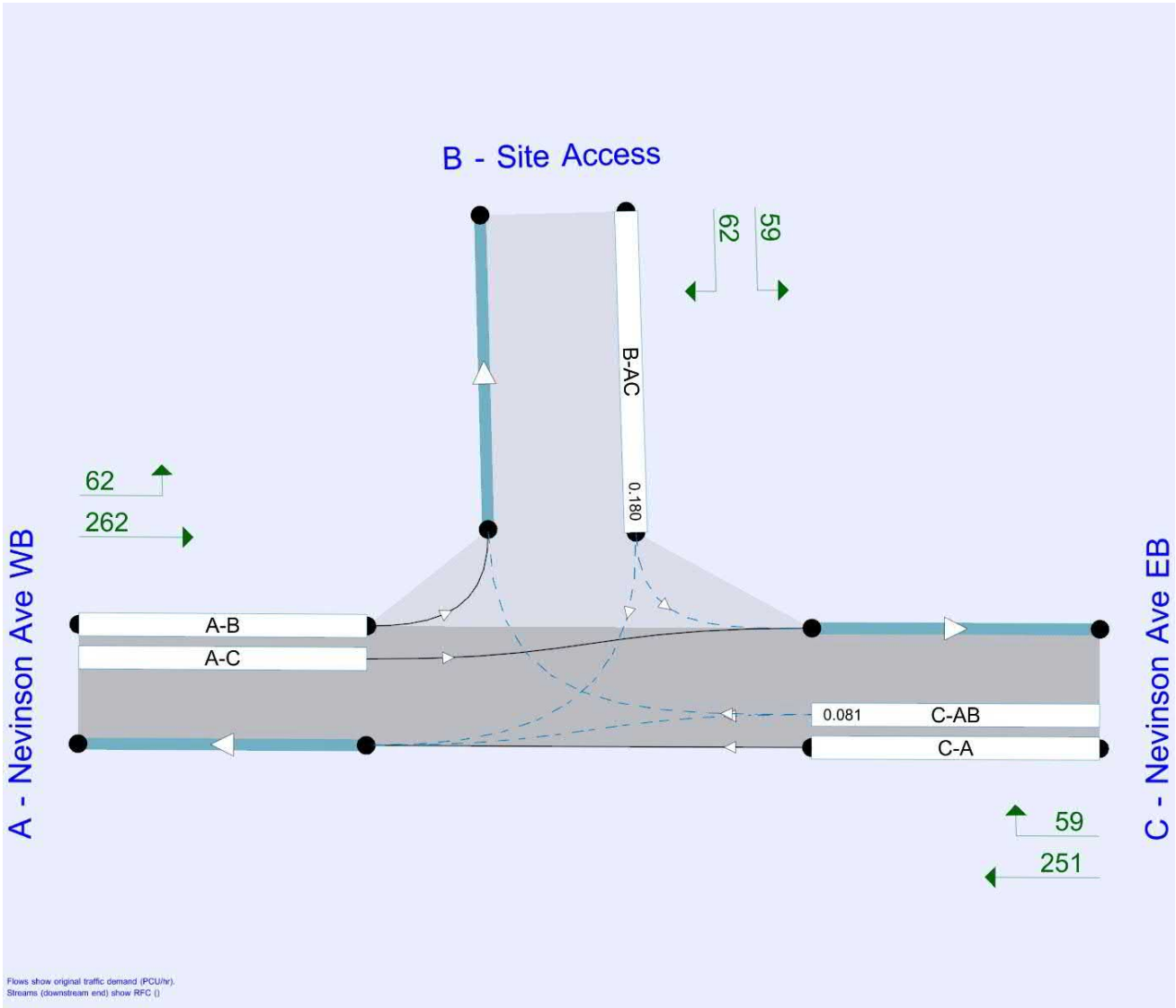
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	26/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NA\Connor.S.Gray
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2017 Base	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2017 Base	PM	ONE HOUR	17:00	18:30	15	✓		
D3	2017 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓		
D4	2017 Base + Dev	PM	ONE HOUR	17:00	18:30	15	✓		
D5	2027 Base	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1 * G1
D6	2027 Base	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2 * G2
D7	2027 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3 * G1
D8	2027 Base + Dev	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4 * G2
D9	2017 Base	Saturday	ONE HOUR	12:15	13:45	15	✓		
D10	2017 Base	Sunday	ONE HOUR	11:45	13:15	15	✓		
D11	2017 Base + Dev	Saturday	ONE HOUR	12:15	13:45	15	✓		
D12	2017 Base + Dev	Sunday	ONE HOUR	11:45	13:15	15	✓		
D13	2027 Base	Saturday	ONE HOUR	12:15	13:45	15	✓	Simple	D9 * G3
D14	2027 Base	Sunday	ONE HOUR	11:45	13:15	15	✓	Simple	D10 * G4
D15	2027 Base + Dev	Saturday	ONE HOUR	12:15	13:45	15	✓	Simple	D11 * G3
D16	2027 Base + Dev	Sunday	ONE HOUR	11:45	13:15	15	✓	Simple	D12 * G4

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	Recalculated by Tempro for AM Peak		1.1020
G2	Recalculated by Tempro for PM Peak		1.0092
G3	Recalculated by Tempro for Saturday		1.1022
G4	Recalculated by Tempro for Sunday		1.1018

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

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

ATC Nevison - 2017 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Nevinson Ave WB		Major
B	Site Access		Minor
C	Nevinson Ave EB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Nevinson Ave EB	6.00			60.0	✓	1.00

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 - Site Access	One lane	3.00	62	69

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	532	0.097	0.245	0.154	0.350
1	B-C	667	0.102	0.259	-	-
1	C-B	609	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 Base	AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	416	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Nevinson Ave EB		ONE HOUR	✓	315	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	416
	B - Site Access	0	0	0
	C - Nevinson Ave EB	315	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	5
	B - Site Access	0	0	0
	C - Nevinson Ave EB	5	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-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					289	433
A-B					0	0
A-C					382	573

Main Results for each time segment

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)	LOS
B-AC	0	0	489	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1096	0.000	0	0.0	0.0	0.000	A
C-A	237	59			237				
A-B	0	0			0				
A-C	313	78			313				

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)	LOS
B-AC	0	0	468	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1067	0.000	0	0.0	0.0	0.000	A
C-A	283	71			283				
A-B	0	0			0				
A-C	374	94			374				

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)	LOS
B-AC	0	0	439	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1026	0.000	0	0.0	0.0	0.000	A
C-A	346	87			346				
A-B	0	0			0				
A-C	458	115			458				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	439	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1026	0.000	0	0.0	0.0	0.000	A
C-A	346	87			346				
A-B	0	0			0				
A-C	458	115			458				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	468	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1067	0.000	0	0.0	0.0	0.000	A
C-A	283	71			283				
A-B	0	0			0				
A-C	374	94			374				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	489	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1096	0.000	0	0.0	0.0	0.000	A
C-A	237	59			237				
A-B	0	0			0				
A-C	313	78			313				

ATC Nevison - 2017 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2017 Base	PM	ONE HOUR	17:00	18:30	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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	397	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Nevinson Ave EB		ONE HOUR	✓	337	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	397
	B - Site Access	0	0	0
	C - Nevinson Ave EB	337	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	4
	B - Site Access	0	0	0
	C - Nevinson Ave EB	5	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-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					309	464
A-B					0	0
A-C					364	546

Main Results for each time segment

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)	LOS
B-AC	0	0	491	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1103	0.000	0	0.0	0.0	0.000	A
C-A	254	63			254				
A-B	0	0			0				
A-C	299	75			299				

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)	LOS
B-AC	0	0	470	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1075	0.000	0	0.0	0.0	0.000	A
C-A	303	76			303				
A-B	0	0			0				
A-C	357	89			357				

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)	LOS
B-AC	0	0	442	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1037	0.000	0	0.0	0.0	0.000	A
C-A	371	93			371				
A-B	0	0			0				
A-C	437	109			437				

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)	LOS
B-AC	0	0	442	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1037	0.000	0	0.0	0.0	0.000	A
C-A	371	93			371				
A-B	0	0			0				
A-C	437	109			437				

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)	LOS
B-AC	0	0	470	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1075	0.000	0	0.0	0.0	0.000	A
C-A	303	76			303				
A-B	0	0			0				
A-C	357	89			357				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	491	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1103	0.000	0	0.0	0.0	0.000	A
C-A	254	63			254				
A-B	0	0			0				
A-C	299	75			299				

ATC Nevison - 2017 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	ACT Nevison	T-Junction	Two-way	0.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2017 Base + Dev	AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	441	100.000
B - Site Access		ONE HOUR	✓	44	100.000
C - Nevinson Ave EB		ONE HOUR	✓	334	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	25	416
	B - Site Access	25	0	19
	C - Nevinson Ave EB	315	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	5
	B - Site Access	0	0	0
	C - Nevinson Ave EB	5	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-AC	0.12	9.72	0.1	A	40	61
C-AB	0.04	7.40	0.0	A	18	27
C-A					288	433
A-B					23	34
A-C					382	573

Main Results for each time segment

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)	LOS
B-AC	33	8	472	0.070	33	0.0	0.1	8.195	A
C-AB	14	4	537	0.027	14	0.0	0.0	6.893	A
C-A	237	59			237				
A-B	19	5			19				
A-C	313	78			313				

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)	LOS
B-AC	40	10	450	0.088	39	0.1	0.1	8.771	A
C-AB	17	4	524	0.033	17	0.0	0.0	7.103	A
C-A	283	71			283				
A-B	23	6			23				
A-C	374	94			374				

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)	LOS
B-AC	48	12	419	0.116	48	0.1	0.1	9.710	A
C-AB	21	5	509	0.042	21	0.0	0.0	7.397	A
C-A	346	86			346				
A-B	28	7			28				
A-C	458	115			458				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	48	12	419	0.116	48	0.1	0.1	9.715	A
C-AB	21	5	509	0.042	21	0.0	0.0	7.400	A
C-A	346	86			346				
A-B	28	7			28				
A-C	458	115			458				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	40	10	450	0.088	40	0.1	0.1	8.783	A
C-AB	17	4	525	0.033	17	0.0	0.0	7.107	A
C-A	283	71			283				
A-B	23	6			23				
A-C	374	94			374				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	33	8	472	0.070	33	0.1	0.1	8.210	A
C-AB	14	4	537	0.027	14	0.0	0.0	6.899	A
C-A	237	59			237				
A-B	19	5			19				
A-C	313	78			313				

ATC Nevison - 2017 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	ACT Nevison	T-Junction	Two-way	1.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2017 Base + Dev	PM	ONE HOUR	17:00	18:30	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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	441	100.000
B - Site Access		ONE HOUR	✓	82	100.000
C - Nevinson Ave EB		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	44	397
	B - Site Access	44	0	38
	C - Nevinson Ave EB	337	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	4
	B - Site Access	0	0	0
	C - Nevinson Ave EB	5	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-AC	0.22	10.96	0.3	B	75	113
C-AB	0.08	7.50	0.1	A	36	54
C-A					308	462
A-B					41	61
A-C					364	546

Main Results for each time segment

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)	LOS
B-AC	62	15	473	0.130	61	0.0	0.1	8.722	A
C-AB	29	7	544	0.053	29	0.0	0.1	6.994	A
C-A	253	63			253				
A-B	33	8			33				
A-C	299	75			299				

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)	LOS
B-AC	74	18	451	0.164	74	0.1	0.2	9.542	A
C-AB	35	9	535	0.066	35	0.1	0.1	7.213	A
C-A	302	75			302				
A-B	40	10			40				
A-C	357	89			357				

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)	LOS
B-AC	90	23	419	0.216	90	0.2	0.3	10.938	B
C-AB	44	11	525	0.084	44	0.1	0.1	7.501	A
C-A	368	92			368				
A-B	49	12			49				
A-C	437	109			437				

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)	LOS
B-AC	90	23	419	0.216	90	0.3	0.3	10.958	B
C-AB	44	11	525	0.084	44	0.1	0.1	7.504	A
C-A	368	92			368				
A-B	49	12			49				
A-C	437	109			437				

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)	LOS
B-AC	74	18	451	0.164	74	0.3	0.2	9.569	A
C-AB	35	9	535	0.066	35	0.1	0.1	7.218	A
C-A	302	75			302				
A-B	40	10			40				
A-C	357	89			357				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	62	15	473	0.130	62	0.2	0.2	8.757	A
C-AB	29	7	544	0.053	29	0.1	0.1	7.004	A
C-A	253	63			253				
A-B	33	8			33				
A-C	299	75			299				

ATC Nevison - 2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2027 Base	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1 * G1

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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	459	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Nevinson Ave EB		ONE HOUR	✓	347	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	459
	B - Site Access	0	0	0
	C - Nevinson Ave EB	347	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	5
	B - Site Access	0	0	0
	C - Nevinson Ave EB	5	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-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					318	477
A-B					0	0
A-C					421	632

Main Results for each time segment

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)	LOS
B-AC	0	0	478	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1081	0.000	0	0.0	0.0	0.000	A
C-A	261	65			261				
A-B	0	0			0				
A-C	345	86			345				

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)	LOS
B-AC	0	0	455	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1048	0.000	0	0.0	0.0	0.000	A
C-A	312	78			312				
A-B	0	0			0				
A-C	413	103			413				

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)	LOS
B-AC	0	0	423	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1004	0.000	0	0.0	0.0	0.000	A
C-A	382	95			382				
A-B	0	0			0				
A-C	505	126			505				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	423	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1004	0.000	0	0.0	0.0	0.000	A
C-A	382	95			382				
A-B	0	0			0				
A-C	505	126			505				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	455	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1048	0.000	0	0.0	0.0	0.000	A
C-A	312	78			312				
A-B	0	0			0				
A-C	413	103			413				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	478	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1081	0.000	0	0.0	0.0	0.000	A
C-A	261	65			261				
A-B	0	0			0				
A-C	345	86			345				

ATC Nevison - 2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2027 Base	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D2 * G2

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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	401	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Nevinson Ave EB		ONE HOUR	✓	340	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	401
	B - Site Access	0	0	0
	C - Nevinson Ave EB	340	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	4
	B - Site Access	0	0	0
	C - Nevinson Ave EB	5	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-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					312	468
A-B					0	0
A-C					368	551

Main Results for each time segment

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)	LOS
B-AC	0	0	490	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1102	0.000	0	0.0	0.0	0.000	A
C-A	256	64			256				
A-B	0	0			0				
A-C	302	75			302				

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)	LOS
B-AC	0	0	469	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1074	0.000	0	0.0	0.0	0.000	A
C-A	306	76			306				
A-B	0	0			0				
A-C	360	90			360				

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)	LOS
B-AC	0	0	441	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1035	0.000	0	0.0	0.0	0.000	A
C-A	374	94			374				
A-B	0	0			0				
A-C	441	110			441				

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)	LOS
B-AC	0	0	441	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1035	0.000	0	0.0	0.0	0.000	A
C-A	374	94			374				
A-B	0	0			0				
A-C	441	110			441				

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)	LOS
B-AC	0	0	469	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1074	0.000	0	0.0	0.0	0.000	A
C-A	306	76			306				
A-B	0	0			0				
A-C	360	90			360				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	490	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1102	0.000	0	0.0	0.0	0.000	A
C-A	256	64			256				
A-B	0	0			0				
A-C	302	75			302				

ATC Nevison - 2027 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	ACT Nevison	T-Junction	Two-way	0.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2027 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3 * G1

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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	486	100.000
B - Site Access		ONE HOUR	✓	48	100.000
C - Nevinson Ave EB		ONE HOUR	✓	368	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	28	459
	B - Site Access	28	0	21
	C - Nevinson Ave EB	347	21	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	5
	B - Site Access	0	0	0
	C - Nevinson Ave EB	5	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-AC	0.13	10.34	0.2	B	44	67
C-AB	0.05	7.57	0.1	A	20	29
C-A					318	477
A-B					25	38
A-C					421	632

Main Results for each time segment

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)	LOS
B-AC	37	9	460	0.079	36	0.0	0.1	8.481	A
C-AB	16	4	530	0.030	16	0.0	0.0	7.002	A
C-A	261	65			261				
A-B	21	5			21				
A-C	345	86			345				

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)	LOS
B-AC	44	11	436	0.100	43	0.1	0.1	9.173	A
C-AB	19	5	517	0.037	19	0.0	0.0	7.236	A
C-A	311	78			311				
A-B	25	6			25				
A-C	413	103			413				

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)	LOS
B-AC	53	13	402	0.133	53	0.1	0.2	10.328	B
C-AB	24	6	500	0.048	24	0.0	0.1	7.563	A
C-A	381	95			381				
A-B	30	8			30				
A-C	505	126			505				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	53	13	402	0.133	53	0.2	0.2	10.337	B
C-AB	24	6	501	0.048	24	0.1	0.1	7.566	A
C-A	381	95			381				
A-B	30	8			30				
A-C	505	126			505				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	44	11	436	0.100	44	0.2	0.1	9.187	A
C-AB	19	5	517	0.037	19	0.1	0.0	7.240	A
C-A	311	78			311				
A-B	25	6			25				
A-C	413	103			413				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	37	9	460	0.079	37	0.1	0.1	8.499	A
C-AB	16	4	530	0.030	16	0.0	0.0	7.005	A
C-A	261	65			261				
A-B	21	5			21				
A-C	345	86			345				

ATC Nevison - 2027 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	ACT Nevison	T-Junction	Two-way	1.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2027 Base + Dev	PM	ONE HOUR	17:00	18:30	15	✓	Simple	D4 * G2

