

Appendix J – TRICS Outputs

Calculation Reference: AUDIT-708001-250530-0509

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	2 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
05	EAST MIDLANDS	
	DY DERBY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 100 to 618 (units:)
 Range Selected by User: 100 to 618 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/18 to 25/04/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	4 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	5
Village	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:**Use Class:**

C3 8 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	7 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	8 days

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

LIST OF SITES relevant to selection parameters

1	DY-03-K-01 PRIDE PARKWAY DERBY WILMORTON Edge of Town Industrial Zone Total No of Dwellings: 618 Survey date: MONDAY 23/07/18	MIXED HOUSES & FLATS	DERBY	Survey Type: MANUAL
2	HC-03-K-02 DAIRY ROAD ANDOVER Edge of Town Residential Zone Total No of Dwellings: 270 Survey date: TUESDAY 11/10/22	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL
3	HC-03-K-07 MINLEY ROAD FARNBOROUGH BLACKWATER Edge of Town Residential Zone Total No of Dwellings: 313 Survey date: THURSDAY 12/05/22	MIXED HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL
4	HF-03-K-05 FRYTHE AVENUE WELWYN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 203 Survey date: WEDNESDAY 02/11/22	MIXED HOUSES & FLATS	HERTFORDSHIRE	Survey Type: MANUAL
5	HF-03-K-06 THE KESTRELS BRICKET WOOD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 100 Survey date: THURSDAY 29/06/23	MIXED HOUSES & FLATS	HERTFORDSHIRE	Survey Type: MANUAL
6	SC-03-K-02 STOMPOND LANE WALTON-ON-THAMES Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 104 Survey date: THURSDAY 25/04/24	MIXED HOUSES & FLATS	SURREY	Survey Type: MANUAL
7	WS-03-K-01 SHOPWHYKE ROAD CHICHESTER Edge of Town Residential Zone Total No of Dwellings: 336 Survey date: WEDNESDAY 05/07/23	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8

WS-03-K-04
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: THURSDAY 28/06/18

MIXED HOUSES & FLATS

WEST SUSSEX

Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SC-03-K-01	COVID Survey
WS-03-K-05	COVID Survey

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.61

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	289	0.085	8	289	0.281	8	289	0.366
08:00 - 09:00	8	289	0.140	8	289	0.329	8	289	0.469
09:00 - 10:00	8	289	0.127	8	289	0.182	8	289	0.309
10:00 - 11:00	8	289	0.131	8	289	0.126	8	289	0.257
11:00 - 12:00	8	289	0.114	8	289	0.127	8	289	0.241
12:00 - 13:00	8	289	0.146	8	289	0.134	8	289	0.280
13:00 - 14:00	8	289	0.141	8	289	0.143	8	289	0.284
14:00 - 15:00	8	289	0.144	8	289	0.169	8	289	0.313
15:00 - 16:00	8	289	0.251	8	289	0.178	8	289	0.429
16:00 - 17:00	8	289	0.248	8	289	0.167	8	289	0.415
17:00 - 18:00	8	289	0.286	8	289	0.158	8	289	0.444
18:00 - 19:00	8	289	0.290	8	289	0.169	8	289	0.459
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.103			2.163			4.266

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	100 - 618 (units:)
Survey date range:	01/01/18 - 25/04/24
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

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

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.61

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	289	0.124	8	289	0.432	8	289	0.556
08:00 - 09:00	8	289	0.224	8	289	0.632	8	289	0.856
09:00 - 10:00	8	289	0.186	8	289	0.271	8	289	0.457
10:00 - 11:00	8	289	0.191	8	289	0.200	8	289	0.391
11:00 - 12:00	8	289	0.179	8	289	0.198	8	289	0.377
12:00 - 13:00	8	289	0.221	8	289	0.204	8	289	0.425
13:00 - 14:00	8	289	0.214	8	289	0.211	8	289	0.425
14:00 - 15:00	8	289	0.199	8	289	0.245	8	289	0.444
15:00 - 16:00	8	289	0.521	8	289	0.305	8	289	0.826
16:00 - 17:00	8	289	0.428	8	289	0.257	8	289	0.685
17:00 - 18:00	8	289	0.454	8	289	0.251	8	289	0.705
18:00 - 19:00	8	289	0.464	8	289	0.267	8	289	0.731
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.405			3.473			6.878

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-708001-241204-1249

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : O - RETIREMENT AND CARE COMMUNITY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	OX OXFORDSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 39 to 70 (units:)
Range Selected by User: 36 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 05/05/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 2 days
Wednesday 2 days
Thursday 1 days
Friday 1 days

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

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3
Edge of Town 2
Neighbourhood Centre (PPS6 Local Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 7 days - Selected

Secondary Filtering selection:

Use Class:

n/a 6 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1	BR-03-O-01	RETIREMENT VILLAGE	BRISTOL CITY
	HOLLWAY ROAD		
	BRISTOL		
	STOCKWOOD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	58	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
2	KC-03-O-01	RETIREMENT VILLAGE	KENT
	RUMFIELDS ROAD		
	BROADSTAIRS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/11/15	Survey Type: MANUAL
3	NF-03-O-01	RETIREMENT VILLAGE	NORFOLK
	CITY ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: FRIDAY	16/09/22	Survey Type: MANUAL
4	OX-03-O-01	RETIREMENT VILLAGE	OXFORDSHIRE
	RUSKIN ROAD		
	BANBURY		
	EASINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: WEDNESDAY	11/11/15	Survey Type: MANUAL
5	SC-03-O-01	RETIREMENT VILLAGE	SURREY
	WESTFIELD ROAD		
	WOKING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	39	
	Survey date: WEDNESDAY	18/11/15	Survey Type: MANUAL
6	TB-03-O-01	RETIREMENT VILLAGE	TORBAY
	ST MARYCHURCH ROAD		
	TORQUAY		
	ST MARYCHURCH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: TUESDAY	29/09/15	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-03-O-02	Low rank order
NS-03-O-01	Low rank order
WL-03-O-01	Low rank order

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.61

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	51	0.086	6	51	0.036	6	51	0.122
08:00 - 09:00	6	51	0.165	6	51	0.073	6	51	0.238
09:00 - 10:00	6	51	0.238	6	51	0.172	6	51	0.410
10:00 - 11:00	6	51	0.211	6	51	0.234	6	51	0.445
11:00 - 12:00	6	51	0.198	6	51	0.211	6	51	0.409
12:00 - 13:00	6	51	0.168	6	51	0.191	6	51	0.359
13:00 - 14:00	6	51	0.198	6	51	0.201	6	51	0.399
14:00 - 15:00	6	51	0.178	6	51	0.221	6	51	0.399
15:00 - 16:00	6	51	0.182	6	51	0.208	6	51	0.390
16:00 - 17:00	6	51	0.152	6	51	0.165	6	51	0.317
17:00 - 18:00	6	51	0.076	6	51	0.125	6	51	0.201
18:00 - 19:00	6	51	0.063	6	51	0.069	6	51	0.132
19:00 - 20:00	6	51	0.040	6	51	0.033	6	51	0.073
20:00 - 21:00	6	51	0.036	6	51	0.069	6	51	0.105
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.991			2.008			3.999

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	39 - 70 (units:)
Survey date range:	01/01/11 - 05/05/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	51	0.000	6	51	0.000	6	51	0.000
08:00 - 09:00	6	51	0.003	6	51	0.003	6	51	0.006
09:00 - 10:00	6	51	0.026	6	51	0.026	6	51	0.052
10:00 - 11:00	6	51	0.020	6	51	0.020	6	51	0.040
11:00 - 12:00	6	51	0.023	6	51	0.023	6	51	0.046
12:00 - 13:00	6	51	0.017	6	51	0.017	6	51	0.034
13:00 - 14:00	6	51	0.020	6	51	0.020	6	51	0.040
14:00 - 15:00	6	51	0.023	6	51	0.023	6	51	0.046
15:00 - 16:00	6	51	0.013	6	51	0.013	6	51	0.026
16:00 - 17:00	6	51	0.010	6	51	0.010	6	51	0.020
17:00 - 18:00	6	51	0.000	6	51	0.000	6	51	0.000
18:00 - 19:00	6	51	0.003	6	51	0.003	6	51	0.006
19:00 - 20:00	6	51	0.000	6	51	0.000	6	51	0.000
20:00 - 21:00	6	51	0.000	6	51	0.000	6	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.158			0.158			0.316

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	51	0.010	6	51	0.010	6	51	0.020
08:00 - 09:00	6	51	0.007	6	51	0.003	6	51	0.010
09:00 - 10:00	6	51	0.000	6	51	0.003	6	51	0.003
10:00 - 11:00	6	51	0.000	6	51	0.000	6	51	0.000
11:00 - 12:00	6	51	0.007	6	51	0.007	6	51	0.014
12:00 - 13:00	6	51	0.003	6	51	0.003	6	51	0.006
13:00 - 14:00	6	51	0.000	6	51	0.000	6	51	0.000
14:00 - 15:00	6	51	0.000	6	51	0.000	6	51	0.000
15:00 - 16:00	6	51	0.000	6	51	0.000	6	51	0.000
16:00 - 17:00	6	51	0.000	6	51	0.000	6	51	0.000
17:00 - 18:00	6	51	0.000	6	51	0.000	6	51	0.000
18:00 - 19:00	6	51	0.000	6	51	0.000	6	51	0.000
19:00 - 20:00	6	51	0.000	6	51	0.000	6	51	0.000
20:00 - 21:00	6	51	0.000	6	51	0.000	6	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.026			0.053

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	51	0.000	6	51	0.000	6	51	0.000
08:00 - 09:00	6	51	0.000	6	51	0.000	6	51	0.000
09:00 - 10:00	6	51	0.020	6	51	0.017	6	51	0.037
10:00 - 11:00	6	51	0.010	6	51	0.013	6	51	0.023
11:00 - 12:00	6	51	0.003	6	51	0.003	6	51	0.006
12:00 - 13:00	6	51	0.003	6	51	0.003	6	51	0.006
13:00 - 14:00	6	51	0.007	6	51	0.007	6	51	0.014
14:00 - 15:00	6	51	0.007	6	51	0.003	6	51	0.010
15:00 - 16:00	6	51	0.013	6	51	0.017	6	51	0.030
16:00 - 17:00	6	51	0.000	6	51	0.000	6	51	0.000
17:00 - 18:00	6	51	0.007	6	51	0.007	6	51	0.014
18:00 - 19:00	6	51	0.000	6	51	0.000	6	51	0.000
19:00 - 20:00	6	51	0.000	6	51	0.000	6	51	0.000
20:00 - 21:00	6	51	0.000	6	51	0.000	6	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.070			0.140

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	51	0.007	6	51	0.007	6	51	0.014
08:00 - 09:00	6	51	0.003	6	51	0.000	6	51	0.003
09:00 - 10:00	6	51	0.000	6	51	0.007	6	51	0.007
10:00 - 11:00	6	51	0.007	6	51	0.003	6	51	0.010
11:00 - 12:00	6	51	0.003	6	51	0.000	6	51	0.003
12:00 - 13:00	6	51	0.003	6	51	0.000	6	51	0.003
13:00 - 14:00	6	51	0.000	6	51	0.003	6	51	0.003
14:00 - 15:00	6	51	0.003	6	51	0.003	6	51	0.006
15:00 - 16:00	6	51	0.000	6	51	0.003	6	51	0.003
16:00 - 17:00	6	51	0.000	6	51	0.000	6	51	0.000
17:00 - 18:00	6	51	0.000	6	51	0.000	6	51	0.000
18:00 - 19:00	6	51	0.000	6	51	0.000	6	51	0.000
19:00 - 20:00	6	51	0.000	6	51	0.003	6	51	0.003
20:00 - 21:00	6	51	0.000	6	51	0.000	6	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.029			0.055

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	51	0.089	6	51	0.033	6	51	0.122
08:00 - 09:00	6	51	0.201	6	51	0.079	6	51	0.280
09:00 - 10:00	6	51	0.241	6	51	0.162	6	51	0.403
10:00 - 11:00	6	51	0.234	6	51	0.284	6	51	0.518
11:00 - 12:00	6	51	0.224	6	51	0.238	6	51	0.462
12:00 - 13:00	6	51	0.201	6	51	0.251	6	51	0.452
13:00 - 14:00	6	51	0.238	6	51	0.254	6	51	0.492
14:00 - 15:00	6	51	0.205	6	51	0.271	6	51	0.476
15:00 - 16:00	6	51	0.201	6	51	0.224	6	51	0.425
16:00 - 17:00	6	51	0.198	6	51	0.188	6	51	0.386
17:00 - 18:00	6	51	0.119	6	51	0.152	6	51	0.271
18:00 - 19:00	6	51	0.079	6	51	0.089	6	51	0.168
19:00 - 20:00	6	51	0.046	6	51	0.046	6	51	0.092
20:00 - 21:00	6	51	0.053	6	51	0.086	6	51	0.139
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.329			2.357			4.686

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	51	0.040	6	51	0.030	6	51	0.070
08:00 - 09:00	6	51	0.040	6	51	0.033	6	51	0.073
09:00 - 10:00	6	51	0.066	6	51	0.069	6	51	0.135
10:00 - 11:00	6	51	0.040	6	51	0.076	6	51	0.116
11:00 - 12:00	6	51	0.069	6	51	0.073	6	51	0.142
12:00 - 13:00	6	51	0.099	6	51	0.096	6	51	0.195
13:00 - 14:00	6	51	0.079	6	51	0.063	6	51	0.142
14:00 - 15:00	6	51	0.030	6	51	0.076	6	51	0.106
15:00 - 16:00	6	51	0.059	6	51	0.056	6	51	0.115
16:00 - 17:00	6	51	0.036	6	51	0.036	6	51	0.072
17:00 - 18:00	6	51	0.033	6	51	0.026	6	51	0.059
18:00 - 19:00	6	51	0.013	6	51	0.013	6	51	0.026
19:00 - 20:00	6	51	0.007	6	51	0.010	6	51	0.017
20:00 - 21:00	6	51	0.007	6	51	0.010	6	51	0.017
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.618			0.667			1.285

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	51	0.010	6	51	0.000	6	51	0.010
08:00 - 09:00	6	51	0.026	6	51	0.000	6	51	0.026
09:00 - 10:00	6	51	0.017	6	51	0.007	6	51	0.024
10:00 - 11:00	6	51	0.013	6	51	0.007	6	51	0.020
11:00 - 12:00	6	51	0.003	6	51	0.010	6	51	0.013
12:00 - 13:00	6	51	0.007	6	51	0.007	6	51	0.014
13:00 - 14:00	6	51	0.003	6	51	0.010	6	51	0.013
14:00 - 15:00	6	51	0.010	6	51	0.023	6	51	0.033
15:00 - 16:00	6	51	0.020	6	51	0.010	6	51	0.030
16:00 - 17:00	6	51	0.007	6	51	0.013	6	51	0.020
17:00 - 18:00	6	51	0.003	6	51	0.003	6	51	0.006
18:00 - 19:00	6	51	0.000	6	51	0.000	6	51	0.000
19:00 - 20:00	6	51	0.000	6	51	0.000	6	51	0.000
20:00 - 21:00	6	51	0.000	6	51	0.000	6	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.119			0.090			0.209

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	51	0.003	6	51	0.000	6	51	0.003
08:00 - 09:00	6	51	0.007	6	51	0.000	6	51	0.007
09:00 - 10:00	6	51	0.000	6	51	0.000	6	51	0.000
10:00 - 11:00	6	51	0.000	6	51	0.000	6	51	0.000
11:00 - 12:00	6	51	0.000	6	51	0.000	6	51	0.000
12:00 - 13:00	6	51	0.000	6	51	0.000	6	51	0.000
13:00 - 14:00	6	51	0.000	6	51	0.000	6	51	0.000
14:00 - 15:00	6	51	0.000	6	51	0.000	6	51	0.000
15:00 - 16:00	6	51	0.000	6	51	0.000	6	51	0.000
16:00 - 17:00	6	51	0.000	6	51	0.003	6	51	0.003
17:00 - 18:00	6	51	0.000	6	51	0.003	6	51	0.003
18:00 - 19:00	6	51	0.000	6	51	0.000	6	51	0.000
19:00 - 20:00	6	51	0.000	6	51	0.000	6	51	0.000
20:00 - 21:00	6	51	0.000	6	51	0.000	6	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.006			0.016

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	51	0.000	6	51	0.000	6	51	0.000
08:00 - 09:00	6	51	0.000	6	51	0.000	6	51	0.000
09:00 - 10:00	6	51	0.046	6	51	0.003	6	51	0.049
10:00 - 11:00	6	51	0.033	6	51	0.000	6	51	0.033
11:00 - 12:00	6	51	0.000	6	51	0.007	6	51	0.007
12:00 - 13:00	6	51	0.000	6	51	0.007	6	51	0.007
13:00 - 14:00	6	51	0.007	6	51	0.003	6	51	0.010
14:00 - 15:00	6	51	0.000	6	51	0.003	6	51	0.003
15:00 - 16:00	6	51	0.003	6	51	0.076	6	51	0.079
16:00 - 17:00	6	51	0.000	6	51	0.000	6	51	0.000
17:00 - 18:00	6	51	0.010	6	51	0.000	6	51	0.010
18:00 - 19:00	6	51	0.000	6	51	0.000	6	51	0.000
19:00 - 20:00	6	51	0.000	6	51	0.000	6	51	0.000
20:00 - 21:00	6	51	0.000	6	51	0.000	6	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.099			0.198

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	51	0.013	6	51	0.000	6	51	0.013
08:00 - 09:00	6	51	0.033	6	51	0.000	6	51	0.033
09:00 - 10:00	6	51	0.063	6	51	0.010	6	51	0.073
10:00 - 11:00	6	51	0.046	6	51	0.007	6	51	0.053
11:00 - 12:00	6	51	0.003	6	51	0.017	6	51	0.020
12:00 - 13:00	6	51	0.007	6	51	0.013	6	51	0.020
13:00 - 14:00	6	51	0.010	6	51	0.013	6	51	0.023
14:00 - 15:00	6	51	0.010	6	51	0.026	6	51	0.036
15:00 - 16:00	6	51	0.023	6	51	0.086	6	51	0.109
16:00 - 17:00	6	51	0.007	6	51	0.017	6	51	0.024
17:00 - 18:00	6	51	0.013	6	51	0.007	6	51	0.020
18:00 - 19:00	6	51	0.000	6	51	0.000	6	51	0.000
19:00 - 20:00	6	51	0.000	6	51	0.000	6	51	0.000
20:00 - 21:00	6	51	0.000	6	51	0.000	6	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.228			0.196			0.424

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.61

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	51	0.149	6	51	0.069	6	51	0.218
08:00 - 09:00	6	51	0.277	6	51	0.112	6	51	0.389
09:00 - 10:00	6	51	0.370	6	51	0.248	6	51	0.618
10:00 - 11:00	6	51	0.327	6	51	0.370	6	51	0.697
11:00 - 12:00	6	51	0.300	6	51	0.327	6	51	0.627
12:00 - 13:00	6	51	0.310	6	51	0.360	6	51	0.670
13:00 - 14:00	6	51	0.327	6	51	0.333	6	51	0.660
14:00 - 15:00	6	51	0.248	6	51	0.376	6	51	0.624
15:00 - 16:00	6	51	0.284	6	51	0.370	6	51	0.654
16:00 - 17:00	6	51	0.241	6	51	0.241	6	51	0.482
17:00 - 18:00	6	51	0.165	6	51	0.185	6	51	0.350
18:00 - 19:00	6	51	0.092	6	51	0.102	6	51	0.194
19:00 - 20:00	6	51	0.053	6	51	0.059	6	51	0.112
20:00 - 21:00	6	51	0.059	6	51	0.096	6	51	0.155
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.202			3.248			6.450

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY
MULTI-MODAL CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	51	0.073	6	51	0.023	6	51	0.096
08:00 - 09:00	6	51	0.152	6	51	0.059	6	51	0.211
09:00 - 10:00	6	51	0.168	6	51	0.112	6	51	0.280
10:00 - 11:00	6	51	0.155	6	51	0.168	6	51	0.323
11:00 - 12:00	6	51	0.152	6	51	0.165	6	51	0.317
12:00 - 13:00	6	51	0.125	6	51	0.152	6	51	0.277
13:00 - 14:00	6	51	0.152	6	51	0.158	6	51	0.310
14:00 - 15:00	6	51	0.135	6	51	0.175	6	51	0.310
15:00 - 16:00	6	51	0.142	6	51	0.168	6	51	0.310
16:00 - 17:00	6	51	0.132	6	51	0.145	6	51	0.277
17:00 - 18:00	6	51	0.069	6	51	0.112	6	51	0.181
18:00 - 19:00	6	51	0.053	6	51	0.063	6	51	0.116
19:00 - 20:00	6	51	0.036	6	51	0.033	6	51	0.069
20:00 - 21:00	6	51	0.036	6	51	0.063	6	51	0.099
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.580			1.596			3.176

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	51	0.003	6	51	0.003	6	51	0.006
08:00 - 09:00	6	51	0.003	6	51	0.007	6	51	0.010
09:00 - 10:00	6	51	0.023	6	51	0.013	6	51	0.036
10:00 - 11:00	6	51	0.026	6	51	0.033	6	51	0.059
11:00 - 12:00	6	51	0.013	6	51	0.013	6	51	0.026
12:00 - 13:00	6	51	0.020	6	51	0.017	6	51	0.037
13:00 - 14:00	6	51	0.020	6	51	0.017	6	51	0.037
14:00 - 15:00	6	51	0.013	6	51	0.020	6	51	0.033
15:00 - 16:00	6	51	0.013	6	51	0.010	6	51	0.023
16:00 - 17:00	6	51	0.010	6	51	0.010	6	51	0.020
17:00 - 18:00	6	51	0.000	6	51	0.007	6	51	0.007
18:00 - 19:00	6	51	0.007	6	51	0.003	6	51	0.010
19:00 - 20:00	6	51	0.003	6	51	0.000	6	51	0.003
20:00 - 21:00	6	51	0.000	6	51	0.007	6	51	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.154			0.160			0.314

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-708001-241220-1211

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
	SE SHEFFIELD	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
09	NORTH	
	TV TEES VALLEY	2 days
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 200 to 1840 (units: sqm)
 Range Selected by User: 200 to 1840 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 18/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

n/a	7 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days

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

Population within 5 miles:

100,001 to 125,000	2 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days

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

LIST OF SITES relevant to selection parameters

1	AC-01-I-02	LOCAL SHOPS	CHESHIRE WEST & CHESTER
	CHRISTLETON ROAD		
	CHESTER		
	BOUGHTON HEATH		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	260 sqm	
	Survey date: TUESDAY	15/05/12	Survey Type: MANUAL
2	AC-01-I-03	LOCAL SHOPS	CHESHIRE WEST & CHESTER
	MILL LANE		
	CHESTER		
	BACHE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	365 sqm	
	Survey date: THURSDAY	17/05/12	Survey Type: MANUAL
3	DR-01-I-01	LOCAL SHOPS	DONCASTER
	EVERINGHAM ROAD		
	DONCASTER		
	CANTLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1645 sqm	
	Survey date: FRIDAY	17/09/21	Survey Type: MANUAL
4	SE-01-I-01	LOCAL SHOPS	SHEFFIELD
	TYLER STREET		
	SHEFFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	200 sqm	
	Survey date: THURSDAY	22/06/23	Survey Type: MANUAL
5	TV-01-I-03	LOCAL SHOPS	TEES VALLEY
	ACKLAM ROAD		
	MIDDLESBROUGH		
	ACKLAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1840 sqm	
	Survey date: FRIDAY	04/10/13	Survey Type: MANUAL
6	TV-01-I-04	LOCAL SHOPS	TEES VALLEY
	CARGO FLEET LANE		
	MIDDLESBROUGH		
	ORMESBY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	585 sqm	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
7	TW-01-I-02	LOCAL SHOPS	TYNE & WEAR
	DURHAM ROAD		
	SUNDERLAND		
	BARNES PARK		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	540 sqm	
	Survey date: WEDNESDAY	21/11/12	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CU-01-I-02	Low rank order

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.52

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	200	0.500	1	200	0.500	1	200	1.000
06:00 - 07:00	3	795	1.174	3	795	0.922	3	795	2.096
07:00 - 08:00	7	776	2.760	7	776	2.300	7	776	5.060
08:00 - 09:00	7	776	3.956	7	776	3.514	7	776	7.470
09:00 - 10:00	7	776	5.244	7	776	4.324	7	776	9.568
10:00 - 11:00	7	776	4.876	7	776	4.434	7	776	9.310
11:00 - 12:00	7	776	5.612	7	776	5.833	7	776	11.445
12:00 - 13:00	7	776	5.814	7	776	5.538	7	776	11.352
13:00 - 14:00	7	776	5.189	7	776	5.170	7	776	10.359
14:00 - 15:00	7	776	4.784	7	776	5.281	7	776	10.065
15:00 - 16:00	7	776	4.287	7	776	4.581	7	776	8.868
16:00 - 17:00	7	776	4.765	7	776	4.361	7	776	9.126
17:00 - 18:00	7	776	4.821	7	776	5.704	7	776	10.525
18:00 - 19:00	7	776	5.538	7	776	5.980	7	776	11.518
19:00 - 20:00	5	962	4.719	5	962	4.927	5	962	9.646
20:00 - 21:00	5	962	3.181	5	962	3.472	5	962	6.653
21:00 - 22:00	5	962	2.703	5	962	2.807	5	962	5.510
22:00 - 23:00	1	200	0.000	1	200	0.500	1	200	0.500
23:00 - 24:00									
Total Rates:			69.923			70.148			140.071

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	200 - 1840 (units: sqm)
Survey date range:	01/01/11 - 18/06/24
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	200	0.000	1	200	0.000	1	200	0.000
06:00 - 07:00	3	795	0.000	3	795	0.000	3	795	0.000
07:00 - 08:00	7	776	0.000	7	776	0.000	7	776	0.000
08:00 - 09:00	7	776	0.110	7	776	0.110	7	776	0.220
09:00 - 10:00	7	776	0.092	7	776	0.074	7	776	0.166
10:00 - 11:00	7	776	0.074	7	776	0.092	7	776	0.166
11:00 - 12:00	7	776	0.110	7	776	0.110	7	776	0.220
12:00 - 13:00	7	776	0.074	7	776	0.055	7	776	0.129
13:00 - 14:00	7	776	0.055	7	776	0.055	7	776	0.110
14:00 - 15:00	7	776	0.055	7	776	0.037	7	776	0.092
15:00 - 16:00	7	776	0.037	7	776	0.055	7	776	0.092
16:00 - 17:00	7	776	0.037	7	776	0.018	7	776	0.055
17:00 - 18:00	7	776	0.055	7	776	0.074	7	776	0.129
18:00 - 19:00	7	776	0.074	7	776	0.092	7	776	0.166
19:00 - 20:00	5	962	0.000	5	962	0.000	5	962	0.000
20:00 - 21:00	5	962	0.000	5	962	0.000	5	962	0.000
21:00 - 22:00	5	962	0.000	5	962	0.000	5	962	0.000
22:00 - 23:00	1	200	0.000	1	200	0.000	1	200	0.000
23:00 - 24:00									
Total Rates:			0.773			0.772			1.545

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	200	0.000	1	200	0.000	1	200	0.000
06:00 - 07:00	3	795	0.000	3	795	0.000	3	795	0.000
07:00 - 08:00	7	776	0.092	7	776	0.074	7	776	0.166
08:00 - 09:00	7	776	0.092	7	776	0.074	7	776	0.166
09:00 - 10:00	7	776	0.147	7	776	0.074	7	776	0.221
10:00 - 11:00	7	776	0.000	7	776	0.037	7	776	0.037
11:00 - 12:00	7	776	0.018	7	776	0.037	7	776	0.055
12:00 - 13:00	7	776	0.037	7	776	0.037	7	776	0.074
13:00 - 14:00	7	776	0.018	7	776	0.018	7	776	0.036
14:00 - 15:00	7	776	0.037	7	776	0.037	7	776	0.074
15:00 - 16:00	7	776	0.000	7	776	0.000	7	776	0.000
16:00 - 17:00	7	776	0.018	7	776	0.018	7	776	0.036
17:00 - 18:00	7	776	0.000	7	776	0.018	7	776	0.018
18:00 - 19:00	7	776	0.000	7	776	0.018	7	776	0.018
19:00 - 20:00	5	962	0.000	5	962	0.021	5	962	0.021
20:00 - 21:00	5	962	0.000	5	962	0.000	5	962	0.000
21:00 - 22:00	5	962	0.021	5	962	0.021	5	962	0.042
22:00 - 23:00	1	200	0.000	1	200	0.000	1	200	0.000
23:00 - 24:00									
Total Rates:			0.480			0.484			0.964

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	200	0.000	1	200	0.000	1	200	0.000
06:00 - 07:00	3	795	0.000	3	795	0.000	3	795	0.000
07:00 - 08:00	7	776	0.018	7	776	0.018	7	776	0.036
08:00 - 09:00	7	776	0.000	7	776	0.000	7	776	0.000
09:00 - 10:00	7	776	0.000	7	776	0.000	7	776	0.000
10:00 - 11:00	7	776	0.000	7	776	0.000	7	776	0.000
11:00 - 12:00	7	776	0.018	7	776	0.018	7	776	0.036
12:00 - 13:00	7	776	0.000	7	776	0.000	7	776	0.000
13:00 - 14:00	7	776	0.018	7	776	0.018	7	776	0.036
14:00 - 15:00	7	776	0.018	7	776	0.000	7	776	0.018
15:00 - 16:00	7	776	0.000	7	776	0.018	7	776	0.018
16:00 - 17:00	7	776	0.037	7	776	0.037	7	776	0.074
17:00 - 18:00	7	776	0.000	7	776	0.000	7	776	0.000
18:00 - 19:00	7	776	0.000	7	776	0.000	7	776	0.000
19:00 - 20:00	5	962	0.000	5	962	0.000	5	962	0.000
20:00 - 21:00	5	962	0.000	5	962	0.000	5	962	0.000
21:00 - 22:00	5	962	0.042	5	962	0.042	5	962	0.084
22:00 - 23:00	1	200	0.000	1	200	0.000	1	200	0.000
23:00 - 24:00									
Total Rates:			0.151			0.151			0.302

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	200	0.000	1	200	0.000	1	200	0.000
06:00 - 07:00	3	795	0.042	3	795	0.000	3	795	0.042
07:00 - 08:00	7	776	0.129	7	776	0.055	7	776	0.184
08:00 - 09:00	7	776	0.202	7	776	0.202	7	776	0.404
09:00 - 10:00	7	776	0.147	7	776	0.166	7	776	0.313
10:00 - 11:00	7	776	0.202	7	776	0.129	7	776	0.331
11:00 - 12:00	7	776	0.110	7	776	0.147	7	776	0.257
12:00 - 13:00	7	776	0.092	7	776	0.110	7	776	0.202
13:00 - 14:00	7	776	0.110	7	776	0.129	7	776	0.239
14:00 - 15:00	7	776	0.147	7	776	0.202	7	776	0.349
15:00 - 16:00	7	776	0.368	7	776	0.294	7	776	0.662
16:00 - 17:00	7	776	0.276	7	776	0.239	7	776	0.515
17:00 - 18:00	7	776	0.074	7	776	0.147	7	776	0.221
18:00 - 19:00	7	776	0.331	7	776	0.276	7	776	0.607
19:00 - 20:00	5	962	0.166	5	962	0.208	5	962	0.374
20:00 - 21:00	5	962	0.021	5	962	0.083	5	962	0.104
21:00 - 22:00	5	962	0.208	5	962	0.166	5	962	0.374
22:00 - 23:00	1	200	0.000	1	200	0.000	1	200	0.000
23:00 - 24:00									
Total Rates:			2.625			2.553			5.178

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	200	1.000	1	200	1.000	1	200	2.000
06:00 - 07:00	3	795	1.342	3	795	1.006	3	795	2.348
07:00 - 08:00	7	776	3.312	7	776	2.723	7	776	6.035
08:00 - 09:00	7	776	5.391	7	776	4.600	7	776	9.991
09:00 - 10:00	7	776	6.421	7	776	5.299	7	776	11.720
10:00 - 11:00	7	776	6.017	7	776	5.391	7	776	11.408
11:00 - 12:00	7	776	7.102	7	776	7.415	7	776	14.517
12:00 - 13:00	7	776	7.452	7	776	7.121	7	776	14.573
13:00 - 14:00	7	776	6.274	7	776	6.587	7	776	12.861
14:00 - 15:00	7	776	6.293	7	776	7.047	7	776	13.340
15:00 - 16:00	7	776	5.777	7	776	6.182	7	776	11.959
16:00 - 17:00	7	776	6.237	7	776	5.630	7	776	11.867
17:00 - 18:00	7	776	6.348	7	776	7.838	7	776	14.186
18:00 - 19:00	7	776	7.856	7	776	8.500	7	776	16.356
19:00 - 20:00	5	962	7.089	5	962	7.277	5	962	14.366
20:00 - 21:00	5	962	4.636	5	962	4.761	5	962	9.397
21:00 - 22:00	5	962	3.659	5	962	3.451	5	962	7.110
22:00 - 23:00	1	200	0.000	1	200	0.500	1	200	0.500
23:00 - 24:00									
Total Rates:			92.206			92.328			184.534

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	200	0.000	1	200	0.000	1	200	0.000
06:00 - 07:00	3	795	1.090	3	795	0.797	3	795	1.887
07:00 - 08:00	7	776	2.741	7	776	1.932	7	776	4.673
08:00 - 09:00	7	776	7.397	7	776	7.930	7	776	15.327
09:00 - 10:00	7	776	5.299	7	776	4.600	7	776	9.899
10:00 - 11:00	7	776	5.317	7	776	5.373	7	776	10.690
11:00 - 12:00	7	776	5.317	7	776	5.041	7	776	10.358
12:00 - 13:00	7	776	6.477	7	776	5.998	7	776	12.475
13:00 - 14:00	7	776	5.833	7	776	5.630	7	776	11.463
14:00 - 15:00	7	776	5.483	7	776	5.538	7	776	11.021
15:00 - 16:00	7	776	8.795	7	776	9.328	7	776	18.123
16:00 - 17:00	7	776	5.281	7	776	5.409	7	776	10.690
17:00 - 18:00	7	776	4.085	7	776	4.802	7	776	8.887
18:00 - 19:00	7	776	4.673	7	776	4.821	7	776	9.494
19:00 - 20:00	5	962	3.825	5	962	3.784	5	962	7.609
20:00 - 21:00	5	962	2.703	5	962	3.015	5	962	5.718
21:00 - 22:00	5	962	2.183	5	962	2.516	5	962	4.699
22:00 - 23:00	1	200	0.000	1	200	0.000	1	200	0.000
23:00 - 24:00									
Total Rates:			76.499			76.514			153.013

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	200	0.000	1	200	0.000	1	200	0.000
06:00 - 07:00	3	795	0.168	3	795	0.252	3	795	0.420
07:00 - 08:00	7	776	0.092	7	776	0.166	7	776	0.258
08:00 - 09:00	7	776	0.166	7	776	0.368	7	776	0.534
09:00 - 10:00	7	776	0.202	7	776	0.055	7	776	0.257
10:00 - 11:00	7	776	0.129	7	776	0.184	7	776	0.313
11:00 - 12:00	7	776	0.386	7	776	0.460	7	776	0.846
12:00 - 13:00	7	776	0.405	7	776	0.368	7	776	0.773
13:00 - 14:00	7	776	0.313	7	776	0.239	7	776	0.552
14:00 - 15:00	7	776	0.239	7	776	0.129	7	776	0.368
15:00 - 16:00	7	776	0.570	7	776	0.202	7	776	0.772
16:00 - 17:00	7	776	0.258	7	776	0.221	7	776	0.479
17:00 - 18:00	7	776	0.239	7	776	0.221	7	776	0.460
18:00 - 19:00	7	776	0.055	7	776	0.110	7	776	0.165
19:00 - 20:00	5	962	0.166	5	962	0.146	5	962	0.312
20:00 - 21:00	5	962	0.042	5	962	0.083	5	962	0.125
21:00 - 22:00	5	962	0.083	5	962	0.083	5	962	0.166
22:00 - 23:00	1	200	0.000	1	200	0.000	1	200	0.000
23:00 - 24:00									
Total Rates:			3.513			3.287			6.800

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	200	0.000	1	200	0.000	1	200	0.000
06:00 - 07:00	3	795	0.000	3	795	0.000	3	795	0.000
07:00 - 08:00	7	776	0.037	7	776	0.018	7	776	0.055
08:00 - 09:00	7	776	0.018	7	776	0.018	7	776	0.036
09:00 - 10:00	7	776	0.018	7	776	0.018	7	776	0.036
10:00 - 11:00	7	776	0.000	7	776	0.000	7	776	0.000
11:00 - 12:00	7	776	0.000	7	776	0.000	7	776	0.000
12:00 - 13:00	7	776	0.018	7	776	0.018	7	776	0.036
13:00 - 14:00	7	776	0.074	7	776	0.055	7	776	0.129
14:00 - 15:00	7	776	0.000	7	776	0.000	7	776	0.000
15:00 - 16:00	7	776	0.000	7	776	0.037	7	776	0.037
16:00 - 17:00	7	776	0.000	7	776	0.000	7	776	0.000
17:00 - 18:00	7	776	0.000	7	776	0.000	7	776	0.000
18:00 - 19:00	7	776	0.037	7	776	0.037	7	776	0.074
19:00 - 20:00	5	962	0.000	5	962	0.000	5	962	0.000
20:00 - 21:00	5	962	0.000	5	962	0.000	5	962	0.000
21:00 - 22:00	5	962	0.000	5	962	0.000	5	962	0.000
22:00 - 23:00	1	200	0.000	1	200	0.000	1	200	0.000
23:00 - 24:00									
Total Rates:			0.202			0.201			0.403

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	200	0.000	1	200	0.000	1	200	0.000
06:00 - 07:00	3	795	0.000	3	795	0.000	3	795	0.000
07:00 - 08:00	7	776	0.018	7	776	0.018	7	776	0.036
08:00 - 09:00	7	776	0.000	7	776	0.000	7	776	0.000
09:00 - 10:00	7	776	0.000	7	776	0.000	7	776	0.000
10:00 - 11:00	7	776	0.000	7	776	0.000	7	776	0.000
11:00 - 12:00	7	776	0.018	7	776	0.018	7	776	0.036
12:00 - 13:00	7	776	0.000	7	776	0.000	7	776	0.000
13:00 - 14:00	7	776	0.018	7	776	0.018	7	776	0.036
14:00 - 15:00	7	776	0.000	7	776	0.000	7	776	0.000
15:00 - 16:00	7	776	0.000	7	776	0.000	7	776	0.000
16:00 - 17:00	7	776	0.018	7	776	0.018	7	776	0.036
17:00 - 18:00	7	776	0.000	7	776	0.000	7	776	0.000
18:00 - 19:00	7	776	0.000	7	776	0.000	7	776	0.000
19:00 - 20:00	5	962	0.000	5	962	0.000	5	962	0.000
20:00 - 21:00	5	962	0.000	5	962	0.000	5	962	0.000
21:00 - 22:00	5	962	0.042	5	962	0.125	5	962	0.167
22:00 - 23:00	1	200	0.000	1	200	0.000	1	200	0.000
23:00 - 24:00									
Total Rates:			0.114			0.197			0.311

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	200	0.000	1	200	0.000	1	200	0.000
06:00 - 07:00	3	795	0.168	3	795	0.252	3	795	0.420
07:00 - 08:00	7	776	0.147	7	776	0.202	7	776	0.349
08:00 - 09:00	7	776	0.184	7	776	0.386	7	776	0.570
09:00 - 10:00	7	776	0.221	7	776	0.074	7	776	0.295
10:00 - 11:00	7	776	0.129	7	776	0.184	7	776	0.313
11:00 - 12:00	7	776	0.405	7	776	0.478	7	776	0.883
12:00 - 13:00	7	776	0.423	7	776	0.386	7	776	0.809
13:00 - 14:00	7	776	0.405	7	776	0.313	7	776	0.718
14:00 - 15:00	7	776	0.239	7	776	0.129	7	776	0.368
15:00 - 16:00	7	776	0.570	7	776	0.239	7	776	0.809
16:00 - 17:00	7	776	0.276	7	776	0.239	7	776	0.515
17:00 - 18:00	7	776	0.239	7	776	0.221	7	776	0.460
18:00 - 19:00	7	776	0.092	7	776	0.147	7	776	0.239
19:00 - 20:00	5	962	0.166	5	962	0.146	5	962	0.312
20:00 - 21:00	5	962	0.042	5	962	0.083	5	962	0.125
21:00 - 22:00	5	962	0.125	5	962	0.208	5	962	0.333
22:00 - 23:00	1	200	0.000	1	200	0.000	1	200	0.000
23:00 - 24:00									
Total Rates:			3.831				3.687	7.518	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.52

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	200	1.000	1	200	1.000	1	200	2.000
06:00 - 07:00	3	795	2.642	3	795	2.055	3	795	4.697
07:00 - 08:00	7	776	6.329	7	776	4.913	7	776	11.242
08:00 - 09:00	7	776	13.174	7	776	13.119	7	776	26.293
09:00 - 10:00	7	776	12.088	7	776	10.138	7	776	22.226
10:00 - 11:00	7	776	11.665	7	776	11.076	7	776	22.741
11:00 - 12:00	7	776	12.935	7	776	13.082	7	776	26.017
12:00 - 13:00	7	776	14.443	7	776	13.615	7	776	28.058
13:00 - 14:00	7	776	12.622	7	776	12.659	7	776	25.281
14:00 - 15:00	7	776	12.162	7	776	12.916	7	776	25.078
15:00 - 16:00	7	776	15.511	7	776	16.044	7	776	31.555
16:00 - 17:00	7	776	12.070	7	776	11.518	7	776	23.588
17:00 - 18:00	7	776	10.745	7	776	13.008	7	776	23.753
18:00 - 19:00	7	776	12.953	7	776	13.744	7	776	26.697
19:00 - 20:00	5	962	11.247	5	962	11.414	5	962	22.661
20:00 - 21:00	5	962	7.401	5	962	7.942	5	962	15.343
21:00 - 22:00	5	962	6.175	5	962	6.341	5	962	12.516
22:00 - 23:00	1	200	0.000	1	200	0.500	1	200	0.500
23:00 - 24:00									
Total Rates:			175.162			175.084			350.246

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-708001-250530-0547

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : A - PRIMARY
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
	ON LUTON	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	GS GLOUCESTERSHIRE	1 days
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	TV TEES VALLEY	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of pupils
 Actual Range: 208 to 538 (units:)
 Range Selected by User: 200 to 538 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 20/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	3 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	12
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:**Use Class:**

F1(a)	13 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	3 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	12 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	13 days

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

LIST OF SITES relevant to selection parameters

1	BP-04-A-01 SEVERN ROAD BLACKPOOL SOUTH SHORE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils: 449 Survey date: TUESDAY 27/09/16	PRIMARY SCHOOL BLACKPOOL
2	CA-04-A-02 ARBURY ROAD CAMBRIDGE ARBURY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 282 Survey date: WEDNESDAY 21/06/23	PRIMARY SCHOOL CAMBRIDGESHIRE
3	CU-04-A-01 FURZE STREET CARLISLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 350 Survey date: THURSDAY 20/06/24	PRIMARY SCHOOL CUMBERLAND
4	CW-04-A-03 TREVERBYN RISE PENRYN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 440 Survey date: THURSDAY 28/03/19	PRIMARY ACADEMY CORNWALL
5	GS-04-A-01 ROBERT BURNS AVENUE CHELTENHAM SPA BENHALL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 238 Survey date: TUESDAY 02/05/23	PRIMARY SCHOOL GLOUCESTERSHIRE
6	HC-04-A-01 BLUEBELL WAY WHITELEY Edge of Town Residential Zone Total Number of pupils: 274 Survey date: TUESDAY 27/06/23	PRIMARY SCHOOL HAMPSHIRE
7	HF-04-A-01 BAKER STREET POTTERS BAR Edge of Town Residential Zone Total Number of pupils: 208 Survey date: TUESDAY 26/03/24	PRIMARY SCHOOL HERTFORDSHIRE

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-04-A-01	PRIMARY SCHOOL	NORFOLK
	CITY ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	420	
	Survey date: WEDNESDAY	21/09/22	Survey Type: MANUAL
9	ON-04-A-01	PRIMARY SCHOOL	LUTON
	TENNYSON ROAD		
	LUTON		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	210	
	Survey date: FRIDAY	17/11/23	Survey Type: MANUAL
10	SM-04-A-01	PRIMARY SCHOOL	SOMERSET
	BRIDGWATER ROAD		
	NEAR TAUNTON		
	BATHPOOL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total Number of pupils:	407	
	Survey date: THURSDAY	27/09/18	Survey Type: MANUAL
11	TV-04-A-01	PRIMARY SCHOOL	TEES VALLEY
	CLIFTON AVENUE		
	BILLINGHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of pupils:	538	
	Survey date: WEDNESDAY	25/05/22	Survey Type: MANUAL
12	TV-04-A-02	PRIMARY SCHOOL	TEES VALLEY
	WOLVISTON MILL LANE		
	BILLINGHAM		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	232	
	Survey date: MONDAY	23/05/22	Survey Type: MANUAL
13	WK-04-A-01	C OF E JUNIOR SCHOOL	WARWICKSHIRE
	PLANTAGENET DRIVE		
	RUGBY		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	420	
	Survey date: TUESDAY	15/11/22	Survey Type: MANUAL

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.71

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.064	13	344	0.028	13	344	0.092
08:00 - 09:00	13	344	0.298	13	344	0.256	13	344	0.554
09:00 - 10:00	13	344	0.024	13	344	0.021	13	344	0.045
10:00 - 11:00	13	344	0.013	13	344	0.012	13	344	0.025
11:00 - 12:00	13	344	0.019	13	344	0.015	13	344	0.034
12:00 - 13:00	13	344	0.021	13	344	0.021	13	344	0.042
13:00 - 14:00	13	344	0.018	13	344	0.025	13	344	0.043
14:00 - 15:00	13	344	0.039	13	344	0.030	13	344	0.069
15:00 - 16:00	13	344	0.213	13	344	0.242	13	344	0.455
16:00 - 17:00	13	344	0.050	13	344	0.083	13	344	0.133
17:00 - 18:00	13	344	0.015	13	344	0.033	13	344	0.048
18:00 - 19:00	13	344	0.009	13	344	0.008	13	344	0.017
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.783			0.774			1.557

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	208 - 538 (units:)
Survey date range:	01/01/16 - 20/06/24
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TAXIS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.000	13	344	0.000	13	344	0.000
08:00 - 09:00	13	344	0.006	13	344	0.006	13	344	0.012
09:00 - 10:00	13	344	0.000	13	344	0.000	13	344	0.000
10:00 - 11:00	13	344	0.000	13	344	0.000	13	344	0.000
11:00 - 12:00	13	344	0.000	13	344	0.000	13	344	0.000
12:00 - 13:00	13	344	0.000	13	344	0.000	13	344	0.000
13:00 - 14:00	13	344	0.000	13	344	0.000	13	344	0.000
14:00 - 15:00	13	344	0.000	13	344	0.000	13	344	0.000
15:00 - 16:00	13	344	0.004	13	344	0.004	13	344	0.008
16:00 - 17:00	13	344	0.000	13	344	0.001	13	344	0.001
17:00 - 18:00	13	344	0.000	13	344	0.000	13	344	0.000
18:00 - 19:00	13	344	0.000	13	344	0.000	13	344	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.011			0.021

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL OGVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.000	13	344	0.000	13	344	0.000
08:00 - 09:00	13	344	0.000	13	344	0.000	13	344	0.000
09:00 - 10:00	13	344	0.000	13	344	0.000	13	344	0.000
10:00 - 11:00	13	344	0.000	13	344	0.000	13	344	0.000
11:00 - 12:00	13	344	0.001	13	344	0.000	13	344	0.001
12:00 - 13:00	13	344	0.000	13	344	0.000	13	344	0.000
13:00 - 14:00	13	344	0.000	13	344	0.000	13	344	0.000
14:00 - 15:00	13	344	0.000	13	344	0.000	13	344	0.000
15:00 - 16:00	13	344	0.000	13	344	0.000	13	344	0.000
16:00 - 17:00	13	344	0.000	13	344	0.000	13	344	0.000
17:00 - 18:00	13	344	0.000	13	344	0.000	13	344	0.000
18:00 - 19:00	13	344	0.000	13	344	0.000	13	344	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.000			0.001

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PSVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.000	13	344	0.000	13	344	0.000
08:00 - 09:00	13	344	0.000	13	344	0.000	13	344	0.000
09:00 - 10:00	13	344	0.000	13	344	0.001	13	344	0.001
10:00 - 11:00	13	344	0.000	13	344	0.000	13	344	0.000
11:00 - 12:00	13	344	0.000	13	344	0.000	13	344	0.000
12:00 - 13:00	13	344	0.000	13	344	0.000	13	344	0.000
13:00 - 14:00	13	344	0.000	13	344	0.000	13	344	0.000
14:00 - 15:00	13	344	0.000	13	344	0.000	13	344	0.000
15:00 - 16:00	13	344	0.000	13	344	0.000	13	344	0.000
16:00 - 17:00	13	344	0.000	13	344	0.000	13	344	0.000
17:00 - 18:00	13	344	0.000	13	344	0.000	13	344	0.000
18:00 - 19:00	13	344	0.000	13	344	0.000	13	344	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.001			0.001

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL CYCLISTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.006	13	344	0.000	13	344	0.006
08:00 - 09:00	13	344	0.051	13	344	0.005	13	344	0.056
09:00 - 10:00	13	344	0.001	13	344	0.001	13	344	0.002
10:00 - 11:00	13	344	0.000	13	344	0.000	13	344	0.000
11:00 - 12:00	13	344	0.000	13	344	0.000	13	344	0.000
12:00 - 13:00	13	344	0.001	13	344	0.002	13	344	0.003
13:00 - 14:00	13	344	0.001	13	344	0.007	13	344	0.008
14:00 - 15:00	13	344	0.000	13	344	0.001	13	344	0.001
15:00 - 16:00	13	344	0.005	13	344	0.040	13	344	0.045
16:00 - 17:00	13	344	0.001	13	344	0.008	13	344	0.009
17:00 - 18:00	13	344	0.004	13	344	0.004	13	344	0.008
18:00 - 19:00	13	344	0.000	13	344	0.001	13	344	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.069			0.139

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.087	13	344	0.015	13	344	0.102
08:00 - 09:00	13	344	0.397	13	344	0.043	13	344	0.440
09:00 - 10:00	13	344	0.030	13	344	0.015	13	344	0.045
10:00 - 11:00	13	344	0.014	13	344	0.012	13	344	0.026
11:00 - 12:00	13	344	0.015	13	344	0.014	13	344	0.029
12:00 - 13:00	13	344	0.016	13	344	0.020	13	344	0.036
13:00 - 14:00	13	344	0.016	13	344	0.028	13	344	0.044
14:00 - 15:00	13	344	0.020	13	344	0.038	13	344	0.058
15:00 - 16:00	13	344	0.048	13	344	0.319	13	344	0.367
16:00 - 17:00	13	344	0.024	13	344	0.118	13	344	0.142
17:00 - 18:00	13	344	0.013	13	344	0.045	13	344	0.058
18:00 - 19:00	13	344	0.009	13	344	0.010	13	344	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.689			0.677			1.366

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.028	13	344	0.013	13	344	0.041
08:00 - 09:00	13	344	0.656	13	344	0.254	13	344	0.910
09:00 - 10:00	13	344	0.023	13	344	0.023	13	344	0.046
10:00 - 11:00	13	344	0.006	13	344	0.011	13	344	0.017
11:00 - 12:00	13	344	0.016	13	344	0.019	13	344	0.035
12:00 - 13:00	13	344	0.028	13	344	0.033	13	344	0.061
13:00 - 14:00	13	344	0.016	13	344	0.033	13	344	0.049
14:00 - 15:00	13	344	0.065	13	344	0.046	13	344	0.111
15:00 - 16:00	13	344	0.242	13	344	0.574	13	344	0.816
16:00 - 17:00	13	344	0.024	13	344	0.078	13	344	0.102
17:00 - 18:00	13	344	0.010	13	344	0.027	13	344	0.037
18:00 - 19:00	13	344	0.002	13	344	0.004	13	344	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.116			1.115			2.231

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.007	13	344	0.001	13	344	0.008
08:00 - 09:00	13	344	0.118	13	344	0.053	13	344	0.171
09:00 - 10:00	13	344	0.003	13	344	0.003	13	344	0.006
10:00 - 11:00	13	344	0.000	13	344	0.000	13	344	0.000
11:00 - 12:00	13	344	0.004	13	344	0.003	13	344	0.007
12:00 - 13:00	13	344	0.005	13	344	0.005	13	344	0.010
13:00 - 14:00	13	344	0.001	13	344	0.007	13	344	0.008
14:00 - 15:00	13	344	0.009	13	344	0.002	13	344	0.011
15:00 - 16:00	13	344	0.044	13	344	0.099	13	344	0.143
16:00 - 17:00	13	344	0.004	13	344	0.018	13	344	0.022
17:00 - 18:00	13	344	0.001	13	344	0.005	13	344	0.006
18:00 - 19:00	13	344	0.000	13	344	0.000	13	344	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.196			0.196			0.392

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.001	13	344	0.000	13	344	0.001
08:00 - 09:00	13	344	0.003	13	344	0.002	13	344	0.005
09:00 - 10:00	13	344	0.001	13	344	0.000	13	344	0.001
10:00 - 11:00	13	344	0.000	13	344	0.000	13	344	0.000
11:00 - 12:00	13	344	0.000	13	344	0.000	13	344	0.000
12:00 - 13:00	13	344	0.000	13	344	0.000	13	344	0.000
13:00 - 14:00	13	344	0.000	13	344	0.000	13	344	0.000
14:00 - 15:00	13	344	0.000	13	344	0.000	13	344	0.000
15:00 - 16:00	13	344	0.002	13	344	0.006	13	344	0.008
16:00 - 17:00	13	344	0.002	13	344	0.001	13	344	0.003
17:00 - 18:00	13	344	0.000	13	344	0.001	13	344	0.001
18:00 - 19:00	13	344	0.000	13	344	0.000	13	344	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.010			0.019

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.001	13	344	0.000	13	344	0.001
08:00 - 09:00	13	344	0.000	13	344	0.007	13	344	0.007
09:00 - 10:00	13	344	0.000	13	344	0.019	13	344	0.019
10:00 - 11:00	13	344	0.007	13	344	0.007	13	344	0.014
11:00 - 12:00	13	344	0.002	13	344	0.000	13	344	0.002
12:00 - 13:00	13	344	0.000	13	344	0.000	13	344	0.000
13:00 - 14:00	13	344	0.000	13	344	0.000	13	344	0.000
14:00 - 15:00	13	344	0.002	13	344	0.000	13	344	0.002
15:00 - 16:00	13	344	0.015	13	344	0.001	13	344	0.016
16:00 - 17:00	13	344	0.000	13	344	0.000	13	344	0.000
17:00 - 18:00	13	344	0.007	13	344	0.000	13	344	0.007
18:00 - 19:00	13	344	0.000	13	344	0.000	13	344	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.034			0.068

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.010	13	344	0.001	13	344	0.011
08:00 - 09:00	13	344	0.121	13	344	0.062	13	344	0.183
09:00 - 10:00	13	344	0.004	13	344	0.022	13	344	0.026
10:00 - 11:00	13	344	0.007	13	344	0.007	13	344	0.014
11:00 - 12:00	13	344	0.006	13	344	0.003	13	344	0.009
12:00 - 13:00	13	344	0.005	13	344	0.005	13	344	0.010
13:00 - 14:00	13	344	0.001	13	344	0.007	13	344	0.008
14:00 - 15:00	13	344	0.011	13	344	0.002	13	344	0.013
15:00 - 16:00	13	344	0.061	13	344	0.106	13	344	0.167
16:00 - 17:00	13	344	0.005	13	344	0.019	13	344	0.024
17:00 - 18:00	13	344	0.008	13	344	0.005	13	344	0.013
18:00 - 19:00	13	344	0.000	13	344	0.000	13	344	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.239			0.239			0.478

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.71

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.130	13	344	0.029	13	344	0.159
08:00 - 09:00	13	344	1.225	13	344	0.364	13	344	1.589
09:00 - 10:00	13	344	0.058	13	344	0.061	13	344	0.119
10:00 - 11:00	13	344	0.027	13	344	0.030	13	344	0.057
11:00 - 12:00	13	344	0.038	13	344	0.036	13	344	0.074
12:00 - 13:00	13	344	0.050	13	344	0.061	13	344	0.111
13:00 - 14:00	13	344	0.034	13	344	0.074	13	344	0.108
14:00 - 15:00	13	344	0.096	13	344	0.087	13	344	0.183
15:00 - 16:00	13	344	0.356	13	344	1.039	13	344	1.395
16:00 - 17:00	13	344	0.055	13	344	0.222	13	344	0.277
17:00 - 18:00	13	344	0.035	13	344	0.081	13	344	0.116
18:00 - 19:00	13	344	0.011	13	344	0.015	13	344	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.115			2.099			4.214

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL CARS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.062	13	344	0.026	13	344	0.088
08:00 - 09:00	13	344	0.288	13	344	0.246	13	344	0.534
09:00 - 10:00	13	344	0.021	13	344	0.018	13	344	0.039
10:00 - 11:00	13	344	0.010	13	344	0.009	13	344	0.019
11:00 - 12:00	13	344	0.016	13	344	0.013	13	344	0.029
12:00 - 13:00	13	344	0.019	13	344	0.019	13	344	0.038
13:00 - 14:00	13	344	0.015	13	344	0.023	13	344	0.038
14:00 - 15:00	13	344	0.037	13	344	0.028	13	344	0.065
15:00 - 16:00	13	344	0.207	13	344	0.237	13	344	0.444
16:00 - 17:00	13	344	0.048	13	344	0.081	13	344	0.129
17:00 - 18:00	13	344	0.014	13	344	0.031	13	344	0.045
18:00 - 19:00	13	344	0.009	13	344	0.007	13	344	0.016
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.746			0.738			1.484

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL LGVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.002	13	344	0.001	13	344	0.003
08:00 - 09:00	13	344	0.003	13	344	0.003	13	344	0.006
09:00 - 10:00	13	344	0.002	13	344	0.002	13	344	0.004
10:00 - 11:00	13	344	0.001	13	344	0.002	13	344	0.003
11:00 - 12:00	13	344	0.001	13	344	0.002	13	344	0.003
12:00 - 13:00	13	344	0.001	13	344	0.001	13	344	0.002
13:00 - 14:00	13	344	0.003	13	344	0.002	13	344	0.005
14:00 - 15:00	13	344	0.001	13	344	0.002	13	344	0.003
15:00 - 16:00	13	344	0.001	13	344	0.001	13	344	0.002
16:00 - 17:00	13	344	0.001	13	344	0.001	13	344	0.002
17:00 - 18:00	13	344	0.000	13	344	0.001	13	344	0.001
18:00 - 19:00	13	344	0.000	13	344	0.001	13	344	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.019			0.035

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 PUPILS

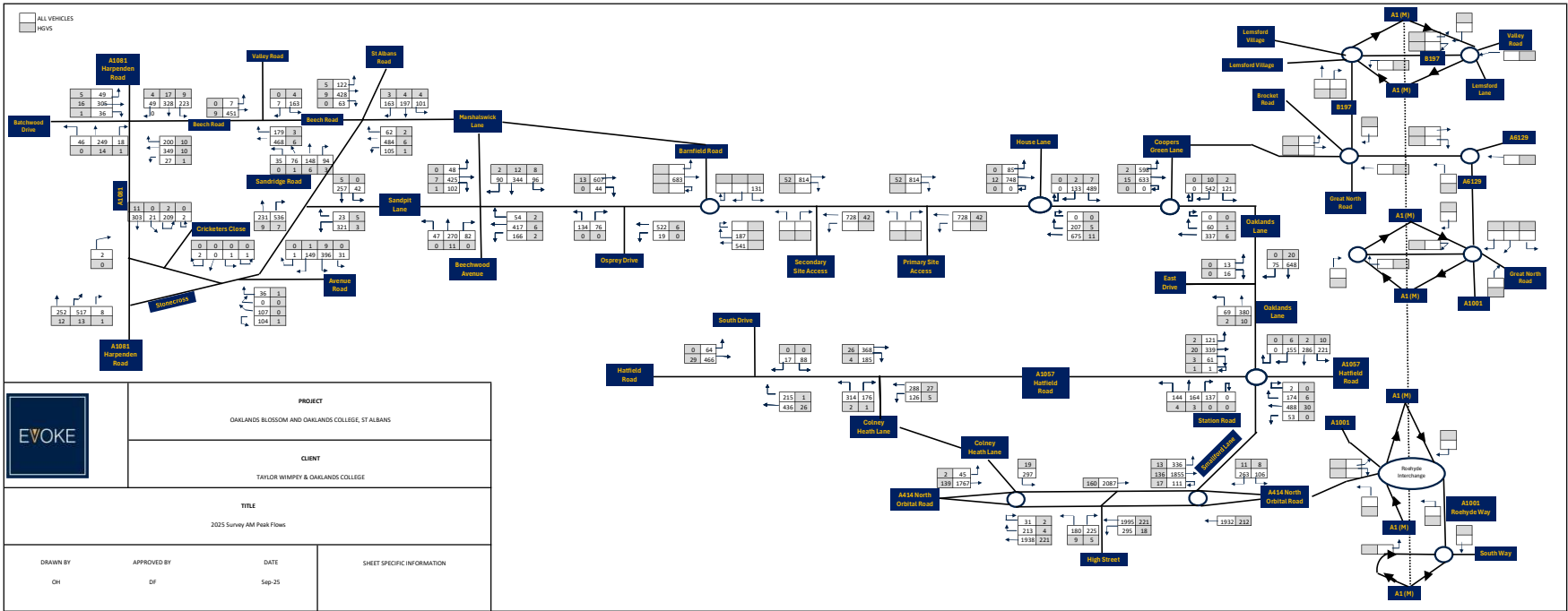
BOLD print indicates peak (busiest) period

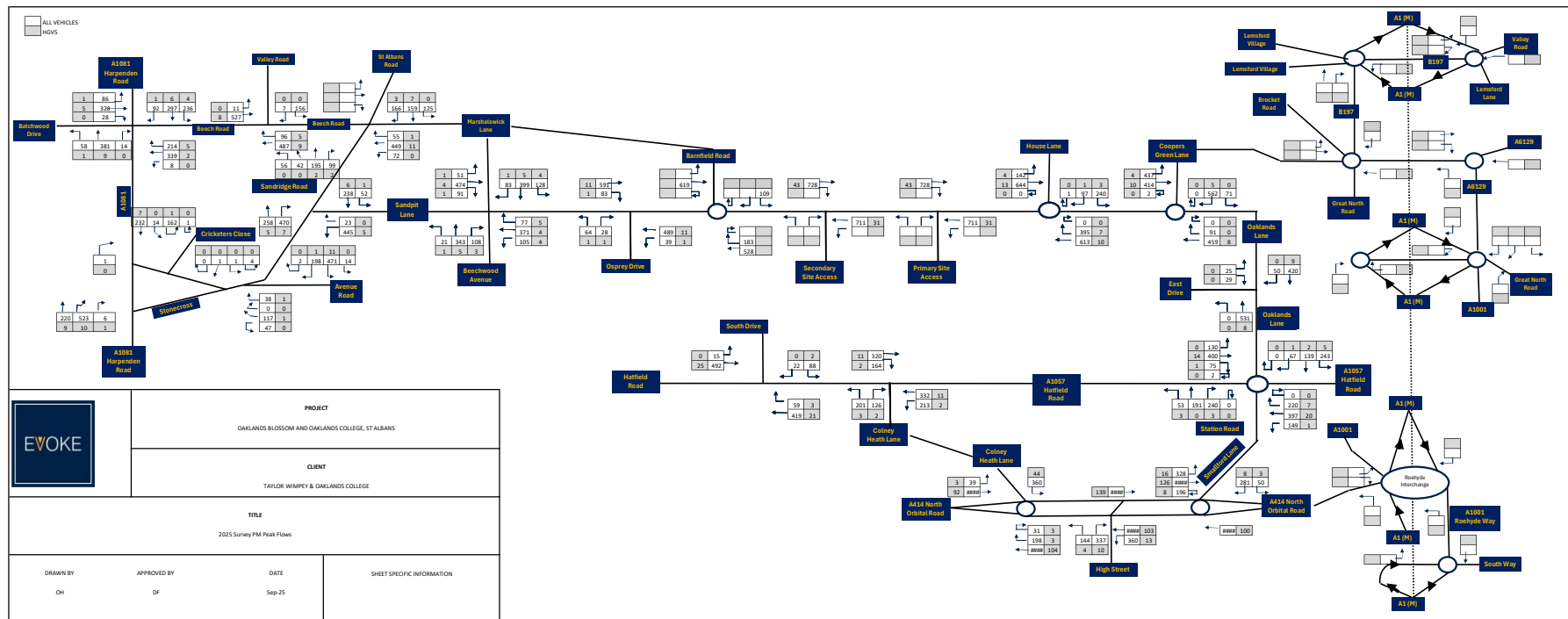
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	344	0.000	13	344	0.000	13	344	0.000
08:00 - 09:00	13	344	0.000	13	344	0.000	13	344	0.000
09:00 - 10:00	13	344	0.000	13	344	0.000	13	344	0.000
10:00 - 11:00	13	344	0.000	13	344	0.000	13	344	0.000
11:00 - 12:00	13	344	0.000	13	344	0.000	13	344	0.000
12:00 - 13:00	13	344	0.000	13	344	0.000	13	344	0.000
13:00 - 14:00	13	344	0.000	13	344	0.000	13	344	0.000
14:00 - 15:00	13	344	0.000	13	344	0.000	13	344	0.000
15:00 - 16:00	13	344	0.000	13	344	0.000	13	344	0.000
16:00 - 17:00	13	344	0.000	13	344	0.000	13	344	0.000
17:00 - 18:00	13	344	0.000	13	344	0.000	13	344	0.000
18:00 - 19:00	13	344	0.000	13	344	0.000	13	344	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

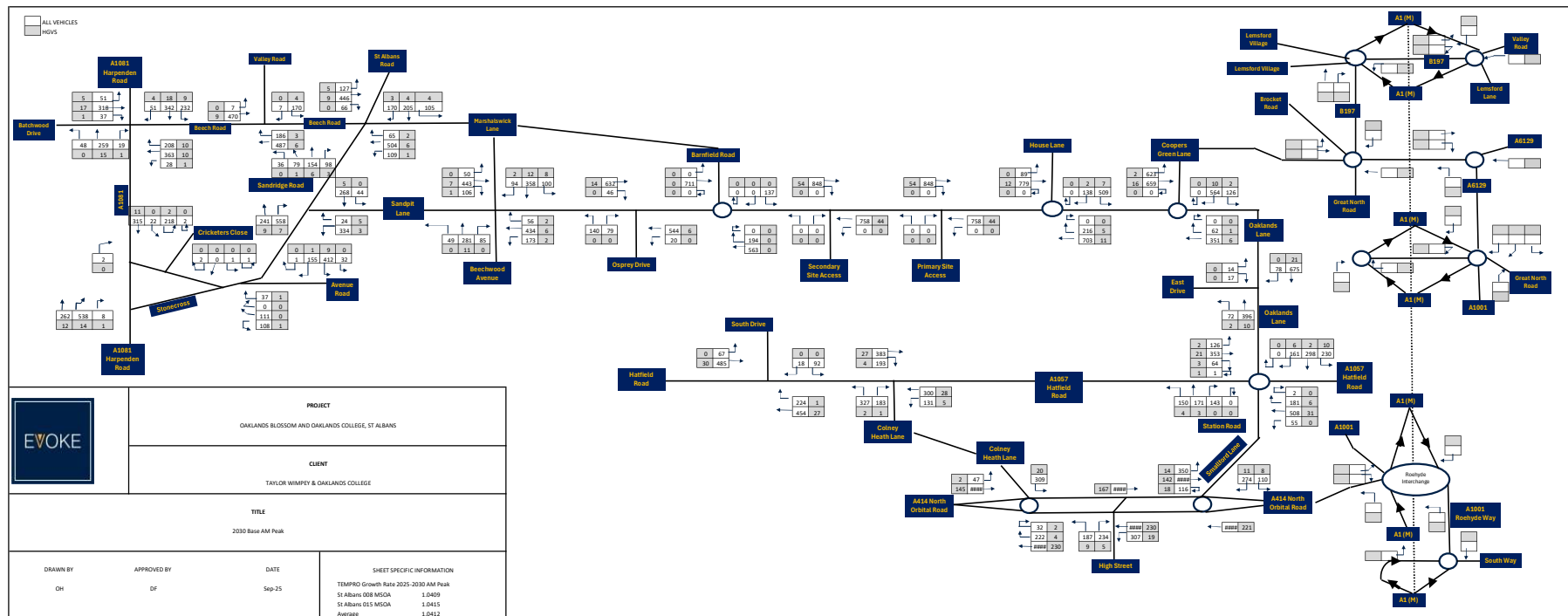
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

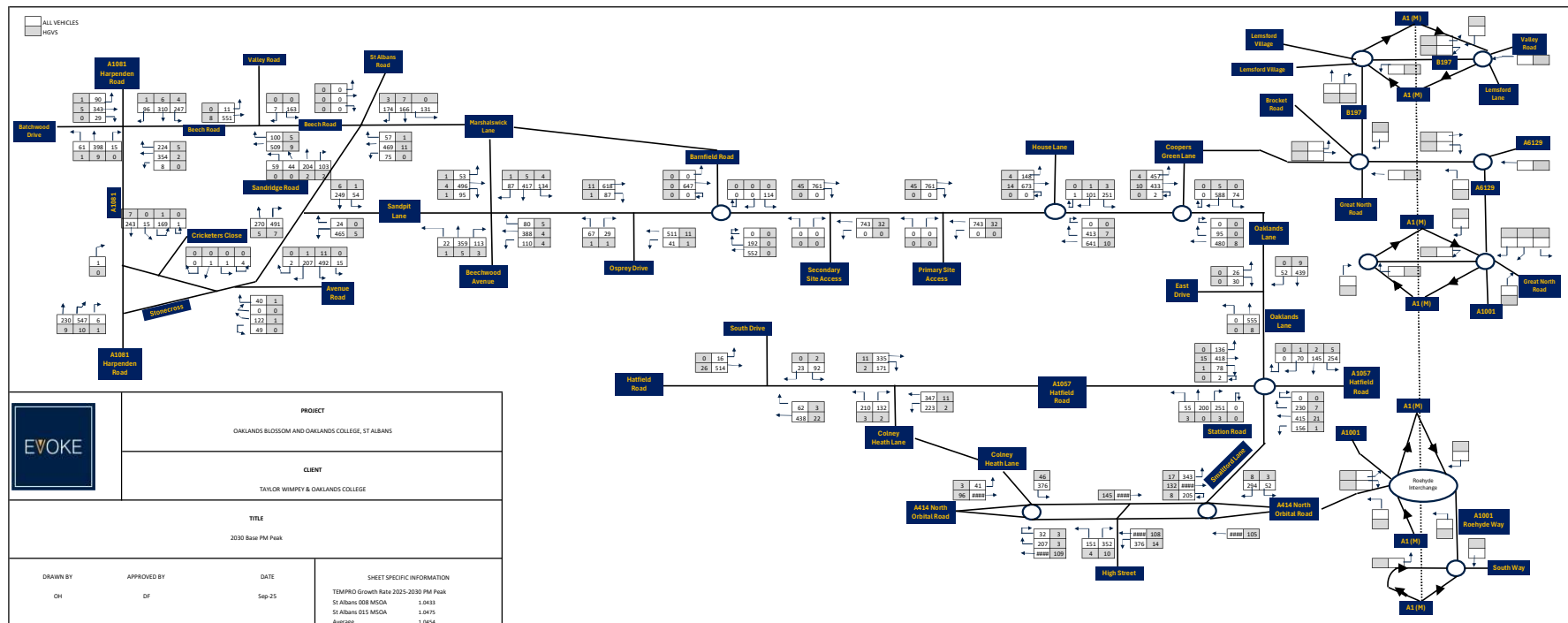
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