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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	445	100.000
B - Site Access		ONE HOUR	✓	83	100.000
C - Nevinson Ave EB		ONE HOUR	✓	378	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	45	401
	B - Site Access	45	0	38
	C - Nevinson Ave EB	340	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	4
	B - Site Access	0	0	0
	C - Nevinson Ave EB	5	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-AC	0.22	11.04	0.3	B	76	114
C-AB	0.08	7.52	0.1	A	36	55
C-A					310	466
A-B					41	62
A-C					368	551

Main Results for each time segment

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)	LOS
B-AC	62	16	472	0.132	62	0.0	0.2	8.757	A
C-AB	29	7	543	0.054	29	0.0	0.1	7.004	A
C-A	255	64			255				
A-B	34	8			34				
A-C	302	75			302				

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)	LOS
B-AC	74	19	449	0.166	74	0.2	0.2	9.592	A
C-AB	36	9	534	0.066	35	0.1	0.1	7.225	A
C-A	304	76			304				
A-B	40	10			40				
A-C	360	90			360				

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)	LOS
B-AC	91	23	417	0.218	91	0.2	0.3	11.017	B
C-AB	45	11	525	0.085	44	0.1	0.1	7.515	A
C-A	372	93			372				
A-B	49	12			49				
A-C	441	110			441				

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)	LOS
B-AC	91	23	417	0.218	91	0.3	0.3	11.040	B
C-AB	45	11	525	0.085	45	0.1	0.1	7.516	A
C-A	372	93			372				
A-B	49	12			49				
A-C	441	110			441				

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)	LOS
B-AC	74	19	449	0.166	75	0.3	0.2	9.618	A
C-AB	36	9	535	0.066	36	0.1	0.1	7.228	A
C-A	304	76			304				
A-B	40	10			40				
A-C	360	90			360				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	62	16	472	0.132	62	0.2	0.2	8.793	A
C-AB	29	7	544	0.054	29	0.1	0.1	7.014	A
C-A	255	64			255				
A-B	34	8			34				
A-C	302	75			302				

ATC Nevison - 2017 Base, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2017 Base	Saturday	ONE HOUR	12:15	13:45	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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	283	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Nevinson Ave EB		ONE HOUR	✓	327	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	283
	B - Site Access	0	0	0
	C - Nevinson Ave EB	327	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	6
	B - Site Access	0	0	0
	C - Nevinson Ave EB	7	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-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					300	450
A-B					0	0
A-C					259	389

Main Results for each time segment

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	513	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1156	0.000	0	0.0	0.0	0.000	A
C-A	246	62			246				
A-B	0	0			0				
A-C	213	53			213				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	498	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1136	0.000	0	0.0	0.0	0.000	A
C-A	294	73			294				
A-B	0	0			0				
A-C	254	64			254				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1108	0.000	0	0.0	0.0	0.000	A
C-A	360	90			360				
A-B	0	0			0				
A-C	311	78			311				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	476	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1108	0.000	0	0.0	0.0	0.000	A
C-A	360	90			360				
A-B	0	0			0				
A-C	311	78			311				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	498	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1136	0.000	0	0.0	0.0	0.000	A
C-A	294	73			294				
A-B	0	0			0				
A-C	254	64			254				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	513	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1156	0.000	0	0.0	0.0	0.000	A
C-A	246	62			246				
A-B	0	0			0				
A-C	213	53			213				

ATC Nevison - 2017 Base, Sunday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2017 Base	Sunday	ONE HOUR	11:45	13:15	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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	262	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Nevinson Ave EB		ONE HOUR	✓	251	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	262
	B - Site Access	0	0	0
	C - Nevinson Ave EB	251	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	2
	B - Site Access	0	0	0
	C - Nevinson Ave EB	3	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-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					230	345
A-B					0	0
A-C					240	361

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	523	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1141	0.000	0	0.0	0.0	0.000	A
C-A	189	47			189				
A-B	0	0			0				
A-C	197	49			197				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	510	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1123	0.000	0	0.0	0.0	0.000	A
C-A	226	56			226				
A-B	0	0			0				
A-C	236	59			236				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	491	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1098	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
A-B	0	0			0				
A-C	288	72			288				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	491	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1098	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
A-B	0	0			0				
A-C	288	72			288				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	510	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1123	0.000	0	0.0	0.0	0.000	A
C-A	226	56			226				
A-B	0	0			0				
A-C	236	59			236				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	523	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1141	0.000	0	0.0	0.0	0.000	A
C-A	189	47			189				
A-B	0	0			0				
A-C	197	49			197				

ATC Nevison - 2017 Base + Dev, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	ACT Nevison	T-Junction	Two-way	1.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2017 Base + Dev	Saturday	ONE HOUR	12:15	13:45	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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	327	100.000
B - Site Access		ONE HOUR	✓	96	100.000
C - Nevinson Ave EB		ONE HOUR	✓	378	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	45	283
	B - Site Access	45	0	51
	C - Nevinson Ave EB	327	51	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	6
	B - Site Access	0	0	0
	C - Nevinson Ave EB	7	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-AC	0.23	10.05	0.3	B	88	132
C-AB	0.11	7.21	0.1	A	50	75
C-A					297	446
A-B					41	61
A-C					259	389

Main Results for each time segment

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	72	18	507	0.142	72	0.0	0.2	8.252	A
C-AB	40	10	568	0.070	40	0.0	0.1	6.826	A
C-A	245	61			245				
A-B	34	8			34				
A-C	213	53			213				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	86	22	489	0.176	86	0.2	0.2	8.929	A
C-AB	48	12	564	0.086	48	0.1	0.1	6.994	A
C-A	292	73			292				
A-B	40	10			40				
A-C	254	64			254				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	106	26	464	0.228	105	0.2	0.3	10.036	B
C-AB	61	15	562	0.108	61	0.1	0.1	7.206	A
C-A	356	89			356				
A-B	49	12			49				
A-C	311	78			311				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	106	26	464	0.228	106	0.3	0.3	10.054	B
C-AB	61	15	563	0.108	61	0.1	0.1	7.209	A
C-A	356	89			356				
A-B	49	12			49				
A-C	311	78			311				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	86	22	489	0.176	87	0.3	0.2	8.953	A
C-AB	48	12	565	0.086	49	0.1	0.1	6.998	A
C-A	292	73			292				
A-B	40	10			40				
A-C	254	64			254				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	72	18	507	0.143	72	0.2	0.2	8.285	A
C-AB	40	10	568	0.070	40	0.1	0.1	6.836	A
C-A	245	61			245				
A-B	34	8			34				
A-C	213	53			213				

ATC Nevison - 2017 Base + Dev, Sunday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	ACT Nevison	T-Junction	Two-way	2.34	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2017 Base + Dev	Sunday	ONE HOUR	11:45	13:15	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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	324	100.000
B - Site Access		ONE HOUR	✓	121	100.000
C - Nevinson Ave EB		ONE HOUR	✓	310	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	62	262
	B - Site Access	62	0	59
	C - Nevinson Ave EB	251	59	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	2
	B - Site Access	0	0	0
	C - Nevinson Ave EB	3	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-AC	0.29	10.83	0.4	B	111	167
C-AB	0.12	7.37	0.2	A	57	85
C-A					228	341
A-B					57	85
A-C					240	361

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	91	23	506	0.180	90	0.0	0.2	8.636	A
C-AB	46	11	566	0.081	45	0.0	0.1	6.910	A
C-A	188	47			188				
A-B	47	12			47				
A-C	197	49			197				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	109	27	489	0.222	109	0.2	0.3	9.448	A
C-AB	55	14	562	0.099	55	0.1	0.1	7.109	A
C-A	223	56			223				
A-B	56	14			56				
A-C	236	59			236				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	133	33	466	0.286	133	0.3	0.4	10.798	B
C-AB	69	17	559	0.124	69	0.1	0.1	7.363	A
C-A	272	68			272				
A-B	68	17			68				
A-C	288	72			288				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	133	33	466	0.286	133	0.4	0.4	10.829	B
C-AB	69	17	559	0.124	69	0.1	0.2	7.367	A
C-A	272	68			272				
A-B	68	17			68				
A-C	288	72			288				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	109	27	489	0.222	109	0.4	0.3	9.484	A
C-AB	55	14	562	0.098	56	0.2	0.1	7.114	A
C-A	223	56			223				
A-B	56	14			56				
A-C	236	59			236				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	91	23	506	0.180	91	0.3	0.2	8.686	A
C-AB	46	11	567	0.081	46	0.1	0.1	6.924	A
C-A	188	47			188				
A-B	47	12			47				
A-C	197	49			197				

ATC Nevison - 2027 Base, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2027 Base	Saturday	ONE HOUR	12:15	13:45	15	✓	Simple	D9 * G3

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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	312	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Nevinson Ave EB		ONE HOUR	✓	360	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	312
	B - Site Access	0	0	0
	C - Nevinson Ave EB	360	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	6
	B - Site Access	0	0	0
	C - Nevinson Ave EB	7	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-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					331	496
A-B					0	0
A-C					286	429

Main Results for each time segment

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	505	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1146	0.000	0	0.0	0.0	0.000	A
C-A	271	68			271				
A-B	0	0			0				
A-C	235	59			235				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	488	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1123	0.000	0	0.0	0.0	0.000	A
C-A	324	81			324				
A-B	0	0			0				
A-C	280	70			280				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	464	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1093	0.000	0	0.0	0.0	0.000	A
C-A	397	99			397				
A-B	0	0			0				
A-C	343	86			343				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	464	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1093	0.000	0	0.0	0.0	0.000	A
C-A	397	99			397				
A-B	0	0			0				
A-C	343	86			343				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	488	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1123	0.000	0	0.0	0.0	0.000	A
C-A	324	81			324				
A-B	0	0			0				
A-C	280	70			280				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	505	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1146	0.000	0	0.0	0.0	0.000	A
C-A	271	68			271				
A-B	0	0			0				
A-C	235	59			235				

ATC Nevison - 2027 Base, Sunday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2027 Base	Sunday	ONE HOUR	11:45	13:15	15	✓	Simple	D10 * G4

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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	289	100.000
B - Site Access		ONE HOUR	✓	0	100.000
C - Nevinson Ave EB		ONE HOUR	✓	276	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	289
	B - Site Access	0	0	0
	C - Nevinson Ave EB	276	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	2
	B - Site Access	0	0	0
	C - Nevinson Ave EB	3	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-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					254	380
A-B					0	0
A-C					265	397

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	516	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1132	0.000	0	0.0	0.0	0.000	A
C-A	208	52			208				
A-B	0	0			0				
A-C	217	54			217				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	501	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1111	0.000	0	0.0	0.0	0.000	A
C-A	248	62			248				
A-B	0	0			0				
A-C	260	65			260				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	480	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1084	0.000	0	0.0	0.0	0.000	A
C-A	304	76			304				
A-B	0	0			0				
A-C	318	79			318				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	480	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1084	0.000	0	0.0	0.0	0.000	A
C-A	304	76			304				
A-B	0	0			0				
A-C	318	79			318				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	501	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1111	0.000	0	0.0	0.0	0.000	A
C-A	248	62			248				
A-B	0	0			0				
A-C	260	65			260				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	0	0	516	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	1132	0.000	0	0.0	0.0	0.000	A
C-A	208	52			208				
A-B	0	0			0				
A-C	217	54			217				

ATC Nevison - 2027 Base + Dev, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	ACT Nevison	T-Junction	Two-way	1.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D15	2027 Base + Dev	Saturday	ONE HOUR	12:15	13:45	15	✓	Simple	D11 * G3

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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	361	100.000
B - Site Access		ONE HOUR	✓	106	100.000
C - Nevinson Ave EB		ONE HOUR	✓	417	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	49	312
	B - Site Access	49	0	57
	C - Nevinson Ave EB	360	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	6
	B - Site Access	0	0	0
	C - Nevinson Ave EB	7	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-AC	0.26	10.81	0.3	B	97	146
C-AB	0.12	7.32	0.2	A	56	83
C-A					327	491
A-B					45	68
A-C					286	429

Main Results for each time segment

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	80	20	498	0.160	79	0.0	0.2	8.579	A
C-AB	44	11	566	0.078	44	0.0	0.1	6.910	A
C-A	270	67			270				
A-B	37	9			37				
A-C	235	59			235				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	95	24	478	0.199	95	0.2	0.2	9.399	A
C-AB	54	13	563	0.096	54	0.1	0.1	7.093	A
C-A	321	80			321				
A-B	44	11			44				
A-C	280	70			280				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	117	29	449	0.259	116	0.2	0.3	10.788	B
C-AB	68	17	563	0.121	68	0.1	0.1	7.311	A
C-A	391	98			391				
A-B	54	14			54				
A-C	343	86			343				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	117	29	449	0.259	116	0.3	0.3	10.815	B
C-AB	68	17	563	0.121	68	0.1	0.2	7.318	A
C-A	391	98			391				
A-B	54	14			54				
A-C	343	86			343				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	95	24	478	0.199	96	0.3	0.3	9.433	A
C-AB	54	13	564	0.096	54	0.2	0.1	7.100	A
C-A	321	80			321				
A-B	44	11			44				
A-C	280	70			280				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	80	20	498	0.160	80	0.3	0.2	8.623	A
C-AB	44	11	566	0.078	44	0.1	0.1	6.924	A
C-A	270	67			270				
A-B	37	9			37				
A-C	235	59			235				

ATC Nevison - 2027 Base + Dev, Sunday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Major road direction	Junction Delay (s)	Junction LOS
1	ACT Nevison	T-Junction	Two-way	2.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D16	2027 Base + Dev	Sunday	ONE HOUR	11:45	13:15	15	✓	Simple	D12 * G4

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 (PCU/hr)	Scaling Factor (%)
A - Nevinson Ave WB		ONE HOUR	✓	357	100.000
B - Site Access		ONE HOUR	✓	133	100.000
C - Nevinson Ave EB		ONE HOUR	✓	342	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	68	289
	B - Site Access	68	0	65
	C - Nevinson Ave EB	276	65	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Nevinson Ave WB	B - Site Access	C - Nevinson Ave EB
From	A - Nevinson Ave WB	0	0	2
	B - Site Access	0	0	0
	C - Nevinson Ave EB	3	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-AC	0.32	11.78	0.5	B	122	184
C-AB	0.14	7.51	0.2	A	63	95
C-A					250	375
A-B					62	94
A-C					265	397

Main Results for each time segment

11:45 - 12:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	100	25	497	0.202	99	0.0	0.2	9.023	A
C-AB	51	13	564	0.090	50	0.0	0.1	7.010	A
C-A	206	52			206				
A-B	51	13			51				
A-C	217	54			217				

12:00 - 12:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	120	30	479	0.250	120	0.2	0.3	10.016	B
C-AB	62	15	560	0.110	62	0.1	0.1	7.227	A
C-A	245	61			245				
A-B	61	15			61				
A-C	260	65			260				

12:15 - 12:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	147	37	452	0.324	146	0.3	0.5	11.734	B
C-AB	78	19	558	0.139	78	0.1	0.2	7.501	A
C-A	298	75			298				
A-B	75	19			75				
A-C	318	79			318				

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	147	37	452	0.324	147	0.5	0.5	11.777	B
C-AB	78	19	558	0.139	78	0.2	0.2	7.505	A
C-A	298	75			298				
A-B	75	19			75				
A-C	318	79			318				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	120	30	479	0.250	120	0.5	0.3	10.068	B
C-AB	62	15	561	0.110	62	0.2	0.1	7.232	A
C-A	245	61			245				
A-B	61	15			61				
A-C	260	65			260				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
B-AC	100	25	497	0.202	101	0.3	0.3	9.085	A
C-AB	51	13	564	0.090	51	0.1	0.1	7.025	A
C-A	206	52			206				
A-B	51	13			51				
A-C	217	54			217				

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Shields Road.King George Road roundabout.j9
Path: F:\PROJECTS\Development - Tolent Living Temple Park\03 EXECUTION\Junction 9 Modelling
Report generation date: 18/10/2017 16:55:04

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Site 2 Sunderland Rd at Nevison Ave - 2017 Base							
1 - Shields Road	0.6	3.19	0.37	A	0.5	3.17	0.34	A
2 - Nevinson Avenue	0.4	3.11	0.28	A	0.3	2.86	0.25	A
3 - King George Road	0.5	3.10	0.34	A	0.7	3.43	0.42	A
	Site 2 Sunderland Rd at Nevison Ave - 2017 Base + Dev							
1 - Shields Road	0.6	3.24	0.37	A	0.6	3.26	0.35	A
2 - Nevinson Avenue	0.4	3.17	0.29	A	0.4	2.96	0.28	A
3 - King George Road	0.6	3.16	0.35	A	0.8	3.55	0.43	A
	Site 2 Sunderland Rd at Nevison Ave - 2027 Base							
1 - Shields Road	0.7	3.43	0.41	A	0.5	3.00	0.31	A
2 - Nevinson Avenue	0.5	3.36	0.31	A	0.3	2.73	0.23	A
3 - King George Road	0.6	3.32	0.38	A	0.6	3.21	0.38	A
	Site 2 Sunderland Rd at Nevison Ave - 2027 Base + Dev							
1 - Shields Road	0.7	3.50	0.42	A	0.6	3.28	0.36	A
2 - Nevinson Avenue	0.5	3.44	0.33	A	0.4	2.98	0.28	A
3 - King George Road	0.7	3.39	0.39	A	0.8	3.58	0.44	A