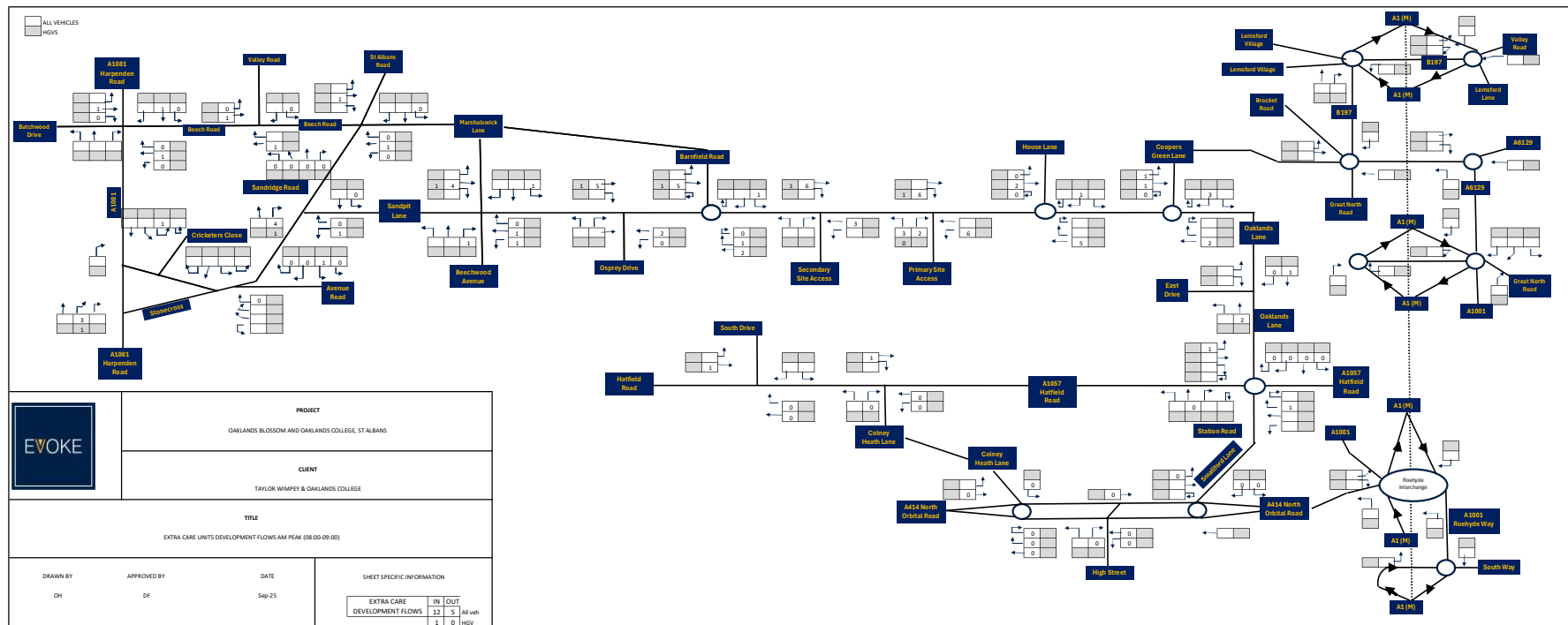
Appendix K – Traffic Flow Diagrams

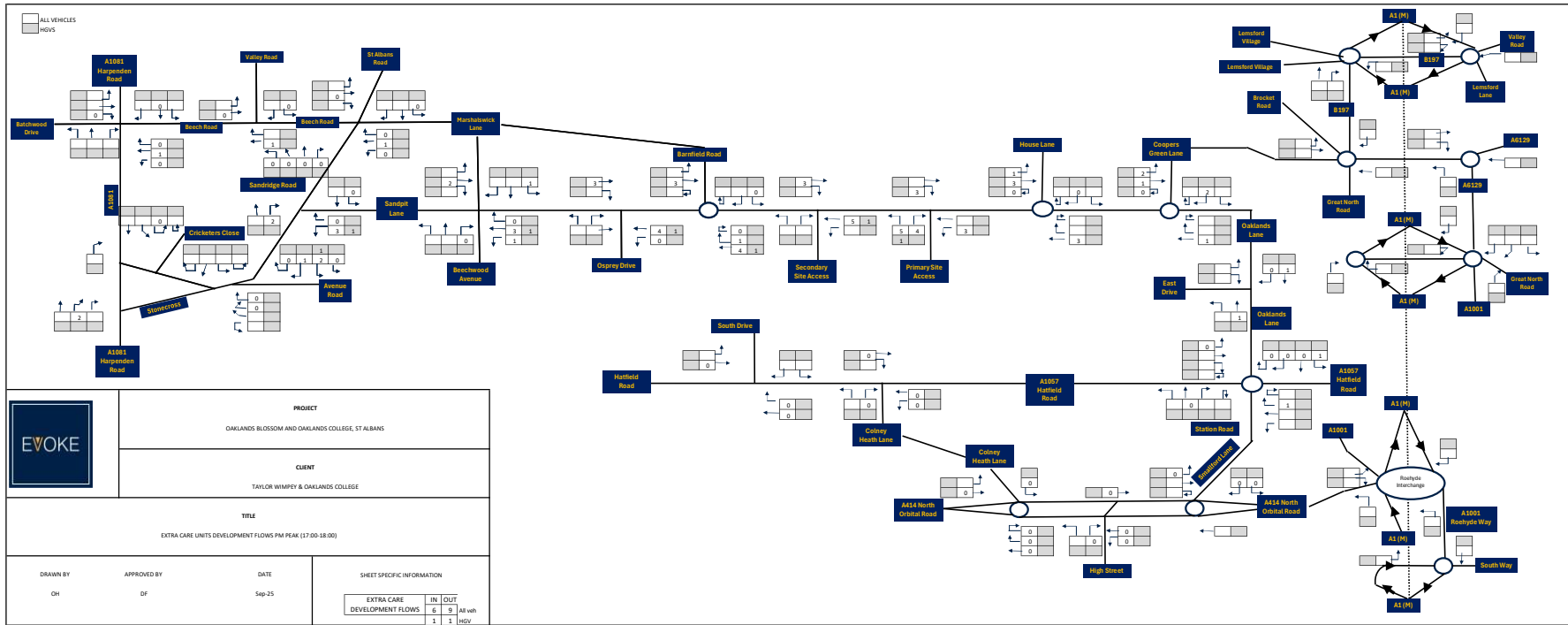


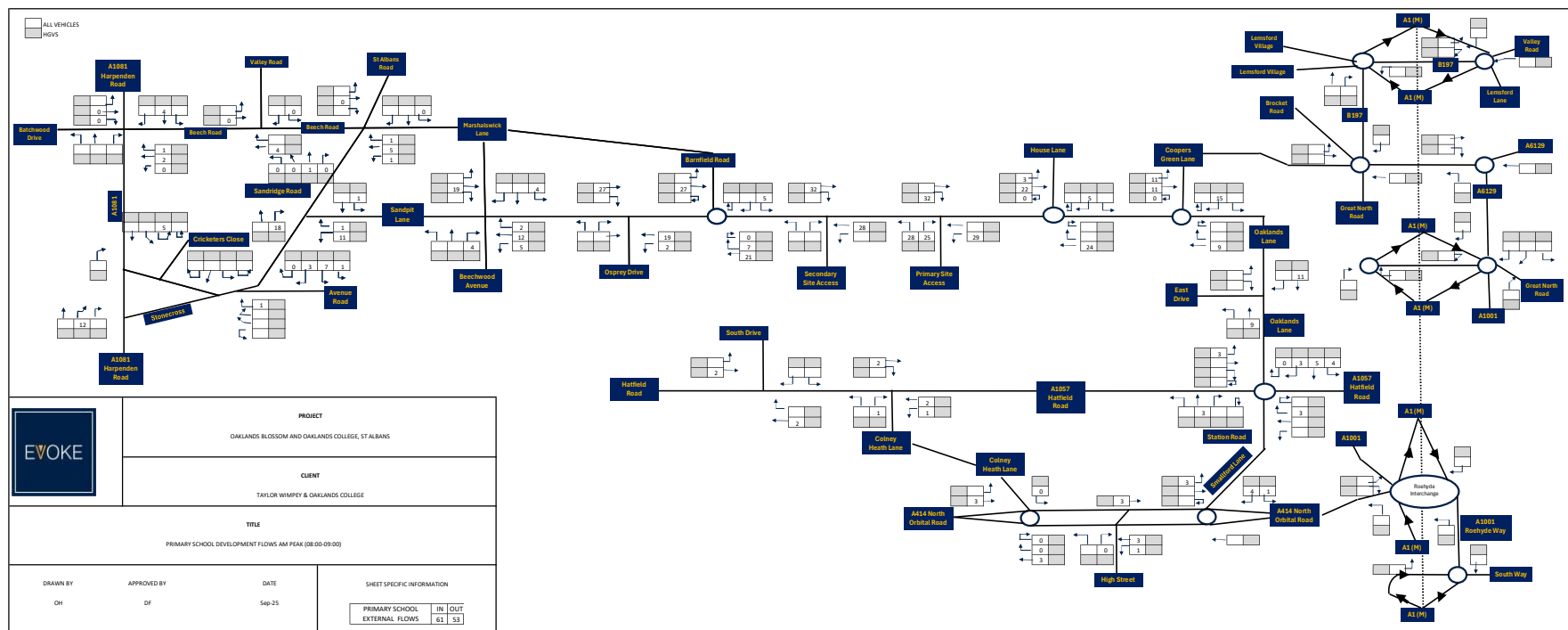


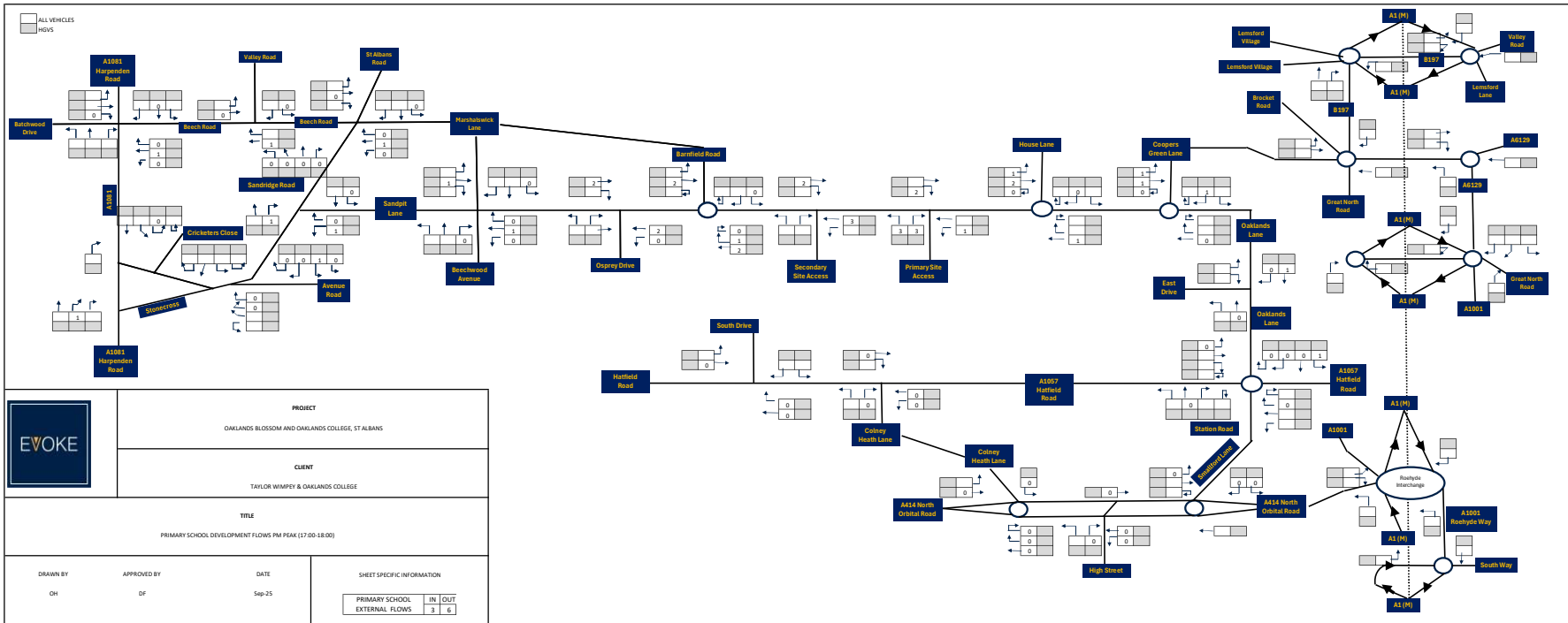


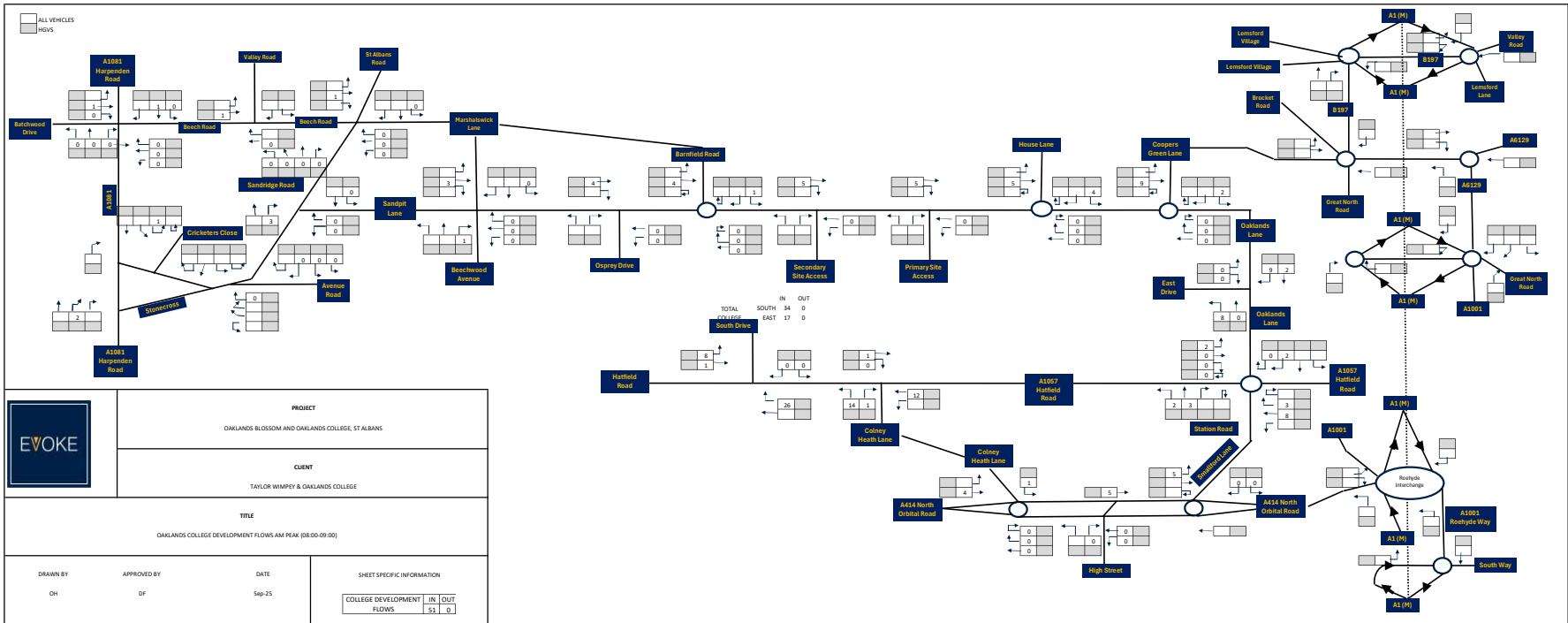


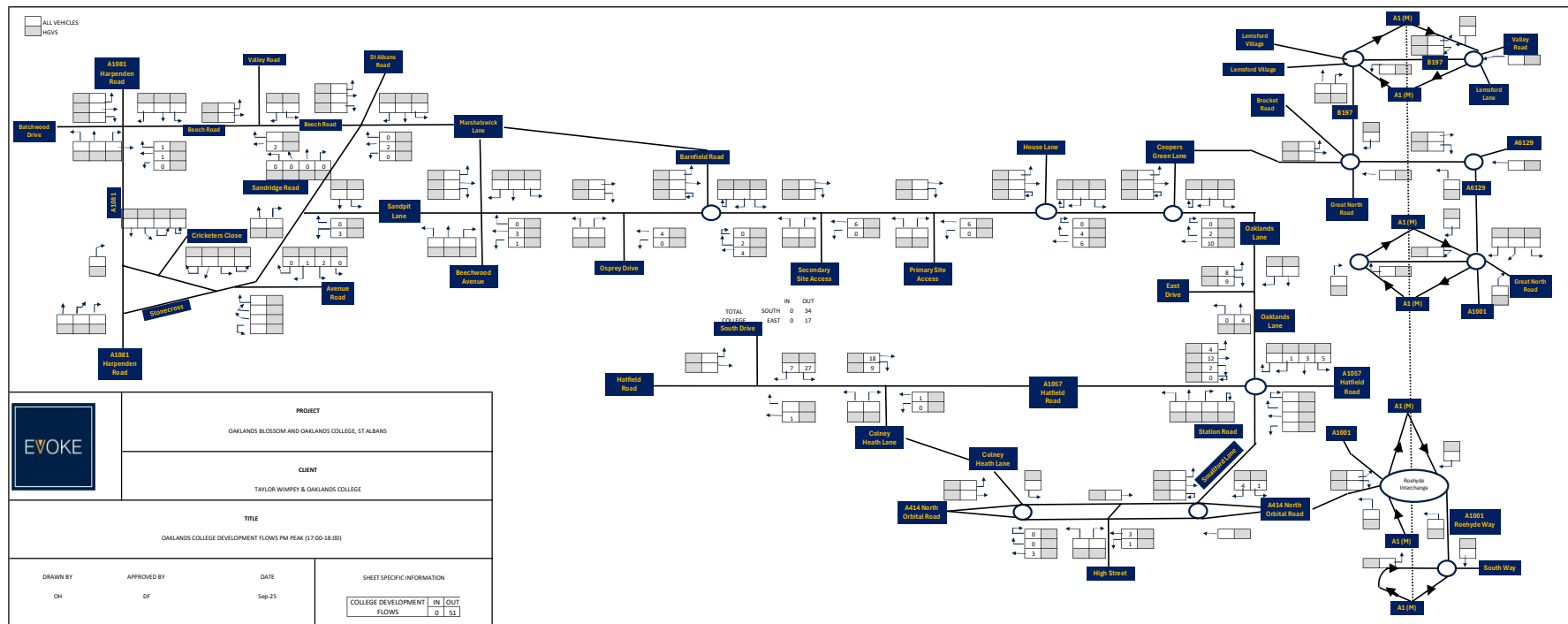


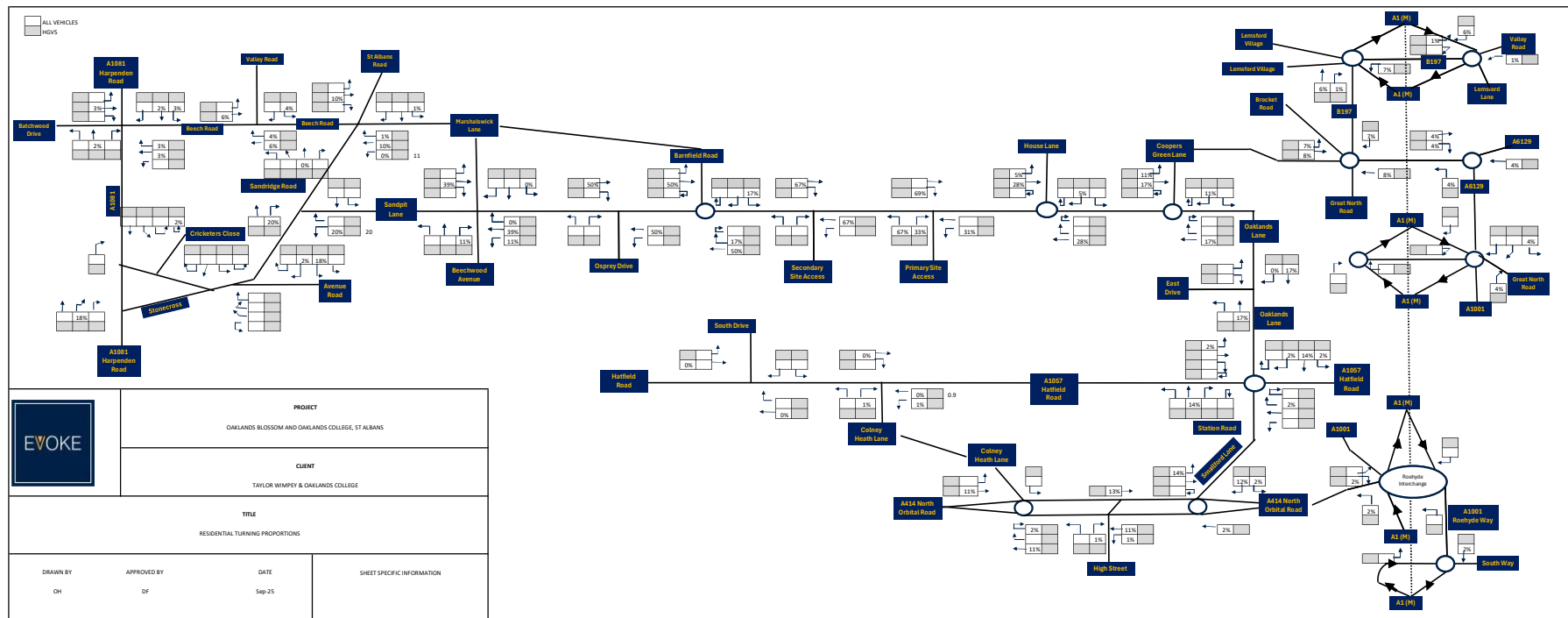


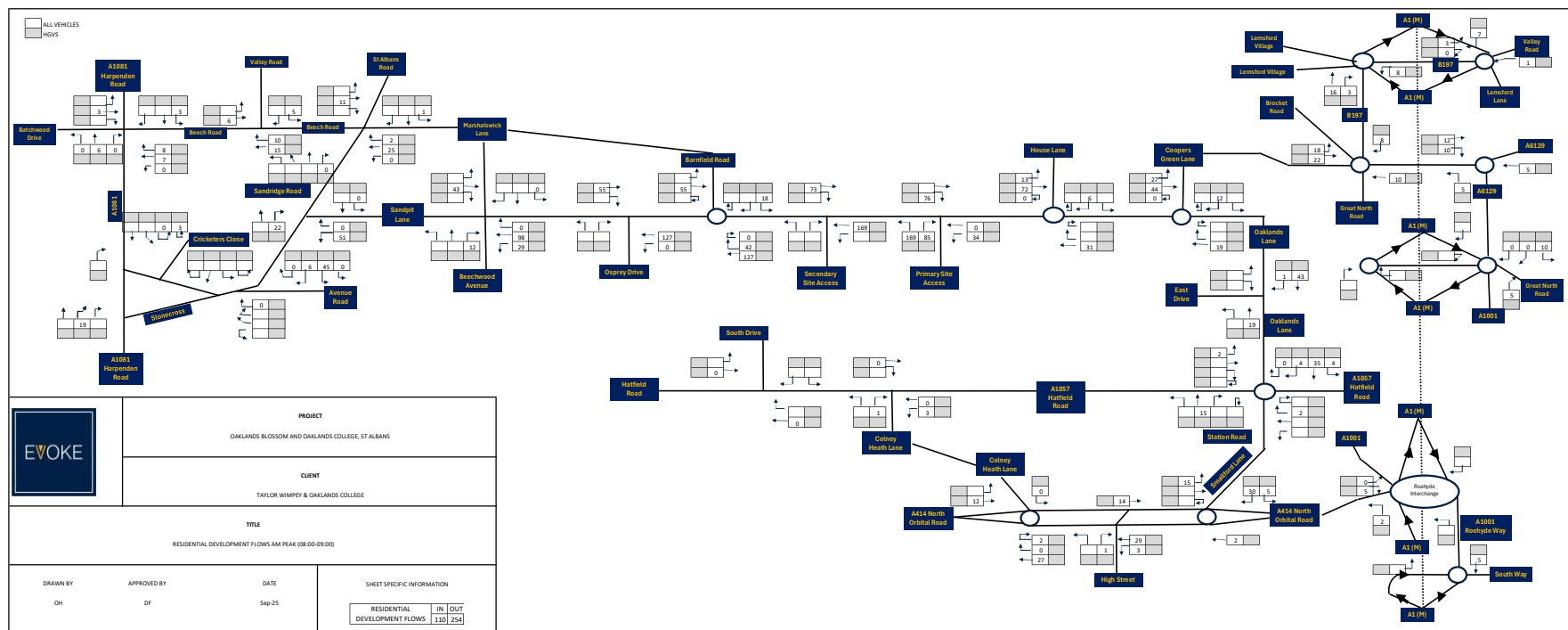


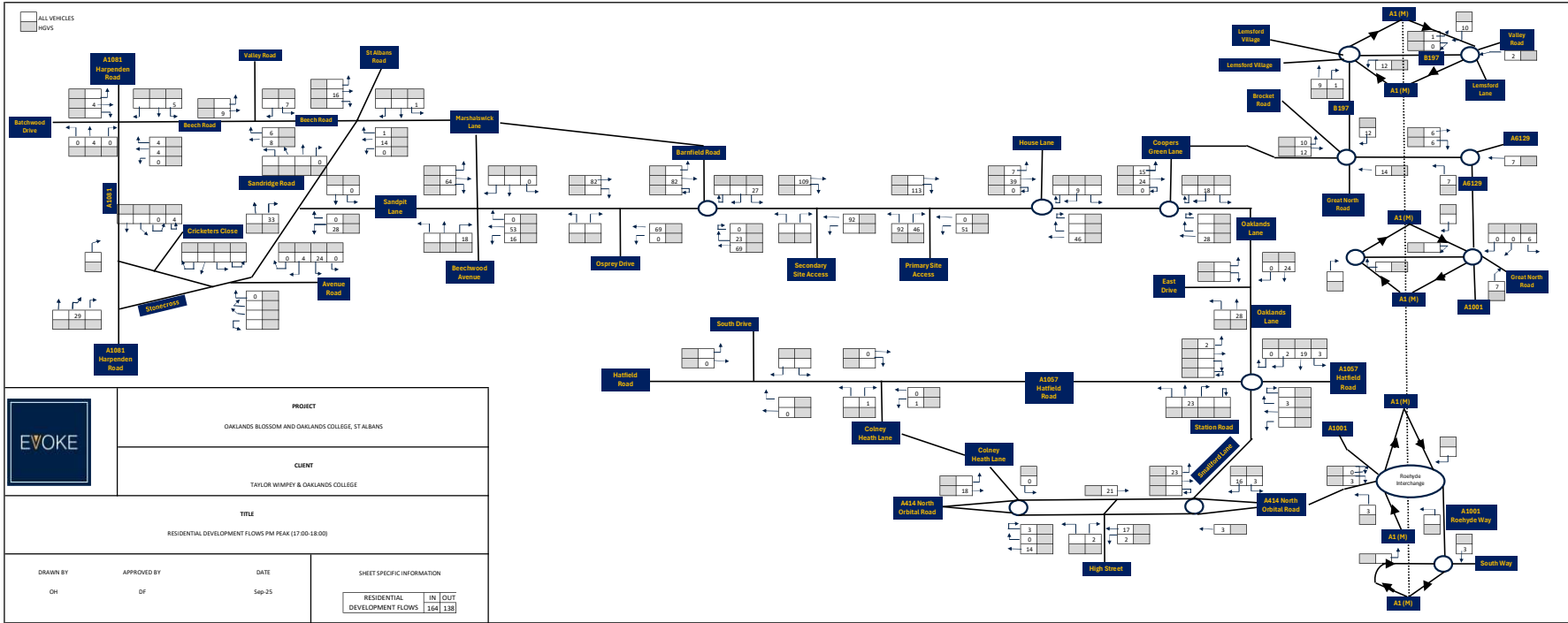


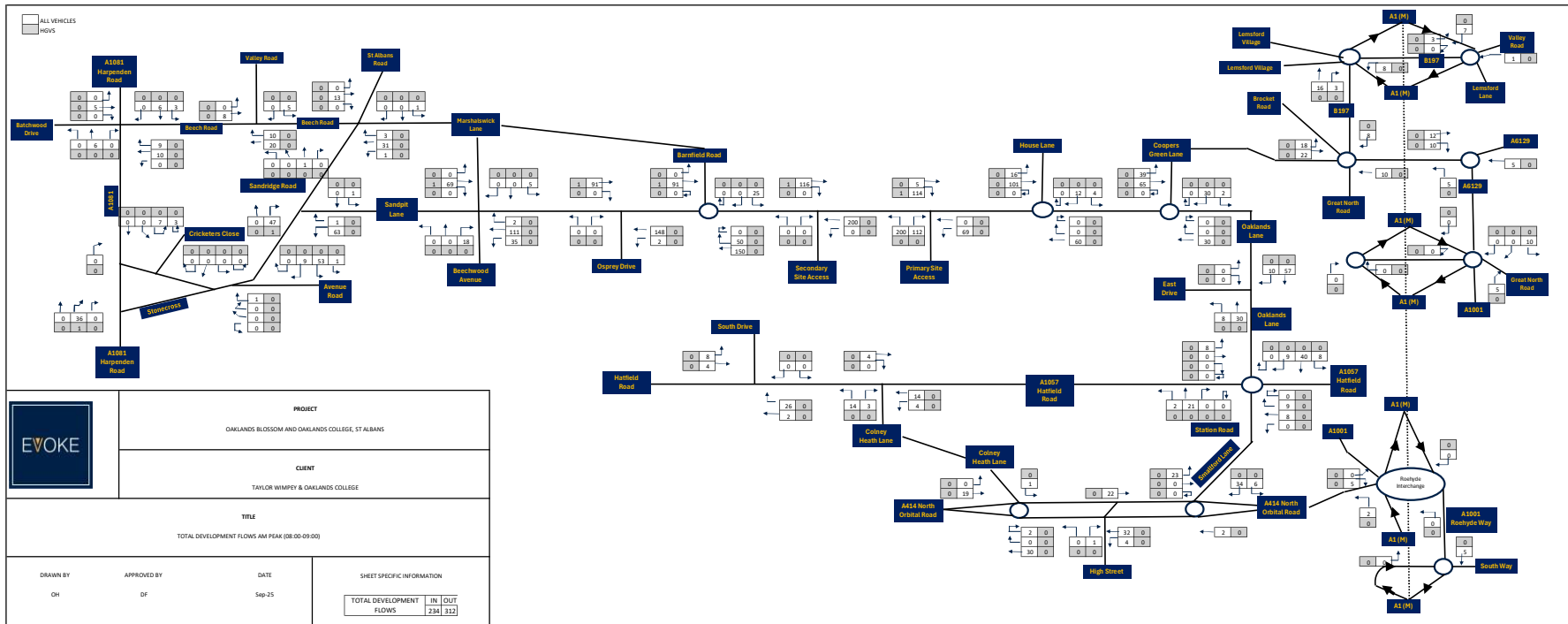


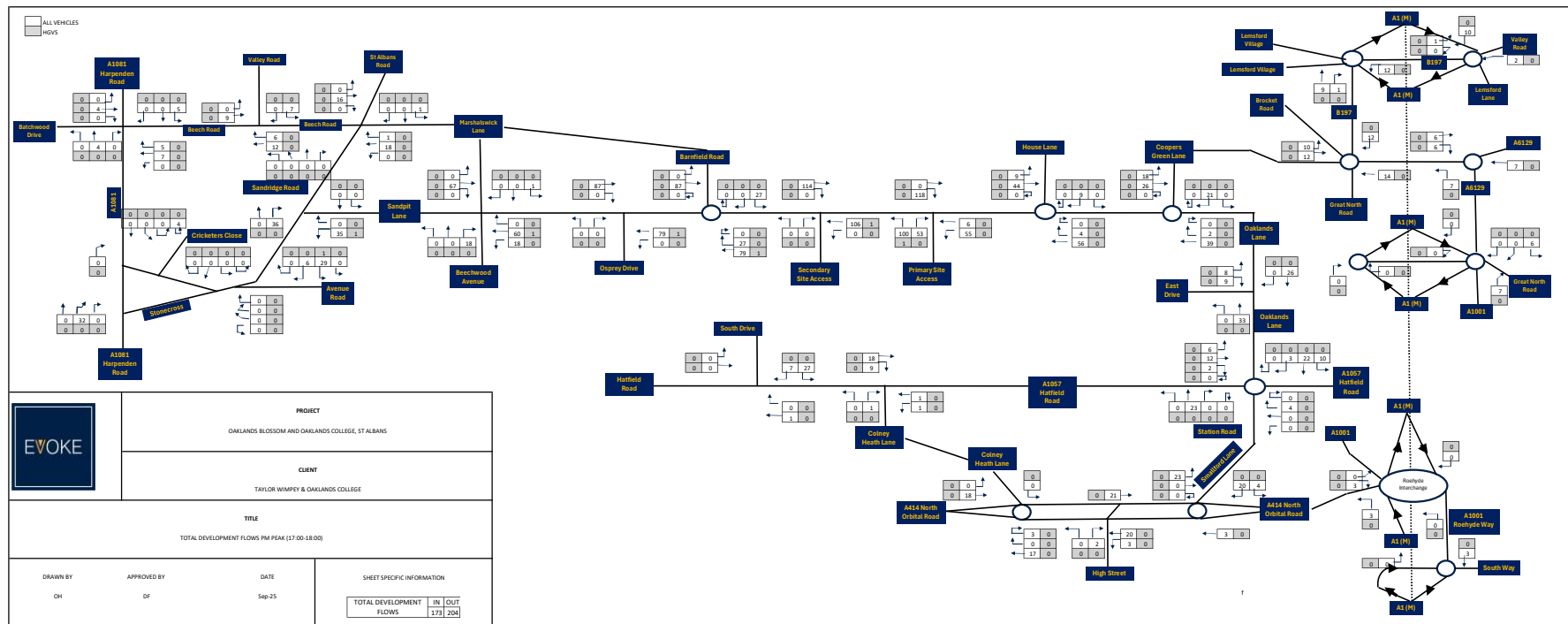


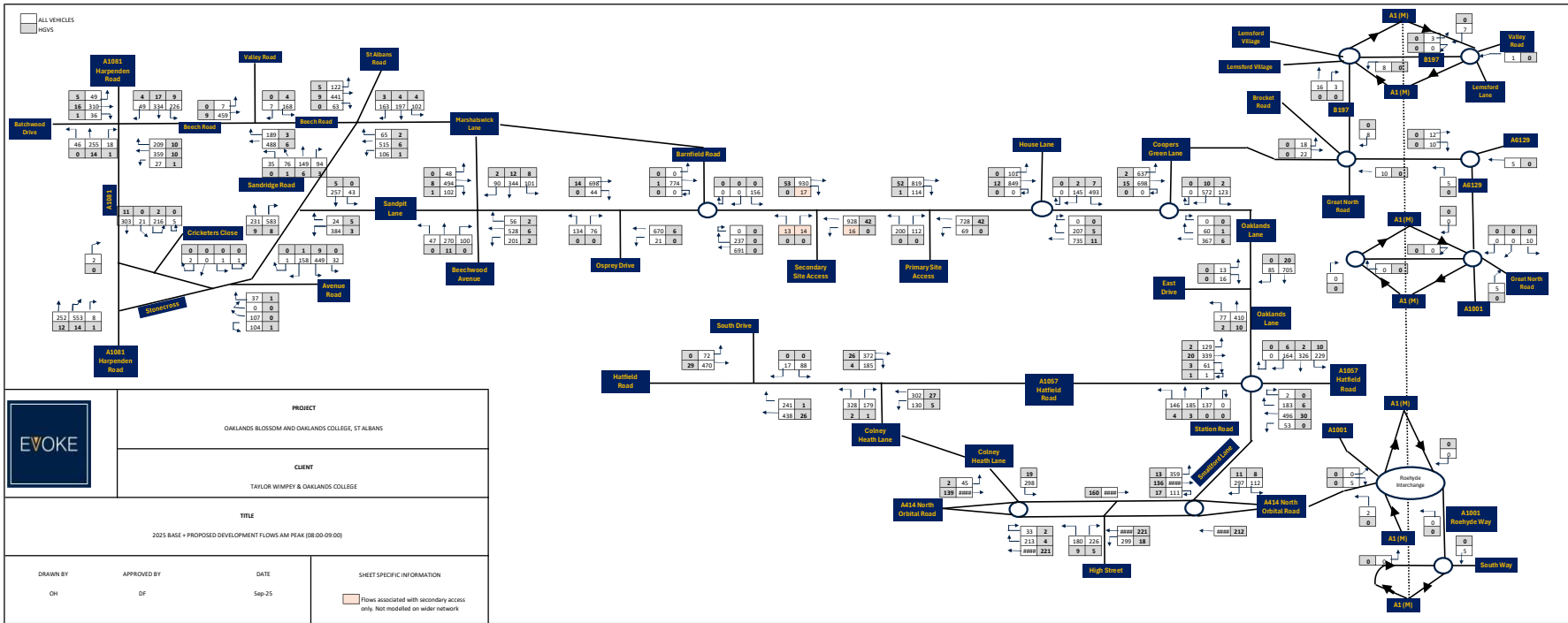


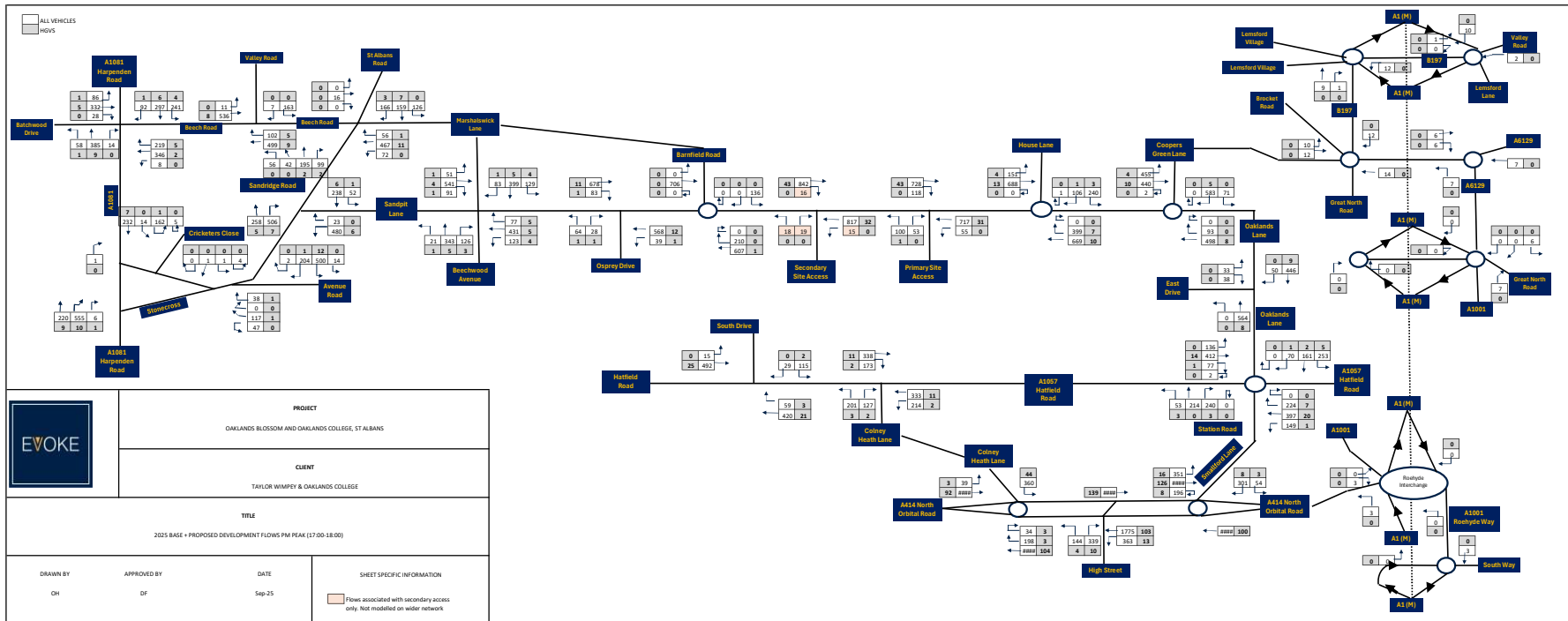


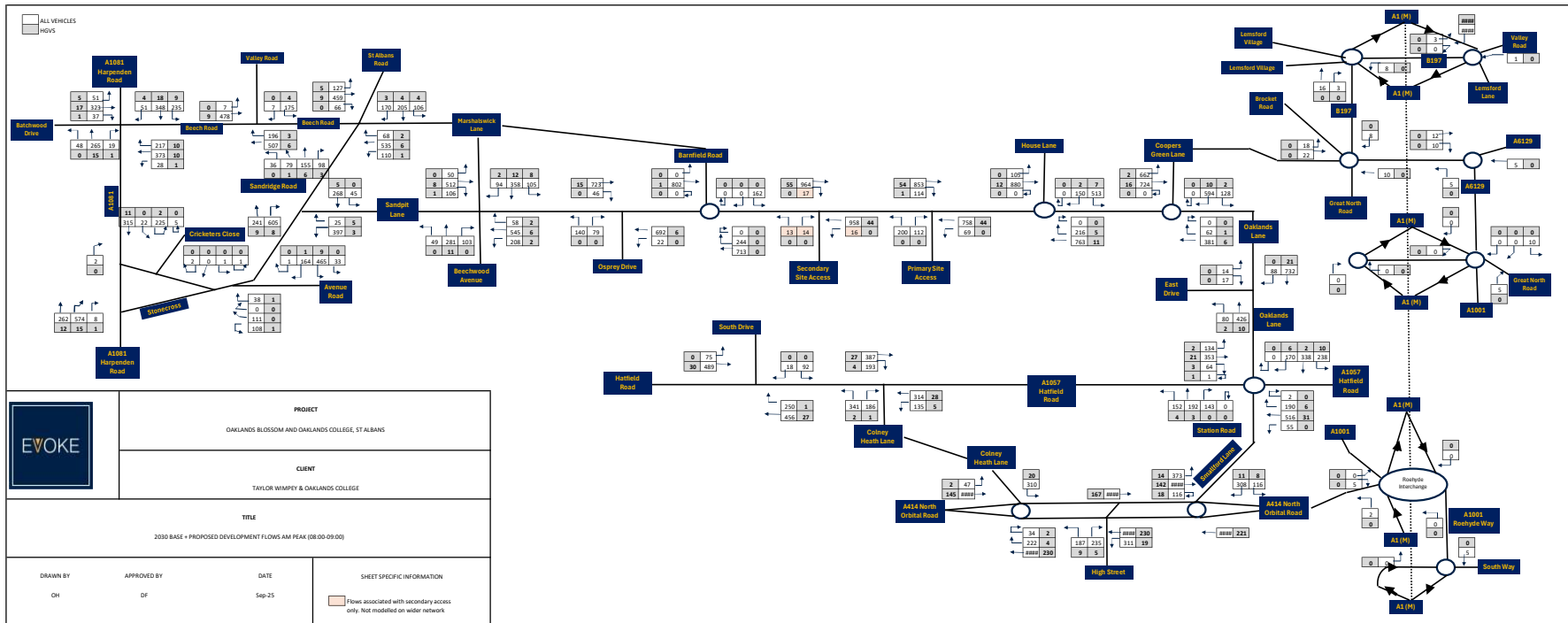


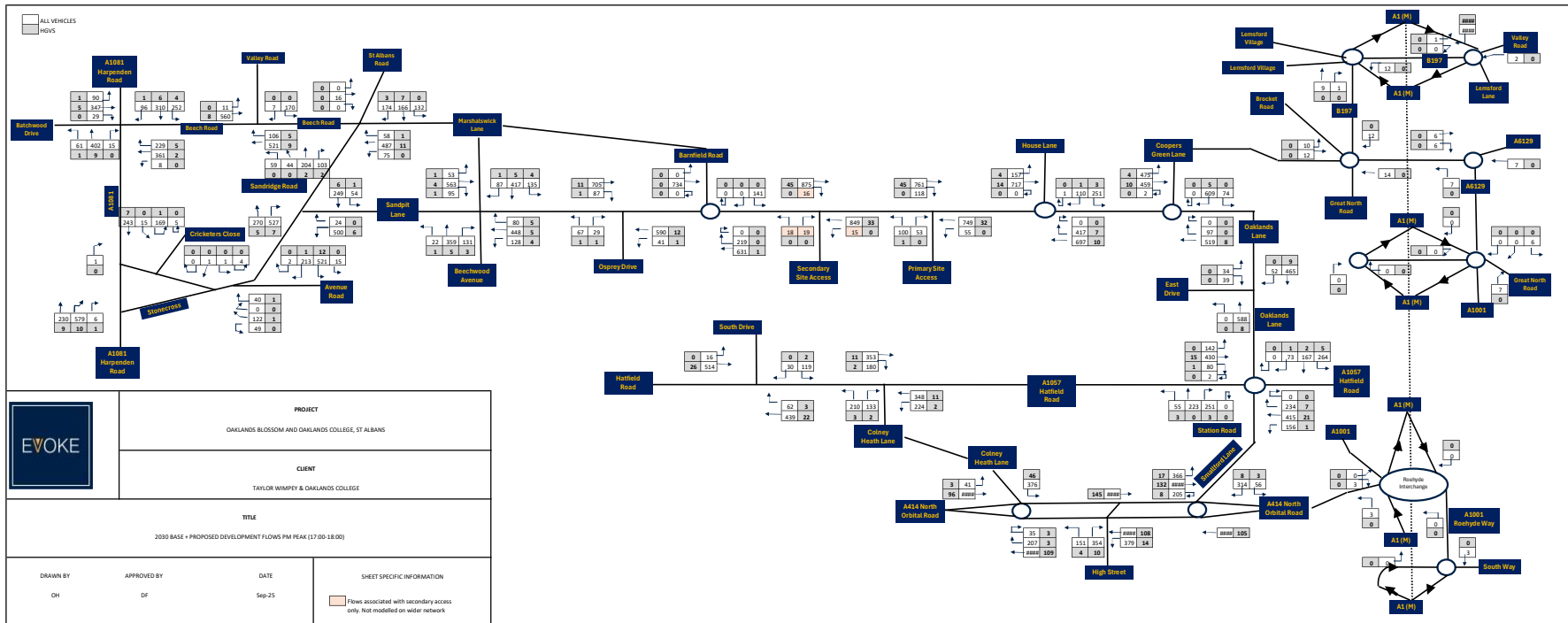


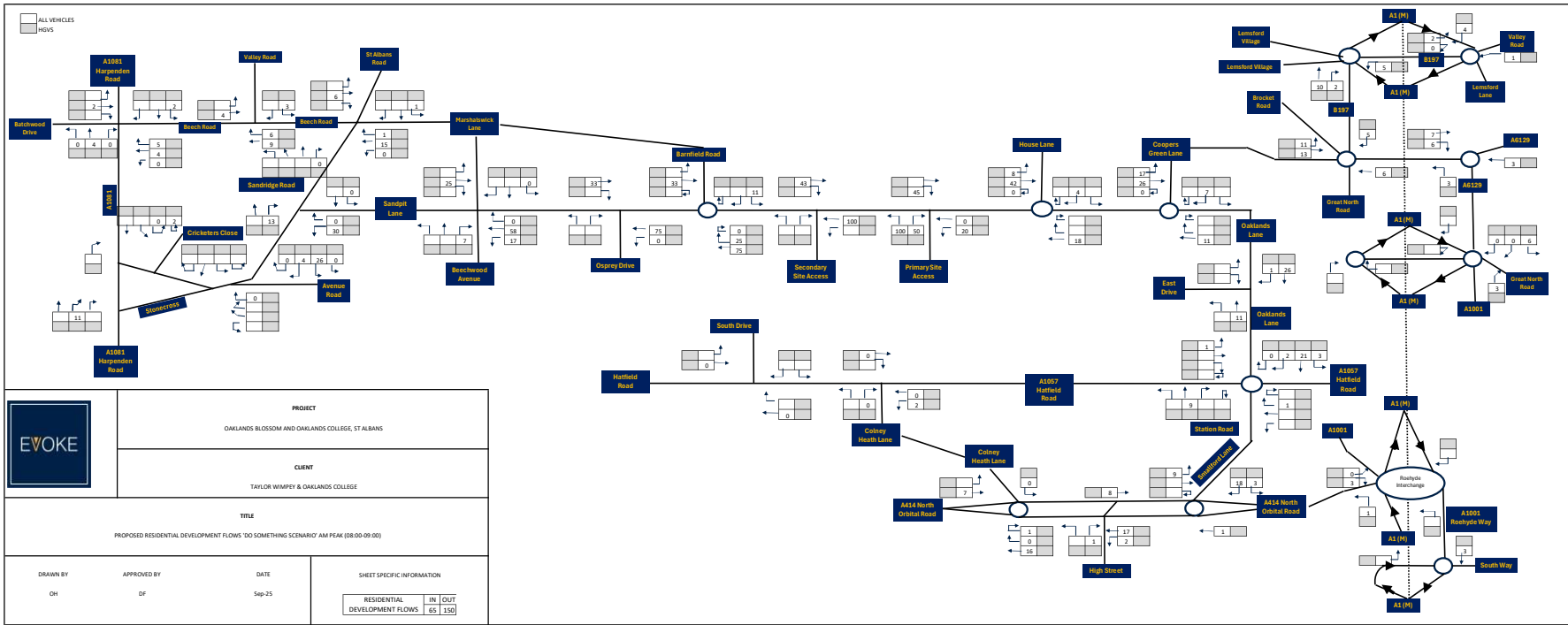


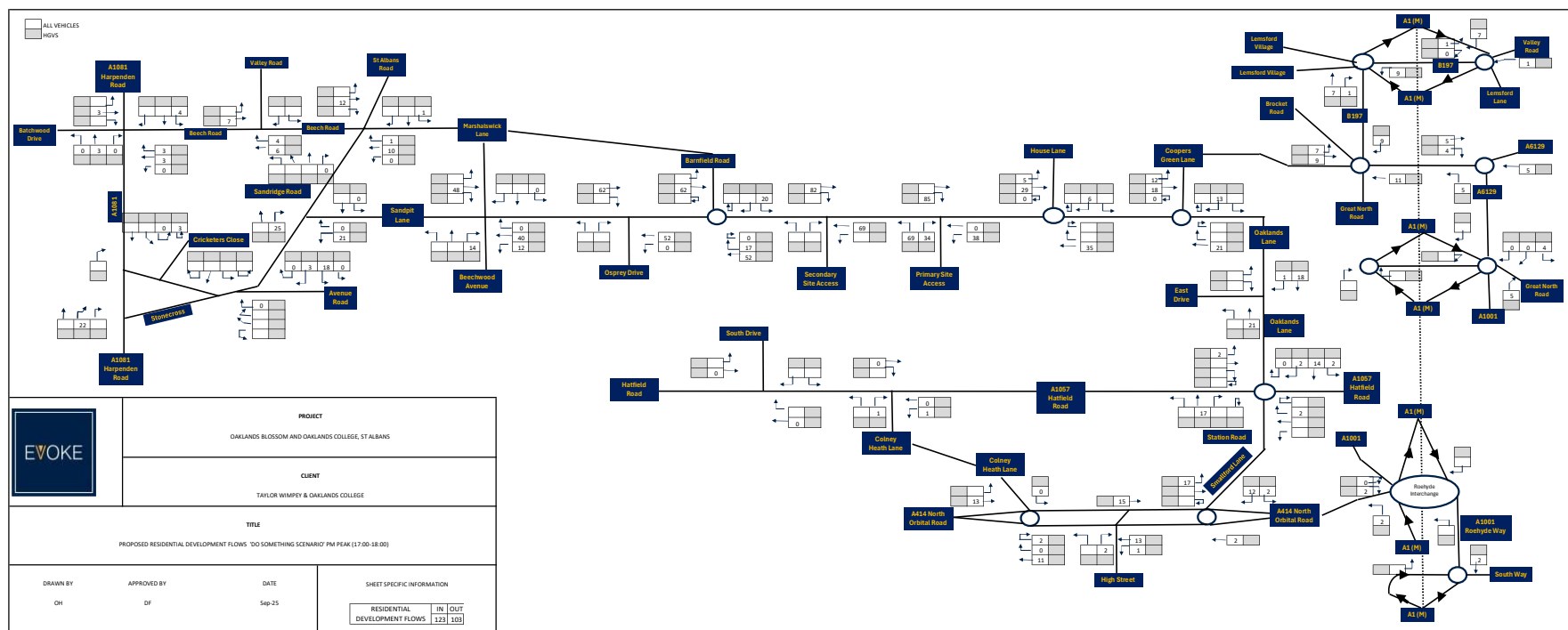


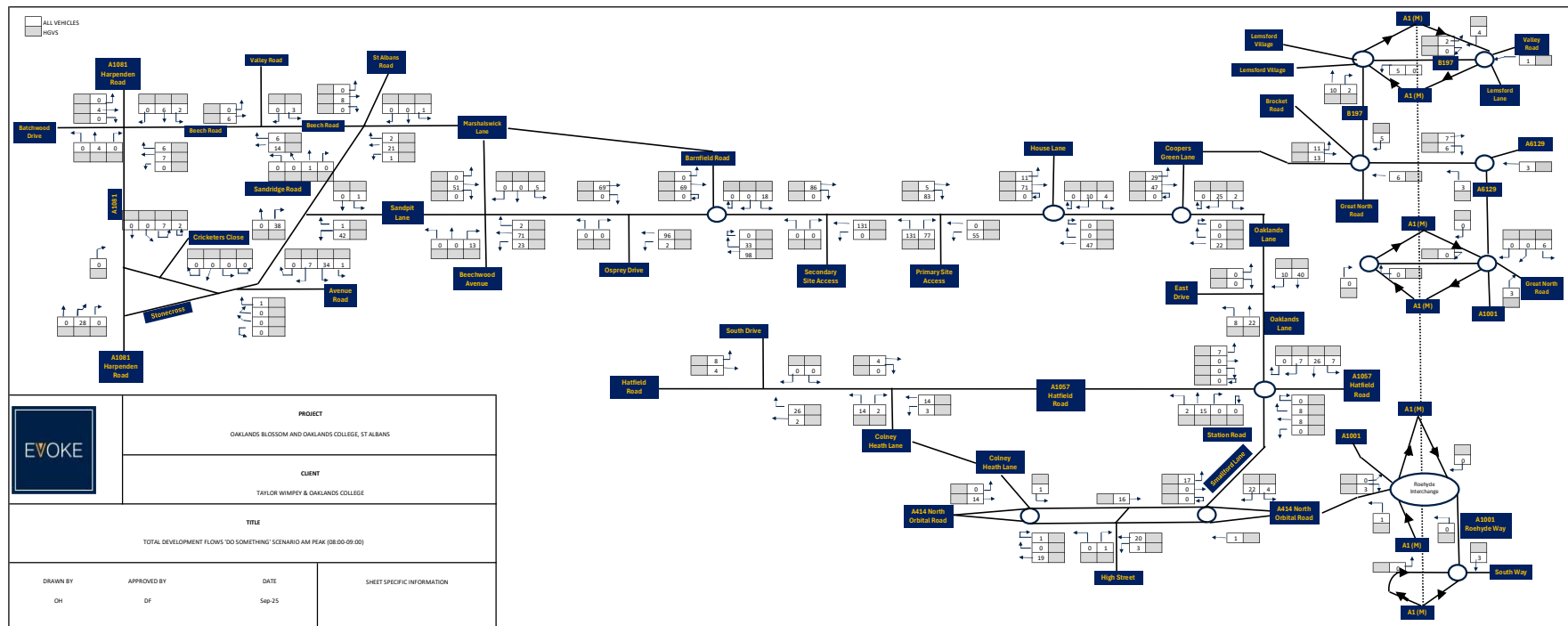


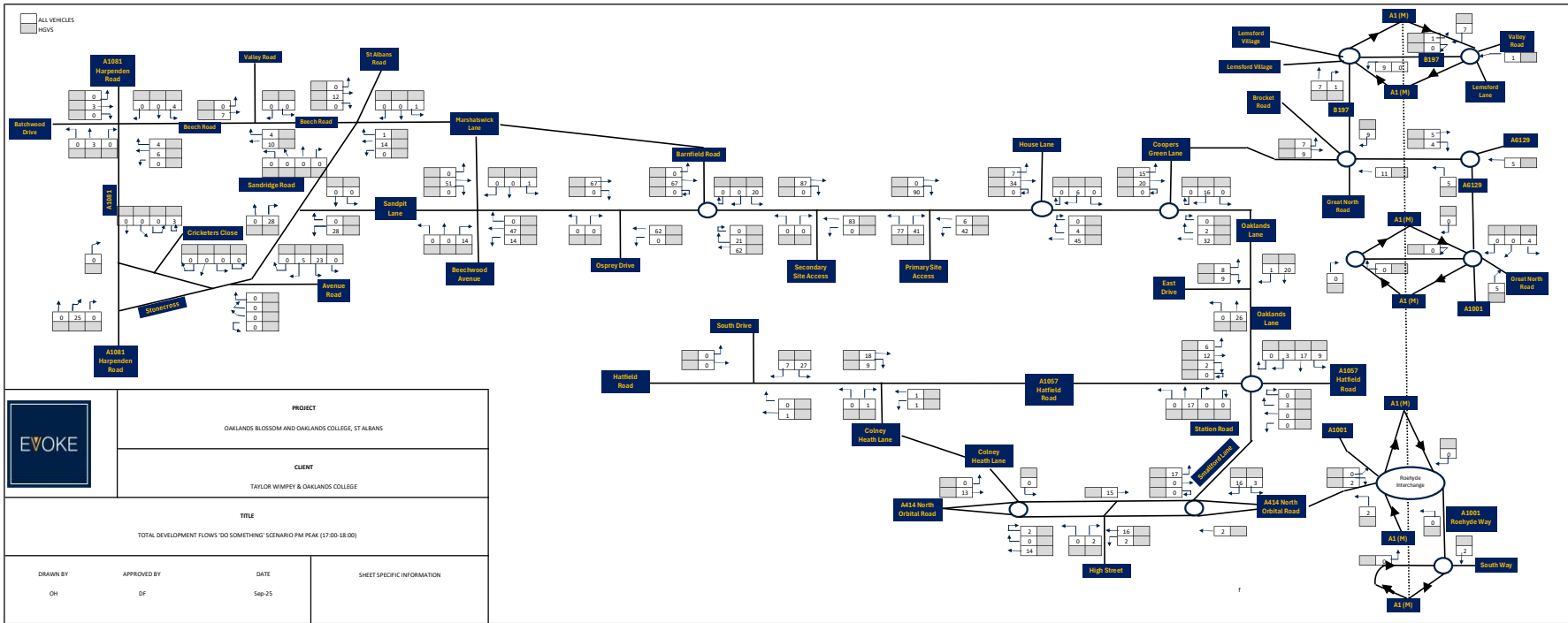


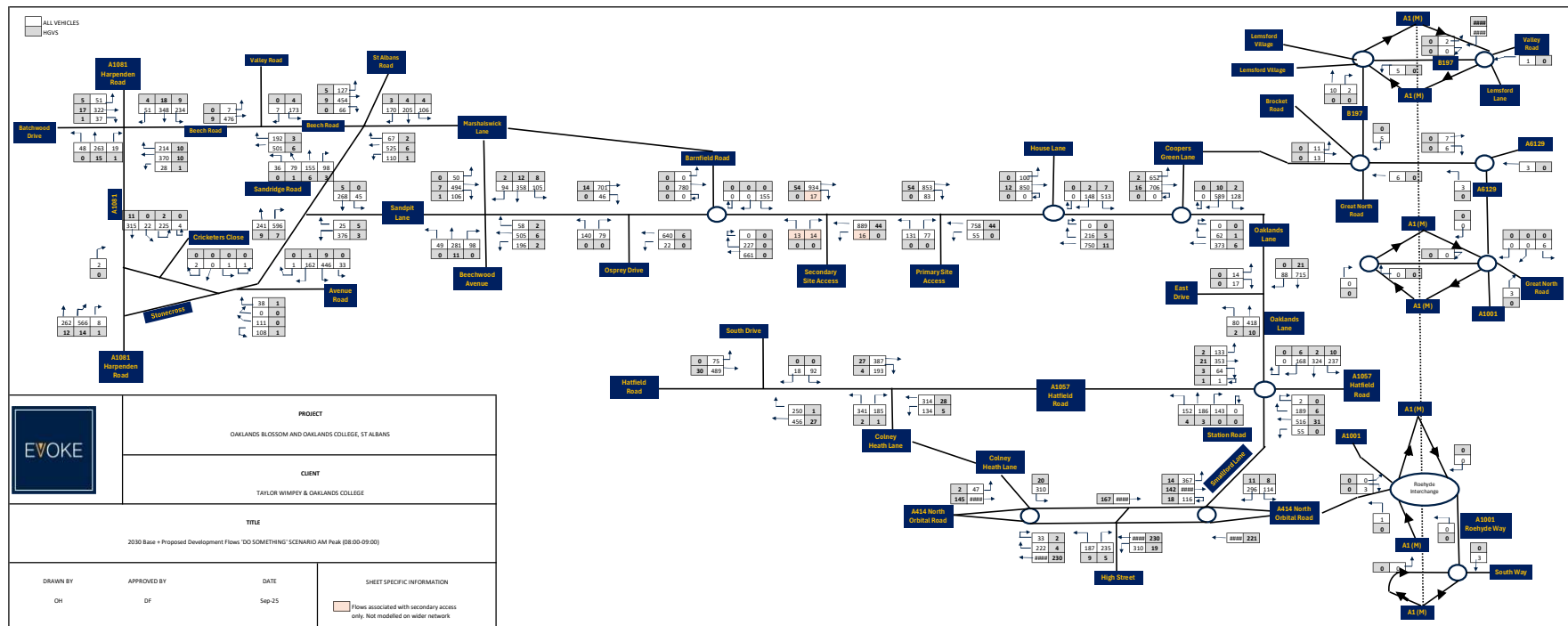


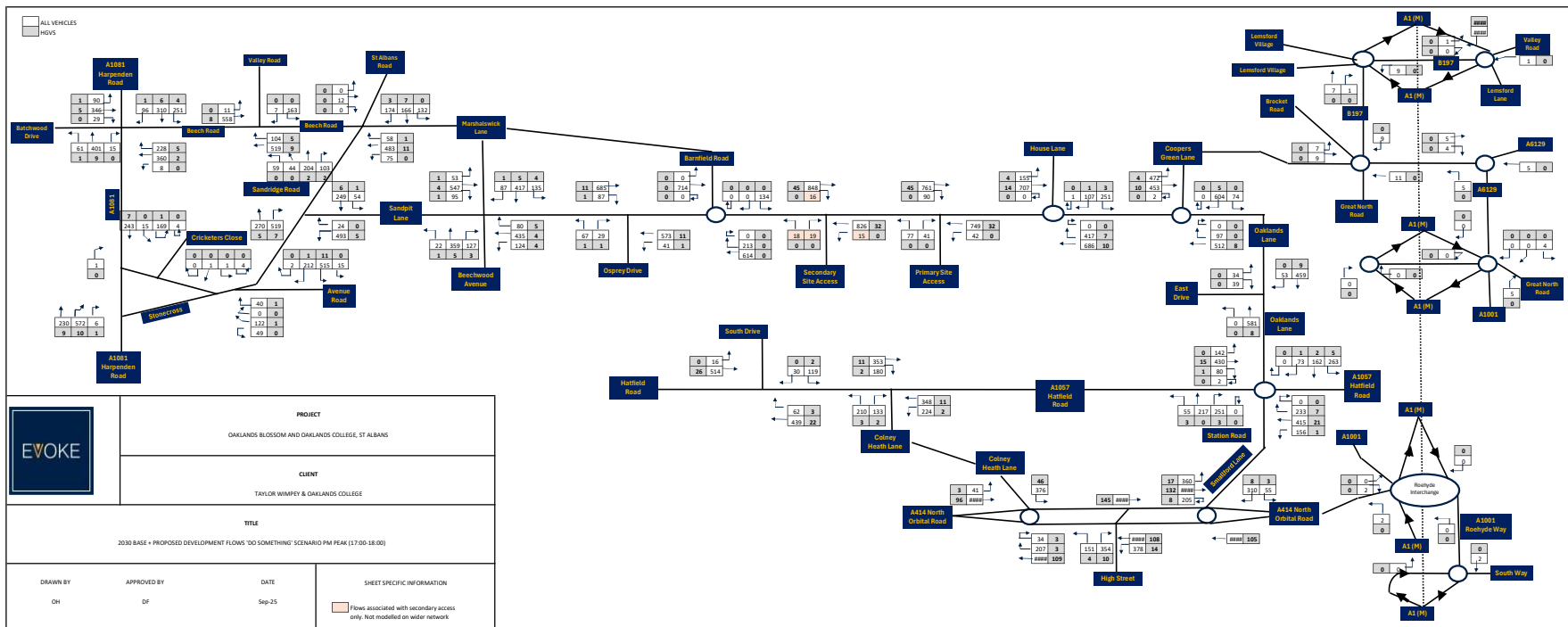


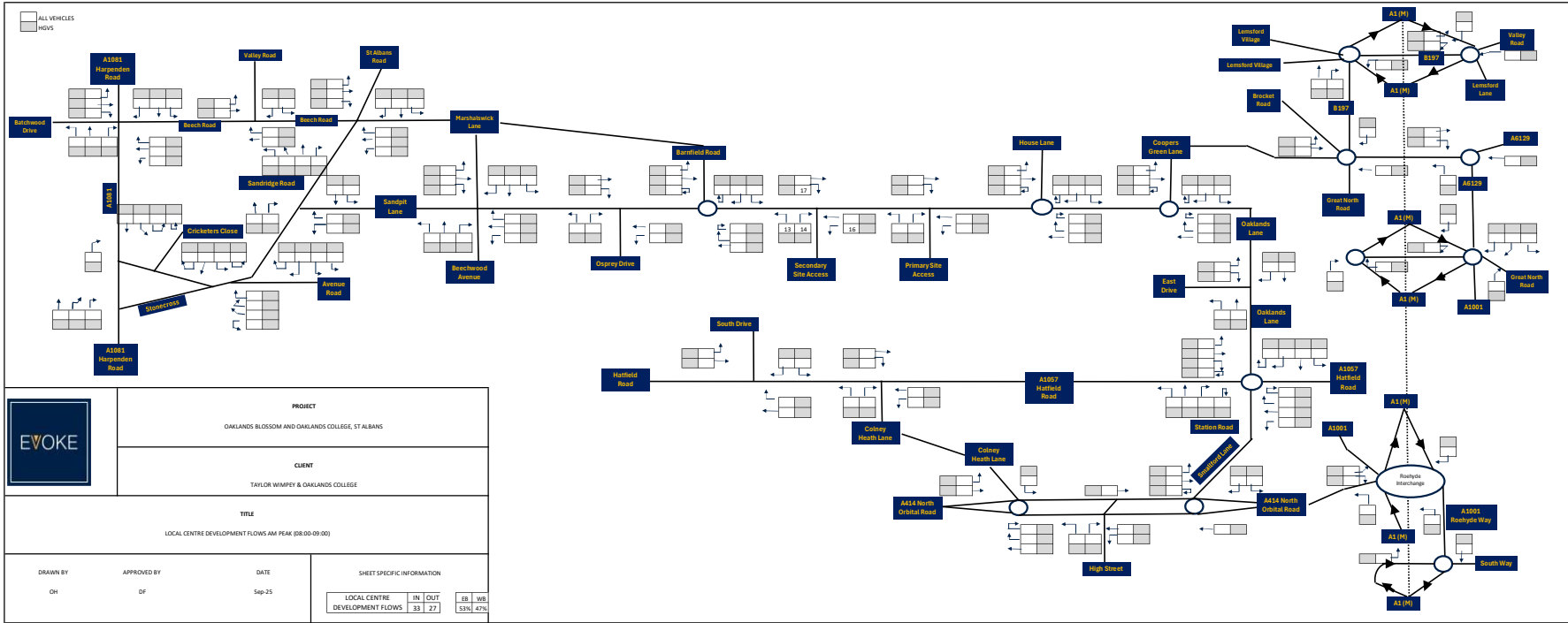


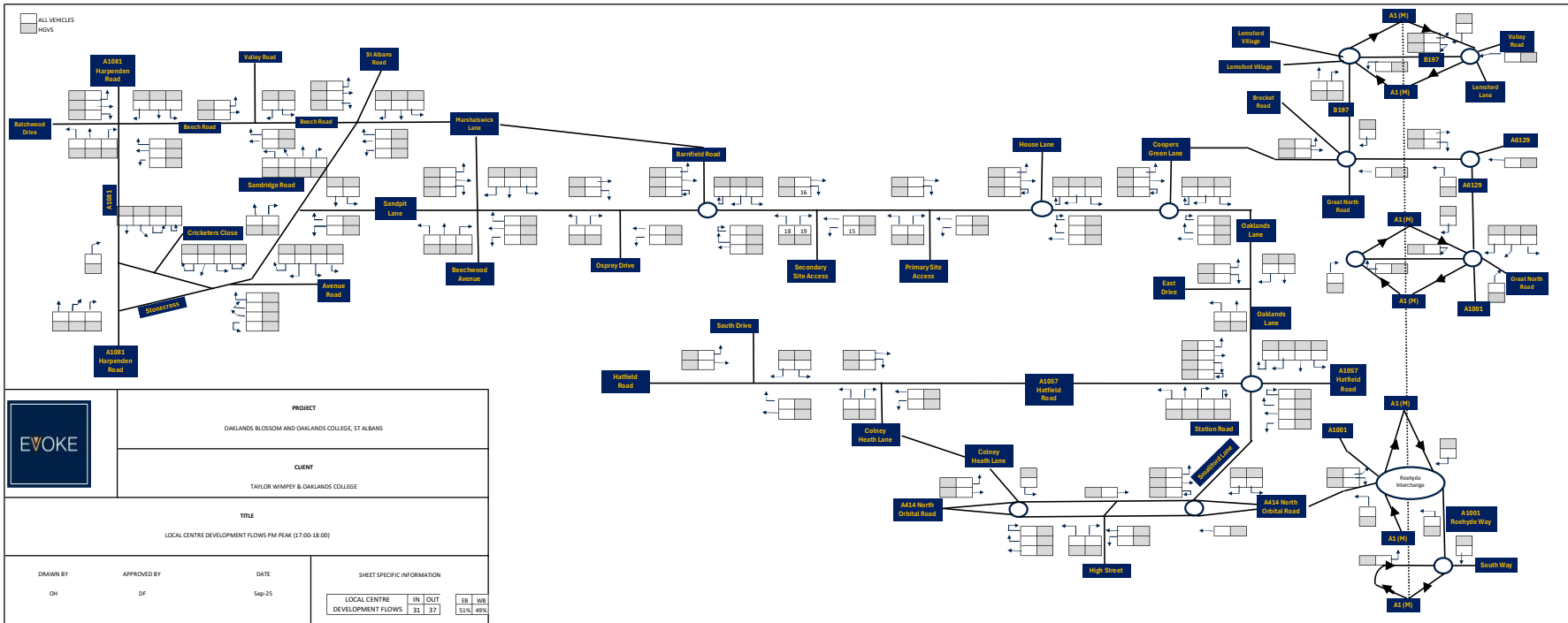












Appendix L – Junction Modelling Results

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024			
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: Primary Access-2 lane.j11

Path: C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\2024\R-24-0187 Land of Sandpit Lane, St Albans\30 Technical\31 Modelling

Report generation date: 28/08/2025 09:50:58

- »2025 | Base + Development | AM
- »2025 | Base + Development | PM
- »2030 | Base + Development | AM
- »2030 | Base + Development | PM