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

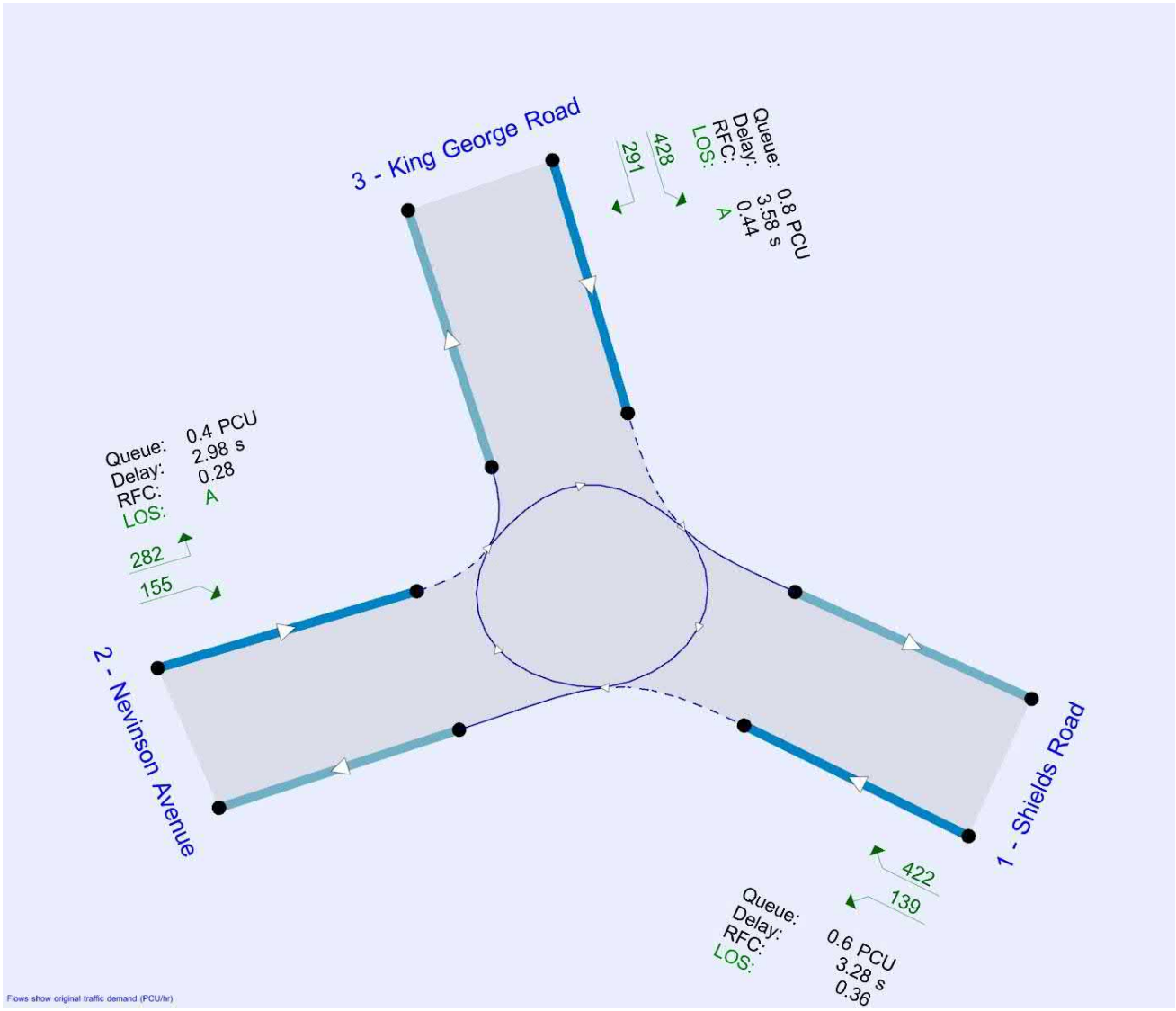
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	26/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NA\Connor.S.Gray
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2017 Base	AM	ONE HOUR	08:00	09:30		15	✓		
D2	2017 Base	PM	ONE HOUR	17:15	18:45		15	✓		
D3	2017 Base + Dev	AM	ONE HOUR	08:00	09:30		15	✓		
D4	2017 Base + Dev	PM	ONE HOUR	17:15	18:45		15	✓		
D5	2027 Base	AM	ONE HOUR	08:00	09:30		15	✓	Simple	D1 * G1
D6	2027 Base	PM	DIRECT	17:15	18:45	90	15	✓	Simple	D2 * G2
D7	2027 Base + Dev	AM	ONE HOUR	08:00	09:30		15	✓	Simple	D3 * G1
D8	2027 Base + Dev	PM	ONE HOUR	17:15	18:45		15	✓	Simple	D4 * G2

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	Recalculated by Tempro		1.1020
G2	Recalculated by Tempro for PM Peak		1.0092

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Site 2 Sunderland Rd at Nevison Ave	✓	100.000	100.000

Site 2 Sunderland Rd at Nevison Ave - 2017 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 2 Sunderland Rd at Nevison Ave	Standard Roundabout	1,2,3	3.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Shields Road	
2	Nevinson Avenue	
3	King George Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Shields Road	4.53	11.53	30.0	3.0	32.4	24.0	
2 - Nevinson Avenue	4.07	8.02	30.0	16.6	34.4	31.0	
3 - King George Road	6.88	6.88	0.0	9.4	32.0	36.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Shields Road	0.622	1924
2 - Nevinson Avenue	0.719	2047
3 - King George Road	0.678	1926

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 Base	AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
1 - Shields Road		ONE HOUR	✓	603	100.000
2 - Nevinson Avenue		ONE HOUR	✓	411	100.000
3 - King George Road		ONE HOUR	✓	561	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	75	528
	2 - Nevinson Avenue	174	0	237
	3 - King George Road	377	184	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	0	1
	2 - Nevinson Avenue	0	0	3
	3 - King George Road	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Shields Road	0.37	3.19	0.6	A	553	830
2 - Nevinson Avenue	0.28	3.11	0.4	A	377	565
3 - King George Road	0.34	3.10	0.5	A	515	773

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	454	113	138	1838	0.247	452	414	0.0	0.3	2.608	A
2 - Nevinson Avenue	309	77	397	1762	0.175	308	194	0.0	0.2	2.517	A
3 - King George Road	423	106	130	1838	0.230	421	574	0.0	0.3	2.580	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	542	135	165	1821	0.298	541	495	0.3	0.4	2.827	A
2 - Nevinson Avenue	369	92	475	1706	0.216	369	232	0.2	0.3	2.738	A
3 - King George Road	505	126	156	1821	0.277	504	687	0.3	0.4	2.780	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	664	166	202	1798	0.369	663	606	0.4	0.6	3.185	A
2 - Nevinson Avenue	452	113	581	1630	0.277	452	284	0.3	0.4	3.108	A
3 - King George Road	618	155	191	1797	0.344	617	842	0.4	0.5	3.101	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	664	166	203	1798	0.369	664	606	0.6	0.6	3.188	A
2 - Nevinson Avenue	452	113	582	1629	0.277	452	285	0.4	0.4	3.109	A
3 - King George Road	618	155	191	1797	0.344	618	842	0.5	0.5	3.103	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	542	135	166	1821	0.298	542	496	0.6	0.4	2.832	A
2 - Nevinson Avenue	369	92	475	1705	0.216	369	233	0.4	0.3	2.743	A
3 - King George Road	505	126	156	1820	0.277	505	689	0.5	0.4	2.785	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	454	113	139	1838	0.247	454	415	0.4	0.3	2.617	A
2 - Nevinson Avenue	309	77	398	1761	0.175	309	195	0.3	0.2	2.522	A
3 - King George Road	423	106	131	1838	0.230	423	577	0.4	0.3	2.586	A

Site 2 Sunderland Rd at Nevison Ave - 2017 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 2 Sunderland Rd at Nevison Ave	Standard Roundabout	1,2,3	3.21	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2017 Base	PM	ONE HOUR	17:15	18:45	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 (PCU/hr)	Scaling Factor (%)
1 - Shields Road		ONE HOUR	✓	544	100.000
2 - Nevinson Avenue		ONE HOUR	✓	396	100.000
3 - King George Road		ONE HOUR	✓	688	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	125	419
	2 - Nevinson Avenue	140	0	255
	3 - King George Road	425	263	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	1	1
	2 - Nevinson Avenue	0	0	3
	3 - King George Road	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Shields Road	0.34	3.17	0.5	A	499	749
2 - Nevinson Avenue	0.25	2.86	0.3	A	363	544
3 - King George Road	0.42	3.43	0.7	A	631	946

Main Results for each time segment

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	409	102	197	1801	0.227	408	424	0.0	0.3	2.607	A
2 - Nevinson Avenue	298	74	314	1821	0.164	297	291	0.0	0.2	2.405	A
3 - King George Road	518	129	105	1855	0.279	516	506	0.0	0.4	2.724	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	489	122	236	1777	0.275	489	507	0.3	0.4	2.822	A
2 - Nevinson Avenue	356	89	376	1777	0.200	355	349	0.2	0.3	2.580	A
3 - King George Road	618	155	126	1841	0.336	618	605	0.4	0.5	2.981	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	599	150	289	1744	0.343	598	621	0.4	0.5	3.171	A
2 - Nevinson Avenue	436	109	460	1716	0.254	435	427	0.3	0.3	2.864	A
3 - King George Road	757	189	154	1822	0.416	756	741	0.5	0.7	3.425	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	599	150	290	1744	0.343	599	622	0.5	0.5	3.174	A
2 - Nevinson Avenue	436	109	461	1716	0.254	436	428	0.3	0.3	2.864	A
3 - King George Road	757	189	154	1822	0.416	757	742	0.7	0.7	3.427	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	489	122	237	1777	0.275	489	508	0.5	0.4	2.825	A
2 - Nevinson Avenue	356	89	377	1776	0.200	356	350	0.3	0.3	2.585	A
3 - King George Road	618	155	126	1841	0.336	619	606	0.7	0.5	2.988	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	409	102	198	1801	0.227	410	426	0.4	0.3	2.614	A
2 - Nevinson Avenue	298	74	315	1820	0.164	298	293	0.3	0.2	2.411	A
3 - King George Road	518	129	106	1855	0.279	518	508	0.5	0.4	2.733	A

Site 2 Sunderland Rd at Nevison Ave - 2017 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 2 Sunderland Rd at Nevison Ave	Standard Roundabout	1,2,3	3.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2017 Base + Dev	AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
1 - Shields Road		ONE HOUR	✓	608	100.000
2 - Nevinson Avenue		ONE HOUR	✓	429	100.000
3 - King George Road		ONE HOUR	✓	575	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	80	528
	2 - Nevinson Avenue	182	0	248
	3 - King George Road	377	197	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	0	1
	2 - Nevinson Avenue	0	0	3
	3 - King George Road	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Shields Road	0.37	3.24	0.6	A	558	837
2 - Nevinson Avenue	0.29	3.17	0.4	A	394	591
3 - King George Road	0.35	3.16	0.6	A	527	791

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	458	114	148	1832	0.250	457	420	0.0	0.3	2.638	A
2 - Nevinson Avenue	323	81	396	1762	0.183	322	208	0.0	0.2	2.542	A
3 - King George Road	433	108	136	1834	0.236	432	583	0.0	0.3	2.607	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	547	137	177	1814	0.301	546	502	0.3	0.4	2.865	A
2 - Nevinson Avenue	386	97	474	1706	0.226	386	249	0.2	0.3	2.773	A
3 - King George Road	517	129	163	1816	0.285	516	697	0.3	0.4	2.817	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	670	167	217	1789	0.374	669	615	0.4	0.6	3.240	A
2 - Nevinson Avenue	473	118	581	1630	0.290	472	305	0.3	0.4	3.162	A
3 - King George Road	633	158	200	1791	0.353	632	854	0.4	0.6	3.157	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	670	167	217	1789	0.374	670	615	0.6	0.6	3.243	A
2 - Nevinson Avenue	473	118	582	1629	0.290	473	305	0.4	0.4	3.165	A
3 - King George Road	633	158	200	1791	0.353	633	855	0.6	0.6	3.160	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	547	137	178	1813	0.301	547	503	0.6	0.4	2.869	A
2 - Nevinson Avenue	386	97	475	1705	0.226	387	250	0.4	0.3	2.778	A
3 - King George Road	517	129	163	1815	0.285	517	699	0.6	0.4	2.822	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	458	114	149	1831	0.250	458	421	0.4	0.3	2.644	A
2 - Nevinson Avenue	323	81	398	1761	0.184	324	209	0.3	0.2	2.549	A
3 - King George Road	433	108	137	1834	0.236	433	585	0.4	0.3	2.614	A

Site 2 Sunderland Rd at Nevison Ave - 2017 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 2 Sunderland Rd at Nevison Ave	Standard Roundabout	1,2,3	3.31	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2017 Base + Dev	PM	ONE HOUR	17:15	18:45	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 (PCU/hr)	Scaling Factor (%)
1 - Shields Road		ONE HOUR	✓	556	100.000
2 - Nevinson Avenue		ONE HOUR	✓	433	100.000
3 - King George Road		ONE HOUR	✓	713	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	138	419
	2 - Nevinson Avenue	154	0	280
	3 - King George Road	425	289	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	1	1
	2 - Nevinson Avenue	0	0	3
	3 - King George Road	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Shields Road	0.35	3.26	0.6	A	510	765
2 - Nevinson Avenue	0.28	2.96	0.4	A	398	596
3 - King George Road	0.43	3.55	0.8	A	654	981

Main Results for each time segment

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	419	105	217	1789	0.234	417	434	0.0	0.3	2.647	A
2 - Nevinson Avenue	326	82	314	1821	0.179	325	320	0.0	0.2	2.451	A
3 - King George Road	537	134	115	1848	0.290	535	524	0.0	0.4	2.776	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	500	125	259	1763	0.284	499	519	0.3	0.4	2.878	A
2 - Nevinson Avenue	389	97	376	1777	0.219	389	383	0.2	0.3	2.643	A
3 - King George Road	641	160	138	1833	0.350	641	627	0.4	0.5	3.060	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	612	153	317	1727	0.355	612	636	0.4	0.6	3.259	A
2 - Nevinson Avenue	477	119	460	1716	0.278	477	469	0.3	0.4	2.959	A
3 - King George Road	785	196	169	1812	0.433	784	768	0.5	0.8	3.549	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	612	153	318	1726	0.355	612	636	0.6	0.6	3.262	A
2 - Nevinson Avenue	477	119	461	1716	0.278	477	469	0.4	0.4	2.960	A
3 - King George Road	785	196	169	1812	0.433	785	769	0.8	0.8	3.555	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	500	125	260	1762	0.284	500	520	0.6	0.4	2.884	A
2 - Nevinson Avenue	389	97	377	1776	0.219	390	383	0.4	0.3	2.648	A
3 - King George Road	641	160	138	1833	0.350	642	628	0.8	0.5	3.070	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	419	105	217	1789	0.234	419	436	0.4	0.3	2.654	A
2 - Nevinson Avenue	326	82	315	1820	0.179	326	321	0.3	0.2	2.455	A
3 - King George Road	537	134	116	1848	0.291	537	526	0.5	0.4	2.786	A

Site 2 Sunderland Rd at Nevison Ave - 2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 2 Sunderland Rd at Nevison Ave	Standard Roundabout	1,2,3	3.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2027 Base	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1 * G1

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 (PCU/hr)	Scaling Factor (%)
1 - Shields Road		ONE HOUR	✓	664	100.000
2 - Nevinson Avenue		ONE HOUR	✓	452	100.000
3 - King George Road		ONE HOUR	✓	619	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	82	582
	2 - Nevinson Avenue	191	0	261
	3 - King George Road	416	203	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	0	1
	2 - Nevinson Avenue	0	0	3
	3 - King George Road	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Shields Road	0.41	3.43	0.7	A	609	914
2 - Nevinson Avenue	0.31	3.36	0.5	A	415	623
3 - King George Road	0.38	3.32	0.6	A	568	851

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	500	125	152	1829	0.273	499	456	0.0	0.4	2.716	A
2 - Nevinson Avenue	341	85	437	1733	0.197	340	214	0.0	0.2	2.626	A
3 - King George Road	466	116	144	1829	0.255	464	633	0.0	0.3	2.679	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	597	149	182	1811	0.330	597	545	0.4	0.5	2.980	A
2 - Nevinson Avenue	407	102	523	1671	0.243	406	256	0.2	0.3	2.894	A
3 - King George Road	556	139	172	1810	0.307	556	757	0.3	0.4	2.918	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	731	183	223	1785	0.410	730	668	0.5	0.7	3.429	A
2 - Nevinson Avenue	498	125	640	1587	0.314	498	313	0.3	0.5	3.359	A
3 - King George Road	681	170	210	1784	0.382	680	927	0.4	0.6	3.315	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	731	183	223	1785	0.410	731	668	0.7	0.7	3.432	A
2 - Nevinson Avenue	498	125	641	1586	0.314	498	314	0.5	0.5	3.363	A
3 - King George Road	681	170	211	1783	0.382	681	928	0.6	0.6	3.318	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	597	149	183	1810	0.330	598	546	0.7	0.5	2.984	A
2 - Nevinson Avenue	407	102	524	1670	0.243	407	256	0.5	0.3	2.901	A
3 - King George Road	556	139	172	1810	0.307	557	759	0.6	0.5	2.922	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	500	125	153	1829	0.273	500	457	0.5	0.4	2.723	A
2 - Nevinson Avenue	341	85	439	1732	0.197	341	215	0.3	0.2	2.634	A
3 - King George Road	466	116	144	1829	0.255	466	635	0.5	0.3	2.688	A