- »2030 | Base + Development 'Do Something Scenario' | AM
- »2030 | Base + Development 'Do Something Scenario' | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2025 - Base + Development							
Stream B-C	D1	0.8	14.95	0.45	D2	0.3	9.30	0.21
Stream B-A		1.2	39.95	0.55		0.3	21.09	0.24
Stream C-AB		0.3	8.74	0.22		0.3	8.48	0.22
	2030 - Base + Development							
Stream B-C	D3	0.9	15.81	0.47	D4	0.3	9.55	0.21
Stream B-A		1.4	46.88	0.59		0.3	22.92	0.25
Stream C-AB		0.3	8.93	0.22		0.3	8.67	0.22
	2030 - Base + Development 'Do Something Scenario'							
Stream B-C	D5	0.4	11.00	0.29	D6	0.2	8.68	0.16
Stream B-A		0.6	28.94	0.38		0.2	19.97	0.19
Stream C-AB		0.2	8.12	0.16		0.2	8.06	0.17

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	
Location	
Site number	
Date	28/06/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OliviaHennessy
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base + Development	AM	FLAT	07:45	09:15	90	15
D2	2025	Base + Development	PM	FLAT	16:45	18:15	90	15
D3	2030	Base + Development	AM	FLAT	07:45	09:15	90	15
D4	2030	Base + Development	PM	FLAT	16:45	18:15	90	15
D5	2030	Base + Development 'Do Something Scenario'	AM	FLAT	07:45	09:15	90	15
D6	2030	Base + Development 'Do Something Scenario'	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Primary Site Access	T-Junction	Two-way	Two-way	Two-way		3.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.97	A

Arms

Arms

Arm	Name	Description	Arm type
A	Sandpit Lane East		Major
B	Site Access		Minor
C	Sandpit Lane West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.39		✓	3.50	167.0	✓	7.00