Site 2 Sunderland Rd at Nevison Ave - 2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 2 Sunderland Rd at Nevison Ave	Standard Roundabout	1,2,3	3.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2027 Base	PM	DIRECT	17:15	18:45	90	15	✓	Simple	D2 * G2

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Shields Road		DIRECT	✓	100.000
2 - Nevinson Avenue		DIRECT	✓	100.000
3 - King George Road		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/hr)

17:15 - 17:30

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	127	422
	2 - Nevinson Avenue	141	0	258
	3 - King George Road	428	265	0

Demand (PCU/hr)

17:30 - 17:45

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	127	422
	2 - Nevinson Avenue	141	0	258
	3 - King George Road	428	265	0

17:45 - 18:00

Demand (PCU/hr)

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	127	422
	2 - Nevinson Avenue	141	0	258
	3 - King George Road	428	265	0

18:00 - 18:15

Demand (PCU/hr)

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	127	422
	2 - Nevinson Avenue	141	0	258
	3 - King George Road	428	265	0

18:15 - 18:30

Demand (PCU/hr)

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	127	422
	2 - Nevinson Avenue	141	0	258
	3 - King George Road	428	265	0

18:30 - 18:45

Demand (PCU/hr)

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	127	422
	2 - Nevinson Avenue	141	0	258
	3 - King George Road	428	265	0

Vehicle Mix

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	1	1
	2 - Nevinson Avenue	0	0	3
	3 - King George Road	1	2	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	1	1
	2 - Nevinson Avenue	0	0	3
	3 - King George Road	1	2	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	1	1
	2 - Nevinson Avenue	0	0	3
	3 - King George Road	1	2	0

18:00 - 18:15

Heavy Vehicle Percentages

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	1	1
	2 - Nevinson Avenue	0	0	3
	3 - King George Road	1	2	0

Heavy Vehicle Percentages

18:15 - 18:30

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	1	1
	2 - Nevinson Avenue	0	0	3
	3 - King George Road	1	2	0

Heavy Vehicle Percentages

18:30 - 18:45

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	1	1
	2 - Nevinson Avenue	0	0	3
	3 - King George Road	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Shields Road	0.31	3.00	0.5	A	549	823
2 - Nevinson Avenue	0.23	2.73	0.3	A	399	599
3 - King George Road	0.38	3.21	0.6	A	694	1041

Main Results for each time segment

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	549	137	264	1759	0.312	547	568	0.0	0.5	2.995	A
2 - Nevinson Avenue	399	100	421	1745	0.229	398	391	0.0	0.3	2.722	A
3 - King George Road	694	173	141	1831	0.379	691	678	0.0	0.6	3.197	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	549	137	265	1759	0.312	549	570	0.5	0.5	3.004	A
2 - Nevinson Avenue	399	100	422	1744	0.229	399	392	0.3	0.3	2.728	A
3 - King George Road	694	173	141	1830	0.379	694	680	0.6	0.6	3.210	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	549	137	265	1759	0.312	549	570	0.5	0.5	3.004	A
2 - Nevinson Avenue	399	100	422	1744	0.229	399	392	0.3	0.3	2.728	A
3 - King George Road	694	173	141	1830	0.379	694	680	0.6	0.6	3.210	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	549	137	265	1759	0.312	549	570	0.5	0.5	3.004	A
2 - Nevinson Avenue	399	100	422	1744	0.229	399	392	0.3	0.3	2.728	A
3 - King George Road	694	173	141	1830	0.379	694	680	0.6	0.6	3.210	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	549	137	265	1759	0.312	549	570	0.5	0.5	3.004	A
2 - Nevinson Avenue	399	100	422	1744	0.229	399	392	0.3	0.3	2.728	A
3 - King George Road	694	173	141	1830	0.379	694	680	0.6	0.6	3.210	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	549	137	265	1759	0.312	549	570	0.5	0.5	3.004	A
2 - Nevinson Avenue	399	100	422	1744	0.229	399	392	0.3	0.3	2.728	A
3 - King George Road	694	173	141	1830	0.379	694	680	0.6	0.6	3.210	A

Site 2 Sunderland Rd at Nevison Ave - 2027 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 2 Sunderland Rd at Nevison Ave	Standard Roundabout	1,2,3	3.44	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2027 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3 * G1

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 (PCU/hr)	Scaling Factor (%)
1 - Shields Road		ONE HOUR	✓	670	100.000
2 - Nevinson Avenue		ONE HOUR	✓	473	100.000
3 - King George Road		ONE HOUR	✓	633	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	88	582
	2 - Nevinson Avenue	200	0	273
	3 - King George Road	416	218	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	0	1
	2 - Nevinson Avenue	0	0	3
	3 - King George Road	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Shields Road	0.42	3.50	0.7	A	615	922
2 - Nevinson Avenue	0.33	3.44	0.5	A	434	651
3 - King George Road	0.39	3.39	0.7	A	581	872

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	505	126	163	1822	0.277	503	462	0.0	0.4	2.750	A
2 - Nevinson Avenue	356	89	437	1733	0.206	355	229	0.0	0.3	2.656	A
3 - King George Road	477	119	150	1824	0.261	475	642	0.0	0.4	2.711	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	602	151	195	1802	0.334	602	553	0.4	0.5	3.023	A
2 - Nevinson Avenue	425	106	523	1671	0.255	425	275	0.3	0.3	2.938	A
3 - King George Road	569	142	180	1804	0.316	569	768	0.4	0.5	2.963	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	738	184	239	1775	0.416	737	677	0.5	0.7	3.494	A
2 - Nevinson Avenue	521	130	640	1587	0.328	520	336	0.3	0.5	3.431	A
3 - King George Road	697	174	220	1777	0.392	697	941	0.5	0.7	3.387	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	738	184	240	1775	0.416	738	678	0.7	0.7	3.500	A
2 - Nevinson Avenue	521	130	641	1586	0.328	521	337	0.5	0.5	3.435	A
3 - King George Road	697	174	220	1777	0.393	697	942	0.7	0.7	3.390	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	602	151	196	1802	0.334	603	554	0.7	0.5	3.032	A
2 - Nevinson Avenue	425	106	524	1670	0.255	426	275	0.5	0.3	2.945	A
3 - King George Road	569	142	180	1804	0.316	570	770	0.7	0.5	2.969	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	505	126	164	1822	0.277	505	464	0.5	0.4	2.759	A
2 - Nevinson Avenue	356	89	439	1732	0.206	357	230	0.3	0.3	2.664	A
3 - King George Road	477	119	151	1824	0.261	477	645	0.5	0.4	2.718	A

Site 2 Sunderland Rd at Nevison Ave - 2027 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 2 Sunderland Rd at Nevison Ave	Standard Roundabout	1,2,3	3.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2027 Base + Dev	PM	ONE HOUR	17:15	18:45	15	✓	Simple	D4 * G2

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 (PCU/hr)	Scaling Factor (%)
1 - Shields Road		ONE HOUR	✓	561	100.000
2 - Nevinson Avenue		ONE HOUR	✓	437	100.000
3 - King George Road		ONE HOUR	✓	720	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	139	422
	2 - Nevinson Avenue	155	0	282
	3 - King George Road	428	291	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Shields Road	2 - Nevinson Avenue	3 - King George Road
From	1 - Shields Road	0	1	1
	2 - Nevinson Avenue	0	0	3
	3 - King George Road	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Shields Road	0.36	3.28	0.6	A	515	772
2 - Nevinson Avenue	0.28	2.98	0.4	A	401	602
3 - King George Road	0.44	3.58	0.8	A	660	990

Main Results for each time segment

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	422	106	219	1788	0.236	421	438	0.0	0.3	2.657	A
2 - Nevinson Avenue	329	82	317	1819	0.181	328	323	0.0	0.2	2.459	A
3 - King George Road	542	135	116	1847	0.293	540	529	0.0	0.4	2.788	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	504	126	262	1761	0.286	504	524	0.3	0.4	2.892	A
2 - Nevinson Avenue	393	98	379	1774	0.222	393	386	0.2	0.3	2.655	A
3 - King George Road	647	162	139	1832	0.353	646	633	0.4	0.6	3.077	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	618	154	320	1725	0.358	617	642	0.4	0.6	3.281	A
2 - Nevinson Avenue	481	120	465	1713	0.281	481	473	0.3	0.4	2.977	A
3 - King George Road	792	198	170	1811	0.438	791	775	0.6	0.8	3.578	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	618	154	321	1725	0.358	618	642	0.6	0.6	3.284	A
2 - Nevinson Avenue	481	120	465	1713	0.281	481	473	0.4	0.4	2.978	A
3 - King George Road	792	198	171	1811	0.438	792	776	0.8	0.8	3.584	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	504	126	262	1761	0.286	505	525	0.6	0.4	2.898	A
2 - Nevinson Avenue	393	98	380	1774	0.222	393	387	0.4	0.3	2.658	A
3 - King George Road	647	162	139	1832	0.353	648	634	0.8	0.6	3.087	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Shields Road	422	106	219	1788	0.236	423	440	0.4	0.3	2.666	A
2 - Nevinson Avenue	329	82	318	1818	0.181	329	324	0.3	0.2	2.464	A
3 - King George Road	542	135	117	1847	0.293	542	531	0.6	0.4	2.800	A

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Galsworthy Rd.Whiteleas Way roundabout.j9
Path: F:\PROJECTS\Development - Tolent Living Temple Park\03 EXECUTION\Junction 9 Modelling
Report generation date: 19/10/2017 09:49:33

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Site 4 JCT - 2017 Base							
1 - Whiteleas Way SB	0.5	3.31	0.33	A	1.2	4.74	0.53	A
2 - Nevinson Avenue	0.9	8.01	0.48	A	0.8	8.28	0.43	A
3 - Whiteleas Way NB	0.8	8.36	0.43	A	0.5	7.17	0.34	A
4 - Galsworthy Road	1.2	7.39	0.55	A	1.5	7.61	0.60	A
	Site 4 JCT - 2017 Base + Dev							
1 - Whiteleas Way SB	0.5	3.37	0.34	A	1.3	5.01	0.56	A
2 - Nevinson Avenue	1.1	8.51	0.51	A	1.0	9.29	0.50	A
3 - Whiteleas Way NB	0.8	8.66	0.44	A	0.6	7.56	0.36	A
4 - Galsworthy Road	1.3	7.73	0.56	A	1.6	8.16	0.62	A
	Site 4 JCT - 2027 Base							
1 - Whiteleas Way SB	0.6	3.55	0.37	A	1.2	4.80	0.54	A
2 - Nevinson Avenue	1.2	9.32	0.54	A	0.8	8.40	0.44	A
3 - Whiteleas Way NB	1.0	9.82	0.50	A	0.6	7.25	0.34	A
4 - Galsworthy Road	1.7	8.98	0.62	A	1.5	7.74	0.60	A
	Site 4 JCT - 2027 Base + Dev							
1 - Whiteleas Way SB	0.6	3.64	0.38	A	1.3	5.08	0.56	A
2 - Nevinson Avenue	1.4	10.09	0.58	B	1.0	9.44	0.50	A
3 - Whiteleas Way NB	1.1	10.29	0.51	B	0.6	7.65	0.36	A
4 - Galsworthy Road	1.8	9.54	0.63	A	1.7	8.32	0.62	A

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

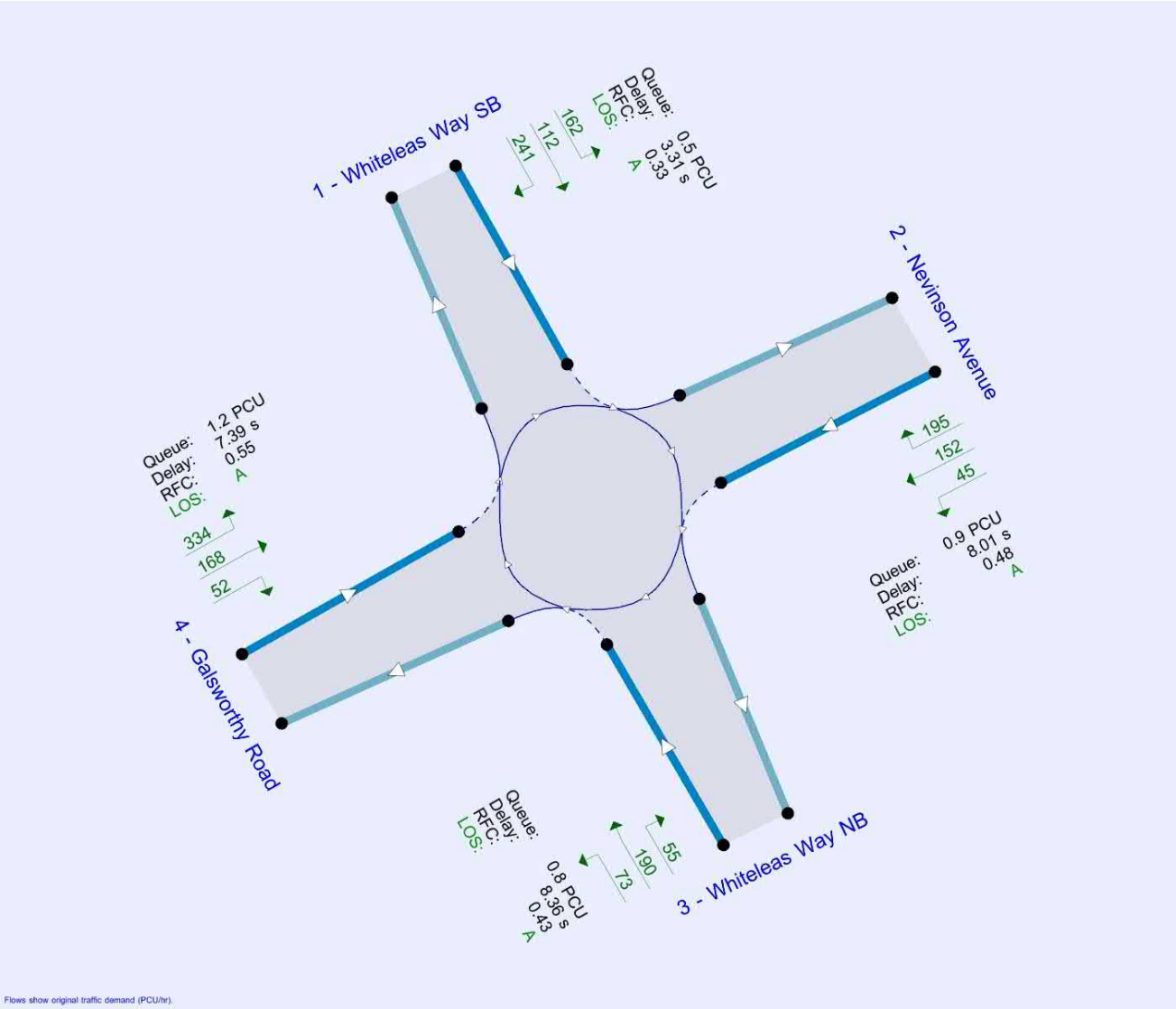
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	26/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NA\Connor.S.Gray
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2017 Base	AM	ONE HOUR	08:15	09:45	15	✓		
D2	2017 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2017 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓		
D4	2017 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓		
D5	2027 Base	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D1 * G1
D6	2027 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2 * G2
D7	2027 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D3 * G1
D8	2027 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4 * G2

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	Recalculated by Tempro for AM Peak		1.1020
G2	Recalculated by Tempro for PM Peak		1.0092

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Site 4 JCT	✓	100.000	100.000

Site 4 JCT - 2017 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 4 JTC	Standard Roundabout	1,2,3,4	6.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Whiteleas Way SB	
2	Nevinson Avenue	
3	Whiteleas Way NB	
4	Galsworthy Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Whiteleas Way SB	5.95	6.72	8.5	12.8	24.0	32.0	
2 - Nevinson Avenue	3.13	6.85	6.8	4.3	25.7	31.0	
3 - Whiteleas Way NB	3.00	7.52	6.4	6.1	26.0	41.0	
4 - Galsworthy Road	3.00	6.50	16.2	9.2	25.6	40.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Whiteleas Way SB	0.696	1915
2 - Nevinson Avenue	0.484	1111
3 - Whiteleas Way NB	0.497	1130
4 - Galsworthy Road	0.570	1395

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 Base	AM	ONE HOUR	08:15	09:45	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 (PCU/hr)	Scaling Factor (%)
1 - Whiteleas Way SB		ONE HOUR	✓	514	100.000
2 - Nevinson Avenue		ONE HOUR	✓	391	100.000
3 - Whiteleas Way NB		ONE HOUR	✓	318	100.000
4 - Galsworthy Road		ONE HOUR	✓	554	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	162	112	241
	2 - Nevinson Avenue	195	0	45	152
	3 - Whiteleas Way NB	190	55	0	73
	4 - Galsworthy Road	334	168	52	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	7	7	2
	2 - Nevinson Avenue	2	0	2	6
	3 - Whiteleas Way NB	7	2	0	9
	4 - Galsworthy Road	3	8	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Whiteleas Way SB	0.33	3.31	0.5	A	472	708
2 - Nevinson Avenue	0.48	8.01	0.9	A	359	538
3 - Whiteleas Way NB	0.43	8.36	0.8	A	292	437
4 - Galsworthy Road	0.55	7.39	1.2	A	508	762

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	387	97	206	1772	0.218	386	538	0.0	0.3	2.713	A
2 - Nevinson Avenue	294	74	303	964	0.305	292	288	0.0	0.5	5.533	A
3 - Whiteleas Way NB	239	60	440	911	0.263	238	156	0.0	0.4	5.681	A
4 - Galsworthy Road	417	104	329	1207	0.345	415	349	0.0	0.5	4.739	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	462	116	246	1744	0.265	462	645	0.3	0.4	2.937	A
2 - Nevinson Avenue	351	88	363	935	0.376	351	345	0.5	0.6	6.368	A
3 - Whiteleas Way NB	286	71	527	868	0.329	285	187	0.4	0.5	6.573	A
4 - Galsworthy Road	498	124	394	1170	0.426	497	418	0.5	0.8	5.588	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	566	142	301	1706	0.332	566	789	0.4	0.5	3.301	A
2 - Nevinson Avenue	430	108	445	896	0.480	429	422	0.6	0.9	7.959	A
3 - Whiteleas Way NB	350	87	645	809	0.432	349	229	0.5	0.8	8.308	A
4 - Galsworthy Road	610	152	482	1120	0.545	608	512	0.8	1.2	7.329	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	566	142	302	1705	0.332	566	791	0.5	0.5	3.306	A
2 - Nevinson Avenue	430	108	445	896	0.480	430	423	0.9	0.9	8.006	A
3 - Whiteleas Way NB	350	87	646	809	0.433	350	229	0.8	0.8	8.359	A
4 - Galsworthy Road	610	152	484	1119	0.545	610	513	1.2	1.2	7.393	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	462	116	248	1743	0.265	463	648	0.5	0.4	2.942	A
2 - Nevinson Avenue	351	88	364	935	0.376	353	347	0.9	0.6	6.415	A
3 - Whiteleas Way NB	286	71	529	867	0.330	287	187	0.8	0.5	6.626	A
4 - Galsworthy Road	498	124	396	1169	0.426	500	420	1.2	0.8	5.642	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	387	97	207	1771	0.219	388	542	0.4	0.3	2.723	A
2 - Nevinson Avenue	294	74	305	964	0.305	295	290	0.6	0.5	5.578	A
3 - Whiteleas Way NB	239	60	443	910	0.263	240	157	0.5	0.4	5.728	A
4 - Galsworthy Road	417	104	332	1206	0.346	418	351	0.8	0.6	4.783	A

Site 4 JCT - 2017 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 4 JTC	Standard Roundabout	1,2,3,4	6.51	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2017 Base	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 (PCU/hr)	Scaling Factor (%)
1 - Whiteleas Way SB		ONE HOUR	✓	805	100.000
2 - Nevinson Avenue		ONE HOUR	✓	314	100.000
3 - Whiteleas Way NB		ONE HOUR	✓	250	100.000
4 - Galsworthy Road		ONE HOUR	✓	649	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	287	207	312
	2 - Nevinson Avenue	128	0	38	148
	3 - Whiteleas Way NB	130	51	0	69
	4 - Galsworthy Road	367	210	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	3	1	1
	2 - Nevinson Avenue	2	0	0	6
	3 - Whiteleas Way NB	9	0	0	6
	4 - Galsworthy Road	2	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Whiteleas Way SB	0.53	4.74	1.2	A	739	1109
2 - Nevinson Avenue	0.43	8.28	0.8	A	288	433
3 - Whiteleas Way NB	0.34	7.17	0.5	A	229	344
4 - Galsworthy Road	0.60	7.61	1.5	A	596	894

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	606	152	250	1742	0.348	604	468	0.0	0.5	3.214	A
2 - Nevinson Avenue	237	59	444	896	0.264	235	410	0.0	0.4	5.626	A
3 - Whiteleas Way NB	188	47	440	911	0.207	187	238	0.0	0.3	5.274	A
4 - Galsworthy Road	489	122	231	1263	0.387	486	396	0.0	0.6	4.749	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	724	181	299	1707	0.424	723	561	0.5	0.7	3.717	A
2 - Nevinson Avenue	283	71	531	854	0.331	282	491	0.4	0.5	6.510	A
3 - Whiteleas Way NB	225	56	528	868	0.259	224	285	0.3	0.4	5.939	A
4 - Galsworthy Road	584	146	277	1236	0.472	583	475	0.6	0.9	5.648	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	887	222	366	1661	0.534	885	686	0.7	1.2	4.712	A
2 - Nevinson Avenue	346	87	650	797	0.434	345	601	0.5	0.8	8.234	A
3 - Whiteleas Way NB	275	69	646	809	0.340	275	349	0.4	0.5	7.145	A
4 - Galsworthy Road	715	179	339	1201	0.595	713	581	0.9	1.5	7.534	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	887	222	367	1660	0.534	887	688	1.2	1.2	4.735	A
2 - Nevinson Avenue	346	87	651	796	0.435	346	603	0.8	0.8	8.285	A
3 - Whiteleas Way NB	275	69	647	808	0.341	275	350	0.5	0.5	7.172	A
4 - Galsworthy Road	715	179	340	1201	0.595	715	582	1.5	1.5	7.611	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	724	181	301	1706	0.424	726	564	1.2	0.8	3.740	A
2 - Nevinson Avenue	283	71	533	853	0.331	284	493	0.8	0.5	6.561	A
3 - Whiteleas Way NB	225	56	530	867	0.259	225	287	0.5	0.4	5.972	A
4 - Galsworthy Road	584	146	279	1236	0.472	586	477	1.5	0.9	5.714	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	606	152	252	1740	0.348	607	472	0.8	0.5	3.235	A
2 - Nevinson Avenue	237	59	446	895	0.264	237	413	0.5	0.4	5.670	A
3 - Whiteleas Way NB	188	47	443	910	0.207	189	240	0.4	0.3	5.307	A
4 - Galsworthy Road	489	122	233	1262	0.387	490	399	0.9	0.7	4.801	A

Site 4 JCT - 2017 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 4 JTC	Standard Roundabout	1,2,3,4	6.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2017 Base + Dev	AM	ONE HOUR	08:15	09:45	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 (PCU/hr)	Scaling Factor (%)
1 - Whiteleas Way SB		ONE HOUR	✓	525	100.000
2 - Nevinson Avenue		ONE HOUR	✓	416	100.000
3 - Whiteleas Way NB		ONE HOUR	✓	321	100.000
4 - Galsworthy Road		ONE HOUR	✓	565	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	172	112	241
	2 - Nevinson Avenue	207	0	47	162
	3 - Whiteleas Way NB	190	59	0	73
	4 - Galsworthy Road	334	179	52	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	7	7	2
	2 - Nevinson Avenue	2	0	2	6
	3 - Whiteleas Way NB	7	2	0	9
	4 - Galsworthy Road	3	8	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Whiteleas Way SB	0.34	3.37	0.5	A	482	722
2 - Nevinson Avenue	0.51	8.51	1.1	A	382	572
3 - Whiteleas Way NB	0.44	8.66	0.8	A	295	442
4 - Galsworthy Road	0.56	7.73	1.3	A	518	777

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	395	99	216	1765	0.224	394	547	0.0	0.3	2.745	A
2 - Nevinson Avenue	313	78	303	964	0.325	311	307	0.0	0.5	5.689	A
3 - Whiteleas Way NB	242	60	456	903	0.268	240	158	0.0	0.4	5.772	A
4 - Galsworthy Road	425	106	341	1200	0.354	423	356	0.0	0.6	4.832	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	472	118	259	1735	0.272	471	656	0.3	0.4	2.982	A
2 - Nevinson Avenue	374	93	363	935	0.400	373	368	0.5	0.7	6.621	A
3 - Whiteleas Way NB	289	72	547	858	0.337	288	189	0.4	0.5	6.721	A
4 - Galsworthy Road	508	127	409	1162	0.437	507	427	0.6	0.8	5.743	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	578	144	317	1695	0.341	577	802	0.4	0.5	3.370	A
2 - Nevinson Avenue	458	114	445	896	0.511	456	450	0.7	1.1	8.448	A
3 - Whiteleas Way NB	354	88	669	797	0.444	353	232	0.5	0.8	8.602	A
4 - Galsworthy Road	622	155	500	1110	0.560	620	522	0.8	1.3	7.657	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	578	144	318	1694	0.341	578	805	0.5	0.5	3.374	A
2 - Nevinson Avenue	458	114	445	896	0.511	458	451	1.1	1.1	8.510	A
3 - Whiteleas Way NB	354	88	671	797	0.444	354	232	0.8	0.8	8.659	A
4 - Galsworthy Road	622	155	501	1109	0.561	622	523	1.3	1.3	7.732	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	472	118	261	1734	0.272	472	660	0.5	0.4	2.987	A
2 - Nevinson Avenue	374	93	364	935	0.400	375	369	1.1	0.7	6.679	A
3 - Whiteleas Way NB	289	72	549	857	0.337	290	190	0.8	0.5	6.777	A
4 - Galsworthy Road	508	127	411	1160	0.438	510	429	1.3	0.8	5.809	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	395	99	218	1764	0.224	396	552	0.4	0.3	2.756	A
2 - Nevinson Avenue	313	78	305	964	0.325	314	309	0.7	0.5	5.744	A
3 - Whiteleas Way NB	242	60	460	902	0.268	243	159	0.5	0.4	5.822	A
4 - Galsworthy Road	425	106	344	1199	0.355	426	359	0.8	0.6	4.883	A

Site 4 JCT - 2017 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 4 JTC	Standard Roundabout	1,2,3,4	7.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2017 Base + Dev	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 (PCU/hr)	Scaling Factor (%)
1 - Whiteleas Way SB		ONE HOUR	✓	829	100.000
2 - Nevinson Avenue		ONE HOUR	✓	359	100.000
3 - Whiteleas Way NB		ONE HOUR	✓	254	100.000
4 - Galsworthy Road		ONE HOUR	✓	666	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	310	207	312
	2 - Nevinson Avenue	146	0	44	169
	3 - Whiteleas Way NB	130	55	0	69
	4 - Galsworthy Road	367	227	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	3	1	1
	2 - Nevinson Avenue	2	0	0	6
	3 - Whiteleas Way NB	10	0	0	6
	4 - Galsworthy Road	2	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Whiteleas Way SB	0.56	5.01	1.3	A	760	1141
2 - Nevinson Avenue	0.50	9.29	1.0	A	329	494
3 - Whiteleas Way NB	0.36	7.56	0.6	A	233	350
4 - Galsworthy Road	0.62	8.16	1.6	A	611	917

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	624	156	265	1731	0.360	622	481	0.0	0.6	3.295	A
2 - Nevinson Avenue	270	68	444	896	0.301	268	443	0.0	0.4	5.919	A
3 - Whiteleas Way NB	191	48	469	897	0.213	190	242	0.0	0.3	5.422	A
4 - Galsworthy Road	502	125	248	1253	0.400	499	412	0.0	0.7	4.887	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	745	186	318	1694	0.440	744	577	0.6	0.8	3.853	A
2 - Nevinson Avenue	322	81	531	854	0.377	322	531	0.4	0.6	6.995	A
3 - Whiteleas Way NB	228	57	563	850	0.269	228	290	0.3	0.4	6.161	A
4 - Galsworthy Road	599	150	297	1225	0.489	598	493	0.7	1.0	5.887	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	912	228	389	1645	0.555	911	705	0.8	1.3	4.978	A
2 - Nevinson Avenue	395	99	650	797	0.496	393	650	0.6	1.0	9.210	A
3 - Whiteleas Way NB	280	70	688	788	0.355	279	355	0.4	0.6	7.530	A
4 - Galsworthy Road	734	183	363	1187	0.618	731	604	1.0	1.6	8.061	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	912	228	390	1644	0.555	912	708	1.3	1.3	5.007	A
2 - Nevinson Avenue	395	99	651	796	0.496	395	651	1.0	1.0	9.291	A
3 - Whiteleas Way NB	280	70	690	787	0.356	280	356	0.6	0.6	7.565	A
4 - Galsworthy Road	734	183	365	1187	0.618	734	605	1.6	1.6	8.160	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	745	186	320	1693	0.440	747	580	1.3	0.8	3.881	A
2 - Nevinson Avenue	322	81	533	853	0.378	324	534	1.0	0.6	7.065	A
3 - Whiteleas Way NB	228	57	565	849	0.269	229	292	0.6	0.4	6.198	A
4 - Galsworthy Road	599	150	299	1224	0.489	602	496	1.6	1.0	5.966	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	624	156	268	1729	0.361	625	485	0.8	0.6	3.321	A
2 - Nevinson Avenue	270	68	446	895	0.302	271	446	0.6	0.5	5.979	A
3 - Whiteleas Way NB	191	48	473	895	0.214	192	244	0.4	0.3	5.459	A
4 - Galsworthy Road	502	125	250	1252	0.401	503	415	1.0	0.7	4.948	A

Site 4 JCT - 2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 4 JTC	Standard Roundabout	1,2,3,4	7.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2027 Base	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D1 * G1

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 (PCU/hr)	Scaling Factor (%)
1 - Whiteleas Way SB		ONE HOUR	✓	567	100.000
2 - Nevinson Avenue		ONE HOUR	✓	431	100.000
3 - Whiteleas Way NB		ONE HOUR	✓	350	100.000
4 - Galsworthy Road		ONE HOUR	✓	610	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	178	123	265
	2 - Nevinson Avenue	214	0	49	167
	3 - Whiteleas Way NB	209	61	0	80
	4 - Galsworthy Road	368	185	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	7	7	2
	2 - Nevinson Avenue	2	0	2	6
	3 - Whiteleas Way NB	7	2	0	9
	4 - Galsworthy Road	3	8	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Whiteleas Way SB	0.37	3.55	0.6	A	520	780
2 - Nevinson Avenue	0.54	9.32	1.2	A	395	593
3 - Whiteleas Way NB	0.50	9.82	1.0	A	321	482
4 - Galsworthy Road	0.62	8.98	1.7	A	560	840

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	427	107	226	1758	0.243	425	593	0.0	0.3	2.823	A
2 - Nevinson Avenue	324	81	334	949	0.342	322	317	0.0	0.5	5.921	A
3 - Whiteleas Way NB	264	66	485	889	0.297	262	172	0.0	0.4	6.098	A
4 - Galsworthy Road	459	115	362	1188	0.387	457	385	0.0	0.7	5.129	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	510	127	271	1726	0.295	509	710	0.3	0.4	3.093	A
2 - Nevinson Avenue	387	97	400	917	0.422	386	380	0.5	0.7	7.005	A
3 - Whiteleas Way NB	315	79	581	841	0.374	314	206	0.4	0.6	7.264	A
4 - Galsworthy Road	549	137	434	1147	0.478	548	461	0.7	0.9	6.265	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	624	156	332	1684	0.370	623	868	0.4	0.6	3.547	A
2 - Nevinson Avenue	474	119	490	874	0.543	472	465	0.7	1.2	9.235	A
3 - Whiteleas Way NB	386	96	711	777	0.496	384	252	0.6	1.0	9.726	A
4 - Galsworthy Road	672	168	531	1092	0.615	669	564	0.9	1.6	8.848	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	624	156	333	1684	0.371	624	872	0.6	0.6	3.553	A
2 - Nevinson Avenue	474	119	491	874	0.543	474	466	1.2	1.2	9.323	A
3 - Whiteleas Way NB	386	96	712	776	0.497	386	252	1.0	1.0	9.825	A
4 - Galsworthy Road	672	168	533	1091	0.616	672	565	1.6	1.7	8.982	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	510	127	273	1725	0.295	510	715	0.6	0.4	3.103	A
2 - Nevinson Avenue	387	97	401	917	0.422	389	382	1.2	0.8	7.084	A
3 - Whiteleas Way NB	315	79	584	840	0.375	316	207	1.0	0.6	7.348	A
4 - Galsworthy Road	549	137	437	1145	0.479	551	463	1.7	1.0	6.369	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	427	107	228	1756	0.243	427	598	0.4	0.3	2.833	A
2 - Nevinson Avenue	324	81	336	949	0.342	325	320	0.8	0.5	5.985	A
3 - Whiteleas Way NB	264	66	488	887	0.297	264	173	0.6	0.5	6.166	A
4 - Galsworthy Road	459	115	366	1186	0.387	461	387	1.0	0.7	5.197	A

Site 4 JCT - 2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 4 JTC	Standard Roundabout	1,2,3,4	6.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2027 Base	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D2 * G2

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 (PCU/hr)	Scaling Factor (%)
1 - Whiteleas Way SB		ONE HOUR	✓	813	100.000
2 - Nevinson Avenue		ONE HOUR	✓	317	100.000
3 - Whiteleas Way NB		ONE HOUR	✓	252	100.000
4 - Galsworthy Road		ONE HOUR	✓	655	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	289	209	315
	2 - Nevinson Avenue	129	0	39	149
	3 - Whiteleas Way NB	131	51	0	70
	4 - Galsworthy Road	370	212	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	3	1	1
	2 - Nevinson Avenue	2	0	0	6
	3 - Whiteleas Way NB	9	0	0	6
	4 - Galsworthy Road	2	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Whiteleas Way SB	0.54	4.80	1.2	A	746	1119
2 - Nevinson Avenue	0.44	8.40	0.8	A	291	437
3 - Whiteleas Way NB	0.34	7.25	0.6	A	232	347
4 - Galsworthy Road	0.60	7.74	1.5	A	601	902