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.46	2.96	119	117

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	574	0.097	0.246	0.155	0.351
B-C	729	0.106	0.268	-	-
C-B	766	0.279	0.279	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base + Development	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	797	100.000
B		✓	312	100.000
C		✓	933	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	69	728
	B	112	0	200
	C	819	114	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	6
	B	0	0	0
	C	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.45	14.95	0.8	B
B-A	0.55	39.95	1.2	E
C-AB	0.22	8.74	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	0.00	444	0.450	197	0.8	14.388	B
B-A	112	0.00	202	0.554	107	1.1	36.459	E
C-AB	114	0.00	526	0.217	113	0.3	8.692	A
C-A	819	0.00			819			
A-B	69	0.00			69			
A-C	728	0.00			728			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	0.00	441	0.454	200	0.8	14.921	B
B-A	112	0.00	202	0.555	112	1.2	39.686	E
C-AB	114	0.00	526	0.217	114	0.3	8.736	A
C-A	819	0.00			819			
A-B	69	0.00			69			
A-C	728	0.00			728			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	0.00	441	0.454	200	0.8	14.939	B
B-A	112	0.00	202	0.555	112	1.2	39.843	E
C-AB	114	0.00	526	0.217	114	0.3	8.736	A
C-A	819	0.00			819			
A-B	69	0.00			69			
A-C	728	0.00			728			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	0.00	441	0.454	200	0.8	14.945	B
B-A	112	0.00	202	0.555	112	1.2	39.900	E
C-AB	114	0.00	526	0.217	114	0.3	8.736	A
C-A	819	0.00			819			
A-B	69	0.00			69			
A-C	728	0.00			728			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	0.00	441	0.454	200	0.8	14.946	B
B-A	112	0.00	202	0.555	112	1.2	39.931	E
C-AB	114	0.00	526	0.217	114	0.3	8.736	A
C-A	819	0.00			819			
A-B	69	0.00			69			
A-C	728	0.00			728			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	0.00	441	0.454	200	0.8	14.950	B
B-A	112	0.00	202	0.555	112	1.2	39.947	E
C-AB	114	0.00	526	0.217	114	0.3	8.736	A
C-A	819	0.00			819			
A-B	69	0.00			69			
A-C	728	0.00			728			

2025 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Primary Site Access	T-Junction	Two-way	Two-way	Two-way		1.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.66	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025	Base + Development	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	772	100.000
B		✓	153	100.000
C		✓	846	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	55	717
	B	53	0	100
	C	728	118	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	1
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.21	9.30	0.3	A
B-A	0.24	21.09	0.3	C
C-AB	0.22	8.48	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	0.00	488	0.205	99	0.3	9.234	A
B-A	53	0.00	224	0.237	52	0.3	20.761	C
C-AB	118	0.00	542	0.218	117	0.3	8.439	A
C-A	728	0.00			728			
A-B	55	0.00			55			
A-C	717	0.00			717			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	0.00	487	0.205	100	0.3	9.299	A
B-A	53	0.00	224	0.237	53	0.3	21.085	C
C-AB	118	0.00	542	0.218	118	0.3	8.483	A
C-A	728	0.00			728			
A-B	55	0.00			55			
A-C	717	0.00			717			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	0.00	487	0.205	100	0.3	9.300	A
B-A	53	0.00	224	0.237	53	0.3	21.089	C
C-AB	118	0.00	542	0.218	118	0.3	8.483	A
C-A	728	0.00			728			
A-B	55	0.00			55			
A-C	717	0.00			717			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	0.00	487	0.205	100	0.3	9.300	A
B-A	53	0.00	224	0.237	53	0.3	21.091	C
C-AB	118	0.00	542	0.218	118	0.3	8.483	A
C-A	728	0.00			728			
A-B	55	0.00			55			
A-C	717	0.00			717			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	0.00	487	0.205	100	0.3	9.300	A
B-A	53	0.00	224	0.237	53	0.3	21.091	C
C-AB	118	0.00	542	0.218	118	0.3	8.483	A
C-A	728	0.00			728			
A-B	55	0.00			55			
A-C	717	0.00			717			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	0.00	487	0.205	100	0.3	9.300	A
B-A	53	0.00	224	0.237	53	0.3	21.093	C
C-AB	118	0.00	542	0.218	118	0.3	8.483	A
C-A	728	0.00			728			
A-B	55	0.00			55			
A-C	717	0.00			717			

2030 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Primary Site Access	T-Junction	Two-way	Two-way	Two-way		4.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2030	Base + Development	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	827	100.000
B		✓	312	100.000
C		✓	967	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	69	758
	B	112	0	200
	C	853	114	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	6
	B	0	0	0
	C	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.47	15.81	0.9	C
B-A	0.59	46.88	1.4	E
C-AB	0.22	8.93	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	0.00	432	0.463	197	0.8	15.115	C
B-A	112	0.00	189	0.593	107	1.3	41.641	E
C-AB	114	0.00	517	0.220	113	0.3	8.880	A
C-A	853	0.00			853			
A-B	69	0.00			69			
A-C	758	0.00			758			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	0.00	428	0.467	200	0.9	15.767	C
B-A	112	0.00	189	0.594	112	1.4	46.385	E
C-AB	114	0.00	517	0.220	114	0.3	8.927	A
C-A	853	0.00			853			
A-B	69	0.00			69			
A-C	758	0.00			758			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	0.00	428	0.467	200	0.9	15.794	C
B-A	112	0.00	189	0.594	112	1.4	46.678	E
C-AB	114	0.00	517	0.220	114	0.3	8.927	A
C-A	853	0.00			853			
A-B	69	0.00			69			
A-C	758	0.00			758			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	0.00	428	0.468	200	0.9	15.802	C
B-A	112	0.00	189	0.594	112	1.4	46.787	E
C-AB	114	0.00	517	0.220	114	0.3	8.927	A
C-A	853	0.00			853			
A-B	69	0.00			69			
A-C	758	0.00			758			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	0.00	428	0.468	200	0.9	15.806	C
B-A	112	0.00	189	0.594	112	1.4	46.842	E
C-AB	114	0.00	517	0.220	114	0.3	8.927	A
C-A	853	0.00			853			
A-B	69	0.00			69			
A-C	758	0.00			758			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	0.00	428	0.468	200	0.9	15.808	C
B-A	112	0.00	189	0.594	112	1.4	46.878	E
C-AB	114	0.00	517	0.220	114	0.3	8.927	A
C-A	853	0.00			853			
A-B	69	0.00			69			
A-C	758	0.00			758			

2030 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Primary Site Access	T-Junction	Two-way	Two-way	Two-way		1.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.67	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2030	Base + Development	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	804	100.000
B		✓	153	100.000
C		✓	879	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	55	749
	B	53	0	100
	C	761	118	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	1
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.21	9.55	0.3	A
B-A	0.25	22.92	0.3	C
C-AB	0.22	8.67	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	0.00	478	0.209	99	0.3	9.482	A
B-A	53	0.00	210	0.252	52	0.3	22.505	C
C-AB	118	0.00	533	0.221	117	0.3	8.626	A
C-A	761	0.00			761			
A-B	55	0.00			55			
A-C	749	0.00			749			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	0.00	477	0.210	100	0.3	9.554	A
B-A	53	0.00	210	0.252	53	0.3	22.911	C
C-AB	118	0.00	533	0.221	118	0.3	8.671	A
C-A	761	0.00			761			
A-B	55	0.00			55			
A-C	749	0.00			749			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	0.00	477	0.210	100	0.3	9.554	A
B-A	53	0.00	210	0.252	53	0.3	22.918	C
C-AB	118	0.00	533	0.221	118	0.3	8.671	A
C-A	761	0.00			761			
A-B	55	0.00			55			
A-C	749	0.00			749			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	0.00	477	0.210	100	0.3	9.554	A
B-A	53	0.00	210	0.252	53	0.3	22.921	C
C-AB	118	0.00	533	0.221	118	0.3	8.671	A
C-A	761	0.00			761			
A-B	55	0.00			55			
A-C	749	0.00			749			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	0.00	477	0.210	100	0.3	9.554	A
B-A	53	0.00	210	0.252	53	0.3	22.920	C
C-AB	118	0.00	533	0.221	118	0.3	8.671	A
C-A	761	0.00			761			
A-B	55	0.00			55			
A-C	749	0.00			749			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	100	0.00	477	0.210	100	0.3	9.554	A
B-A	53	0.00	210	0.252	53	0.3	22.920	C
C-AB	118	0.00	533	0.221	118	0.3	8.671	A
C-A	761	0.00			761			
A-B	55	0.00			55			
A-C	749	0.00			749			

2030 | Base + Development 'Do Something Scenario' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Primary Site Access	T-Junction	Two-way	Two-way	Two-way		2.12	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.12	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2030	Base + Development 'Do Something Scenario'	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	813	100.000
B		✓	208	100.000
C		✓	936	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	55	758
	B	77	0	131
	C	853	83	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.29	11.00	0.4	B
B-A	0.38	28.94	0.6	D
C-AB	0.16	8.12	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	0.00	460	0.285	129	0.4	10.850	B
B-A	77	0.00	202	0.382	75	0.6	27.882	D
C-AB	83	0.00	526	0.158	82	0.2	8.095	A
C-A	853	0.00			853			
A-B	55	0.00			55			
A-C	758	0.00			758			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	0.00	458	0.286	131	0.4	11.000	B
B-A	77	0.00	201	0.382	77	0.6	28.896	D
C-AB	83	0.00	526	0.158	83	0.2	8.121	A
C-A	853	0.00			853			
A-B	55	0.00			55			
A-C	758	0.00			758			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	0.00	458	0.286	131	0.4	11.004	B
B-A	77	0.00	201	0.382	77	0.6	28.922	D
C-AB	83	0.00	526	0.158	83	0.2	8.121	A
C-A	853	0.00			853			
A-B	55	0.00			55			
A-C	758	0.00			758			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	0.00	458	0.286	131	0.4	11.004	B
B-A	77	0.00	201	0.382	77	0.6	28.930	D
C-AB	83	0.00	526	0.158	83	0.2	8.121	A
C-A	853	0.00			853			
A-B	55	0.00			55			
A-C	758	0.00			758			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	0.00	458	0.286	131	0.4	11.004	B
B-A	77	0.00	201	0.382	77	0.6	28.936	D
C-AB	83	0.00	526	0.158	83	0.2	8.121	A
C-A	853	0.00			853			
A-B	55	0.00			55			
A-C	758	0.00			758			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	0.00	458	0.286	131	0.4	11.004	B
B-A	77	0.00	201	0.382	77	0.6	28.939	D
C-AB	83	0.00	526	0.158	83	0.2	8.121	A
C-A	853	0.00			853			
A-B	55	0.00			55			
A-C	758	0.00			758			

2030 | Base + Development 'Do Something Scenario' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Primary Site Access	T-Junction	Two-way	Two-way	Two-way		1.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.21	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2030	Base + Development 'Do Something Scenario'	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	791	100.000
B		✓	118	100.000
C		✓	851	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	42	749
	B	41	0	77
	C	761	90	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.16	8.68	0.2	A
B-A	0.19	19.97	0.2	C
C-AB	0.17	8.06	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	0.00	492	0.156	76	0.2	8.639	A
B-A	41	0.00	222	0.185	40	0.2	19.752	C
C-AB	90	0.00	537	0.168	89	0.2	8.029	A
C-A	761	0.00			761			
A-B	42	0.00			42			
A-C	749	0.00			749			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	0.00	492	0.157	77	0.2	8.679	A
B-A	41	0.00	221	0.185	41	0.2	19.966	C
C-AB	90	0.00	537	0.168	90	0.2	8.058	A
C-A	761	0.00			761			
A-B	42	0.00			42			
A-C	749	0.00			749			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	0.00	492	0.157	77	0.2	8.679	A
B-A	41	0.00	221	0.185	41	0.2	19.968	C
C-AB	90	0.00	537	0.168	90	0.2	8.058	A
C-A	761	0.00			761			
A-B	42	0.00			42			
A-C	749	0.00			749			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	0.00	492	0.157	77	0.2	8.679	A
B-A	41	0.00	221	0.185	41	0.2	19.970	C
C-AB	90	0.00	537	0.168	90	0.2	8.058	A
C-A	761	0.00			761			
A-B	42	0.00			42			
A-C	749	0.00			749			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	0.00	492	0.157	77	0.2	8.679	A
B-A	41	0.00	221	0.185	41	0.2	19.970	C
C-AB	90	0.00	537	0.168	90	0.2	8.058	A
C-A	761	0.00			761			
A-B	42	0.00			42			
A-C	749	0.00			749			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	0.00	492	0.157	77	0.2	8.679	A
B-A	41	0.00	221	0.185	41	0.2	19.970	C
C-AB	90	0.00	537	0.168	90	0.2	8.058	A
C-A	761	0.00			761			
A-B	42	0.00			42			
A-C	749	0.00			749			

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.0.0.2177									
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Filename: Secondary Access.j11

Path: C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\2024\R-24-0187 Land of Sandpit Lane, St Albans\30 Technical\31 Modelling

Report generation date: 28/08/2025 09:50:30

»2025 | Base + Development | AM

»2025 | Base + Development | PM

»2030 | Base + Development | AM

»2030 | Base + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 - Base + Development									
Stream B-AC	D1	0.1	18.74	0.12	C	D2	0.2	15.28	0.14	C
Stream C-AB		0.2	3.60	0.10	A		0.1	3.68	0.07	A
	2030 - Base + Development									
Stream B-AC	D3	0.2	20.39	0.13	C	D4	0.2	16.30	0.14	C
Stream C-AB		0.2	3.55	0.10	A		0.1	3.63	0.08	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	
Location	
Site number	
Date	28/06/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OliviaHennessy
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base + Development	AM	FLAT	07:45	09:15	90	15
D2	2025	Base + Development	PM	FLAT	16:45	18:15	90	15
D3	2030	Base + Development	AM	FLAT	07:45	09:15	90	15
D4	2030	Base + Development	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
AL	100.000

2025 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Primary Site Access	T-Junction	Two-way	Two-way	Two-way		0.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.45	A

Arms

Arms

Arm	Name	Description	Arm type
A	Sandpit Lane East		Major
B	Site Access		Minor
C	Sandpit Lane West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.80			88.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.11	88	64

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	544	0.096	0.242	0.152	0.345
B-C	672	0.099	0.251	-	-
C-B	625	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base + Development	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	944	100.000
B		✓	27	100.000
C		✓	947	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	16	928
	B	14	0	13
	C	930	17	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.12	18.74	0.1	C
C-AB	0.10	3.60	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	0.00	219	0.123	26	0.1	18.623	C
C-AB	106	0.00	1108	0.096	105	0.2	3.587	A
C-A	841	0.00			841			
A-B	16	0.00			16			
A-C	928	0.00			928			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	0.00	219	0.123	27	0.1	18.739	C
C-AB	107	0.00	1109	0.096	107	0.2	3.593	A
C-A	841	0.00			841			
A-B	16	0.00			16			
A-C	928	0.00			928			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	0.00	219	0.123	27	0.1	18.741	C
C-AB	107	0.00	1109	0.096	107	0.2	3.596	A
C-A	841	0.00			841			
A-B	16	0.00			16			
A-C	928	0.00			928			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	0.00	219	0.123	27	0.1	18.741	C
C-AB	107	0.00	1109	0.096	107	0.2	3.596	A
C-A	841	0.00			841			
A-B	16	0.00			16			
A-C	928	0.00			928			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	0.00	219	0.123	27	0.1	18.741	C
C-AB	107	0.00	1109	0.096	107	0.2	3.596	A
C-A	841	0.00			841			
A-B	16	0.00			16			
A-C	928	0.00			928			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	0.00	219	0.123	27	0.1	18.741	C
C-AB	107	0.00	1109	0.096	107	0.2	3.596	A
C-A	841	0.00			841			
A-B	16	0.00			16			
A-C	928	0.00			928			

2025 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Primary Site Access	T-Junction	Two-way	Two-way	Two-way		0.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.48	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025	Base + Development	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	832	100.000
B		✓	37	100.000
C		✓	858	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	15	817
	B	19	0	18
	C	842	16	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.14	15.28	0.2	C
C-AB	0.07	3.68	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	0.00	273	0.136	36	0.2	15.198	C
C-AB	79	0.00	1057	0.074	78	0.1	3.679	A
C-A	779	0.00			779			
A-B	15	0.00			15			
A-C	817	0.00			817			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	0.00	273	0.136	37	0.2	15.282	C
C-AB	79	0.00	1057	0.075	79	0.1	3.681	A
C-A	779	0.00			779			
A-B	15	0.00			15			
A-C	817	0.00			817			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	0.00	273	0.136	37	0.2	15.282	C
C-AB	79	0.00	1057	0.075	79	0.1	3.681	A
C-A	779	0.00			779			
A-B	15	0.00			15			
A-C	817	0.00			817			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	0.00	273	0.136	37	0.2	15.282	C
C-AB	79	0.00	1057	0.075	79	0.1	3.681	A
C-A	779	0.00			779			
A-B	15	0.00			15			
A-C	817	0.00			817			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	0.00	273	0.136	37	0.2	15.282	C
C-AB	79	0.00	1057	0.075	79	0.1	3.684	A
C-A	779	0.00			779			
A-B	15	0.00			15			
A-C	817	0.00			817			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	0.00	273	0.136	37	0.2	15.282	C
C-AB	79	0.00	1057	0.075	79	0.1	3.681	A
C-A	779	0.00			779			
A-B	15	0.00			15			
A-C	817	0.00			817			

2030 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Primary Site Access	T-Junction	Two-way	Two-way	Two-way		0.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.47	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2030	Base + Development	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	974	100.000
B		✓	27	100.000
C		✓	981	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	16	958
	B	14	0	13
	C	964	17	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	5
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	20.39	0.2	C
C-AB	0.10	3.55	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	0.00	204	0.133	26	0.1	20.234	C
C-AB	115	0.00	1131	0.102	114	0.2	3.540	A
C-A	866	0.00			866			
A-B	16	0.00			16			
A-C	958	0.00			958			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	0.00	204	0.133	27	0.2	20.384	C
C-AB	116	0.00	1131	0.103	116	0.2	3.547	A
C-A	865	0.00			865			
A-B	16	0.00			16			
A-C	958	0.00			958			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	0.00	204	0.133	27	0.2	20.386	C
C-AB	116	0.00	1131	0.103	116	0.2	3.550	A
C-A	865	0.00			865			
A-B	16	0.00			16			
A-C	958	0.00			958			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	0.00	204	0.133	27	0.2	20.386	C
C-AB	116	0.00	1131	0.103	116	0.2	3.550	A
C-A	865	0.00			865			
A-B	16	0.00			16			
A-C	958	0.00			958			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	0.00	204	0.133	27	0.2	20.386	C
C-AB	116	0.00	1131	0.103	116	0.2	3.547	A
C-A	865	0.00			865			
A-B	16	0.00			16			
A-C	958	0.00			958			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	0.00	204	0.133	27	0.2	20.387	C
C-AB	116	0.00	1131	0.103	116	0.2	3.550	A
C-A	865	0.00			865			
A-B	16	0.00			16			
A-C	958	0.00			958			

2030 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Primary Site Access	T-Junction	Two-way	Two-way	Two-way		0.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.49	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2030	Base + Development	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	864	100.000
B		✓	37	100.000
C		✓	891	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	15	849
	B	19	0	18
	C	875	16	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.14	16.30	0.2	C
C-AB	0.08	3.63	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	0.00	258	0.143	36	0.2	16.196	C
C-AB	85	0.00	1078	0.079	84	0.1	3.623	A
C-A	806	0.00			806			
A-B	15	0.00			15			
A-C	849	0.00			849			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	0.00	258	0.143	37	0.2	16.296	C
C-AB	85	0.00	1079	0.079	85	0.1	3.628	A
C-A	806	0.00			806			
A-B	15	0.00			15			
A-C	849	0.00			849			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	0.00	258	0.143	37	0.2	16.298	C
C-AB	85	0.00	1079	0.079	85	0.1	3.625	A
C-A	806	0.00			806			
A-B	15	0.00			15			
A-C	849	0.00			849			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	0.00	258	0.143	37	0.2	16.298	C
C-AB	85	0.00	1079	0.079	85	0.1	3.625	A
C-A	806	0.00			806			
A-B	15	0.00			15			
A-C	849	0.00			849			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	0.00	258	0.143	37	0.2	16.298	C
C-AB	85	0.00	1079	0.079	85	0.1	3.625	A
C-A	806	0.00			806			
A-B	15	0.00			15			
A-C	849	0.00			849			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	37	0.00	258	0.143	37	0.2	16.298	C
C-AB	85	0.00	1079	0.079	85	0.1	3.628	A
C-A	806	0.00			806			
A-B	15	0.00			15			
A-C	849	0.00			849			

Junctions 11			
ARCADY 11 - Roundabout Module			
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024			
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com			
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Filename: House Lane.j11

Path: C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\2024\R-24-0187 Land of Sandpit Lane, St Albans\30 Technical\31 Modelling

Report generation date: 28/08/2025 09:54:37

»2025 | Base | AM
 »2025 | Base | PM
 »2030 | Base | AM
 »2030 | Base | PM
 »2025 | Base + Development | AM
 »2025 | Base + Development | PM
 »2030 | Base + Development | AM
 »2030 | Base + Development | PM
 »2030 | Base + Development 'DS Scenario' | AM
 »2030 | Base + Development 'DS Scenario' | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2025 - Base							
Arm 1	D1	2.5	10.17	0.71	D2	4.0	14.40	0.80
Arm 2		3.6	15.95	0.79		4.7	21.91	0.83
Arm 3		1.9	10.90	0.65		0.5	5.30	0.33
	2025 - Base + Development							
Arm 1	D5	3.1	12.12	0.76	D6	5.4	18.67	0.85
Arm 2		7.7	30.01	0.89		7.4	32.58	0.89
Arm 3		2.4	13.81	0.71		0.5	5.59	0.35
	2030 - Base							
Arm 1	D3	2.9	11.44	0.75	D4	5.1	17.82	0.84
Arm 2		4.6	19.36	0.82		6.6	29.92	0.87
Arm 3		2.2	12.47	0.69		0.5	5.57	0.35
	2030 - Base + Development							
Arm 1	D7	3.8	14.01	0.79	D8	7.5	24.77	0.89
Arm 2		11.4	43.58	0.93		12.1	52.06	0.93
Arm 3		3.0	16.55	0.75		0.6	5.89	0.37
	2030 - Base + Development 'DS Scenario'							
Arm 1	D9	3.5	13.28	0.78	D10	6.8	22.81	0.88
Arm 2		8.0	31.27	0.89		10.4	45.14	0.92
Arm 3		2.8	15.18	0.74		0.6	5.80	0.37

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	
Location	
Site number	
Date	28/06/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OliviaHennessy
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:30	09:00	90	15
D2	2025	Base	PM	FLAT	16:30	18:00	90	15
D3	2030	Base	AM	FLAT	07:30	09:00	90	15
D4	2030	Base	PM	FLAT	16:30	18:00	90	15
D5	2025	Base + Development	AM	FLAT	07:30	09:00	90	15
D6	2025	Base + Development	PM	FLAT	16:30	18:00	90	15
D7	2030	Base + Development	AM	FLAT	07:30	09:00	90	15
D8	2030	Base + Development	PM	FLAT	16:30	18:00	90	15
D9	2030	Base + Development 'DS Scenario'	AM	FLAT	07:30	09:00	90	15
D10	2030	Base + Development 'DS Scenario'	PM	FLAT	16:30	18:00	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / House Lane	Standard Roundabout		1, 2, 3	12.43	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.43	B

Arms

Arms

Arm	Name	Description	No give-way line
1	Sandpit Lane East		
2	Sandpit Lane West		
3	House Lane		

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)	Entry only	Exit only
1	3.50	5.30	3.3	57.8	24.0	20.0		
2	3.80	4.40	0.8	12.5	24.0	24.0		
3	3.40	5.90	10.2	14.0	24.0	31.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.610	1343
2	0.556	1195
3	0.597	1419

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	882	100.000
2		✓	833	100.000
3		✓	622	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	1	2	3	
From	1	0	675	207
	2	748	0	85
	3	489	133	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.71	10.17	2.5	B
2	0.79	15.95	3.6	C
3	0.65	10.90	1.9	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	882	131	1237	0.713	872	2.4	9.647	A
2	833	205	1060	0.786	819	3.4	14.278	B
3	622	736	959	0.648	615	1.8	10.247	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	882	133	1236	0.714	882	2.4	10.157	B
2	833	207	1058	0.787	832	3.5	15.841	C
3	622	748	952	0.653	622	1.8	10.871	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	882	133	1236	0.714	882	2.5	10.168	B
2	833	207	1058	0.787	833	3.6	15.908	C
3	622	748	952	0.653	622	1.9	10.892	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	882	133	1236	0.714	882	2.5	10.172	B
2	833	207	1058	0.787	833	3.6	15.932	C
3	622	748	952	0.653	622	1.9	10.898	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	882	133	1236	0.714	882	2.5	10.174	B
2	833	207	1058	0.787	833	3.6	15.944	C
3	622	748	952	0.653	622	1.9	10.899	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	882	133	1236	0.714	882	2.5	10.174	B
2	833	207	1058	0.787	833	3.6	15.952	C
3	622	748	952	0.653	622	1.9	10.901	B

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / House Lane	Standard Roundabout		1, 2, 3	15.75	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.75	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025	Base	PM	FLAT	16:30	18:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1008	100.000
2		✓	786	100.000
3		✓	338	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	613	395
	2	644	0	142
	3	240	97	1

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.80	14.40	4.0	B
2	0.83	21.91	4.7	C
3	0.33	5.30	0.5	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1008	97	1258	0.801	993	3.7	12.944	B
2	786	390	953	0.825	769	4.2	18.243	C
3	338	630	1025	0.330	336	0.5	5.209	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1008	98	1258	0.802	1007	3.9	14.308	B
2	786	396	950	0.828	785	4.5	21.506	C
3	338	643	1017	0.332	338	0.5	5.297	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1008	98	1258	0.802	1008	3.9	14.362	B
2	786	396	949	0.828	786	4.6	21.751	C
3	338	644	1017	0.332	338	0.5	5.300	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1008	98	1258	0.802	1008	4.0	14.382	B
2	786	396	949	0.828	786	4.6	21.839	C
3	338	644	1017	0.332	338	0.5	5.301	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1008	98	1258	0.802	1008	4.0	14.390	B
2	786	396	949	0.828	786	4.7	21.886	C
3	338	644	1017	0.332	338	0.5	5.301	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1008	98	1258	0.802	1008	4.0	14.399	B
2	786	396	949	0.828	786	4.7	21.912	C
3	338	644	1017	0.332	338	0.5	5.302	A

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / House Lane	Standard Roundabout		1, 2, 3	14.54	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.54	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2030	Base	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	919	100.000
2		✓	868	100.000
3		✓	647	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	703	216
	2	779	0	89
	3	509	138	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.75	11.44	2.9	B
2	0.82	19.36	4.6	C
3	0.69	12.47	2.2	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	919	136	1235	0.744	908	2.8	10.686	B
2	868	213	1055	0.823	851	4.2	16.551	C
3	647	764	944	0.685	639	2.1	11.481	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	919	138	1233	0.745	919	2.9	11.410	B
2	868	216	1053	0.824	867	4.4	19.095	C
3	647	778	936	0.691	647	2.2	12.412	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	919	138	1233	0.745	919	2.9	11.429	B
2	868	216	1053	0.824	868	4.5	19.251	C
3	647	779	936	0.692	647	2.2	12.452	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	919	138	1233	0.745	919	2.9	11.436	B
2	868	216	1053	0.824	868	4.5	19.309	C
3	647	779	936	0.692	647	2.2	12.463	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	919	138	1233	0.745	919	2.9	11.438	B
2	868	216	1053	0.824	868	4.6	19.338	C
3	647	779	935	0.692	647	2.2	12.470	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	919	138	1233	0.745	919	2.9	11.441	B
2	868	216	1053	0.824	868	4.6	19.357	C
3	647	779	935	0.692	647	2.2	12.473	B

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / House Lane	Standard Roundabout		1, 2, 3	20.37	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.37	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2030	Base	PM	FLAT	16:30	18:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1054	100.000
2		✓	821	100.000
3		✓	353	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	641	413
	2	673	0	148
	3	251	101	1

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.84	17.82	5.1	C
2	0.87	29.92	6.6	D
3	0.35	5.57	0.5	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1054	101	1256	0.839	1035	4.7	15.247	C
2	821	407	944	0.870	799	5.5	22.315	C
3	353	655	1010	0.349	351	0.5	5.442	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1054	102	1255	0.840	1053	4.9	17.590	C
2	821	414	940	0.874	819	6.1	28.547	D
3	353	671	1001	0.353	353	0.5	5.558	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1054	102	1255	0.840	1054	5.0	17.726	C
2	821	414	940	0.874	820	6.4	29.330	D
3	353	672	1000	0.353	353	0.5	5.564	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1054	102	1255	0.840	1054	5.1	17.779	C
2	821	414	940	0.874	820	6.5	29.648	D
3	353	673	1000	0.353	353	0.5	5.566	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1054	102	1255	0.840	1054	5.1	17.805	C
2	821	414	939	0.874	821	6.6	29.818	D
3	353	673	1000	0.353	353	0.5	5.567	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1054	102	1255	0.840	1054	5.1	17.822	C
2	821	414	939	0.874	821	6.6	29.924	D
3	353	673	999	0.353	353	0.5	5.567	A

2025 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / House Lane	Standard Roundabout		1, 2, 3	19.25	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.25	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2025	Base + Development	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	942	100.000
2		✓	950	100.000
3		✓	638	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	735
	2	849	0
	3	493	145

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.76	12.12	3.1	B
2	0.89	30.01	7.7	D
3	0.71	13.81	2.4	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	942	143	1240	0.760	930	3.0	11.221	B
2	950	204	1069	0.889	924	6.4	22.017	C
3	638	826	912	0.700	629	2.2	12.373	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	942	145	1239	0.760	942	3.1	12.080	B
2	950	207	1068	0.890	947	7.1	28.501	D
3	638	847	900	0.709	637	2.4	13.672	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	942	145	1239	0.760	942	3.1	12.108	B
2	950	207	1068	0.890	949	7.4	29.329	D
3	638	848	899	0.710	638	2.4	13.767	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	942	145	1239	0.760	942	3.1	12.115	B
2	950	207	1068	0.890	949	7.5	29.683	D
3	638	848	899	0.710	638	2.4	13.795	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	942	145	1239	0.760	942	3.1	12.120	B
2	950	207	1068	0.890	950	7.6	29.881	D
3	638	849	898	0.710	638	2.4	13.807	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	942	145	1239	0.760	942	3.1	12.123	B
2	950	207	1068	0.890	950	7.7	30.007	D
3	638	849	898	0.710	638	2.4	13.813	B

2025 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / House Lane	Standard Roundabout		1, 2, 3	21.87	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.87	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2025	Base + Development	PM	FLAT	16:30	18:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1068	100.000
2		✓	839	100.000
3		✓	347	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	669	399
	2	688	0	151
	3	240	106	1

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.85	18.67	5.4	C
2	0.89	32.58	7.4	D
3	0.35	5.59	0.5	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1068	106	1260	0.847	1048	4.9	15.759	C
2	839	393	951	0.882	815	6.0	23.405	C
3	347	668	1002	0.346	345	0.5	5.459	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1068	107	1260	0.848	1067	5.2	18.381	C
2	839	400	947	0.886	836	6.7	30.703	D
3	347	686	992	0.350	347	0.5	5.582	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1068	107	1260	0.848	1068	5.3	18.550	C
2	839	400	947	0.886	838	7.0	31.745	D
3	347	687	991	0.350	347	0.5	5.590	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1068	107	1260	0.848	1068	5.4	18.615	C
2	839	400	947	0.886	838	7.2	32.181	D
3	347	687	991	0.350	347	0.5	5.592	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1068	107	1260	0.848	1068	5.4	18.648	C
2	839	400	947	0.886	839	7.3	32.424	D
3	347	688	991	0.350	347	0.5	5.593	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1068	107	1260	0.848	1068	5.4	18.670	C
2	839	400	947	0.886	839	7.4	32.577	D
3	347	688	990	0.350	347	0.5	5.593	A

2030 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / House Lane	Standard Roundabout		1, 2, 3	25.72	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	25.72	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030	Base + Development	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	979	100.000
2		✓	985	100.000
3		✓	663	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	763
	2	880	0
	3	513	150

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.79	14.01	3.8	B
2	0.93	43.58	11.4	E
3	0.75	16.55	3.0	C

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	979	148	1237	0.791	965	3.5	12.639	B
2	985	213	1064	0.925	951	8.4	26.732	D
3	663	850	898	0.739	652	2.7	14.124	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	979	150	1236	0.792	978	3.7	13.918	B
2	985	216	1063	0.927	979	9.9	38.532	E
3	663	875	883	0.751	662	2.9	16.194	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	979	150	1236	0.792	979	3.7	13.972	B
2	985	216	1063	0.927	982	10.6	41.033	E
3	663	878	881	0.752	663	2.9	16.414	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	979	150	1236	0.792	979	3.7	13.989	B
2	985	216	1063	0.927	983	11.0	42.289	E
3	663	879	881	0.753	663	3.0	16.488	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	979	150	1236	0.792	979	3.8	14.000	B
2	985	216	1063	0.927	984	11.2	43.058	E
3	663	879	880	0.753	663	3.0	16.525	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	979	150	1236	0.792	979	3.8	14.006	B
2	985	216	1063	0.927	984	11.4	43.576	E
3	663	879	880	0.753	663	3.0	16.545	C

2030 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / House Lane	Standard Roundabout		1, 2, 3	32.09	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	32.09	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2030	Base + Development	PM	FLAT	16:30	18:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1114	100.000
2		✓	874	100.000
3		✓	362	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	697
	2	717	0
	3	251	110

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.89	24.77	7.5	C
2	0.93	52.06	12.1	F
3	0.37	5.89	0.6	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1114	110	1258	0.886	1088	6.4	19.035	C
2	874	408	943	0.927	841	8.3	29.446	D
3	362	690	989	0.366	360	0.6	5.698	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1114	111	1257	0.886	1112	7.0	23.866	C
2	874	417	938	0.932	867	10.0	44.149	E
3	362	711	976	0.371	362	0.6	5.859	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1114	111	1257	0.886	1113	7.2	24.370	C
2	874	418	937	0.932	870	10.9	47.949	E
3	362	714	975	0.371	362	0.6	5.875	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1114	111	1257	0.886	1114	7.3	24.578	C
2	874	418	937	0.932	872	11.5	49.943	E
3	362	715	974	0.372	362	0.6	5.882	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1114	111	1257	0.886	1114	7.4	24.693	C
2	874	418	937	0.932	873	11.8	51.198	F
3	362	716	974	0.372	362	0.6	5.885	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1114	111	1257	0.886	1114	7.5	24.767	C
2	874	418	937	0.932	873	12.1	52.065	F
3	362	716	973	0.372	362	0.6	5.887	A

2030 | Base + Development 'DS Scenario' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / House Lane	Standard Roundabout		1, 2, 3	20.39	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.39	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2030	Base + Development 'DS Scenario'	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	966	100.000
2		✓	950	100.000
3		✓	661	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	750
	2	850	0
	3	513	148
			0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.78	13.28	3.5	B
2	0.89	31.27	8.0	D
3	0.74	15.18	2.8	C

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	966	146	1238	0.780	953	3.3	12.101	B
2	950	213	1064	0.893	924	6.6	22.547	C
3	661	826	912	0.725	651	2.5	13.346	B

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	966	148	1237	0.781	966	3.4	13.209	B
2	950	216	1063	0.894	947	7.3	29.532	D
3	661	847	899	0.735	660	2.7	14.987	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	966	148	1237	0.781	966	3.5	13.251	B
2	950	216	1063	0.894	949	7.6	30.482	D
3	661	849	898	0.736	661	2.7	15.114	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	966	148	1237	0.781	966	3.5	13.265	B
2	950	216	1063	0.894	949	7.8	30.892	D
3	661	849	898	0.736	661	2.7	15.154	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	966	148	1237	0.781	966	3.5	13.273	B
2	950	216	1063	0.894	950	7.9	31.124	D
3	661	850	898	0.736	661	2.7	15.171	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	966	148	1237	0.781	966	3.5	13.276	B
2	950	216	1063	0.894	950	8.0	31.273	D
3	661	850	898	0.736	661	2.8	15.182	C

2030 | Base + Development 'DS Scenario' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / House Lane	Standard Roundabout		1, 2, 3	28.53	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	28.53	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2030	Base + Development 'DS Scenario'	PM	FLAT	16:30	18:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	1103	100.000
2		✓	862	100.000
3		✓	359	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	686
	2	707	0
	3	251	107

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.88	22.81	6.8	C
2	0.92	45.14	10.4	E
3	0.37	5.80	0.6	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1103	107	1260	0.876	1079	6.0	18.068	C
2	862	409	942	0.915	832	7.5	27.655	D
3	359	682	994	0.361	357	0.6	5.632	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1103	108	1259	0.876	1101	6.4	22.160	C
2	862	417	938	0.919	856	8.9	39.838	E
3	359	702	982	0.366	359	0.6	5.781	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1103	108	1259	0.876	1102	6.6	22.532	C
2	862	418	937	0.920	859	9.6	42.518	E
3	359	705	980	0.366	359	0.6	5.794	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1103	108	1259	0.876	1103	6.7	22.681	C
2	862	418	937	0.920	860	9.9	43.827	E
3	359	706	980	0.366	359	0.6	5.799	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1103	108	1259	0.876	1103	6.8	22.764	C
2	862	418	937	0.920	861	10.2	44.614	E
3	359	706	979	0.367	359	0.6	5.802	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	1103	108	1259	0.876	1103	6.8	22.814	C
2	862	418	937	0.920	861	10.4	45.142	E
3	359	706	979	0.367	359	0.6	5.803	A

Junctions 11			
ARCADY 11 - Roundabout Module			
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024			
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Filename: Coopers Green Lane.j11

Path: C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\2024\R-24-0187 Land of Sandpit Lane, St Albans\30 Technical\31 Modelling

Report generation date: 28/08/2025 14:51:54

»2025 | Base | AM
 »2025 | Base | PM
 »2030 | Base | AM
 »2030 | Base | PM
 »2025 | Base + Development | AM
 »2025 | Base + Development | PM
 »2030 | Base + Development | AM
 »2030 | Base + Development | PM
 »2030 | Base + Development 'Do Something Scenario' | AM
 »2030 | Base + Development 'Do Something Scenario' | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2025 - Base							
Arm 1	D1	1.0	9.33	0.51	D2	2.4	15.94	0.71
Arm 2		38.6	115.44	1.00		2.4	9.98	0.70
Arm 3		8.9	50.82	0.91		2.9	16.82	0.75
	2025 - Base + Development							
Arm 1	D5	1.2	10.58	0.56	D6	3.4	20.81	0.77
Arm 2		159.5	433.93	1.08		2.8	11.41	0.74
Arm 3		18.3	99.42	0.97		3.6	20.03	0.78
	2030 - Base							
Arm 1	D3	1.1	10.05	0.54	D4	3.0	19.33	0.76
Arm 2		90.2	251.94	1.04		2.8	11.27	0.74
Arm 3		14.6	80.11	0.95		3.7	20.52	0.79
	2030 - Base + Development							
Arm 1	D7	1.4	11.40	0.58	D8	4.3	25.74	0.82
Arm 2		234.1	632.07	1.12		3.4	13.12	0.77
Arm 3		33.6	171.47	1.00		4.7	25.48	0.83
	2030 - Base + Development 'Do Something Scenario'							
Arm 1	D9	1.3	11.07	0.57	D10	4.2	25.10	0.81
Arm 2		193.6	524.70	1.10		3.2	12.70	0.77
Arm 3		28.7	148.75	0.99		4.5	24.11	0.82

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	
Location	
Site number	
Date	28/06/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OliviaHennessy
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:30	09:00	90	15
D2	2025	Base	PM	FLAT	16:45	18:15	90	15
D3	2030	Base	AM	FLAT	07:30	09:00	90	15
D4	2030	Base	PM	FLAT	16:45	18:15	90	15
D5	2025	Base + Development	AM	FLAT	07:30	09:00	90	15
D6	2025	Base + Development	PM	FLAT	16:45	18:15	90	15
D7	2030	Base + Development	AM	FLAT	07:30	09:00	90	15
D8	2030	Base + Development	PM	FLAT	16:45	18:15	90	15
D9	2030	Base + Development 'Do Something Scenario'	AM	FLAT	07:30	09:00	90	15
D10	2030	Base + Development 'Do Something Scenario'	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	78.16	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	78.16	F

Arms

Arms

Arm	Name	Description	No give-way line
1	Sandpit Lane East		
2	Sandpit Lane West		
3	Coopers Green Lane		

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)	Entry only	Exit only
1	3.15	3.47	2.0	248.0	17.9	15.5		
2	3.25	6.82	3.5	18.6	17.9	18.0		
3	3.06	6.18	3.1	10.2	17.9	36.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.574	1116
2	0.591	1285
3	0.514	1072

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	397	100.000
2		✓	1231	100.000
3		✓	663	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	337
	2	633	0
	3	121	542

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.51	9.33	1.0	A
2	1.00	115.44	38.6	F
3	0.91	50.82	8.9	F

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	397	522	794	0.500	393	1.0	8.895	A
2	1231	59	1237	0.995	1166	16.3	36.576	E
3	663	599	743	0.892	639	6.1	29.667	D

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	397	538	785	0.506	397	1.0	9.270	A
2	1231	60	1237	0.996	1205	23.0	67.812	F
3	663	619	733	0.904	658	7.4	43.111	E

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	397	540	784	0.507	397	1.0	9.305	A
2	1231	60	1237	0.996	1211	27.9	83.457	F
3	663	623	731	0.907	660	8.1	46.763	E

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	397	541	783	0.507	397	1.0	9.316	A
2	1231	60	1237	0.996	1215	31.9	95.780	F
3	663	625	730	0.908	661	8.5	48.699	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	397	541	783	0.507	397	1.0	9.324	A
2	1231	60	1237	0.996	1217	35.4	106.239	F
3	663	626	730	0.909	662	8.7	49.937	E

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	397	541	783	0.507	397	1.0	9.327	A
2	1231	60	1237	0.996	1219	38.6	115.442	F
3	663	627	729	0.909	662	8.9	50.815	F

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	13.71	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.71	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025	Base	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	550	100.000
2		✓	853	100.000
3		✓	633	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	459	91
	2	414	2	437
	3	71	562	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.71	15.94	2.4	C
2	0.70	9.98	2.4	A
3	0.75	16.82	2.9	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	550	554	781	0.704	541	2.3	14.496	B
2	853	90	1215	0.702	844	2.3	9.495	A
3	633	412	849	0.746	622	2.7	15.207	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	550	564	776	0.709	550	2.4	15.849	C
2	853	91	1214	0.703	853	2.3	9.963	A
3	633	416	847	0.748	633	2.9	16.717	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	550	564	776	0.709	550	2.4	15.910	C
2	853	91	1214	0.703	853	2.3	9.973	A
3	633	416	847	0.748	633	2.9	16.781	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	550	564	776	0.709	550	2.4	15.926	C
2	853	91	1214	0.703	853	2.3	9.975	A
3	633	416	847	0.748	633	2.9	16.801	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	550	564	776	0.709	550	2.4	15.935	C
2	853	91	1214	0.703	853	2.3	9.977	A
3	633	416	847	0.748	633	2.9	16.811	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	550	564	776	0.709	550	2.4	15.939	C
2	853	91	1214	0.703	853	2.4	9.979	A
3	633	416	847	0.748	633	2.9	16.818	C

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	159.87	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	159.87	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2030	Base	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	413	100.000
2		✓	1282	100.000
3		✓	690	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	351	62
	2	659	0	623
	3	126	564	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.54	10.05	1.1	B
2	1.04	251.94	90.2	F
3	0.95	80.11	14.6	F

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	413	537	785	0.526	409	1.1	9.455	A
2	1282	61	1236	1.037	1186	23.9	47.412	E
3	690	610	738	0.935	657	8.2	36.216	E

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	413	556	775	0.533	413	1.1	9.941	A
2	1282	62	1235	1.038	1223	38.8	102.488	F
3	690	629	728	0.947	680	10.7	59.140	F

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	413	559	773	0.534	413	1.1	10.002	B
2	1282	62	1235	1.038	1228	52.3	142.131	F
3	690	631	727	0.949	684	12.2	67.866	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	413	561	772	0.535	413	1.1	10.029	B
2	1282	62	1235	1.038	1230	65.2	179.617	F
3	690	632	726	0.950	686	13.2	73.317	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	413	561	771	0.535	413	1.1	10.043	B
2	1282	62	1235	1.038	1232	77.8	216.080	F
3	690	633	726	0.950	687	14.0	77.185	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	413	562	771	0.536	413	1.1	10.052	B
2	1282	62	1235	1.038	1232	90.2	251.940	F
3	690	634	726	0.951	688	14.6	80.112	F

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	16.32	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.32	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2030	Base	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	575	100.000
2		✓	892	100.000
3		✓	662	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	480	95
	2	433	2	457
	3	74	588	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.76	19.33	3.0	C
2	0.74	11.27	2.8	B
3	0.79	20.52	3.7	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	575	578	768	0.749	564	2.8	16.866	C
2	892	93	1212	0.736	881	2.7	10.562	B
3	662	430	840	0.788	648	3.4	17.759	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	575	589	761	0.755	574	2.9	19.113	C
2	892	95	1211	0.736	892	2.7	11.238	B
3	662	435	837	0.791	661	3.6	20.279	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	575	590	761	0.756	575	3.0	19.256	C
2	892	95	1211	0.736	892	2.7	11.257	B
3	662	435	837	0.791	662	3.6	20.426	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	575	590	761	0.756	575	3.0	19.301	C
2	892	95	1211	0.736	892	2.8	11.262	B
3	662	435	837	0.791	662	3.7	20.483	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	575	590	761	0.756	575	3.0	19.321	C
2	892	95	1211	0.736	892	2.8	11.267	B
3	662	435	837	0.791	662	3.7	20.504	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	575	590	761	0.756	575	3.0	19.334	C
2	892	95	1211	0.736	892	2.8	11.267	B
3	662	435	837	0.791	662	3.7	20.521	C

2025 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	264.88	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	264.88	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2025	Base + Development	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	427	100.000
2		✓	1335	100.000
3		✓	695	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	367
	2	698	0
	3	123	572

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.56	10.58	1.2	B
2	1.08	433.93	159.5	F
3	0.97	99.42	18.3	F

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	427	541	783	0.545	422	1.2	9.862	A
2	1335	59	1237	1.079	1201	33.5	60.371	F
3	695	628	729	0.954	658	9.3	39.877	E

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	427	561	772	0.553	427	1.2	10.432	B
2	1335	60	1236	1.080	1231	59.5	145.450	F
3	695	644	721	0.965	682	12.6	68.334	F

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	427	565	769	0.555	427	1.2	10.510	B
2	1335	60	1236	1.080	1234	84.7	218.005	F
3	695	645	720	0.966	687	14.7	80.439	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	427	567	768	0.556	427	1.2	10.546	B
2	1335	60	1236	1.080	1235	109.8	290.078	F
3	695	646	720	0.966	689	16.2	88.556	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	427	568	768	0.556	427	1.2	10.568	B
2	1335	60	1236	1.080	1235	134.7	362.029	F
3	695	646	719	0.966	690	17.4	94.626	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	427	569	767	0.557	427	1.2	10.581	B
2	1335	60	1236	1.080	1236	159.5	433.929	F
3	695	646	719	0.966	691	18.3	99.420	F

2025 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	16.63	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.63	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2025	Base + Development	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	591	100.000
2		✓	897	100.000
3		✓	654	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	498
	2	440	2
	3	71	583

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.77	20.81	3.4	C
2	0.74	11.41	2.8	B
3	0.78	20.03	3.6	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	591	573	770	0.767	579	3.0	17.843	C
2	897	91	1214	0.739	886	2.7	10.673	B
3	654	437	836	0.782	641	3.3	17.442	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	591	584	764	0.774	590	3.2	20.513	C
2	897	93	1212	0.740	897	2.8	11.374	B
3	654	442	833	0.785	653	3.5	19.820	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	591	585	764	0.774	591	3.3	20.699	C
2	897	93	1212	0.740	897	2.8	11.394	B
3	654	442	833	0.785	654	3.5	19.947	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	591	585	764	0.774	591	3.3	20.761	C
2	897	93	1212	0.740	897	2.8	11.401	B
3	654	442	833	0.785	654	3.6	19.992	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	591	585	764	0.774	591	3.4	20.788	C
2	897	93	1212	0.740	897	2.8	11.404	B
3	654	442	833	0.785	654	3.6	20.016	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	591	585	764	0.774	591	3.4	20.806	C
2	897	93	1212	0.740	897	2.8	11.406	B
3	654	442	833	0.785	654	3.6	20.030	C

2030 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	392.71	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	392.71	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030	Base + Development	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	443	100.000
2		✓	1386	100.000
3		✓	722	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	381
	2	724	0
	3	128	594

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.58	11.40	1.4	B
2	1.12	632.07	234.1	F
3	1.00	171.47	33.6	F

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	443	553	776	0.571	438	1.3	10.492	B
2	1386	61	1236	1.122	1208	44.4	75.148	F
3	722	631	727	0.993	673	12.4	48.146	E

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	443	574	764	0.580	443	1.4	11.192	B
2	1386	62	1235	1.122	1233	82.7	194.059	F
3	722	644	720	1.002	698	18.3	92.139	F

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	443	579	761	0.582	443	1.4	11.295	B
2	1386	62	1235	1.122	1234	120.7	303.245	F
3	722	645	720	1.003	703	23.0	117.133	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	443	581	760	0.583	443	1.4	11.344	B
2	1386	62	1235	1.122	1235	158.5	412.715	F
3	722	645	720	1.003	706	26.9	137.515	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	443	583	759	0.583	443	1.4	11.376	B
2	1386	62	1235	1.122	1235	196.3	522.349	F
3	722	645	720	1.003	708	30.4	155.345	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	443	584	759	0.584	443	1.4	11.401	B
2	1386	62	1235	1.122	1235	234.1	632.074	F
3	722	645	720	1.003	709	33.6	171.466	F

2030 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	20.35	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.35	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2030	Base + Development	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	616	100.000
2		✓	936	100.000
3		✓	683	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	519
	2	459	2
	3	74	609

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.82	25.74	4.3	D
2	0.77	13.12	3.4	B
3	0.83	25.48	4.7	D

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	616	596	763	0.807	601	3.7	20.631	C
2	936	95	1211	0.773	923	3.2	12.010	B
3	683	455	827	0.826	666	4.2	20.725	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	616	610	756	0.815	615	4.1	25.004	D
2	936	97	1210	0.773	936	3.3	13.058	B
3	683	461	823	0.829	682	4.5	24.874	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	616	611	755	0.816	616	4.2	25.460	D
2	936	97	1210	0.773	936	3.3	13.096	B
3	683	461	823	0.829	683	4.6	25.232	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	616	611	755	0.816	616	4.3	25.616	D
2	936	97	1210	0.773	936	3.4	13.110	B
3	683	461	823	0.830	683	4.7	25.363	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	616	611	755	0.816	616	4.3	25.691	D
2	936	97	1210	0.774	936	3.4	13.115	B
3	683	461	823	0.830	683	4.7	25.432	D

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	616	611	755	0.816	616	4.3	25.736	D
2	936	97	1210	0.774	936	3.4	13.120	B
3	683	461	823	0.830	683	4.7	25.475	D

2030 | Base + Development 'Do Something Scenario' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	327.28	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	327.28	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2030	Base + Development 'Do Something Scenario'	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	435	100.000
2		✓	1358	100.000
3		✓	717	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	373
	2	706	0
	3	128	589

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.57	11.07	1.3	B
2	1.10	524.70	193.6	F
3	0.99	148.75	28.7	F

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	435	551	777	0.560	430	1.2	10.231	B
2	1358	61	1236	1.099	1204	38.4	67.040	F
3	717	626	730	0.983	671	11.5	45.716	E

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	435	572	765	0.568	435	1.3	10.877	B
2	1358	62	1235	1.099	1232	70.0	167.471	F
3	717	640	722	0.993	696	16.7	85.188	F

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	435	576	763	0.570	435	1.3	10.973	B
2	1358	62	1235	1.099	1234	101.1	256.764	F
3	717	641	722	0.993	702	20.5	106.241	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	435	579	761	0.571	435	1.3	11.021	B
2	1358	62	1235	1.099	1234	132.0	346.023	F
3	717	642	722	0.994	704	23.6	122.678	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	435	580	761	0.572	435	1.3	11.049	B
2	1358	62	1235	1.099	1235	162.8	435.340	F
3	717	642	722	0.994	706	26.3	136.564	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	435	581	760	0.572	435	1.3	11.071	B
2	1358	62	1235	1.099	1235	193.6	524.698	F
3	717	642	721	0.994	707	28.7	148.746	F

2030 | Base + Development 'Do Something Scenario' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	19.60	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.60	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2030	Base + Development 'Do Something Scenario'	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	609	100.000
2		✓	927	100.000
3		✓	678	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	512	97
	2	453	2	472
	3	74	604	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.81	25.10	4.2	D
2	0.77	12.70	3.2	B
3	0.82	24.11	4.5	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	609	592	760	0.802	595	3.6	20.342	C
2	927	95	1211	0.765	915	3.1	11.691	B
3	678	449	830	0.817	662	4.0	19.957	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	609	605	752	0.810	608	3.9	24.456	C
2	927	97	1210	0.766	927	3.2	12.650	B
3	678	455	827	0.820	677	4.2	23.630	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	609	606	752	0.810	609	4.0	24.860	C
2	927	97	1210	0.766	927	3.2	12.684	B
3	678	455	827	0.820	678	4.3	23.919	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	609	606	752	0.810	609	4.1	24.993	C
2	927	97	1210	0.766	927	3.2	12.694	B
3	678	455	826	0.820	678	4.4	24.024	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	609	606	752	0.810	609	4.1	25.060	D
2	927	97	1210	0.766	927	3.2	12.700	B
3	678	455	826	0.820	678	4.4	24.077	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	609	606	752	0.810	609	4.2	25.101	D
2	927	97	1210	0.766	927	3.2	12.702	B
3	678	455	826	0.820	678	4.5	24.110	C

Junctions 11			
ARCADY 11 - Roundabout Module			
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024			
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com			
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Filename: Coopers Green Lane-Calibrated.j11

Path: C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\2024\R-24-0187 Land of Sandpit Lane, St Albans\30 Technical\31 Modelling

Report generation date: 02/09/2025 11:10:21

»2025 | Base | AM
 »2025 | Base | PM
 »2030 | Base | AM
 »2030 | Base | PM
 »2025 | Base + Development | AM
 »2025 | Base + Development | PM
 »2030 | Base + Development | AM
 »2030 | Base + Development | PM
 »2030 | Base + Development 'Do Something Scenario' | AM
 »2030 | Base + Development 'Do Something Scenario' | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2025 - Base							
Arm 1	D1	2.1	18.93	0.68	D2	14.0	96.43	0.95
Arm 2		8.9	26.70	0.90		1.7	7.39	0.64
Arm 3		10.8	61.23	0.93		3.1	17.63	0.76
	2025 - Base + Development							
Arm 1	D5	2.8	23.81	0.74	D6	51.4	317.85	1.04
Arm 2		28.1	78.77	0.98		2.0	8.11	0.67
Arm 3		38.7	204.12	1.02		3.8	21.19	0.79
	2030 - Base							
Arm 1	D3	2.5	21.91	0.72	D4	37.5	239.25	1.02
Arm 2		14.2	41.60	0.94		2.0	8.05	0.67
Arm 3		22.9	124.50	0.98		3.9	21.74	0.80
	2030 - Base + Development							
Arm 1	D7	3.2	26.51	0.77	D8	95.7	581.68	1.11
Arm 2		66.4	172.49	1.02		2.3	8.87	0.70
Arm 3		75.6	381.65	1.07		5.1	27.36	0.84
	2030 - Base + Development 'Do Something Scenario'							
Arm 1	D9	3.0	25.27	0.75	D10	88.7	542.21	1.10
Arm 2		41.8	113.15	1.00		2.2	8.69	0.69
Arm 3		63.7	322.82	1.05		4.8	25.80	0.83

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	
Location	
Site number	
Date	28/06/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OliviaHennessy
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75				✓		0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	Base	AM	FLAT	07:30	09:00	90	15	✓
D2	2025	Base	PM	FLAT	16:45	18:15	90	15	✓
D3	2030	Base	AM	FLAT	07:30	09:00	90	15	✓
D4	2030	Base	PM	FLAT	16:45	18:15	90	15	✓
D5	2025	Base + Development	AM	FLAT	07:30	09:00	90	15	✓
D6	2025	Base + Development	PM	FLAT	16:45	18:15	90	15	✓
D7	2030	Base + Development	AM	FLAT	07:30	09:00	90	15	✓
D8	2030	Base + Development	PM	FLAT	16:45	18:15	90	15	✓
D9	2030	Base + Development 'Do Something Scenario'	AM	FLAT	07:30	09:00	90	15	✓
D10	2030	Base + Development 'Do Something Scenario'	PM	FLAT	16:45	18:15	90	15	✓

Analysis Set Details

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

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	35.39	E

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	35.39	E

Arms

Arms

Arm	Name	Description	No give-way line
1	Sandpit Lane East		
2	Sandpit Lane West		
3	Coopers Green Lane		

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)	Entry only	Exit only
1	3.15	3.47	2.0	248.0	17.9	15.5		
2	3.25	6.82	3.5	18.6	17.9	18.0		
3	3.06	6.18	3.1	10.2	17.9	36.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.574	1116
2	0.591	1285
3	0.514	1072

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
1	Direct		-200
2	Direct		128
3	Direct		-10

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	Base	AM	FLAT	07:30	09:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		FLAT	✓	397	100.000
2		FLAT	✓	1231	100.000
3		FLAT	✓	663	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	337	60
	2	633	0	598
	3	121	542	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.68	18.93	2.1	C	397	596
2	0.90	26.70	8.9	D	1231	1847
3	0.93	61.23	10.8	F	663	995

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	397	99	519	600	0.662	390	734	0.0	1.9	16.597	C
2	1231	308	59	1364	0.903	1201	850	0.0	7.4	19.550	C
3	663	166	618	724	0.916	635	643	0.0	7.1	33.599	D

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	397	99	536	590	0.673	396	751	1.9	2.0	18.547	C
2	1231	308	60	1363	0.903	1228	873	7.4	8.2	25.361	D
3	663	166	631	717	0.925	656	656	7.1	8.8	50.997	F

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	397	99	539	588	0.675	397	753	2.0	2.0	18.775	C
2	1231	308	60	1363	0.903	1230	876	8.2	8.5	26.090	D
3	663	166	632	717	0.925	660	657	8.8	9.6	55.894	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	397	99	540	587	0.676	397	753	2.0	2.0	18.859	C
2	1231	308	60	1363	0.903	1230	877	8.5	8.7	26.408	D
3	663	166	633	716	0.925	661	658	9.6	10.1	58.478	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	397	99	541	587	0.676	397	754	2.0	2.1	18.901	C
2	1231	308	60	1363	0.903	1231	878	8.7	8.8	26.587	D
3	663	166	633	716	0.925	662	658	10.1	10.5	60.107	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	397	99	541	587	0.676	397	754	2.1	2.1	18.927	C
2	1231	308	60	1363	0.903	1231	878	8.8	8.9	26.699	D
3	663	166	633	716	0.926	662	658	10.5	10.8	61.234	F

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	34.69	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	34.69	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	Base	PM	FLAT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		FLAT	✓	550	100.000
2		FLAT	✓	853	100.000
3		FLAT	✓	633	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	459	91
	2	414	2	437
	3	71	562	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.95	96.43	14.0	F	550	825
2	0.64	7.39	1.7	A	853	1280
3	0.76	17.63	3.1	C	633	949

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	550	138	554	585	0.941	519	480	0.0	7.8	43.349	E
2	853	213	86	1343	0.635	846	987	0.0	1.7	7.156	A
3	633	158	413	839	0.755	622	519	0.0	2.9	15.851	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	550	138	564	579	0.950	540	485	7.8	10.3	71.479	F
2	853	213	89	1341	0.636	853	1014	1.7	1.7	7.377	A
3	633	158	416	837	0.756	633	526	2.9	3.0	17.516	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	550	138	564	579	0.950	544	485	10.3	11.7	81.901	F
2	853	213	90	1340	0.636	853	1018	1.7	1.7	7.386	A
3	633	158	416	837	0.756	633	527	3.0	3.0	17.587	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	550	138	564	579	0.950	546	485	11.7	12.7	88.379	F
2	853	213	90	1340	0.637	853	1020	1.7	1.7	7.389	A
3	633	158	416	837	0.756	633	527	3.0	3.0	17.611	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	550	138	564	579	0.950	547	485	12.7	13.5	92.964	F
2	853	213	91	1340	0.637	853	1021	1.7	1.7	7.390	A
3	633	158	416	837	0.756	633	528	3.0	3.1	17.623	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	550	138	564	579	0.950	548	485	13.5	14.0	96.434	F
2	853	213	91	1340	0.637	853	1021	1.7	1.7	7.391	A
3	633	158	416	837	0.756	633	528	3.1	3.1	17.630	C

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	62.28	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	62.28	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030	Base	AM	FLAT	07:30	09:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		FLAT	✓	413	100.000
2		FLAT	✓	1282	100.000
3		FLAT	✓	690	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	351
	2	659	0
	3	126	564

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.72	21.91	2.5	C	413	620
2	0.94	41.60	14.2	E	1282	1923
3	0.98	124.50	22.9	F	690	1035

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	413	103	531	593	0.697	404	757	0.0	2.1	18.365	C
2	1282	321	61	1363	0.941	1241	875	0.0	10.2	24.493	C
3	690	173	638	714	0.967	650	664	0.0	10.1	42.953	E

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	413	103	550	582	0.710	412	778	2.1	2.3	21.081	C
2	1282	321	62	1362	0.941	1275	901	10.2	12.0	36.095	E
3	690	173	655	705	0.979	673	681	10.1	14.3	77.113	F

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	413	103	554	579	0.713	413	781	2.3	2.4	21.509	C
2	1282	321	62	1362	0.941	1278	905	12.0	13.0	38.737	E
3	690	173	657	704	0.980	678	683	14.3	17.2	93.903	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	413	103	557	578	0.714	413	782	2.4	2.4	21.708	C
2	1282	321	62	1362	0.941	1280	907	13.0	13.5	40.125	E
3	690	173	658	704	0.981	681	684	17.2	19.5	106.244	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	413	103	558	577	0.715	413	783	2.4	2.5	21.829	C
2	1282	321	62	1362	0.941	1280	909	13.5	13.9	40.997	E
3	690	173	658	703	0.981	683	684	19.5	21.4	116.164	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	413	103	559	577	0.716	413	783	2.5	2.5	21.913	C
2	1282	321	62	1362	0.941	1281	910	13.9	14.2	41.599	E
3	690	173	658	703	0.981	684	684	21.4	22.9	124.497	F

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	74.93	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	74.93	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030	Base	PM	FLAT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		FLAT	✓	575	100.000
2		FLAT	✓	892	100.000
3		FLAT	✓	662	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	480
	2	433	2
	3	74	588

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	1.02	239.25	37.5	F	575	862
2	0.67	8.05	2.0	A	892	1338
3	0.80	21.74	3.9	C	662	993

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	575	144	577	571	1.006	527	502	0.0	11.9	58.085	F
2	892	223	87	1342	0.665	884	1017	0.0	1.9	7.738	A
3	662	166	431	829	0.799	648	540	0.0	3.6	18.629	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	575	144	589	564	1.019	549	507	11.9	18.5	115.757	F
2	892	223	91	1340	0.666	892	1047	1.9	2.0	8.028	A
3	662	166	435	827	0.800	661	548	3.6	3.8	21.450	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	575	144	590	564	1.019	553	507	18.5	24.0	152.184	F
2	892	223	91	1340	0.666	892	1052	2.0	2.0	8.040	A
3	662	166	435	827	0.801	662	548	3.8	3.9	21.625	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	575	144	590	564	1.019	556	507	24.0	28.8	183.591	F
2	892	223	92	1339	0.666	892	1054	2.0	2.0	8.046	A
3	662	166	435	827	0.801	662	549	3.9	3.9	21.688	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	575	144	590	564	1.019	557	507	28.8	33.2	212.304	F
2	892	223	92	1339	0.666	892	1055	2.0	2.0	8.049	A
3	662	166	435	827	0.801	662	549	3.9	3.9	21.720	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	575	144	590	564	1.019	558	507	33.2	37.5	239.250	F
2	892	223	92	1339	0.666	892	1056	2.0	2.0	8.050	A
3	662	166	435	827	0.801	662	549	3.9	3.9	21.742	C

2025 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	104.81	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	104.81	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2025	Base + Development	AM	FLAT	07:30	09:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		FLAT	✓	427	100.000
2		FLAT	✓	1335	100.000
3		FLAT	✓	695	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	367
	2	698	0
	3	123	572

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.74	23.81	2.8	C	427	641
2	0.98	78.77	28.1	F	1335	2002
3	1.02	204.12	38.7	F	695	1043

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	427	107	532	592	0.721	417	782	0.0	2.4	19.642	C
2	1335	334	59	1364	0.979	1277	890	0.0	14.6	31.204	D
3	695	174	667	699	0.995	646	668	0.0	12.3	49.631	E

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	427	107	550	582	0.734	426	806	2.4	2.6	22.865	C
2	1335	334	60	1363	0.979	1316	916	14.6	19.3	54.002	F
3	695	174	688	688	1.010	668	688	12.3	19.0	98.058	F

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	427	107	554	580	0.736	427	811	2.6	2.7	23.361	C
2	1335	334	60	1363	0.979	1323	920	19.3	22.5	63.271	F
3	695	174	691	686	1.013	673	691	19.0	24.6	128.958	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	427	107	555	579	0.738	427	813	2.7	2.7	23.585	C
2	1335	334	60	1363	0.979	1326	922	22.5	24.8	69.745	F
3	695	174	693	685	1.014	675	693	24.6	29.6	155.880	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	427	107	557	578	0.739	427	814	2.7	2.8	23.718	C
2	1335	334	60	1363	0.979	1328	923	24.8	26.6	74.731	F
3	695	174	694	685	1.015	676	693	29.6	34.3	180.691	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	427	107	557	578	0.739	427	815	2.8	2.8	23.811	C
2	1335	334	60	1363	0.979	1329	924	26.6	28.1	78.766	F
3	695	174	695	685	1.015	677	694	34.3	38.7	204.121	F

2025 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	97.82	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	97.82	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2025	Base + Development	PM	FLAT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		FLAT	✓	591	100.000
2		FLAT	✓	897	100.000
3		FLAT	✓	654	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	498
	2	440	2
	3	71	583

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	1.04	317.85	51.4	F	591	887
2	0.67	8.11	2.0	A	897	1346
3	0.79	21.19	3.8	C	654	981

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	591	148	573	574	1.030	535	506	0.0	13.9	63.938	F
2	897	224	84	1344	0.668	889	1024	0.0	2.0	7.794	A
3	654	164	438	825	0.792	640	535	0.0	3.5	18.287	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	591	148	584	567	1.042	556	511	13.9	22.7	134.676	F
2	897	224	87	1342	0.669	897	1053	2.0	2.0	8.086	A
3	654	164	442	823	0.794	653	542	3.5	3.7	20.931	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	591	148	585	567	1.042	560	511	22.7	30.4	184.829	F
2	897	224	88	1341	0.669	897	1057	2.0	2.0	8.097	A
3	654	164	442	823	0.794	654	543	3.7	3.7	21.089	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	591	148	585	567	1.043	562	511	30.4	37.7	230.924	F
2	897	224	88	1341	0.669	897	1058	2.0	2.0	8.102	A
3	654	164	442	823	0.794	654	543	3.7	3.8	21.144	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	591	148	585	567	1.043	563	511	37.7	44.6	275.004	F
2	897	224	89	1341	0.669	897	1059	2.0	2.0	8.104	A
3	654	164	442	823	0.794	654	544	3.8	3.8	21.173	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	591	148	585	567	1.043	564	511	44.6	51.4	317.847	F
2	897	224	89	1341	0.669	897	1060	2.0	2.0	8.105	A
3	654	164	442	823	0.794	654	544	3.8	3.8	21.190	C

2030 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	206.51	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	206.51	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2030	Base + Development	AM	FLAT	07:30	09:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		FLAT	✓	443	100.000
2		FLAT	✓	1386	100.000
3		FLAT	✓	722	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	381
	2	724	0
	3	128	594

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.77	26.51	3.2	D	443	665
2	1.02	172.49	66.4	F	1386	2079
3	1.07	381.65	75.6	F	722	1083

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	443	111	538	589	0.752	432	796	0.0	2.8	21.667	C
2	1386	346	60	1363	1.017	1301	909	0.0	21.2	40.025	E
3	722	181	680	692	1.043	654	682	0.0	17.0	62.241	F

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	443	111	553	580	0.764	442	820	2.8	3.0	25.698	D
2	1386	346	62	1362	1.018	1341	933	21.2	32.3	81.227	F
3	722	181	701	682	1.059	672	703	17.0	29.4	139.125	F

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	443	111	555	579	0.765	443	824	3.0	3.1	26.200	D
2	1386	346	62	1362	1.018	1348	936	32.3	41.8	107.178	F
3	722	181	704	680	1.062	675	706	29.4	41.2	200.959	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	443	111	556	578	0.766	443	826	3.1	3.2	26.378	D
2	1386	346	62	1362	1.018	1351	937	41.8	50.5	130.293	F
3	722	181	706	679	1.064	676	707	41.2	52.7	261.445	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	443	111	556	578	0.766	443	827	3.2	3.2	26.464	D
2	1386	346	62	1362	1.018	1353	937	50.5	58.6	151.886	F
3	722	181	707	678	1.064	676	708	52.7	64.2	321.601	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	443	111	556	578	0.766	443	828	3.2	3.2	26.511	D
2	1386	346	62	1362	1.018	1355	937	58.6	66.4	172.491	F
3	722	181	708	678	1.065	676	709	64.2	75.6	381.650	F

2030 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	171.94	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	171.94	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2030	Base + Development	PM	FLAT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		FLAT	✓	616	100.000
2		FLAT	✓	936	100.000
3		FLAT	✓	683	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	519
	2	459	2
	3	74	609

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	1.11	581.68	95.7	F	616	924
2	0.70	8.87	2.3	A	936	1404
3	0.84	27.36	5.1	D	683	1024

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	616	154	595	566	1.089	538	527	0.0	19.5	81.630	F
2	936	234	85	1343	0.697	927	1049	0.0	2.2	8.478	A
3	683	171	457	816	0.837	665	555	0.0	4.4	21.896	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	616	154	610	557	1.105	553	533	19.5	35.3	194.578	F
2	936	234	87	1342	0.697	936	1075	2.2	2.3	8.854	A
3	683	171	461	813	0.840	682	562	4.4	4.8	26.622	D

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	616	154	611	557	1.106	555	533	35.3	50.6	292.290	F
2	936	234	87	1342	0.698	936	1078	2.3	2.3	8.865	A
3	683	171	461	813	0.840	682	562	4.8	4.9	27.054	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	616	154	611	557	1.106	555	533	50.6	65.7	389.004	F
2	936	234	87	1342	0.698	936	1079	2.3	2.3	8.868	A
3	683	171	461	813	0.840	683	562	4.9	5.0	27.222	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	616	154	611	557	1.107	556	533	65.7	80.8	485.414	F
2	936	234	88	1342	0.698	936	1079	2.3	2.3	8.871	A
3	683	171	461	813	0.840	683	563	5.0	5.0	27.309	D

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	616	154	611	557	1.107	556	533	80.8	95.7	581.682	F
2	936	234	88	1342	0.698	936	1079	2.3	2.3	8.871	A
3	683	171	461	813	0.840	683	563	5.0	5.1	27.363	D

2030 | Base + Development 'Do Something Scenario' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	158.04	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	158.04	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2030	Base + Development 'Do Something Scenario'	AM	FLAT	07:30	09:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		FLAT	✓	435	100.000
2		FLAT	✓	1358	100.000
3		FLAT	✓	717	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	1	2	3
From	1	0	373
	2	706	0
	3	128	589

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	0.75	25.27	3.0	D	435	653
2	1.00	113.15	41.8	F	1358	2037
3	1.05	322.82	63.7	F	717	1076

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	435	109	538	589	0.739	425	787	0.0	2.6	20.817	C
2	1358	339	61	1363	0.997	1289	902	0.0	17.4	35.015	E
3	717	179	670	697	1.028	655	679	0.0	15.5	58.008	F

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	435	109	554	579	0.751	434	812	2.6	2.8	24.471	C
2	1358	339	62	1362	0.997	1329	927	17.4	24.5	65.407	F
3	717	179	691	686	1.045	675	700	15.5	26.0	125.371	F

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	435	109	557	578	0.753	435	816	2.8	2.9	24.950	C
2	1358	339	62	1362	0.997	1336	930	24.5	29.9	80.923	F
3	717	179	695	685	1.047	678	704	26.0	35.7	176.768	F

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	435	109	558	577	0.754	435	818	2.9	3.0	25.131	D
2	1358	339	62	1362	0.997	1340	931	29.9	34.4	93.260	F
3	717	179	697	684	1.049	679	705	35.7	45.2	226.067	F

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	435	109	558	577	0.754	435	819	3.0	3.0	25.222	D
2	1358	339	62	1362	0.997	1342	931	34.4	38.3	103.809	F
3	717	179	698	683	1.050	680	707	45.2	54.5	274.618	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	435	109	559	577	0.754	435	820	3.0	3.0	25.273	D
2	1358	339	62	1362	0.997	1344	932	38.3	41.8	113.153	F
3	717	179	699	682	1.051	680	707	54.5	63.7	322.819	F