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	612	153	252	1740	0.352	610	472	0.0	0.5	3.234	A
2 - Nevinson Avenue	239	60	448	894	0.267	237	414	0.0	0.4	5.662	A
3 - Whiteleas Way NB	190	47	445	909	0.209	189	241	0.0	0.3	5.301	A
4 - Galsworthy Road	493	123	233	1262	0.391	491	400	0.0	0.7	4.782	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	731	183	302	1705	0.429	730	566	0.5	0.8	3.750	A
2 - Nevinson Avenue	285	71	536	852	0.335	285	496	0.4	0.5	6.567	A
3 - Whiteleas Way NB	227	57	533	865	0.262	226	288	0.3	0.4	5.980	A
4 - Galsworthy Road	589	147	280	1235	0.477	588	479	0.7	0.9	5.707	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	895	224	369	1658	0.540	893	692	0.8	1.2	4.775	A
2 - Nevinson Avenue	349	87	656	794	0.440	348	607	0.5	0.8	8.345	A
3 - Whiteleas Way NB	278	69	652	806	0.345	277	352	0.4	0.6	7.219	A
4 - Galsworthy Road	721	180	342	1199	0.602	719	586	0.9	1.5	7.663	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	895	224	370	1658	0.540	895	694	1.2	1.2	4.801	A
2 - Nevinson Avenue	349	87	657	793	0.440	349	608	0.8	0.8	8.398	A
3 - Whiteleas Way NB	278	69	653	805	0.345	278	353	0.6	0.6	7.247	A
4 - Galsworthy Road	721	180	343	1199	0.602	721	588	1.5	1.5	7.745	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	731	183	304	1704	0.429	732	569	1.2	0.8	3.773	A
2 - Nevinson Avenue	285	71	538	851	0.335	286	498	0.8	0.5	6.620	A
3 - Whiteleas Way NB	227	57	535	864	0.262	228	289	0.6	0.4	6.014	A
4 - Galsworthy Road	589	147	281	1234	0.477	591	481	1.5	0.9	5.774	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	612	153	254	1739	0.352	613	476	0.8	0.6	3.253	A
2 - Nevinson Avenue	239	60	450	893	0.267	239	417	0.5	0.4	5.709	A
3 - Whiteleas Way NB	190	47	448	908	0.209	190	242	0.4	0.3	5.335	A
4 - Galsworthy Road	493	123	235	1260	0.391	494	403	0.9	0.7	4.837	A

Site 4 JCT - 2027 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 4 JTC	Standard Roundabout	1,2,3,4	8.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2027 Base + Dev	AM	ONE HOUR	08:15	09:45	15	✓	Simple	D3 * G1

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 (PCU/hr)	Scaling Factor (%)
1 - Whiteleas Way SB		ONE HOUR	✓	578	100.000
2 - Nevinson Avenue		ONE HOUR	✓	458	100.000
3 - Whiteleas Way NB		ONE HOUR	✓	354	100.000
4 - Galsworthy Road		ONE HOUR	✓	622	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	190	123	265
	2 - Nevinson Avenue	228	0	52	178
	3 - Whiteleas Way NB	209	65	0	80
	4 - Galsworthy Road	368	197	57	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	7	7	2
	2 - Nevinson Avenue	2	0	2	6
	3 - Whiteleas Way NB	7	2	0	9
	4 - Galsworthy Road	3	8	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Whiteleas Way SB	0.38	3.64	0.6	A	531	796
2 - Nevinson Avenue	0.58	10.09	1.4	B	421	631
3 - Whiteleas Way NB	0.51	10.29	1.1	B	325	488
4 - Galsworthy Road	0.63	9.54	1.8	A	571	857

Main Results for each time segment

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	435	109	238	1749	0.249	434	603	0.0	0.3	2.861	A
2 - Nevinson Avenue	345	86	334	949	0.363	343	338	0.0	0.6	6.120	A
3 - Whiteleas Way NB	267	67	503	880	0.303	265	174	0.0	0.5	6.212	A
4 - Galsworthy Road	469	117	375	1181	0.397	466	392	0.0	0.7	5.249	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	520	130	286	1717	0.303	520	723	0.3	0.5	3.147	A
2 - Nevinson Avenue	412	103	400	917	0.449	411	405	0.6	0.8	7.343	A
3 - Whiteleas Way NB	318	80	603	830	0.383	318	209	0.5	0.7	7.465	A
4 - Galsworthy Road	560	140	450	1138	0.492	558	470	0.7	1.0	6.482	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	637	159	349	1672	0.381	636	883	0.5	0.6	3.634	A
2 - Nevinson Avenue	505	126	490	874	0.577	502	495	0.8	1.4	9.967	A
3 - Whiteleas Way NB	390	98	737	764	0.511	388	255	0.7	1.1	10.167	B
4 - Galsworthy Road	685	171	550	1081	0.634	682	575	1.0	1.8	9.373	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	637	159	351	1671	0.381	637	887	0.6	0.6	3.640	A
2 - Nevinson Avenue	505	126	491	874	0.578	505	497	1.4	1.4	10.089	B
3 - Whiteleas Way NB	390	98	739	762	0.512	390	256	1.1	1.1	10.288	B
4 - Galsworthy Road	685	171	552	1080	0.635	685	577	1.8	1.8	9.541	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	520	130	288	1715	0.303	521	728	0.6	0.5	3.155	A
2 - Nevinson Avenue	412	103	401	917	0.449	414	407	1.4	0.9	7.446	A
3 - Whiteleas Way NB	318	80	606	829	0.384	320	210	1.1	0.7	7.560	A
4 - Galsworthy Road	560	140	454	1136	0.493	563	473	1.8	1.0	6.604	A

09:30 - 09:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	435	109	240	1748	0.249	436	608	0.5	0.3	2.873	A
2 - Nevinson Avenue	345	86	336	949	0.364	346	341	0.9	0.6	6.198	A
3 - Whiteleas Way NB	267	67	507	878	0.304	267	175	0.7	0.5	6.285	A
4 - Galsworthy Road	469	117	379	1179	0.398	470	395	1.0	0.7	5.324	A

Site 4 JCT - 2027 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 4 JTC	Standard Roundabout	1,2,3,4	7.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2027 Base + Dev	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4 * G2

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 (PCU/hr)	Scaling Factor (%)
1 - Whiteleas Way SB		ONE HOUR	✓	836	100.000
2 - Nevinson Avenue		ONE HOUR	✓	362	100.000
3 - Whiteleas Way NB		ONE HOUR	✓	256	100.000
4 - Galsworthy Road		ONE HOUR	✓	672	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	313	209	315
	2 - Nevinson Avenue	147	0	44	170
	3 - Whiteleas Way NB	131	56	0	70
	4 - Galsworthy Road	370	229	73	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Whiteleas Way SB	2 - Nevinson Avenue	3 - Whiteleas Way NB	4 - Galsworthy Road
From	1 - Whiteleas Way SB	0	3	1	1
	2 - Nevinson Avenue	2	0	0	6
	3 - Whiteleas Way NB	10	0	0	6
	4 - Galsworthy Road	2	4	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Whiteleas Way SB	0.56	5.08	1.3	A	767	1151
2 - Nevinson Avenue	0.50	9.44	1.0	A	332	498
3 - Whiteleas Way NB	0.36	7.65	0.6	A	235	353
4 - Galsworthy Road	0.62	8.32	1.7	A	617	926

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	630	157	268	1729	0.364	627	486	0.0	0.6	3.317	A
2 - Nevinson Avenue	272	68	448	894	0.305	271	447	0.0	0.4	5.961	A
3 - Whiteleas Way NB	193	48	474	895	0.216	192	245	0.0	0.3	5.452	A
4 - Galsworthy Road	506	127	250	1252	0.404	503	416	0.0	0.7	4.926	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	752	188	321	1692	0.444	751	582	0.6	0.8	3.888	A
2 - Nevinson Avenue	325	81	536	852	0.382	325	536	0.4	0.6	7.063	A
3 - Whiteleas Way NB	231	58	568	848	0.272	230	293	0.3	0.4	6.208	A
4 - Galsworthy Road	604	151	300	1224	0.494	603	498	0.7	1.0	5.951	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	921	230	393	1642	0.561	919	712	0.8	1.3	5.051	A
2 - Nevinson Avenue	399	100	656	794	0.502	397	656	0.6	1.0	9.358	A
3 - Whiteleas Way NB	282	71	694	785	0.360	282	358	0.4	0.6	7.612	A
4 - Galsworthy Road	740	185	367	1185	0.625	738	609	1.0	1.7	8.211	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	921	230	394	1641	0.561	921	714	1.3	1.3	5.083	A
2 - Nevinson Avenue	399	100	657	793	0.502	398	657	1.0	1.0	9.445	A
3 - Whiteleas Way NB	282	71	696	784	0.360	282	359	0.6	0.6	7.651	A
4 - Galsworthy Road	740	185	368	1185	0.625	740	611	1.7	1.7	8.319	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	752	188	323	1691	0.445	754	586	1.3	0.8	3.917	A
2 - Nevinson Avenue	325	81	538	851	0.382	327	539	1.0	0.6	7.138	A
3 - Whiteleas Way NB	231	58	571	846	0.272	231	294	0.6	0.4	6.246	A
4 - Galsworthy Road	604	151	302	1223	0.494	607	500	1.7	1.0	6.037	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Whiteleas Way SB	630	157	270	1727	0.364	631	490	0.8	0.6	3.341	A
2 - Nevinson Avenue	272	68	450	893	0.305	273	450	0.6	0.5	6.021	A
3 - Whiteleas Way NB	193	48	477	893	0.216	194	246	0.4	0.3	5.490	A
4 - Galsworthy Road	506	127	252	1251	0.405	507	419	1.0	0.7	4.988	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []

Filename: John Reid Road.Prince Edward Road roundabout.j9
Path: F:\PROJECTS\Development - Tolent Living Temple Park\03 EXECUTION\Junction 9 Modelling
Report generation date: 19/10/2017 10:52:10

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Site 3 King George Road at Temple Park JTC - 2017 Base							
1 - Prince Edward Drive	1.5	8.19	0.59	A	1.4	8.97	0.58	A
2 - King George Road NB	3.9	17.68	0.80	C	2.0	10.14	0.66	B
3 - John Reid Road	3.4	12.72	0.77	B	17.5	49.33	0.97	E
4 - Temple Park Road	0.5	4.99	0.32	A	1.1	9.32	0.53	A
5 - King George Road SB	1.3	6.93	0.55	A	2.8	14.35	0.74	B
	Site 3 King George Road at Temple Park JTC - 2017 Base + Dev							
1 - Prince Edward Drive	1.5	8.38	0.60	A	1.5	9.33	0.59	A
2 - King George Road NB	4.1	18.73	0.81	C	2.2	10.95	0.69	B
3 - John Reid Road	3.5	13.25	0.78	B	22.3	60.58	0.99	F
4 - Temple Park Road	0.5	5.09	0.33	A	1.2	9.78	0.55	A
5 - King George Road SB	1.3	7.07	0.56	A	3.0	15.45	0.76	C
	Site 3 King George Road at Temple Park JTC - 2027 Base							
1 - Prince Edward Drive	2.3	11.76	0.70	B	1.5	9.23	0.59	A
2 - King George Road NB	11.5	48.97	0.94	E	2.0	10.49	0.67	B
3 - John Reid Road	7.7	27.34	0.90	D	20.7	56.76	0.98	F
4 - Temple Park Road	0.7	6.09	0.39	A	1.2	9.61	0.54	A
5 - King George Road SB	1.8	9.29	0.65	A	2.9	15.08	0.75	C
	Site 3 King George Road at Temple Park JTC - 2027 Base + Dev							
1 - Prince Edward Drive	2.4	12.19	0.71	B	1.5	9.61	0.60	A
2 - King George Road NB	13.3	55.11	0.96	F	2.3	11.37	0.70	B
3 - John Reid Road	8.4	29.51	0.91	D	26.6	69.82	1.00	F
4 - Temple Park Road	0.7	6.22	0.40	A	1.2	10.05	0.56	B
5 - King George Road SB	1.9	9.57	0.66	A	3.2	16.24	0.77	C

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

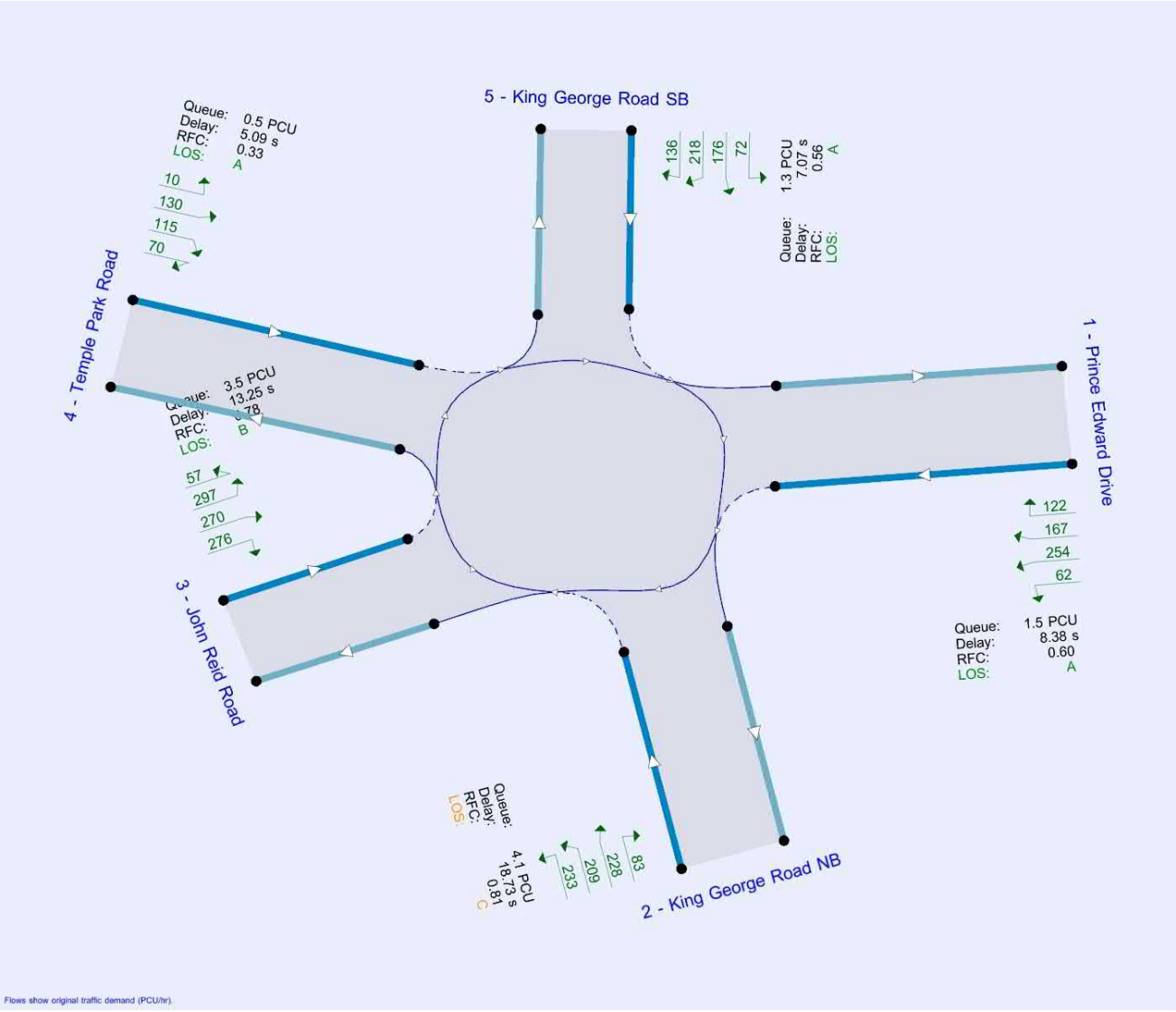
File summary

File Description

Title	(untitled)
Location	
Site number	
Date	26/09/2017
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NA\Connor.S.Gray
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2017 Base	AM	ONE HOUR	08:00	09:30	15	✓		
D2	2017 Base	PM	ONE HOUR	17:15	18:45	15	✓		
D3	2017 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓		
D4	2017 Base + Dev	PM	ONE HOUR	17:15	18:45	15	✓		
D5	2027 Base	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1 * G1
D6	2027 Base	PM	ONE HOUR	17:15	18:45	15	✓	Simple	D2 * G2
D7	2027 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3 * G1
D8	2027 Base + Dev	PM	ONE HOUR	17:15	18:45	15	✓	Simple	D4 * G2

Growth Factors

ID	Description	Use TEMPRO	Growth Factor
G1	Recalculated by Tempro for AM		1.1020
G2	Recalculated by Tempro for PM Peak		1.0092

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Site 3 King George Road at Temple Park JTC	✓	100.000	100.000

Site 3 King George Road at Temple Park JTC - 2017 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 3 King George Road at Temple Park JTC	Standard Roundabout	1,2,3,4,5	11.13	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
1	Prince Edward Drive	
2	King George Road NB	
3	John Reid Road	
4	Temple Park Road	
5	King George Road SB	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Prince Edward Drive	3.53	8.02	30.0	16.4	33.1	51.0	
2 - King George Road NB	6.04	6.04	0.0	16.4	35.3	50.0	
3 - John Reid Road	7.71	7.71	0.0	6.8	33.9	51.0	
4 - Temple Park Road	3.35	10.47	29.8	10.5	32.4	36.0	
5 - King George Road SB	6.60	6.60	0.0	8.2	34.6	27.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Prince Edward Drive	0.654	1823
2 - King George Road NB	0.623	1684
3 - John Reid Road	0.651	1945
4 - Temple Park Road	0.715	2091
5 - King George Road SB	0.670	1880