2030 | Base + Development 'Do Something Scenario' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Coopers Green Lane	Standard Roundabout		1, 2, 3	161.13	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	161.13	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2030	Base + Development 'Do Something Scenario'	PM	FLAT	16:45	18:15	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		FLAT	✓	609	100.000
2		FLAT	✓	927	100.000
3		FLAT	✓	678	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1	2	3
From	1	0	512	97
	2	453	2	472
	3	74	604	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1	1.10	542.21	88.7	F	609	914
2	0.69	8.69	2.2	A	927	1390
3	0.83	25.80	4.8	D	678	1017

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	609	152	591	563	1.081	535	521	0.0	18.6	79.238	F
2	927	232	85	1343	0.690	918	1041	0.0	2.2	8.316	A
3	678	169	451	819	0.828	661	553	0.0	4.2	21.044	C

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	609	152	605	556	1.096	550	527	18.6	33.3	185.949	F
2	927	232	88	1342	0.691	927	1068	2.2	2.2	8.671	A
3	678	169	455	817	0.830	677	560	4.2	4.5	25.213	D

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	609	152	606	555	1.097	553	527	33.3	47.4	276.375	F
2	927	232	88	1341	0.691	927	1070	2.2	2.2	8.680	A
3	678	169	455	817	0.830	678	560	4.5	4.6	25.560	D

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	609	152	606	555	1.097	553	527	47.4	61.2	365.396	F
2	927	232	88	1341	0.691	927	1071	2.2	2.2	8.684	A
3	678	169	455	817	0.830	678	560	4.6	4.7	25.690	D

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	609	152	606	555	1.097	554	527	61.2	75.0	453.929	F
2	927	232	88	1341	0.691	927	1072	2.2	2.2	8.686	A
3	678	169	455	817	0.830	678	560	4.7	4.7	25.759	D

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	609	152	606	555	1.097	554	527	75.0	88.7	542.215	F
2	927	232	88	1341	0.691	927	1072	2.2	2.2	8.687	A
3	678	169	455	817	0.830	678	560	4.7	4.8	25.800	D

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177			
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Filename: East Drive.j11

Path: C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\2024\R-24-0187 Land of Sandpit Lane, St Albans\30 Technical\31 Modelling

Report generation date: 28/08/2025 14:33:22

- »2025 | Base | AM
- »2025 | Base | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2025 | Base + Dev | AM
- »2025 | Base + Dev | PM
- »2030 | Base + Dev | AM
- »2030 | Base + Dev | PM
- »2030 | Base + Dev 'Do Something Scenario' | AM
- »2030 | Base + Dev 'Do Something Scenario' | PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2025 - Base								
Stream B-AC	0.1	10.81	0.08	B	0.2	11.36	0.15	B
Stream C-AB	0.6	4.55	0.21	A	0.3	4.89	0.12	A
2025 - Base + Dev								
Stream B-AC	0.1	11.43	0.08	B	0.2	12.40	0.20	B
Stream C-AB	0.8	4.67	0.26	A	0.3	4.84	0.12	A
2030 - Base								
Stream B-AC	0.1	11.15	0.09	B	0.2	11.69	0.15	B
Stream C-AB	0.6	4.57	0.23	A	0.3	4.88	0.13	A
2030 - Base + Dev								
Stream B-AC	0.1	11.81	0.09	B	0.3	12.87	0.21	B
Stream C-AB	0.8	4.73	0.28	A	0.3	4.84	0.13	A
2030 - Base + Dev 'Do Something Scenario'								
Stream B-AC	0.1	11.64	0.09	B	0.3	12.77	0.21	B
Stream C-AB	0.8	4.74	0.27	A	0.3	4.86	0.13	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	
Location	
Site number	
Date	13/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OliviaHennessy
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:45	09:15	90	15
D2	2025	Base	PM	FLAT	16:45	18:15	90	15
D3	2030	Base	AM	FLAT	07:45	09:15	90	15
D4	2030	Base	PM	FLAT	16:45	18:15	90	15
D5	2025	Base + Dev	AM	FLAT	07:45	09:15	90	15
D6	2025	Base + Dev	PM	FLAT	16:45	18:15	90	15
D7	2030	Base + Dev	AM	FLAT	07:45	09:15	90	15
D8	2030	Base + Dev	PM	FLAT	16:45	18:15	90	15
D9	2030	Base + Dev 'Do Something Scenario'	AM	FLAT	07:45	09:15	90	15
D10	2030	Base + Dev 'Do Something Scenario'	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.05	A

Arms

Arms

Arm	Name	Description	Arm type
A	Oaklands Lane South		Major
B	East Drive		Minor
C	Oaklands Lane North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.56			200.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.07	19	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	499	0.089	0.225	0.141	0.321
B-C	643	0.096	0.242	-	-
C-B	690	0.261	0.261	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	449	100.000
B		✓	29	100.000
C		✓	723	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	69	380
	B	16	0	13
	C	648	75	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	3	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	10.81	0.1	B
C-AB	0.21	4.55	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	362	0.080	29	0.1	10.774	B
C-AB	211	0.00	1006	0.209	208	0.6	4.514	A
C-A	512	0.00			512			
A-B	69	0.00			69			
A-C	380	0.00			380			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	362	0.080	29	0.1	10.809	B
C-AB	212	0.00	1007	0.211	212	0.6	4.543	A
C-A	511	0.00			511			
A-B	69	0.00			69			
A-C	380	0.00			380			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	362	0.080	29	0.1	10.809	B
C-AB	212	0.00	1007	0.211	212	0.6	4.543	A
C-A	511	0.00			511			
A-B	69	0.00			69			
A-C	380	0.00			380			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	362	0.080	29	0.1	10.809	B
C-AB	212	0.00	1007	0.211	212	0.6	4.545	A
C-A	511	0.00			511			
A-B	69	0.00			69			
A-C	380	0.00			380			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	362	0.080	29	0.1	10.809	B
C-AB	212	0.00	1007	0.211	212	0.6	4.543	A
C-A	511	0.00			511			
A-B	69	0.00			69			
A-C	380	0.00			380			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	362	0.080	29	0.1	10.809	B
C-AB	212	0.00	1007	0.211	212	0.6	4.545	A
C-A	511	0.00			511			
A-B	69	0.00			69			
A-C	380	0.00			380			

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.03	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025	Base	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	531	100.000
B		✓	54	100.000
C		✓	470	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	0	531
	B	29	0	25
	C	420	50	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	11.36	0.2	B
C-AB	0.12	4.89	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	371	0.145	53	0.2	11.302	B
C-AB	100	0.00	838	0.120	99	0.3	4.873	A
C-A	370	0.00			370			
A-B	0	0.00			0			
A-C	531	0.00			531			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	371	0.146	54	0.2	11.356	B
C-AB	101	0.00	838	0.120	101	0.3	4.889	A
C-A	369	0.00			369			
A-B	0	0.00			0			
A-C	531	0.00			531			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	371	0.146	54	0.2	11.356	B
C-AB	101	0.00	838	0.120	101	0.3	4.889	A
C-A	369	0.00			369			
A-B	0	0.00			0			
A-C	531	0.00			531			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	371	0.146	54	0.2	11.356	B
C-AB	101	0.00	838	0.120	101	0.3	4.889	A
C-A	369	0.00			369			
A-B	0	0.00			0			
A-C	531	0.00			531			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	371	0.146	54	0.2	11.356	B
C-AB	101	0.00	838	0.120	101	0.3	4.887	A
C-A	369	0.00			369			
A-B	0	0.00			0			
A-C	531	0.00			531			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	54	0.00	371	0.146	54	0.2	11.356	B
C-AB	101	0.00	838	0.120	101	0.3	4.887	A
C-A	369	0.00			369			
A-B	0	0.00			0			
A-C	531	0.00			531			

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.11	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2030	Base	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	468	100.000
B		✓	31	100.000
C		✓	753	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	72	396
	B	17	0	14
	C	675	78	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	11.15	0.1	B
C-AB	0.23	4.57	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	354	0.087	31	0.1	11.107	B
C-AB	230	0.00	1021	0.225	228	0.6	4.537	A
C-A	523	0.00			523			
A-B	72	0.00			72			
A-C	396	0.00			396			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	354	0.088	31	0.1	11.147	B
C-AB	232	0.00	1022	0.227	232	0.6	4.570	A
C-A	521	0.00			521			
A-B	72	0.00			72			
A-C	396	0.00			396			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	354	0.088	31	0.1	11.147	B
C-AB	232	0.00	1022	0.227	232	0.6	4.572	A
C-A	521	0.00			521			
A-B	72	0.00			72			
A-C	396	0.00			396			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	354	0.088	31	0.1	11.147	B
C-AB	232	0.00	1022	0.227	232	0.6	4.570	A
C-A	521	0.00			521			
A-B	72	0.00			72			
A-C	396	0.00			396			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	354	0.088	31	0.1	11.147	B
C-AB	232	0.00	1022	0.227	232	0.6	4.571	A
C-A	521	0.00			521			
A-B	72	0.00			72			
A-C	396	0.00			396			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	354	0.088	31	0.1	11.147	B
C-AB	232	0.00	1022	0.227	232	0.6	4.572	A
C-A	521	0.00			521			
A-B	72	0.00			72			
A-C	396	0.00			396			

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2030	Base	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	555	100.000
B		✓	56	100.000
C		✓	491	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	0	555
	B	30	0	26
	C	439	52	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.15	11.69	0.2	B
C-AB	0.13	4.88	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	0.00	364	0.154	55	0.2	11.634	B
C-AB	108	0.00	847	0.127	107	0.3	4.865	A
C-A	383	0.00			383			
A-B	0	0.00			0			
A-C	555	0.00			555			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	0.00	364	0.154	56	0.2	11.695	B
C-AB	109	0.00	848	0.128	109	0.3	4.876	A
C-A	382	0.00			382			
A-B	0	0.00			0			
A-C	555	0.00			555			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	0.00	364	0.154	56	0.2	11.695	B
C-AB	109	0.00	848	0.128	109	0.3	4.877	A
C-A	382	0.00			382			
A-B	0	0.00			0			
A-C	555	0.00			555			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	0.00	364	0.154	56	0.2	11.695	B
C-AB	109	0.00	848	0.128	109	0.3	4.879	A
C-A	382	0.00			382			
A-B	0	0.00			0			
A-C	555	0.00			555			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	0.00	364	0.154	56	0.2	11.695	B
C-AB	109	0.00	848	0.128	109	0.3	4.879	A
C-A	382	0.00			382			
A-B	0	0.00			0			
A-C	555	0.00			555			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	56	0.00	364	0.154	56	0.2	11.695	B
C-AB	109	0.00	848	0.128	109	0.3	4.879	A
C-A	382	0.00			382			
A-B	0	0.00			0			
A-C	555	0.00			555			

2025 | Base + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.20	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2025	Base + Dev	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	487	100.000
B		✓	29	100.000
C		✓	790	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	77	410
	B	16	0	13
	C	705	85	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	3	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.08	11.43	0.1	B
C-AB	0.26	4.67	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	345	0.084	29	0.1	11.383	B
C-AB	264	0.00	1039	0.254	261	0.7	4.631	A
C-A	526	0.00			526			
A-B	77	0.00			77			
A-C	410	0.00			410			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	344	0.084	29	0.1	11.427	B
C-AB	267	0.00	1040	0.256	267	0.8	4.671	A
C-A	523	0.00			523			
A-B	77	0.00			77			
A-C	410	0.00			410			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	344	0.084	29	0.1	11.427	B
C-AB	267	0.00	1040	0.256	267	0.8	4.673	A
C-A	523	0.00			523			
A-B	77	0.00			77			
A-C	410	0.00			410			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	344	0.084	29	0.1	11.428	B
C-AB	267	0.00	1040	0.256	267	0.8	4.672	A
C-A	523	0.00			523			
A-B	77	0.00			77			
A-C	410	0.00			410			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	344	0.084	29	0.1	11.428	B
C-AB	267	0.00	1040	0.256	267	0.8	4.672	A
C-A	523	0.00			523			
A-B	77	0.00			77			
A-C	410	0.00			410			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	29	0.00	344	0.084	29	0.1	11.428	B
C-AB	267	0.00	1040	0.256	267	0.8	4.674	A
C-A	523	0.00			523			
A-B	77	0.00			77			
A-C	410	0.00			410			

2025 | Base + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2025	Base + Dev	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	564	100.000
B		✓	71	100.000
C		✓	496	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	0	564
	B	38	0	33
	C	446	50	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.20	12.40	0.2	B
C-AB	0.12	4.84	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	0.00	362	0.196	70	0.2	12.308	B
C-AB	105	0.00	850	0.124	104	0.3	4.824	A
C-A	391	0.00			391			
A-B	0	0.00			0			
A-C	564	0.00			564			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	0.00	361	0.196	71	0.2	12.397	B
C-AB	106	0.00	851	0.124	106	0.3	4.838	A
C-A	390	0.00			390			
A-B	0	0.00			0			
A-C	564	0.00			564			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	0.00	361	0.196	71	0.2	12.397	B
C-AB	106	0.00	851	0.124	106	0.3	4.838	A
C-A	390	0.00			390			
A-B	0	0.00			0			
A-C	564	0.00			564			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	0.00	361	0.196	71	0.2	12.397	B
C-AB	106	0.00	851	0.124	106	0.3	4.838	A
C-A	390	0.00			390			
A-B	0	0.00			0			
A-C	564	0.00			564			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	0.00	361	0.196	71	0.2	12.397	B
C-AB	106	0.00	851	0.124	106	0.3	4.840	A
C-A	390	0.00			390			
A-B	0	0.00			0			
A-C	564	0.00			564			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	0.00	361	0.196	71	0.2	12.397	B
C-AB	106	0.00	851	0.124	106	0.3	4.838	A
C-A	390	0.00			390			
A-B	0	0.00			0			
A-C	564	0.00			564			

2030 | Base + Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030	Base + Dev	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	506	100.000
B		✓	31	100.000
C		✓	820	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	80	426
	B	17	0	14
	C	732	88	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	3	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	11.81	0.1	B
C-AB	0.28	4.73	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	336	0.092	31	0.1	11.758	B
C-AB	288	0.00	1055	0.273	284	0.8	4.678	A
C-A	532	0.00			532			
A-B	80	0.00			80			
A-C	426	0.00			426			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	336	0.092	31	0.1	11.811	B
C-AB	290	0.00	1056	0.275	290	0.8	4.725	A
C-A	530	0.00			530			
A-B	80	0.00			80			
A-C	426	0.00			426			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	336	0.092	31	0.1	11.812	B
C-AB	291	0.00	1056	0.275	290	0.8	4.726	A
C-A	529	0.00			529			
A-B	80	0.00			80			
A-C	426	0.00			426			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	336	0.092	31	0.1	11.812	B
C-AB	291	0.00	1056	0.275	291	0.8	4.724	A
C-A	529	0.00			529			
A-B	80	0.00			80			
A-C	426	0.00			426			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	336	0.092	31	0.1	11.812	B
C-AB	291	0.00	1056	0.275	291	0.8	4.726	A
C-A	529	0.00			529			
A-B	80	0.00			80			
A-C	426	0.00			426			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	336	0.092	31	0.1	11.812	B
C-AB	291	0.00	1056	0.275	291	0.8	4.724	A
C-A	529	0.00			529			
A-B	80	0.00			80			
A-C	426	0.00			426			

2030 | Base + Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2030	Base + Dev	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	588	100.000
B		✓	73	100.000
C		✓	517	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	0	588
	B	39	0	34
	C	465	52	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.21	12.87	0.3	B
C-AB	0.13	4.84	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	353	0.207	72	0.3	12.765	B
C-AB	113	0.00	859	0.132	112	0.3	4.820	A
C-A	404	0.00			404			
A-B	0	0.00			0			
A-C	588	0.00			588			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	353	0.207	73	0.3	12.867	B
C-AB	114	0.00	859	0.133	114	0.3	4.837	A
C-A	403	0.00			403			
A-B	0	0.00			0			
A-C	588	0.00			588			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	353	0.207	73	0.3	12.867	B
C-AB	114	0.00	859	0.133	114	0.3	4.839	A
C-A	403	0.00			403			
A-B	0	0.00			0			
A-C	588	0.00			588			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	353	0.207	73	0.3	12.867	B
C-AB	114	0.00	859	0.133	114	0.3	4.839	A
C-A	403	0.00			403			
A-B	0	0.00			0			
A-C	588	0.00			588			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	353	0.207	73	0.3	12.867	B
C-AB	114	0.00	859	0.133	114	0.3	4.838	A
C-A	403	0.00			403			
A-B	0	0.00			0			
A-C	588	0.00			588			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	353	0.207	73	0.3	12.867	B
C-AB	114	0.00	859	0.133	114	0.3	4.840	A
C-A	403	0.00			403			
A-B	0	0.00			0			
A-C	588	0.00			588			

2030 | Base + Dev 'Do Something Scenario' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.26	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2030	Base + Dev 'Do Something Scenario'	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	498	100.000
B		✓	31	100.000
C		✓	803	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	80	418
	B	17	0	14
	C	715	88	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	3	2
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.09	11.64	0.1	B
C-AB	0.27	4.74	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	341	0.091	31	0.1	11.595	B
C-AB	279	0.00	1044	0.267	276	0.8	4.688	A
C-A	524	0.00			524			
A-B	80	0.00			80			
A-C	418	0.00			418			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	340	0.091	31	0.1	11.644	B
C-AB	282	0.00	1046	0.269	282	0.8	4.733	A
C-A	521	0.00			521			
A-B	80	0.00			80			
A-C	418	0.00			418			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	340	0.091	31	0.1	11.645	B
C-AB	282	0.00	1046	0.269	282	0.8	4.733	A
C-A	521	0.00			521			
A-B	80	0.00			80			
A-C	418	0.00			418			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	340	0.091	31	0.1	11.645	B
C-AB	282	0.00	1046	0.269	282	0.8	4.734	A
C-A	521	0.00			521			
A-B	80	0.00			80			
A-C	418	0.00			418			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	340	0.091	31	0.1	11.645	B
C-AB	282	0.00	1046	0.269	282	0.8	4.736	A
C-A	521	0.00			521			
A-B	80	0.00			80			
A-C	418	0.00			418			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	31	0.00	340	0.091	31	0.1	11.645	B
C-AB	282	0.00	1046	0.269	282	0.8	4.734	A
C-A	521	0.00			521			
A-B	80	0.00			80			
A-C	418	0.00			418			

2030 | Base + Dev 'Do Something Scenario' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	East Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2030	Base + Dev 'Do Something Scenario'	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	581	100.000
B		✓	73	100.000
C		✓	512	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	0	581
	B	39	0	34
	C	459	53	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.21	12.77	0.3	B
C-AB	0.13	4.86	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	355	0.206	72	0.3	12.663	B
C-AB	114	0.00	856	0.133	113	0.3	4.844	A
C-A	398	0.00			398			
A-B	0	0.00			0			
A-C	581	0.00			581			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	355	0.206	73	0.3	12.767	B
C-AB	115	0.00	857	0.134	115	0.3	4.861	A
C-A	397	0.00			397			
A-B	0	0.00			0			
A-C	581	0.00			581			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	355	0.206	73	0.3	12.767	B
C-AB	115	0.00	857	0.134	115	0.3	4.862	A
C-A	397	0.00			397			
A-B	0	0.00			0			
A-C	581	0.00			581			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	355	0.206	73	0.3	12.767	B
C-AB	115	0.00	857	0.134	115	0.3	4.864	A
C-A	397	0.00			397			
A-B	0	0.00			0			
A-C	581	0.00			581			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	355	0.206	73	0.3	12.767	B
C-AB	115	0.00	857	0.134	115	0.3	4.864	A
C-A	397	0.00			397			
A-B	0	0.00			0			
A-C	581	0.00			581			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	0.00	355	0.206	73	0.3	12.767	B
C-AB	115	0.00	857	0.134	115	0.3	4.862	A
C-A	397	0.00			397			
A-B	0	0.00			0			
A-C	581	0.00			581			

Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.0.0.2177						
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Filename: South Drive.j11

Path: C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\2024\R-24-0187 Land of Sandpit Lane, St Albans\30 Technical\31 Modelling

Report generation date: 28/08/2025 14:50:53

- »2025 | Base | AM
- »2025 | Base | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2025 | Base + Development Flows | AM
- »2025 | Base + Development Flows | PM
- »2030 | Base + Development Flows | AM
- »2030 | Base + Development Flows | PM
- »2030 | Base + Development Flows 'Do Something Scenario' | AM
- »2030 | Base + Development Flows 'Do Something Scenario' | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 - Base						
Stream B-AC	0.3	9.83	0.22	0.3	9.84	0.23
Stream C-AB	0.7	10.36	0.39	0.1	7.68	0.11
2025 - Base + Development Flows						
Stream B-AC	0.3	10.01	0.23	0.4	10.86	0.30
Stream C-AB	0.8	11.14	0.44	0.1	7.68	0.11
2030 - Base						
Stream B-AC	0.3	10.23	0.24	0.3	10.19	0.25
Stream C-AB	0.7	10.74	0.41	0.1	7.83	0.12
2030 - Base + Development Flows						
Stream B-AC	0.3	10.44	0.24	0.5	11.29	0.32
Stream C-AB	0.9	11.56	0.47	0.1	7.83	0.12
2030 - Base + Development Flows 'Do Something Scenario'						
Stream B-AC	0.3	10.44	0.24	0.5	11.29	0.32
Stream C-AB	0.9	11.56	0.47	0.1	7.83	0.12

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	
Location	
Site number	
Date	13/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OliviaHennessy
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:45	09:15	90	15
D2	2025	Base	PM	FLAT	14:45	16:15	90	15
D3	2030	Base	AM	FLAT	07:45	09:15	90	15
D4	2030	Base	PM	FLAT	14:45	16:15	90	15
D5	2025	Base + Development Flows	AM	FLAT	07:45	09:15	90	15
D6	2025	Base + Development Flows	PM	FLAT	14:45	16:15	90	15
D7	2030	Base + Development Flows	AM	FLAT	07:45	09:15	90	15
D8	2030	Base + Development Flows	PM	FLAT	14:45	16:15	90	15
D9	2030	Base + Development Flows 'Do Something Scenario'	AM	FLAT	07:45	09:15	90	15
D10	2030	Base + Development Flows 'Do Something Scenario'	PM	FLAT	14:45	16:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	South Drive College Access	T-Junction	Two-way	Two-way	Two-way		2.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.52	A

Arms

Arms

Arm	Name	Description	Arm type
A	Hatfield Road West		Major
B	South Drive		Minor
C	Hatfield Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.90		✓	2.20	200.0	✓	3.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.67	38	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	535	0.093	0.235	0.148	0.335
B-C	682	0.101	0.256	-	-
C-B	690	0.257	0.257	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	530	100.000
B		✓	105	100.000
C		✓	651	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	64	466
	B	17	0	88
	C	436	215	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	6
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.22	9.83	0.3	A
C-AB	0.39	10.36	0.7	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	472	0.223	104	0.3	9.757	A
C-AB	225	0.00	573	0.393	223	0.7	10.211	B
C-A	426	0.00			426			
A-B	64	0.00			64			
A-C	466	0.00			466			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	471	0.223	105	0.3	9.826	A
C-AB	225	0.00	573	0.393	225	0.7	10.360	B
C-A	426	0.00			426			
A-B	64	0.00			64			
A-C	466	0.00			466			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	471	0.223	105	0.3	9.826	A
C-AB	225	0.00	573	0.393	225	0.7	10.364	B
C-A	426	0.00			426			
A-B	64	0.00			64			
A-C	466	0.00			466			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	471	0.223	105	0.3	9.826	A
C-AB	225	0.00	573	0.393	225	0.7	10.362	B
C-A	426	0.00			426			
A-B	64	0.00			64			
A-C	466	0.00			466			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	471	0.223	105	0.3	9.826	A
C-AB	225	0.00	573	0.393	225	0.7	10.363	B
C-A	426	0.00			426			
A-B	64	0.00			64			
A-C	466	0.00			466			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	471	0.223	105	0.3	9.826	A
C-AB	225	0.00	573	0.393	225	0.7	10.363	B
C-A	426	0.00			426			
A-B	64	0.00			64			
A-C	466	0.00			466			

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	South Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025	Base	PM	FLAT	14:45	16:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	507	100.000
B		✓	110	100.000
C		✓	478	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	15	492
	B	22	0	88
	C	419	59	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	5
	B	0	0	2
	C	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.23	9.84	0.3	A
C-AB	0.11	7.68	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	476	0.231	109	0.3	9.773	A
C-AB	59	0.00	528	0.112	59	0.1	7.667	A
C-A	419	0.00			419			
A-B	15	0.00			15			
A-C	492	0.00			492			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	476	0.231	110	0.3	9.836	A
C-AB	59	0.00	528	0.112	59	0.1	7.682	A
C-A	419	0.00			419			
A-B	15	0.00			15			
A-C	492	0.00			492			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	476	0.231	110	0.3	9.836	A
C-AB	59	0.00	528	0.112	59	0.1	7.682	A
C-A	419	0.00			419			
A-B	15	0.00			15			
A-C	492	0.00			492			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	476	0.231	110	0.3	9.836	A
C-AB	59	0.00	528	0.112	59	0.1	7.682	A
C-A	419	0.00			419			
A-B	15	0.00			15			
A-C	492	0.00			492			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	476	0.231	110	0.3	9.836	A
C-AB	59	0.00	528	0.112	59	0.1	7.682	A
C-A	419	0.00			419			
A-B	15	0.00			15			
A-C	492	0.00			492			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	476	0.231	110	0.3	9.836	A
C-AB	59	0.00	528	0.112	59	0.1	7.682	A
C-A	419	0.00			419			
A-B	15	0.00			15			
A-C	492	0.00			492			

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	South Drive College Access	T-Junction	Two-way	Two-way	Two-way		2.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2030	Base	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	552	100.000
B		✓	110	100.000
C		✓	678	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	67	485
	B	18	0	92
	C	454	224	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	6
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.24	10.23	0.3	B
C-AB	0.41	10.74	0.7	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	462	0.238	109	0.3	10.147	B
C-AB	237	0.00	573	0.414	234	0.7	10.561	B
C-A	441	0.00			441			
A-B	67	0.00			67			
A-C	485	0.00			485			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	462	0.238	110	0.3	10.231	B
C-AB	237	0.00	573	0.414	237	0.7	10.737	B
C-A	441	0.00			441			
A-B	67	0.00			67			
A-C	485	0.00			485			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	462	0.238	110	0.3	10.231	B
C-AB	237	0.00	573	0.414	237	0.7	10.739	B
C-A	441	0.00			441			
A-B	67	0.00			67			
A-C	485	0.00			485			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	462	0.238	110	0.3	10.231	B
C-AB	237	0.00	573	0.414	237	0.7	10.742	B
C-A	441	0.00			441			
A-B	67	0.00			67			
A-C	485	0.00			485			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	462	0.238	110	0.3	10.231	B
C-AB	237	0.00	573	0.414	237	0.7	10.740	B
C-A	441	0.00			441			
A-B	67	0.00			67			
A-C	485	0.00			485			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	462	0.238	110	0.3	10.231	B
C-AB	237	0.00	573	0.414	237	0.7	10.742	B
C-A	441	0.00			441			
A-B	67	0.00			67			
A-C	485	0.00			485			

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	South Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.42	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2030	Base	PM	FLAT	14:45	16:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	530	100.000
B		✓	115	100.000
C		✓	500	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	16	514
	B	23	0	92
	C	438	62	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	5
	B	0	0	2
	C	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.25	10.19	0.3	B
C-AB	0.12	7.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	0.00	468	0.246	114	0.3	10.118	B
C-AB	62	0.00	522	0.119	62	0.1	7.810	A
C-A	438	0.00			438			
A-B	16	0.00			16			
A-C	514	0.00			514			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	0.00	468	0.246	115	0.3	10.192	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	438	0.00			438			
A-B	16	0.00			16			
A-C	514	0.00			514			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	0.00	468	0.246	115	0.3	10.192	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	438	0.00			438			
A-B	16	0.00			16			
A-C	514	0.00			514			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	0.00	468	0.246	115	0.3	10.192	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	438	0.00			438			
A-B	16	0.00			16			
A-C	514	0.00			514			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	0.00	468	0.246	115	0.3	10.192	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	438	0.00			438			
A-B	16	0.00			16			
A-C	514	0.00			514			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	0.00	468	0.246	115	0.3	10.192	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	438	0.00			438			
A-B	16	0.00			16			
A-C	514	0.00			514			

2025 | Base + Development Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	South Drive College Access	T-Junction	Two-way	Two-way	Two-way		2.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2025	Base + Development Flows	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	542	100.000
B		✓	105	100.000
C		✓	679	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	72	470
	B	17	0	88
	C	438	241	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	6
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.23	10.01	0.3	B
C-AB	0.44	11.14	0.8	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	465	0.226	104	0.3	9.899	A
C-AB	258	0.00	582	0.444	255	0.8	10.920	B
C-A	421	0.00			421			
A-B	72	0.00			72			
A-C	470	0.00			470			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	465	0.226	105	0.3	10.007	B
C-AB	258	0.00	582	0.444	258	0.8	11.135	B
C-A	421	0.00			421			
A-B	72	0.00			72			
A-C	470	0.00			470			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	465	0.226	105	0.3	10.007	B
C-AB	258	0.00	582	0.444	258	0.8	11.138	B
C-A	421	0.00			421			
A-B	72	0.00			72			
A-C	470	0.00			470			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	465	0.226	105	0.3	10.007	B
C-AB	258	0.00	582	0.444	258	0.8	11.136	B
C-A	421	0.00			421			
A-B	72	0.00			72			
A-C	470	0.00			470			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	465	0.226	105	0.3	10.007	B
C-AB	258	0.00	582	0.444	258	0.8	11.137	B
C-A	421	0.00			421			
A-B	72	0.00			72			
A-C	470	0.00			470			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	105	0.00	465	0.226	105	0.3	10.007	B
C-AB	258	0.00	582	0.444	258	0.8	11.137	B
C-A	421	0.00			421			
A-B	72	0.00			72			
A-C	470	0.00			470			

2025 | Base + Development Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	South Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2025	Base + Development Flows	PM	FLAT	14:45	16:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	507	100.000
B		✓	144	100.000
C		✓	479	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	15	492
	B	29	0	115
	C	420	59	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	5
	B	0	0	2
	C	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.30	10.86	0.4	B
C-AB	0.11	7.68	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	0.00	476	0.303	142	0.4	10.747	B
C-AB	59	0.00	528	0.112	59	0.1	7.666	A
C-A	420	0.00			420			
A-B	15	0.00			15			
A-C	492	0.00			492			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	0.00	476	0.303	144	0.4	10.858	B
C-AB	59	0.00	528	0.112	59	0.1	7.681	A
C-A	420	0.00			420			
A-B	15	0.00			15			
A-C	492	0.00			492			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	0.00	476	0.303	144	0.4	10.858	B
C-AB	59	0.00	528	0.112	59	0.1	7.681	A
C-A	420	0.00			420			
A-B	15	0.00			15			
A-C	492	0.00			492			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	0.00	476	0.303	144	0.4	10.858	B
C-AB	59	0.00	528	0.112	59	0.1	7.681	A
C-A	420	0.00			420			
A-B	15	0.00			15			
A-C	492	0.00			492			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	0.00	476	0.303	144	0.4	10.858	B
C-AB	59	0.00	528	0.112	59	0.1	7.681	A
C-A	420	0.00			420			
A-B	15	0.00			15			
A-C	492	0.00			492			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	0.00	476	0.303	144	0.4	10.858	B
C-AB	59	0.00	528	0.112	59	0.1	7.681	A
C-A	420	0.00			420			
A-B	15	0.00			15			
A-C	492	0.00			492			

2030 | Base + Development Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	South Drive College Access	T-Junction	Two-way	Two-way	Two-way		2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030	Base + Development Flows	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	564	100.000
B		✓	110	100.000
C		✓	706	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	75	489
	B	18	0	92
	C	456	250	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	6
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.24	10.44	0.3	B
C-AB	0.47	11.56	0.9	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	456	0.241	109	0.3	10.343	B
C-AB	271	0.00	583	0.465	268	0.9	11.301	B
C-A	435	0.00			435			
A-B	75	0.00			75			
A-C	489	0.00			489			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	455	0.242	110	0.3	10.436	B
C-AB	271	0.00	583	0.465	271	0.9	11.552	B
C-A	435	0.00			435			
A-B	75	0.00			75			
A-C	489	0.00			489			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	455	0.242	110	0.3	10.436	B
C-AB	271	0.00	583	0.465	271	0.9	11.556	B
C-A	435	0.00			435			
A-B	75	0.00			75			
A-C	489	0.00			489			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	455	0.242	110	0.3	10.436	B
C-AB	271	0.00	583	0.465	271	0.9	11.560	B
C-A	435	0.00			435			
A-B	75	0.00			75			
A-C	489	0.00			489			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	455	0.242	110	0.3	10.436	B
C-AB	271	0.00	583	0.465	271	0.9	11.558	B
C-A	435	0.00			435			
A-B	75	0.00			75			
A-C	489	0.00			489			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	455	0.242	110	0.3	10.436	B
C-AB	271	0.00	583	0.465	271	0.9	11.561	B
C-A	435	0.00			435			
A-B	75	0.00			75			
A-C	489	0.00			489			

2030 | Base + Development Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	South Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2030	Base + Development Flows	PM	FLAT	14:45	16:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	530	100.000
B		✓	149	100.000
C		✓	501	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	16	514
	B	30	0	119
	C	439	62	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	5
	B	0	0	2
	C	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.32	11.29	0.5	B
C-AB	0.12	7.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	468	0.319	147	0.5	11.165	B
C-AB	62	0.00	522	0.119	62	0.1	7.810	A
C-A	439	0.00			439			
A-B	16	0.00			16			
A-C	514	0.00			514			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	468	0.319	149	0.5	11.291	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	439	0.00			439			
A-B	16	0.00			16			
A-C	514	0.00			514			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	468	0.319	149	0.5	11.293	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	439	0.00			439			
A-B	16	0.00			16			
A-C	514	0.00			514			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	468	0.319	149	0.5	11.293	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	439	0.00			439			
A-B	16	0.00			16			
A-C	514	0.00			514			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	468	0.319	149	0.5	11.293	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	439	0.00			439			
A-B	16	0.00			16			
A-C	514	0.00			514			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	468	0.319	149	0.5	11.293	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	439	0.00			439			
A-B	16	0.00			16			
A-C	514	0.00			514			

2030 | Base + Development Flows 'Do Something Scenario' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	South Drive College Access	T-Junction	Two-way	Two-way	Two-way		2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2030	Base + Development Flows 'Do Something Scenario'	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	564	100.000
B		✓	110	100.000
C		✓	706	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	75	489
	B	18	0	92
	C	456	250	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	6
	B	0	0	0
	C	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.24	10.44	0.3	B
C-AB	0.47	11.56	0.9	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	456	0.241	109	0.3	10.343	B
C-AB	271	0.00	583	0.465	268	0.9	11.301	B
C-A	435	0.00			435			
A-B	75	0.00			75			
A-C	489	0.00			489			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	455	0.242	110	0.3	10.436	B
C-AB	271	0.00	583	0.465	271	0.9	11.552	B
C-A	435	0.00			435			
A-B	75	0.00			75			
A-C	489	0.00			489			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	455	0.242	110	0.3	10.436	B
C-AB	271	0.00	583	0.465	271	0.9	11.556	B
C-A	435	0.00			435			
A-B	75	0.00			75			
A-C	489	0.00			489			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	455	0.242	110	0.3	10.436	B
C-AB	271	0.00	583	0.465	271	0.9	11.560	B
C-A	435	0.00			435			
A-B	75	0.00			75			
A-C	489	0.00			489			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	455	0.242	110	0.3	10.436	B
C-AB	271	0.00	583	0.465	271	0.9	11.558	B
C-A	435	0.00			435			
A-B	75	0.00			75			
A-C	489	0.00			489			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	455	0.242	110	0.3	10.436	B
C-AB	271	0.00	583	0.465	271	0.9	11.561	B
C-A	435	0.00			435			
A-B	75	0.00			75			
A-C	489	0.00			489			

2030 | Base + Development Flows 'Do Something Scenario' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	South Drive College Access	T-Junction	Two-way	Two-way	Two-way		1.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2030	Base + Development Flows 'Do Something Scenario'	PM	FLAT	14:45	16:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	530	100.000
B		✓	149	100.000
C		✓	501	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	16	514
	B	30	0	119
	C	439	62	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	5
	B	0	0	2
	C	5	5	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.32	11.29	0.5	B
C-AB	0.12	7.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