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2017 Base	AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
1 - Prince Edward Drive		ONE HOUR	✓	603	100.000
2 - King George Road NB		ONE HOUR	✓	741	100.000
3 - John Reid Road		ONE HOUR	✓	894	100.000
4 - Temple Park Road		ONE HOUR	✓	323	100.000
5 - King George Road SB		ONE HOUR	✓	598	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	61	254	167	122
	2 - King George Road NB	82	0	230	206	224
	3 - John Reid Road	270	271	0	57	297
	4 - Temple Park Road	130	113	70	0	10
	5 - King George Road SB	72	173	218	136	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	9	1	3	7
	2 - King George Road NB	4	0	1	1	2
	3 - John Reid Road	6	1	0	2	2
	4 - Temple Park Road	2	4	3	0	0
	5 - King George Road SB	16	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Prince Edward Drive	0.59	8.19	1.5	A	553	829
2 - King George Road NB	0.80	17.68	3.9	C	680	1020
3 - John Reid Road	0.77	12.72	3.4	B	820	1230
4 - Temple Park Road	0.32	4.99	0.5	A	296	445
5 - King George Road SB	0.55	6.93	1.3	A	549	823

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	454	113	735	1343	0.338	451	415	0.0	0.5	4.170	A
2 - King George Road NB	558	140	724	1232	0.453	555	462	0.0	0.8	5.375	A
3 - John Reid Road	673	168	701	1488	0.452	670	578	0.0	0.8	4.507	A
4 - Temple Park Road	243	61	947	1414	0.172	242	424	0.0	0.2	3.157	A
5 - King George Road SB	450	113	701	1410	0.319	448	489	0.0	0.5	3.820	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	542	135	880	1248	0.434	541	496	0.5	0.8	5.257	A
2 - King George Road NB	667	167	867	1143	0.583	664	553	0.8	1.4	7.599	A
3 - John Reid Road	804	201	840	1398	0.575	801	692	0.8	1.4	6.186	A
4 - Temple Park Road	290	73	1134	1281	0.227	290	507	0.2	0.3	3.736	A
5 - King George Road SB	538	134	839	1318	0.408	537	585	0.5	0.7	4.712	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	663	166	1075	1121	0.592	661	605	0.8	1.5	8.048	A
2 - King George Road NB	816	204	1060	1023	0.798	807	675	1.4	3.7	16.290	C
3 - John Reid Road	984	246	1023	1278	0.770	977	844	1.4	3.3	11.979	B
4 - Temple Park Road	356	89	1381	1104	0.322	355	618	0.3	0.5	4.934	A
5 - King George Road SB	659	165	1024	1194	0.552	656	712	0.7	1.2	6.824	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	663	166	1079	1118	0.593	663	609	1.5	1.5	8.190	A
2 - King George Road NB	816	204	1064	1021	0.800	816	679	3.7	3.9	17.675	C
3 - John Reid Road	984	246	1030	1274	0.773	984	849	3.3	3.4	12.720	B
4 - Temple Park Road	356	89	1392	1097	0.324	356	622	0.5	0.5	4.995	A
5 - King George Road SB	659	165	1029	1190	0.553	659	718	1.2	1.3	6.926	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	542	135	886	1244	0.435	544	501	1.5	0.8	5.343	A
2 - King George Road NB	667	167	872	1140	0.585	676	558	3.9	1.5	8.046	A
3 - John Reid Road	804	201	850	1391	0.578	811	698	3.4	1.4	6.475	A
4 - Temple Park Road	290	73	1149	1270	0.229	291	513	0.5	0.3	3.785	A
5 - King George Road SB	538	134	847	1312	0.410	540	593	1.3	0.7	4.783	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	454	113	740	1340	0.339	455	418	0.8	0.5	4.215	A
2 - King George Road NB	558	140	729	1229	0.454	561	465	1.5	0.9	5.489	A
3 - John Reid Road	673	168	707	1484	0.453	675	582	1.4	0.9	4.591	A
4 - Temple Park Road	243	61	955	1409	0.173	244	427	0.3	0.2	3.178	A
5 - King George Road SB	450	113	706	1407	0.320	451	493	0.7	0.5	3.857	A

Site 3 King George Road at Temple Park JTC - 2017 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 3 King George Road at Temple Park JTC	Standard Roundabout	1,2,3,4,5	24.45	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2017 Base	PM	ONE HOUR	17:15	18:45	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 (PCU/hr)	Scaling Factor (%)
1 - Prince Edward Drive		ONE HOUR	✓	529	100.000
2 - King George Road NB		ONE HOUR	✓	644	100.000
3 - John Reid Road		ONE HOUR	✓	1211	100.000
4 - Temple Park Road		ONE HOUR	✓	404	100.000
5 - King George Road SB		ONE HOUR	✓	653	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	66	239	114	110
	2 - King George Road NB	95	0	184	119	247
	3 - John Reid Road	387	364	0	50	410
	4 - Temple Park Road	190	133	72	0	9
	5 - King George Road SB	70	219	249	115	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	8	0	4	8
	2 - King George Road NB	1	0	0	1	2
	3 - John Reid Road	0	0	0	0	0
	4 - Temple Park Road	2	0	0	0	0
	5 - King George Road SB	13	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Prince Edward Drive	0.58	8.97	1.4	A	485	728
2 - King George Road NB	0.66	10.14	2.0	B	591	886
3 - John Reid Road	0.97	49.33	17.5	E	1111	1667
4 - Temple Park Road	0.53	9.32	1.1	A	371	556
5 - King George Road SB	0.74	14.35	2.8	B	599	899

Main Results for each time segment

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	398	100	862	1260	0.316	396	555	0.0	0.5	4.311	A
2 - King George Road NB	485	121	673	1264	0.384	482	586	0.0	0.6	4.640	A
3 - John Reid Road	912	228	598	1555	0.586	906	557	0.0	1.4	5.501	A
4 - Temple Park Road	304	76	1206	1229	0.247	303	298	0.0	0.3	3.916	A
5 - King George Road SB	492	123	929	1258	0.391	489	581	0.0	0.6	4.736	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	475	119	1032	1149	0.414	474	664	0.5	0.7	5.524	A
2 - King George Road NB	579	145	806	1181	0.490	578	701	0.6	1.0	6.013	A
3 - John Reid Road	1088	272	717	1478	0.737	1083	667	1.4	2.7	9.004	A
4 - Temple Park Road	363	91	1443	1060	0.343	362	357	0.3	0.5	5.203	A
5 - King George Road SB	587	147	1111	1135	0.517	585	695	0.6	1.1	6.617	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	582	146	1248	1007	0.578	580	800	0.7	1.4	8.670	A
2 - King George Road NB	709	177	983	1071	0.662	705	845	1.0	1.9	9.847	A
3 - John Reid Road	1333	333	875	1375	0.970	1290	814	2.7	13.6	32.386	D
4 - Temple Park Road	445	111	1730	855	0.520	443	434	0.5	1.1	8.770	A
5 - King George Road SB	719	180	1336	985	0.730	713	837	1.1	2.6	13.146	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	582	146	1263	998	0.584	582	811	1.4	1.4	8.965	A
2 - King George Road NB	709	177	989	1067	0.664	709	856	1.9	2.0	10.137	B
3 - John Reid Road	1333	333	879	1372	0.972	1317	818	13.6	17.5	49.328	E
4 - Temple Park Road	445	111	1759	834	0.533	445	437	1.1	1.1	9.323	A
5 - King George Road SB	719	180	1355	971	0.740	718	849	2.6	2.8	14.347	B

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	475	119	1060	1131	0.421	478	688	1.4	0.8	5.740	A
2 - King George Road NB	579	145	814	1176	0.492	583	724	2.0	1.0	6.173	A
3 - John Reid Road	1088	272	723	1474	0.739	1147	674	17.5	3.0	12.895	B
4 - Temple Park Road	363	91	1507	1014	0.358	365	363	1.1	0.6	5.620	A
5 - King George Road SB	587	147	1154	1107	0.530	593	719	2.8	1.2	7.201	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	398	100	871	1254	0.318	399	561	0.8	0.5	4.371	A
2 - King George Road NB	485	121	679	1261	0.385	486	592	1.0	0.6	4.709	A
3 - John Reid Road	912	228	603	1552	0.587	918	562	3.0	1.4	5.729	A
4 - Temple Park Road	304	76	1220	1219	0.249	305	301	0.6	0.3	3.979	A
5 - King George Road SB	492	123	939	1251	0.393	494	587	1.2	0.7	4.834	A

Site 3 King George Road at Temple Park JTC - 2017 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 3 King George Road at Temple Park JTC	Standard Roundabout	1,2,3,4,5	11.62	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2017 Base + Dev	AM	ONE HOUR	08:00	09:30	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 (PCU/hr)	Scaling Factor (%)
1 - Prince Edward Drive		ONE HOUR	✓	604	100.000
2 - King George Road NB		ONE HOUR	✓	752	100.000
3 - John Reid Road		ONE HOUR	✓	900	100.000
4 - Temple Park Road		ONE HOUR	✓	325	100.000
5 - King George Road SB		ONE HOUR	✓	602	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	62	254	167	122
	2 - King George Road NB	83	0	233	209	228
	3 - John Reid Road	270	276	0	57	297
	4 - Temple Park Road	130	115	70	0	10
	5 - King George Road SB	72	176	218	136	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	9	1	3	7
	2 - King George Road NB	4	0	1	1	2
	3 - John Reid Road	6	1	0	2	2
	4 - Temple Park Road	3	4	3	0	0
	5 - King George Road SB	16	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Prince Edward Drive	0.60	8.38	1.5	A	554	831
2 - King George Road NB	0.81	18.73	4.1	C	690	1036
3 - John Reid Road	0.78	13.25	3.5	B	826	1238
4 - Temple Park Road	0.33	5.09	0.5	A	299	448
5 - King George Road SB	0.56	7.07	1.3	A	552	829

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	455	114	744	1337	0.340	452	416	0.0	0.5	4.202	A
2 - King George Road NB	566	142	724	1232	0.460	563	472	0.0	0.9	5.439	A
3 - John Reid Road	677	169	707	1484	0.456	674	580	0.0	0.9	4.550	A
4 - Temple Park Road	245	61	955	1409	0.174	244	426	0.0	0.2	3.190	A
5 - King George Road SB	453	113	708	1405	0.322	451	491	0.0	0.5	3.851	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	543	136	890	1241	0.437	542	497	0.5	0.8	5.320	A
2 - King George Road NB	676	169	867	1143	0.592	674	565	0.9	1.4	7.755	A
3 - John Reid Road	809	202	846	1393	0.580	807	695	0.9	1.4	6.285	A
4 - Temple Park Road	293	73	1143	1274	0.230	292	510	0.2	0.3	3.785	A
5 - King George Road SB	541	135	848	1312	0.413	540	588	0.5	0.7	4.765	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	665	166	1088	1112	0.598	662	607	0.8	1.5	8.223	A
2 - King George Road NB	828	207	1060	1023	0.810	818	690	1.4	3.9	17.090	C
3 - John Reid Road	991	248	1031	1273	0.778	983	848	1.4	3.4	12.407	B
4 - Temple Park Road	358	90	1392	1097	0.327	358	621	0.3	0.5	5.024	A
5 - King George Road SB	663	166	1034	1187	0.558	661	716	0.7	1.3	6.963	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	665	166	1092	1109	0.599	665	610	1.5	1.5	8.379	A
2 - King George Road NB	828	207	1064	1021	0.811	827	693	3.9	4.1	18.727	C
3 - John Reid Road	991	248	1039	1268	0.781	990	853	3.4	3.5	13.250	B
4 - Temple Park Road	358	90	1403	1089	0.329	358	626	0.5	0.5	5.089	A
5 - King George Road SB	663	166	1040	1183	0.560	663	721	1.3	1.3	7.074	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	543	136	897	1237	0.439	546	503	1.5	0.8	5.411	A
2 - King George Road NB	676	169	873	1140	0.593	687	570	4.1	1.5	8.255	A
3 - John Reid Road	809	202	858	1386	0.584	817	702	3.5	1.5	6.602	A
4 - Temple Park Road	293	73	1159	1263	0.232	293	516	0.5	0.3	3.838	A
5 - King George Road SB	541	135	856	1306	0.414	543	596	1.3	0.7	4.843	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	455	114	749	1334	0.341	456	419	0.8	0.5	4.250	A
2 - King George Road NB	566	142	729	1229	0.461	569	476	1.5	0.9	5.560	A
3 - John Reid Road	677	169	713	1480	0.458	680	585	1.5	0.9	4.640	A
4 - Temple Park Road	245	61	963	1403	0.175	245	429	0.3	0.2	3.214	A
5 - King George Road SB	453	113	713	1402	0.323	454	495	0.7	0.5	3.890	A

Site 3 King George Road at Temple Park JTC - 2017 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 3 King George Road at Temple Park JTC	Standard Roundabout	1,2,3,4,5	28.80	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2017 Base + Dev	PM	ONE HOUR	17:15	18:45	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 (PCU/hr)	Scaling Factor (%)
1 - Prince Edward Drive		ONE HOUR	✓	531	100.000
2 - King George Road NB		ONE HOUR	✓	668	100.000
3 - John Reid Road		ONE HOUR	✓	1223	100.000
4 - Temple Park Road		ONE HOUR	✓	408	100.000
5 - King George Road SB		ONE HOUR	✓	660	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	69	239	114	110
	2 - King George Road NB	98	0	191	123	256
	3 - John Reid Road	387	376	0	50	410
	4 - Temple Park Road	190	137	72	0	9
	5 - King George Road SB	70	226	249	115	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	8	0	4	8
	2 - King George Road NB	1	0	0	1	2
	3 - John Reid Road	0	0	0	0	0
	4 - Temple Park Road	2	0	0	0	0
	5 - King George Road SB	13	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Prince Edward Drive	0.59	9.33	1.5	A	487	731
2 - King George Road NB	0.69	10.95	2.2	B	613	920
3 - John Reid Road	0.99	60.58	22.3	F	1122	1683
4 - Temple Park Road	0.55	9.78	1.2	A	375	562
5 - King George Road SB	0.76	15.45	3.0	C	606	909

Main Results for each time segment

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	400	100	880	1248	0.320	398	558	0.0	0.5	4.369	A
2 - King George Road NB	503	126	673	1264	0.398	500	605	0.0	0.7	4.749	A
3 - John Reid Road	920	230	611	1546	0.595	915	562	0.0	1.4	5.649	A
4 - Temple Park Road	307	77	1225	1216	0.253	306	301	0.0	0.3	3.987	A
5 - King George Road SB	497	124	943	1248	0.398	494	588	0.0	0.7	4.830	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	477	119	1053	1135	0.421	476	667	0.5	0.7	5.642	A
2 - King George Road NB	601	150	806	1182	0.508	599	723	0.7	1.0	6.234	A
3 - John Reid Road	1099	275	732	1468	0.749	1093	673	1.4	2.9	9.474	A
4 - Temple Park Road	367	92	1465	1045	0.351	366	361	0.3	0.5	5.350	A
5 - King George Road SB	593	148	1128	1124	0.528	592	703	0.7	1.1	6.837	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	585	146	1270	993	0.589	582	801	0.7	1.4	8.995	A
2 - King George Road NB	736	184	983	1071	0.687	731	869	1.0	2.1	10.572	B
3 - John Reid Road	1346	337	893	1363	0.988	1293	821	2.9	16.2	36.915	E
4 - Temple Park Road	450	112	1748	842	0.534	447	438	0.5	1.1	9.144	A
5 - King George Road SB	727	182	1351	974	0.746	720	844	1.1	2.8	13.995	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	585	146	1285	983	0.595	585	812	1.4	1.5	9.335	A
2 - King George Road NB	736	184	989	1068	0.689	736	881	2.1	2.2	10.946	B
3 - John Reid Road	1346	337	898	1359	0.990	1322	826	16.2	22.3	60.575	F
4 - Temple Park Road	450	112	1778	820	0.548	449	442	1.1	1.2	9.777	A
5 - King George Road SB	727	182	1372	961	0.757	726	856	2.8	3.0	15.455	C

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	477	119	1087	1112	0.429	480	697	1.5	0.8	5.917	A
2 - King George Road NB	601	150	815	1176	0.511	605	753	2.2	1.1	6.427	A
3 - John Reid Road	1099	275	740	1463	0.751	1176	680	22.3	3.2	15.756	C
4 - Temple Park Road	367	92	1548	985	0.373	369	368	1.2	0.6	5.923	A
5 - King George Road SB	593	148	1183	1087	0.546	601	734	3.0	1.2	7.616	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	400	100	889	1242	0.322	401	564	0.8	0.5	4.432	A
2 - King George Road NB	503	126	679	1261	0.399	505	611	1.1	0.7	4.826	A
3 - John Reid Road	920	230	617	1543	0.597	927	567	3.2	1.5	5.906	A
4 - Temple Park Road	307	77	1240	1205	0.255	308	304	0.6	0.3	4.054	A
5 - King George Road SB	497	124	954	1241	0.401	499	594	1.2	0.7	4.939	A

Site 3 King George Road at Temple Park JTC - 2027 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 3 King George Road at Temple Park JTC	Standard Roundabout	1,2,3,4,5	23.86	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D5	2027 Base	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D1 * G1

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 (PCU/hr)	Scaling Factor (%)
1 - Prince Edward Drive		ONE HOUR	✓	664	100.000
2 - King George Road NB		ONE HOUR	✓	817	100.000
3 - John Reid Road		ONE HOUR	✓	985	100.000
4 - Temple Park Road		ONE HOUR	✓	356	100.000
5 - King George Road SB		ONE HOUR	✓	659	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	67	279	184	134
	2 - King George Road NB	90	0	253	227	247
	3 - John Reid Road	298	298	0	62	327
	4 - Temple Park Road	143	125	77	0	11
	5 - King George Road SB	79	190	240	150	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	9	1	3	7
	2 - King George Road NB	4	0	1	1	2
	3 - John Reid Road	6	1	0	2	2
	4 - Temple Park Road	2	4	3	0	0
	5 - King George Road SB	16	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Prince Edward Drive	0.70	11.76	2.3	B	609	914
2 - King George Road NB	0.94	48.97	11.5	E	750	1125
3 - John Reid Road	0.90	27.34	7.7	D	904	1356
4 - Temple Park Road	0.39	6.09	0.7	A	327	490
5 - King George Road SB	0.65	9.29	1.8	A	605	907

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	500	125	809	1294	0.386	497	457	0.0	0.6	4.660	A
2 - King George Road NB	615	154	798	1187	0.518	611	509	0.0	1.1	6.308	A
3 - John Reid Road	742	185	772	1442	0.514	737	636	0.0	1.1	5.226	A
4 - Temple Park Road	268	67	1043	1346	0.199	267	466	0.0	0.3	3.428	A
5 - King George Road SB	496	124	772	1363	0.364	494	538	0.0	0.6	4.228	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	597	149	969	1190	0.502	595	546	0.6	1.0	6.247	A
2 - King George Road NB	734	184	955	1089	0.675	731	609	1.1	2.0	10.112	B
3 - John Reid Road	886	221	924	1343	0.659	882	762	1.1	1.9	7.976	A
4 - Temple Park Road	320	80	1248	1200	0.267	320	558	0.3	0.4	4.205	A
5 - King George Road SB	593	148	924	1261	0.470	591	644	0.6	0.9	5.490	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	731	183	1180	1052	0.695	726	662	1.0	2.3	11.259	B
2 - King George Road NB	900	225	1166	957	0.940	870	740	2.0	9.3	34.374	D
3 - John Reid Road	1085	271	1113	1220	0.889	1065	923	1.9	6.7	21.723	C
4 - Temple Park Road	392	98	1503	1017	0.385	391	675	0.4	0.6	5.905	A
5 - King George Road SB	726	181	1119	1130	0.642	722	775	0.9	1.8	8.955	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	731	183	1188	1047	0.698	731	669	2.3	2.3	11.763	B
2 - King George Road NB	900	225	1172	953	0.944	891	747	9.3	11.5	48.974	E
3 - John Reid Road	1085	271	1130	1209	0.897	1081	933	6.7	7.7	27.340	D
4 - Temple Park Road	392	98	1527	1000	0.392	392	683	0.6	0.7	6.088	A
5 - King George Road SB	726	181	1131	1122	0.647	726	788	1.8	1.8	9.288	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	597	149	982	1182	0.505	602	560	2.3	1.1	6.483	A
2 - King George Road NB	734	184	964	1083	0.678	772	619	11.5	2.2	13.075	B
3 - John Reid Road	886	221	956	1322	0.670	908	779	7.7	2.1	9.406	A
4 - Temple Park Road	320	80	1290	1169	0.274	321	574	0.7	0.4	4.371	A
5 - King George Road SB	593	148	945	1246	0.475	596	666	1.8	0.9	5.694	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	500	125	816	1290	0.388	502	461	1.1	0.7	4.736	A
2 - King George Road NB	615	154	804	1183	0.520	620	513	2.2	1.1	6.548	A
3 - John Reid Road	742	185	781	1436	0.516	746	643	2.1	1.1	5.396	A
4 - Temple Park Road	268	67	1055	1337	0.200	268	471	0.4	0.3	3.465	A
5 - King George Road SB	496	124	780	1357	0.366	498	544	0.9	0.6	4.290	A

Site 3 King George Road at Temple Park JTC - 2027 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 3 King George Road at Temple Park JTC	Standard Roundabout	1,2,3,4,5	27.35	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D6	2027 Base	PM	ONE HOUR	17:15	18:45	15	✓	Simple	D2 * G2

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 (PCU/hr)	Scaling Factor (%)
1 - Prince Edward Drive		ONE HOUR	✓	534	100.000
2 - King George Road NB		ONE HOUR	✓	650	100.000
3 - John Reid Road		ONE HOUR	✓	1222	100.000
4 - Temple Park Road		ONE HOUR	✓	408	100.000
5 - King George Road SB		ONE HOUR	✓	659	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	67	241	115	111
	2 - King George Road NB	95	0	186	120	249
	3 - John Reid Road	391	367	0	50	414
	4 - Temple Park Road	192	134	73	0	9
	5 - King George Road SB	71	221	251	116	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	8	0	4	8
	2 - King George Road NB	1	0	0	1	2
	3 - John Reid Road	0	0	0	0	0
	4 - Temple Park Road	2	0	0	0	0
	5 - King George Road SB	13	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Prince Edward Drive	0.59	9.23	1.5	A	490	735
2 - King George Road NB	0.67	10.49	2.0	B	596	895
3 - John Reid Road	0.98	56.76	20.7	F	1121	1682
4 - Temple Park Road	0.54	9.61	1.2	A	374	561
5 - King George Road SB	0.75	15.08	2.9	C	605	907

Main Results for each time segment

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	402	100	870	1254	0.320	400	560	0.0	0.5	4.356	A
2 - King George Road NB	489	122	679	1260	0.388	487	591	0.0	0.6	4.690	A
3 - John Reid Road	920	230	604	1551	0.593	914	562	0.0	1.4	5.601	A
4 - Temple Park Road	307	77	1217	1221	0.251	306	301	0.0	0.3	3.962	A
5 - King George Road SB	496	124	937	1252	0.396	493	586	0.0	0.7	4.798	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	480	120	1041	1143	0.420	479	670	0.5	0.7	5.619	A
2 - King George Road NB	584	146	813	1177	0.496	583	707	0.6	1.0	6.111	A
3 - John Reid Road	1098	275	723	1474	0.745	1093	673	1.4	2.8	9.322	A
4 - Temple Park Road	367	92	1456	1051	0.349	366	360	0.3	0.5	5.300	A
5 - King George Road SB	592	148	1121	1129	0.525	591	701	0.7	1.1	6.764	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	588	147	1258	1001	0.587	585	806	0.7	1.4	8.900	A
2 - King George Road NB	716	179	992	1066	0.672	712	851	1.0	2.0	10.169	B
3 - John Reid Road	1345	336	883	1370	0.982	1295	821	2.8	15.3	35.406	E
4 - Temple Park Road	449	112	1740	848	0.530	447	438	0.5	1.1	9.008	A
5 - King George Road SB	726	181	1344	979	0.741	719	843	1.1	2.7	13.709	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	588	147	1272	992	0.593	588	817	1.4	1.5	9.225	A
2 - King George Road NB	716	179	998	1062	0.674	715	862	2.0	2.0	10.490	B
3 - John Reid Road	1345	336	887	1367	0.984	1324	826	15.3	20.7	56.757	F
4 - Temple Park Road	449	112	1770	826	0.543	449	441	1.1	1.2	9.614	A
5 - King George Road SB	726	181	1364	965	0.752	725	854	2.7	2.9	15.080	C

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	480	120	1073	1122	0.428	483	698	1.5	0.8	5.861	A
2 - King George Road NB	584	146	822	1171	0.499	588	734	2.0	1.0	6.284	A
3 - John Reid Road	1098	275	730	1469	0.748	1169	680	20.7	3.1	14.701	B
4 - Temple Park Road	367	92	1533	996	0.368	369	367	1.2	0.6	5.813	A
5 - King George Road SB	592	148	1172	1095	0.541	599	730	2.9	1.2	7.473	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	402	100	879	1248	0.322	403	566	0.8	0.5	4.417	A
2 - King George Road NB	489	122	685	1257	0.389	491	597	1.0	0.7	4.761	A
3 - John Reid Road	920	230	609	1548	0.594	926	567	3.1	1.5	5.850	A
4 - Temple Park Road	307	77	1232	1211	0.253	308	304	0.6	0.3	4.027	A
5 - King George Road SB	496	124	947	1245	0.399	498	592	1.2	0.7	4.906	A

Site 3 King George Road at Temple Park JTC - 2027 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 3 King George Road at Temple Park JTC	Standard Roundabout	1,2,3,4,5	26.12	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2027 Base + Dev	AM	ONE HOUR	08:00	09:30	15	✓	Simple	D3 * G1

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 (PCU/hr)	Scaling Factor (%)
1 - Prince Edward Drive		ONE HOUR	✓	665	100.000
2 - King George Road NB		ONE HOUR	✓	829	100.000
3 - John Reid Road		ONE HOUR	✓	992	100.000
4 - Temple Park Road		ONE HOUR	✓	359	100.000
5 - King George Road SB		ONE HOUR	✓	663	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	68	279	184	134
	2 - King George Road NB	91	0	257	230	251
	3 - John Reid Road	298	305	0	62	327
	4 - Temple Park Road	143	127	77	0	11
	5 - King George Road SB	79	194	240	150	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	9	1	3	7
	2 - King George Road NB	4	0	1	1	2
	3 - John Reid Road	6	1	0	2	2
	4 - Temple Park Road	3	4	3	0	0
	5 - King George Road SB	16	0	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Prince Edward Drive	0.71	12.19	2.4	B	611	916
2 - King George Road NB	0.96	55.11	13.3	F	761	1141
3 - John Reid Road	0.91	29.51	8.4	D	910	1365
4 - Temple Park Road	0.40	6.22	0.7	A	329	494
5 - King George Road SB	0.66	9.57	1.9	A	609	913

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	501	125	819	1288	0.389	498	458	0.0	0.7	4.705	A
2 - King George Road NB	624	156	798	1187	0.526	620	520	0.0	1.1	6.405	A
3 - John Reid Road	746	187	778	1438	0.519	742	639	0.0	1.1	5.290	A
4 - Temple Park Road	270	68	1051	1340	0.202	269	469	0.0	0.3	3.468	A
5 - King George Road SB	499	125	780	1357	0.368	497	541	0.0	0.6	4.269	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	598	150	981	1182	0.506	597	548	0.7	1.0	6.345	A
2 - King George Road NB	745	186	955	1089	0.685	741	622	1.1	2.1	10.412	B
3 - John Reid Road	891	223	931	1338	0.666	888	765	1.1	2.0	8.156	A
4 - Temple Park Road	322	81	1258	1192	0.270	322	561	0.3	0.4	4.269	A
5 - King George Road SB	596	149	933	1255	0.475	595	647	0.6	0.9	5.571	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	733	183	1194	1043	0.702	727	662	1.0	2.3	11.622	B
2 - King George Road NB	913	228	1165	957	0.953	880	756	2.1	10.4	37.135	E
3 - John Reid Road	1092	273	1119	1216	0.898	1071	926	2.0	7.2	22.896	C
4 - Temple Park Road	395	99	1513	1010	0.391	394	677	0.4	0.7	6.020	A
5 - King George Road SB	730	183	1129	1123	0.650	727	778	0.9	1.8	9.200	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	733	183	1202	1037	0.706	732	670	2.3	2.4	12.187	B
2 - King George Road NB	913	228	1172	953	0.957	901	763	10.4	13.3	55.106	F
3 - John Reid Road	1092	273	1137	1204	0.907	1087	936	7.2	8.4	29.514	D
4 - Temple Park Road	395	99	1538	992	0.398	395	686	0.7	0.7	6.222	A
5 - King George Road SB	730	183	1142	1114	0.655	730	790	1.8	1.9	9.571	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	598	150	995	1173	0.510	604	562	2.4	1.1	6.600	A
2 - King George Road NB	745	186	964	1083	0.688	789	634	13.3	2.3	14.223	B
3 - John Reid Road	891	223	969	1314	0.679	916	785	8.4	2.2	9.853	A
4 - Temple Park Road	322	81	1305	1158	0.278	324	579	0.7	0.4	4.459	A
5 - King George Road SB	596	149	957	1239	0.482	600	672	1.9	1.0	5.800	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	501	125	826	1283	0.390	503	462	1.1	0.7	4.785	A
2 - King George Road NB	624	156	804	1183	0.528	629	525	2.3	1.2	6.662	A
3 - John Reid Road	746	187	788	1432	0.521	751	645	2.2	1.1	5.472	A
4 - Temple Park Road	270	68	1064	1331	0.203	271	474	0.4	0.3	3.507	A
5 - King George Road SB	499	125	788	1352	0.369	501	547	1.0	0.6	4.334	A

Site 3 King George Road at Temple Park JTC - 2027 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 3 King George Road at Temple Park JTC	Standard Roundabout	1,2,3,4,5	32.34	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2027 Base + Dev	PM	ONE HOUR	17:15	18:45	15	✓	Simple	D4 * G2

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 (PCU/hr)	Scaling Factor (%)
1 - Prince Edward Drive		ONE HOUR	✓	536	100.000
2 - King George Road NB		ONE HOUR	✓	674	100.000
3 - John Reid Road		ONE HOUR	✓	1234	100.000
4 - Temple Park Road		ONE HOUR	✓	412	100.000
5 - King George Road SB		ONE HOUR	✓	666	100.000

Origin-Destination Data

Demand (PCU/hr)

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	69	241	115	111
	2 - King George Road NB	99	0	193	125	258
	3 - John Reid Road	391	379	0	50	414
	4 - Temple Park Road	192	139	73	0	9
	5 - King George Road SB	71	228	251	116	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		1 - Prince Edward Drive	2 - King George Road NB	3 - John Reid Road	4 - Temple Park Road	5 - King George Road SB
From	1 - Prince Edward Drive	0	8	0	4	8
	2 - King George Road NB	1	0	0	1	2
	3 - John Reid Road	0	0	0	0	0
	4 - Temple Park Road	2	0	0	0	0
	5 - King George Road SB	13	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Prince Edward Drive	0.60	9.61	1.5	A	492	738
2 - King George Road NB	0.70	11.37	2.3	B	619	928
3 - John Reid Road	1.00	69.82	26.6	F	1132	1698
4 - Temple Park Road	0.56	10.05	1.2	B	378	567
5 - King George Road SB	0.77	16.24	3.2	C	611	917

Main Results for each time segment

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	403	101	888	1243	0.325	402	563	0.0	0.5	4.416	A
2 - King George Road NB	508	127	679	1260	0.403	505	610	0.0	0.7	4.801	A
3 - John Reid Road	929	232	617	1543	0.602	923	567	0.0	1.5	5.737	A
4 - Temple Park Road	310	78	1236	1208	0.257	309	304	0.0	0.3	4.034	A
5 - King George Road SB	502	125	952	1242	0.404	499	593	0.0	0.7	4.895	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	482	120	1062	1129	0.427	481	673	0.5	0.8	5.734	A
2 - King George Road NB	606	152	813	1177	0.515	605	730	0.7	1.1	6.344	A
3 - John Reid Road	1109	277	739	1463	0.758	1103	679	1.5	3.0	9.829	A
4 - Temple Park Road	370	93	1478	1035	0.358	370	364	0.3	0.6	5.452	A
5 - King George Road SB	599	150	1138	1117	0.536	597	709	0.7	1.2	6.996	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	590	148	1279	987	0.598	587	806	0.8	1.5	9.240	A
2 - King George Road NB	743	186	991	1066	0.697	738	875	1.1	2.2	10.942	B
3 - John Reid Road	1359	340	901	1358	1.001	1297	828	3.0	18.4	40.428	E
4 - Temple Park Road	454	113	1756	836	0.543	451	442	0.6	1.2	9.382	A
5 - King George Road SB	734	183	1359	969	0.757	726	849	1.2	3.0	14.604	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	590	148	1295	977	0.604	590	817	1.5	1.5	9.608	A
2 - King George Road NB	743	186	998	1062	0.699	742	887	2.2	2.3	11.367	B
3 - John Reid Road	1359	340	907	1354	1.003	1326	833	18.4	26.6	69.817	F
4 - Temple Park Road	454	113	1787	814	0.557	453	446	1.2	1.2	10.052	B
5 - King George Road SB	734	183	1379	956	0.768	733	861	3.0	3.2	16.242	C

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	482	120	1103	1103	0.437	485	708	1.5	0.8	6.054	A
2 - King George Road NB	606	152	822	1171	0.518	611	765	2.3	1.1	6.551	A
3 - John Reid Road	1109	277	747	1458	0.761	1202	687	26.6	3.4	18.972	C
4 - Temple Park Road	370	93	1577	964	0.384	373	372	1.2	0.6	6.170	A
5 - King George Road SB	599	150	1204	1073	0.558	606	746	3.2	1.3	7.950	A

18:30 - 18:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
1 - Prince Edward Drive	403	101	898	1236	0.326	405	569	0.8	0.5	4.484	A
2 - King George Road NB	508	127	685	1257	0.404	509	617	1.1	0.7	4.882	A
3 - John Reid Road	929	232	622	1539	0.604	936	572	3.4	1.5	6.038	A
4 - Temple Park Road	310	78	1252	1197	0.259	311	307	0.6	0.4	4.107	A
5 - King George Road SB	502	125	963	1234	0.406	504	600	1.3	0.7	5.016	A

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