14:45 - 15:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	468	0.319	147	0.5	11.165	B
C-AB	62	0.00	522	0.119	62	0.1	7.810	A
C-A	439	0.00			439			
A-B	16	0.00			16			
A-C	514	0.00			514			

15:00 - 15:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	468	0.319	149	0.5	11.291	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	439	0.00			439			
A-B	16	0.00			16			
A-C	514	0.00			514			

15:15 - 15:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	468	0.319	149	0.5	11.293	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	439	0.00			439			
A-B	16	0.00			16			
A-C	514	0.00			514			

15:30 - 15:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	468	0.319	149	0.5	11.293	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	439	0.00			439			
A-B	16	0.00			16			
A-C	514	0.00			514			

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	468	0.319	149	0.5	11.293	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	439	0.00			439			
A-B	16	0.00			16			
A-C	514	0.00			514			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	149	0.00	468	0.319	149	0.5	11.293	B
C-AB	62	0.00	522	0.119	62	0.1	7.827	A
C-A	439	0.00			439			
A-B	16	0.00			16			
A-C	514	0.00			514			

Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.0.0.2177						
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Filename: Colney Heath Lane.j11

Path: C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\2024\R-24-0187 Land of Sandpit Lane, St Albans\30 Technical\31 Modelling

Report generation date: 28/08/2025 14:52:21

- »2025 | Base | AM
- »2025 | Base | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2025 | Base + Development Flows | AM
- »2025 | Base + Development Flows | PM
- »2030 | Base + Development Flows | AM
- »2030 | Base + Development Flows | PM
- »2030 | Base + Development Flows 'Do Something Scenario' | AM
- »2030 | Base + Development Flows 'Do Something Scenario' | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 - Base						
Stream B-C	2.0	23.71	0.67	0.7	12.98	0.42
Stream B-A	1.6	33.32	0.62	0.8	22.83	0.44
Stream C-AB	0.5	9.88	0.34	0.5	10.00	0.32
2025 - Base + Development Flows						
Stream B-C	2.5	27.38	0.71	0.7	13.07	0.42
Stream B-A	1.7	35.66	0.64	0.8	23.81	0.46
Stream C-AB	0.5	10.00	0.35	0.5	10.23	0.33
2030 - Base						
Stream B-C	2.5	27.85	0.72	0.8	13.88	0.45
Stream B-A	1.9	38.59	0.66	0.9	25.09	0.48
Stream C-AB	0.6	10.17	0.36	0.5	10.34	0.33
2030 - Base + Development Flows						
Stream B-C	3.1	33.10	0.76	0.8	14.00	0.45
Stream B-A	2.1	41.76	0.68	1.0	26.29	0.49
Stream C-AB	0.6	10.30	0.36	0.6	10.58	0.35
2030 - Base + Development Flows 'Do Something Scenario'						
Stream B-C	3.1	32.89	0.76	0.8	14.00	0.45
Stream B-A	2.1	41.25	0.68	1.0	26.29	0.49
Stream C-AB	0.6	10.29	0.36	0.6	10.58	0.35

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	
Location	
Site number	
Date	13/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OliviaHennessy
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:45	09:15	90	15
D2	2025	Base	PM	FLAT	16:45	18:15	90	15
D3	2030	Base	AM	FLAT	07:45	09:15	90	15
D4	2030	Base	PM	FLAT	16:45	18:15	90	15
D5	2025	Base + Development Flows	AM	FLAT	07:45	09:15	90	15
D6	2025	Base + Development Flows	PM	FLAT	16:45	18:15	90	15
D7	2030	Base + Development Flows	AM	FLAT	07:45	09:15	90	15
D8	2030	Base + Development Flows	PM	FLAT	16:45	18:15	90	15
D9	2030	Base + Development Flows 'Do Something Scenario'	AM	FLAT	07:45	09:15	90	15
D10	2030	Base + Development Flows 'Do Something Scenario'	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		10.09	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.09	B

Arms

Arms

Arm	Name	Description	Arm type
A	Hatfield Road East		Major
B	Colney Heath Lane		Minor
C	Hatfield Road West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.63		✓	2.20	150.0	✓	3.00

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 (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.14	2.47	39	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	476	0.085	0.214	0.134	0.305
B-C	650	0.097	0.244	-	-
C-B	661	0.249	0.249	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	414	100.000
B		✓	490	100.000
C		✓	553	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	126	288
	B	176	0	314
	C	368	185	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	4	9
	B	1	0	1
	C	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.67	23.71	2.0	C
B-A	0.62	33.32	1.6	D
C-AB	0.34	9.88	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	314	0.00	469	0.670	306	1.9	21.291	C
B-A	176	0.00	284	0.619	170	1.5	30.117	D
C-AB	190	0.00	555	0.343	188	0.5	9.764	A
C-A	363	0.00			363			
A-B	126	0.00			126			
A-C	288	0.00			288			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	314	0.00	466	0.674	314	2.0	23.523	C
B-A	176	0.00	284	0.620	176	1.6	33.072	D
C-AB	190	0.00	555	0.343	190	0.5	9.873	A
C-A	363	0.00			363			
A-B	126	0.00			126			
A-C	288	0.00			288			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	314	0.00	466	0.674	314	2.0	23.638	C
B-A	176	0.00	284	0.620	176	1.6	33.223	D
C-AB	190	0.00	555	0.343	190	0.5	9.876	A
C-A	363	0.00			363			
A-B	126	0.00			126			
A-C	288	0.00			288			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	314	0.00	466	0.674	314	2.0	23.679	C
B-A	176	0.00	284	0.620	176	1.6	33.274	D
C-AB	190	0.00	555	0.343	190	0.5	9.876	A
C-A	363	0.00			363			
A-B	126	0.00			126			
A-C	288	0.00			288			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	314	0.00	466	0.674	314	2.0	23.699	C
B-A	176	0.00	284	0.620	176	1.6	33.300	D
C-AB	190	0.00	555	0.343	190	0.5	9.877	A
C-A	363	0.00			363			
A-B	126	0.00			126			
A-C	288	0.00			288			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	314	0.00	466	0.674	314	2.0	23.710	C
B-A	176	0.00	284	0.620	176	1.6	33.317	D
C-AB	190	0.00	555	0.343	190	0.5	9.875	A
C-A	363	0.00			363			
A-B	126	0.00			126			
A-C	288	0.00			288			

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		5.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025	Base	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	545	100.000
B		✓	327	100.000
C		✓	484	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	213	332
	B	126	0	201
	C	320	164	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	1	3
	B	2	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.42	12.98	0.7	B
B-A	0.44	22.83	0.8	C
C-AB	0.32	10.00	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	0.00	480	0.419	198	0.7	12.653	B
B-A	126	0.00	284	0.443	123	0.8	21.941	C
C-AB	167	0.00	528	0.317	165	0.5	9.897	A
C-A	317	0.00			317			
A-B	213	0.00			213			
A-C	332	0.00			332			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	0.00	478	0.420	201	0.7	12.967	B
B-A	126	0.00	284	0.444	126	0.8	22.794	C
C-AB	167	0.00	528	0.317	167	0.5	9.995	A
C-A	317	0.00			317			
A-B	213	0.00			213			
A-C	332	0.00			332			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	0.00	478	0.420	201	0.7	12.972	B
B-A	126	0.00	284	0.444	126	0.8	22.815	C
C-AB	167	0.00	528	0.317	167	0.5	9.998	A
C-A	317	0.00			317			
A-B	213	0.00			213			
A-C	332	0.00			332			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	0.00	478	0.420	201	0.7	12.975	B
B-A	126	0.00	284	0.444	126	0.8	22.822	C
C-AB	167	0.00	528	0.317	167	0.5	9.998	A
C-A	317	0.00			317			
A-B	213	0.00			213			
A-C	332	0.00			332			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	0.00	478	0.420	201	0.7	12.975	B
B-A	126	0.00	284	0.444	126	0.8	22.824	C
C-AB	167	0.00	528	0.317	167	0.5	9.996	A
C-A	317	0.00			317			
A-B	213	0.00			213			
A-C	332	0.00			332			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	0.00	478	0.420	201	0.7	12.975	B
B-A	126	0.00	284	0.444	126	0.8	22.827	C
C-AB	167	0.00	528	0.317	167	0.5	9.998	A
C-A	317	0.00			317			
A-B	213	0.00			213			
A-C	332	0.00			332			

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		11.61	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.61	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2030	Base	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	431	100.000
B		✓	510	100.000
C		✓	576	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	131	300
	B	183	0	327
	C	383	193	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	4	9
	B	1	0	1
	C	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.72	27.85	2.5	D
B-A	0.66	38.59	1.9	E
C-AB	0.36	10.17	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	327	0.00	460	0.711	318	2.2	24.074	C
B-A	183	0.00	277	0.661	176	1.7	33.811	D
C-AB	200	0.00	554	0.361	198	0.6	10.046	B
C-A	376	0.00			376			
A-B	131	0.00			131			
A-C	300	0.00			300			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	327	0.00	456	0.717	326	2.4	27.457	D
B-A	183	0.00	276	0.663	183	1.9	38.136	E
C-AB	200	0.00	554	0.361	200	0.6	10.173	B
C-A	376	0.00			376			
A-B	131	0.00			131			
A-C	300	0.00			300			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	327	0.00	456	0.717	327	2.4	27.701	D
B-A	183	0.00	276	0.663	183	1.9	38.406	E
C-AB	200	0.00	554	0.361	200	0.6	10.174	B
C-A	376	0.00			376			
A-B	131	0.00			131			
A-C	300	0.00			300			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	327	0.00	456	0.717	327	2.5	27.785	D
B-A	183	0.00	276	0.663	183	1.9	38.505	E
C-AB	200	0.00	554	0.361	200	0.6	10.172	B
C-A	376	0.00			376			
A-B	131	0.00			131			
A-C	300	0.00			300			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	327	0.00	456	0.717	327	2.5	27.829	D
B-A	183	0.00	276	0.663	183	1.9	38.557	E
C-AB	200	0.00	554	0.361	200	0.6	10.174	B
C-A	376	0.00			376			
A-B	131	0.00			131			
A-C	300	0.00			300			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	327	0.00	456	0.717	327	2.5	27.853	D
B-A	183	0.00	276	0.663	183	1.9	38.587	E
C-AB	200	0.00	554	0.361	200	0.6	10.173	B
C-A	376	0.00			376			
A-B	131	0.00			131			
A-C	300	0.00			300			

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		5.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.64	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2030	Base	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	570	100.000
B		✓	342	100.000
C		✓	506	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	223	347
	B	132	0	210
	C	335	171	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	1	3
	B	2	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.45	13.88	0.8	B
B-A	0.48	25.09	0.9	D
C-AB	0.33	10.34	0.5	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	471	0.446	207	0.8	13.469	B
B-A	132	0.00	276	0.478	129	0.9	23.896	C
C-AB	175	0.00	524	0.335	173	0.5	10.223	B
C-A	331	0.00			331			
A-B	223	0.00			223			
A-C	347	0.00			347			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	469	0.447	210	0.8	13.864	B
B-A	132	0.00	275	0.479	132	0.9	25.044	D
C-AB	175	0.00	524	0.335	175	0.5	10.336	B
C-A	331	0.00			331			
A-B	223	0.00			223			
A-C	347	0.00			347			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	469	0.447	210	0.8	13.879	B
B-A	132	0.00	275	0.479	132	0.9	25.077	D
C-AB	175	0.00	524	0.335	175	0.5	10.339	B
C-A	331	0.00			331			
A-B	223	0.00			223			
A-C	347	0.00			347			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	469	0.447	210	0.8	13.880	B
B-A	132	0.00	275	0.479	132	0.9	25.087	D
C-AB	175	0.00	524	0.335	175	0.5	10.338	B
C-A	331	0.00			331			
A-B	223	0.00			223			
A-C	347	0.00			347			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	469	0.447	210	0.8	13.883	B
B-A	132	0.00	275	0.479	132	0.9	25.092	D
C-AB	175	0.00	524	0.335	175	0.5	10.340	B
C-A	331	0.00			331			
A-B	223	0.00			223			
A-C	347	0.00			347			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	469	0.447	210	0.8	13.883	B
B-A	132	0.00	275	0.479	132	0.9	25.095	D
C-AB	175	0.00	524	0.335	175	0.5	10.338	B
C-A	331	0.00			331			
A-B	223	0.00			223			
A-C	347	0.00			347			

2025 | Base + Development Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		11.17	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.17	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2025	Base + Development Flows	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	432	100.000
B		✓	507	100.000
C		✓	557	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	130	302
	B	179	0	328
	C	372	185	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	4	9
	B	1	0	1
	C	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.71	27.38	2.5	D
B-A	0.64	35.66	1.7	E
C-AB	0.35	10.00	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	328	0.00	463	0.709	319	2.2	23.807	C
B-A	179	0.00	280	0.638	173	1.6	31.812	D
C-AB	191	0.00	551	0.346	189	0.5	9.881	A
C-A	366	0.00			366			
A-B	130	0.00			130			
A-C	302	0.00			302			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	328	0.00	459	0.714	327	2.4	27.030	D
B-A	179	0.00	280	0.640	179	1.7	35.345	E
C-AB	191	0.00	551	0.346	191	0.5	9.996	A
C-A	366	0.00			366			
A-B	130	0.00			130			
A-C	302	0.00			302			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	328	0.00	459	0.714	328	2.4	27.250	D
B-A	179	0.00	280	0.640	179	1.7	35.539	E
C-AB	191	0.00	551	0.346	191	0.5	9.995	A
C-A	366	0.00			366			
A-B	130	0.00			130			
A-C	302	0.00			302			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	328	0.00	459	0.714	328	2.4	27.324	D
B-A	179	0.00	280	0.640	179	1.7	35.608	E
C-AB	191	0.00	551	0.346	191	0.5	9.995	A
C-A	366	0.00			366			
A-B	130	0.00			130			
A-C	302	0.00			302			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	328	0.00	459	0.714	328	2.4	27.362	D
B-A	179	0.00	280	0.640	179	1.7	35.643	E
C-AB	191	0.00	551	0.346	191	0.5	9.995	A
C-A	366	0.00			366			
A-B	130	0.00			130			
A-C	302	0.00			302			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	328	0.00	459	0.714	328	2.5	27.385	D
B-A	179	0.00	280	0.640	179	1.7	35.664	E
C-AB	191	0.00	551	0.346	191	0.5	9.996	A
C-A	366	0.00			366			
A-B	130	0.00			130			
A-C	302	0.00			302			

2025 | Base + Development Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		5.35	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2025	Base + Development Flows	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	547	100.000
B		✓	328	100.000
C		✓	511	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	214	333
	B	127	0	201
	C	338	173	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	1	3
	B	2	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.42	13.07	0.7	B
B-A	0.46	23.81	0.8	C
C-AB	0.33	10.23	0.5	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	0.00	478	0.420	198	0.7	12.737	B
B-A	127	0.00	279	0.456	124	0.8	22.801	C
C-AB	177	0.00	530	0.335	175	0.5	10.103	B
C-A	334	0.00			334			
A-B	214	0.00			214			
A-C	333	0.00			333			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	0.00	476	0.422	201	0.7	13.063	B
B-A	127	0.00	278	0.457	127	0.8	23.769	C
C-AB	177	0.00	530	0.335	177	0.5	10.224	B
C-A	334	0.00			334			
A-B	214	0.00			214			
A-C	333	0.00			333			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	0.00	476	0.422	201	0.7	13.070	B
B-A	127	0.00	278	0.457	127	0.8	23.794	C
C-AB	177	0.00	530	0.335	177	0.5	10.225	B
C-A	334	0.00			334			
A-B	214	0.00			214			
A-C	333	0.00			333			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	0.00	476	0.422	201	0.7	13.073	B
B-A	127	0.00	278	0.457	127	0.8	23.803	C
C-AB	177	0.00	530	0.335	177	0.5	10.226	B
C-A	334	0.00			334			
A-B	214	0.00			214			
A-C	333	0.00			333			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	0.00	476	0.422	201	0.7	13.073	B
B-A	127	0.00	278	0.457	127	0.8	23.806	C
C-AB	177	0.00	530	0.335	177	0.5	10.226	B
C-A	334	0.00			334			
A-B	214	0.00			214			
A-C	333	0.00			333			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	201	0.00	476	0.422	201	0.7	13.074	B
B-A	127	0.00	278	0.457	127	0.8	23.808	C
C-AB	177	0.00	530	0.335	177	0.5	10.226	B
C-A	334	0.00			334			
A-B	214	0.00			214			
A-C	333	0.00			333			

2030 | Base + Development Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		13.13	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.13	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030	Base + Development Flows	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	449	100.000
B		✓	527	100.000
C		✓	580	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	135	314
	B	186	0	341
	C	387	193	0

Vehicle Mix

Heavy Vehicle %

		To			
From		A	B	C	
	A	0	4	9	
	B	1	0	1	
	C	7	2	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.76	33.10	3.1	D
B-A	0.68	41.76	2.1	E
C-AB	0.36	10.30	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	341	0.00	454	0.752	330	2.7	27.250	D
B-A	186	0.00	273	0.682	178	1.9	35.898	E
C-AB	200	0.00	550	0.364	198	0.6	10.232	B
C-A	380	0.00			380			
A-B	135	0.00			135			
A-C	314	0.00			314			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	341	0.00	450	0.758	340	2.9	32.305	D
B-A	186	0.00	272	0.684	186	2.0	41.135	E
C-AB	200	0.00	550	0.364	200	0.6	10.297	B
C-A	380	0.00			380			
A-B	135	0.00			135			
A-C	314	0.00			314			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	341	0.00	449	0.759	341	3.0	32.782	D
B-A	186	0.00	272	0.684	186	2.1	41.504	E
C-AB	200	0.00	550	0.364	200	0.6	10.299	B
C-A	380	0.00			380			
A-B	135	0.00			135			
A-C	314	0.00			314			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	341	0.00	449	0.759	341	3.0	32.955	D
B-A	186	0.00	272	0.684	186	2.1	41.643	E
C-AB	200	0.00	550	0.364	200	0.6	10.301	B
C-A	380	0.00			380			
A-B	135	0.00			135			
A-C	314	0.00			314			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	341	0.00	449	0.759	341	3.1	33.044	D
B-A	186	0.00	272	0.684	186	2.1	41.715	E
C-AB	200	0.00	550	0.364	200	0.6	10.301	B
C-A	380	0.00			380			
A-B	135	0.00			135			
A-C	314	0.00			314			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	341	0.00	449	0.759	341	3.1	33.099	D
B-A	186	0.00	272	0.684	186	2.1	41.760	E
C-AB	200	0.00	550	0.364	200	0.6	10.301	B
C-A	380	0.00			380			
A-B	135	0.00			135			
A-C	314	0.00			314			

2030 | Base + Development Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		5.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2030	Base + Development Flows	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	572	100.000
B		✓	343	100.000
C		✓	533	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	224	348
	B	133	0	210
	C	353	180	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	1	3
	B	2	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.45	14.00	0.8	B
B-A	0.49	26.29	1.0	D
C-AB	0.35	10.58	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	469	0.448	207	0.8	13.572	B
B-A	133	0.00	271	0.492	129	0.9	24.912	C
C-AB	186	0.00	526	0.353	183	0.6	10.444	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	467	0.450	210	0.8	13.988	B
B-A	133	0.00	270	0.493	133	0.9	26.226	D
C-AB	186	0.00	526	0.353	186	0.6	10.574	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	467	0.450	210	0.8	14.000	B
B-A	133	0.00	270	0.493	133	1.0	26.263	D
C-AB	186	0.00	526	0.353	186	0.6	10.575	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	467	0.450	210	0.8	14.001	B
B-A	133	0.00	270	0.493	133	1.0	26.275	D
C-AB	186	0.00	526	0.353	186	0.6	10.577	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	467	0.450	210	0.8	14.004	B
B-A	133	0.00	270	0.493	133	1.0	26.284	D
C-AB	186	0.00	526	0.353	186	0.6	10.576	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	467	0.450	210	0.8	14.004	B
B-A	133	0.00	270	0.493	133	1.0	26.286	D
C-AB	186	0.00	526	0.353	186	0.6	10.576	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

2030 | Base + Development Flows 'Do Something Scenario' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		13.02	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.02	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2030	Base + Development Flows 'Do Something Scenario'	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	448	100.000
B		✓	526	100.000
C		✓	580	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	134	314
	B	185	0	341
	C	387	193	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	4	9
	B	1	0	1
	C	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.76	32.89	3.1	D
B-A	0.68	41.25	2.1	E
C-AB	0.36	10.29	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	341	0.00	454	0.751	330	2.7	27.140	D
B-A	185	0.00	273	0.679	178	1.9	35.579	E
C-AB	200	0.00	550	0.364	198	0.6	10.162	B
C-A	380	0.00			380			
A-B	134	0.00			134			
A-C	314	0.00			314			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	341	0.00	450	0.757	340	2.9	32.122	D
B-A	185	0.00	272	0.680	185	2.0	40.652	E
C-AB	200	0.00	550	0.364	200	0.6	10.292	B
C-A	380	0.00			380			
A-B	134	0.00			134			
A-C	314	0.00			314			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	341	0.00	450	0.758	341	3.0	32.586	D
B-A	185	0.00	272	0.680	185	2.0	41.005	E
C-AB	200	0.00	550	0.364	200	0.6	10.294	B
C-A	380	0.00			380			
A-B	134	0.00			134			
A-C	314	0.00			314			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	341	0.00	450	0.758	341	3.0	32.754	D
B-A	185	0.00	272	0.680	185	2.1	41.136	E
C-AB	200	0.00	550	0.364	200	0.6	10.294	B
C-A	380	0.00			380			
A-B	134	0.00			134			
A-C	314	0.00			314			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	341	0.00	450	0.758	341	3.0	32.841	D
B-A	185	0.00	272	0.680	185	2.1	41.203	E
C-AB	200	0.00	550	0.364	200	0.6	10.294	B
C-A	380	0.00			380			
A-B	134	0.00			134			
A-C	314	0.00			314			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	341	0.00	450	0.758	341	3.1	32.893	D
B-A	185	0.00	272	0.680	185	2.1	41.246	E
C-AB	200	0.00	550	0.364	200	0.6	10.292	B
C-A	380	0.00			380			
A-B	134	0.00			134			
A-C	314	0.00			314			

2030 | Base + Development Flows 'Do Something Scenario' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		5.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2030	Base + Development Flows 'Do Something Scenario'	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	572	100.000
B		✓	343	100.000
C		✓	533	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	224	348
	B	133	0	210
	C	353	180	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	1	3
	B	2	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.45	14.00	0.8	B
B-A	0.49	26.29	1.0	D
C-AB	0.35	10.58	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	469	0.448	207	0.8	13.572	B
B-A	133	0.00	271	0.492	129	0.9	24.912	C
C-AB	186	0.00	526	0.353	183	0.6	10.444	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	467	0.450	210	0.8	13.988	B
B-A	133	0.00	270	0.493	133	0.9	26.226	D
C-AB	186	0.00	526	0.353	186	0.6	10.574	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	467	0.450	210	0.8	14.000	B
B-A	133	0.00	270	0.493	133	1.0	26.263	D
C-AB	186	0.00	526	0.353	186	0.6	10.575	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	467	0.450	210	0.8	14.001	B
B-A	133	0.00	270	0.493	133	1.0	26.275	D
C-AB	186	0.00	526	0.353	186	0.6	10.577	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	467	0.450	210	0.8	14.004	B
B-A	133	0.00	270	0.493	133	1.0	26.284	D
C-AB	186	0.00	526	0.353	186	0.6	10.576	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	210	0.00	467	0.450	210	0.8	14.004	B
B-A	133	0.00	270	0.493	133	1.0	26.286	D
C-AB	186	0.00	526	0.353	186	0.6	10.576	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

Junctions 11						
PICADY 11 - Priority Intersection Module						
Version: 11.0.0.2177						
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Filename: Colney Heath Lane-mitigation.j11

Path: C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\2024\R-24-0187 Land of Sandpit Lane, St Albans\30 Technical\31 Modelling

Report generation date: 02/09/2025 13:35:53

- »2025 | Base | AM
- »2025 | Base | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2025 | Base + Development Flows | AM
- »2025 | Base + Development Flows | PM
- »2030 | Base + Development Flows | AM
- »2030 | Base + Development Flows | PM
- »2030 | Base + Development Flows 'Do Something Scenario' | AM
- »2030 | Base + Development Flows 'Do Something Scenario' | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2025 - Base						
Stream B-AC	60.8	459.26	1.07	2.7	30.78	0.74
Stream C-AB	0.5	9.88	0.34	0.5	10.00	0.32
2025 - Base + Development Flows						
Stream B-AC	87.7	655.76	1.12	2.9	32.50	0.75
Stream C-AB	0.5	10.00	0.35	0.5	10.23	0.33
2030 - Base						
Stream B-AC	98.2	738.45	1.14	3.6	38.53	0.79
Stream C-AB	0.6	10.17	0.36	0.5	10.34	0.33
2030 - Base + Development Flows						
Stream B-AC	127.1	956.37	1.18	3.8	41.26	0.80
Stream C-AB	0.6	10.30	0.36	0.6	10.58	0.35
2030 - Base + Development Flows 'Do Something Scenario'						
Stream B-AC	125.0	939.72	1.18	3.8	41.26	0.80
Stream C-AB	0.6	10.29	0.36	0.6	10.58	0.35

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	
Location	
Site number	
Date	13/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OliviaHennessy
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:45	09:15	90	15
D2	2025	Base	PM	FLAT	16:45	18:15	90	15
D3	2030	Base	AM	FLAT	07:45	09:15	90	15
D4	2030	Base	PM	FLAT	16:45	18:15	90	15
D5	2025	Base + Development Flows	AM	FLAT	07:45	09:15	90	15
D6	2025	Base + Development Flows	PM	FLAT	16:45	18:15	90	15
D7	2030	Base + Development Flows	AM	FLAT	07:45	09:15	90	15
D8	2030	Base + Development Flows	PM	FLAT	16:45	18:15	90	15
D9	2030	Base + Development Flows 'Do Something Scenario'	AM	FLAT	07:45	09:15	90	15
D10	2030	Base + Development Flows 'Do Something Scenario'	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		150.57	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	150.57	F

Arms

Arms

Arm	Name	Description	Arm type
A	Hatfield Road East		Major
B	Colney Heath Lane		Minor
C	Hatfield Road West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.63		✓	2.20	150.0	✓	3.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.82	37	27

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	544	0.097	0.244	0.154	0.349
B-C	694	0.103	0.261	-	-
C-B	661	0.249	0.249	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	414	100.000
B		✓	490	100.000
C		✓	553	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	126	288
	B	176	0	314
	C	368	185	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	4	9
	B	1	0	1
	C	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.07	459.26	60.8	F
C-AB	0.34	9.88	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	490	0.00	457	1.071	429	15.2	82.804	F
C-AB	190	0.00	555	0.343	188	0.5	9.764	A
C-A	363	0.00			363			
A-B	126	0.00			126			
A-C	288	0.00			288			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	490	0.00	457	1.073	450	25.2	180.170	F
C-AB	190	0.00	555	0.343	190	0.5	9.873	A
C-A	363	0.00			363			
A-B	126	0.00			126			
A-C	288	0.00			288			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	490	0.00	457	1.073	453	34.5	253.230	F
C-AB	190	0.00	555	0.343	190	0.5	9.876	A
C-A	363	0.00			363			
A-B	126	0.00			126			
A-C	288	0.00			288			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	490	0.00	457	1.073	454	43.4	323.124	F
C-AB	190	0.00	555	0.343	190	0.5	9.874	A
C-A	363	0.00			363			
A-B	126	0.00			126			
A-C	288	0.00			288			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	490	0.00	457	1.073	455	52.1	391.596	F
C-AB	190	0.00	555	0.343	190	0.5	9.875	A
C-A	363	0.00			363			
A-B	126	0.00			126			
A-C	288	0.00			288			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	490	0.00	457	1.073	455	60.8	459.260	F
C-AB	190	0.00	555	0.343	190	0.5	9.877	A
C-A	363	0.00			363			
A-B	126	0.00			126			
A-C	288	0.00			288			

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		8.60	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025	Base	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	545	100.000
B		✓	327	100.000
C		✓	484	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	213	332
	B	126	0	201
	C	320	164	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	1	3
	B	2	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.74	30.78	2.7	D
C-AB	0.32	10.00	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	327	0.00	444	0.737	317	2.5	26.622	D
C-AB	167	0.00	528	0.317	165	0.5	9.897	A
C-A	317	0.00			317			
A-B	213	0.00			213			
A-C	332	0.00			332			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	327	0.00	444	0.737	326	2.6	30.387	D
C-AB	167	0.00	528	0.317	167	0.5	9.997	A
C-A	317	0.00			317			
A-B	213	0.00			213			
A-C	332	0.00			332			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	327	0.00	443	0.737	327	2.7	30.622	D
C-AB	167	0.00	528	0.317	167	0.5	9.996	A
C-A	317	0.00			317			
A-B	213	0.00			213			
A-C	332	0.00			332			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	327	0.00	443	0.737	327	2.7	30.710	D
C-AB	167	0.00	528	0.317	167	0.5	9.996	A
C-A	317	0.00			317			
A-B	213	0.00			213			
A-C	332	0.00			332			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	327	0.00	443	0.737	327	2.7	30.756	D
C-AB	167	0.00	528	0.317	167	0.5	9.996	A
C-A	317	0.00			317			
A-B	213	0.00			213			
A-C	332	0.00			332			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	327	0.00	443	0.737	327	2.7	30.784	D
C-AB	167	0.00	528	0.317	167	0.5	9.997	A
C-A	317	0.00			317			
A-B	213	0.00			213			
A-C	332	0.00			332			

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		241.29	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	241.29	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2030	Base	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	431	100.000
B		✓	510	100.000
C		✓	576	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	131	300
	B	183	0	327
	C	383	193	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	4	9
	B	1	0	1
	C	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.14	738.45	98.2	F
C-AB	0.36	10.17	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	510	0.00	450	1.134	429	20.4	103.385	F
C-AB	200	0.00	554	0.361	198	0.6	10.046	B
C-A	376	0.00			376			
A-B	131	0.00			131			
A-C	300	0.00			300			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	510	0.00	449	1.136	446	36.4	247.100	F
C-AB	200	0.00	554	0.361	200	0.6	10.171	B
C-A	376	0.00			376			
A-B	131	0.00			131			
A-C	300	0.00			300			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	510	0.00	449	1.136	448	52.0	370.698	F
C-AB	200	0.00	554	0.361	200	0.6	10.174	B
C-A	376	0.00			376			
A-B	131	0.00			131			
A-C	300	0.00			300			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	510	0.00	449	1.136	448	67.5	493.452	F
C-AB	200	0.00	554	0.361	200	0.6	10.174	B
C-A	376	0.00			376			
A-B	131	0.00			131			
A-C	300	0.00			300			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	510	0.00	449	1.136	448	82.9	615.992	F
C-AB	200	0.00	554	0.361	200	0.6	10.172	B
C-A	376	0.00			376			
A-B	131	0.00			131			
A-C	300	0.00			300			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	510	0.00	449	1.136	449	98.2	738.449	F
C-AB	200	0.00	554	0.361	200	0.6	10.175	B
C-A	376	0.00			376			
A-B	131	0.00			131			
A-C	300	0.00			300			

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		10.50	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.50	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2030	Base	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	570	100.000
B		✓	342	100.000
C		✓	506	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	223	347
	B	132	0	210
	C	335	171	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	1	3
	B	2	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.79	38.53	3.6	E
C-AB	0.33	10.34	0.5	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	342	0.00	435	0.786	330	3.1	31.216	D
C-AB	175	0.00	524	0.335	173	0.5	10.223	B
C-A	331	0.00			331			
A-B	223	0.00			223			
A-C	347	0.00			347			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	342	0.00	435	0.787	341	3.4	37.529	E
C-AB	175	0.00	524	0.335	175	0.5	10.338	B
C-A	331	0.00			331			
A-B	223	0.00			223			
A-C	347	0.00			347			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	342	0.00	435	0.787	342	3.5	38.104	E
C-AB	175	0.00	524	0.335	175	0.5	10.339	B
C-A	331	0.00			331			
A-B	223	0.00			223			
A-C	347	0.00			347			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	342	0.00	435	0.787	342	3.5	38.331	E
C-AB	175	0.00	524	0.335	175	0.5	10.338	B
C-A	331	0.00			331			
A-B	223	0.00			223			
A-C	347	0.00			347			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	342	0.00	435	0.787	342	3.6	38.455	E
C-AB	175	0.00	524	0.335	175	0.5	10.338	B
C-A	331	0.00			331			
A-B	223	0.00			223			
A-C	347	0.00			347			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	342	0.00	435	0.787	342	3.6	38.531	E
C-AB	175	0.00	524	0.335	175	0.5	10.338	B
C-A	331	0.00			331			
A-B	223	0.00			223			
A-C	347	0.00			347			

2025 | Base + Development Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		216.06	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	216.06	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2025	Base + Development Flows	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	432	100.000
B		✓	507	100.000
C		✓	557	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	130	302
	B	179	0	328
	C	372	185	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	4	9
	B	1	0	1
	C	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.12	655.76	87.7	F
C-AB	0.35	10.00	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	507	0.00	454	1.117	431	18.9	97.122	F
C-AB	191	0.00	551	0.346	189	0.5	9.881	A
C-A	366	0.00			366			
A-B	130	0.00			130			
A-C	302	0.00			302			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	507	0.00	454	1.118	450	33.2	226.930	F
C-AB	191	0.00	551	0.346	191	0.5	9.994	A
C-A	366	0.00			366			
A-B	130	0.00			130			
A-C	302	0.00			302			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	507	0.00	454	1.118	452	47.1	335.432	F
C-AB	191	0.00	551	0.346	191	0.5	9.997	A
C-A	366	0.00			366			
A-B	130	0.00			130			
A-C	302	0.00			302			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	507	0.00	454	1.118	452	60.7	442.577	F
C-AB	191	0.00	551	0.346	191	0.5	9.995	A
C-A	366	0.00			366			
A-B	130	0.00			130			
A-C	302	0.00			302			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	507	0.00	454	1.118	453	74.2	549.273	F
C-AB	191	0.00	551	0.346	191	0.5	9.995	A
C-A	366	0.00			366			
A-B	130	0.00			130			
A-C	302	0.00			302			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	507	0.00	454	1.118	453	87.7	655.758	F
C-AB	191	0.00	551	0.346	191	0.5	9.998	A
C-A	366	0.00			366			
A-B	130	0.00			130			
A-C	302	0.00			302			

2025 | Base + Development Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		8.94	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.94	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2025	Base + Development Flows	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	547	100.000
B		✓	328	100.000
C		✓	511	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	214	333
	B	127	0	201
	C	338	173	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	1	3
	B	2	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.75	32.50	2.9	D
C-AB	0.33	10.23	0.5	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	328	0.00	439	0.748	318	2.6	27.730	D
C-AB	177	0.00	530	0.335	175	0.5	10.103	B
C-A	334	0.00			334			
A-B	214	0.00			214			
A-C	333	0.00			333			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	328	0.00	438	0.748	327	2.8	32.001	D
C-AB	177	0.00	530	0.335	177	0.5	10.224	B
C-A	334	0.00			334			
A-B	214	0.00			214			
A-C	333	0.00			333			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	328	0.00	438	0.748	328	2.8	32.291	D
C-AB	177	0.00	530	0.335	177	0.5	10.223	B
C-A	334	0.00			334			
A-B	214	0.00			214			
A-C	333	0.00			333			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	328	0.00	438	0.748	328	2.9	32.403	D
C-AB	177	0.00	530	0.335	177	0.5	10.224	B
C-A	334	0.00			334			
A-B	214	0.00			214			
A-C	333	0.00			333			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	328	0.00	438	0.748	328	2.9	32.460	D
C-AB	177	0.00	530	0.335	177	0.5	10.226	B
C-A	334	0.00			334			
A-B	214	0.00			214			
A-C	333	0.00			333			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	328	0.00	438	0.748	328	2.9	32.497	D
C-AB	177	0.00	530	0.335	177	0.5	10.226	B
C-A	334	0.00			334			
A-B	214	0.00			214			
A-C	333	0.00			333			

2030 | Base + Development Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		314.39	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	314.39	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030	Base + Development Flows	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	449	100.000
B		✓	527	100.000
C		✓	580	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	135	314
	B	186	0	341
	C	387	193	0

Vehicle Mix

Heavy Vehicle %

		To			
From		A	B	C	
	A	0	4	9	
	B	1	0	1	
	C	7	2	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.18	956.37	127.1	F
C-AB	0.36	10.30	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	527	0.00	446	1.181	429	24.6	119.844	F
C-AB	200	0.00	550	0.364	198	0.6	10.232	B
C-A	380	0.00			380			
A-B	135	0.00			135			
A-C	314	0.00			314			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	527	0.00	446	1.183	444	45.4	300.695	F
C-AB	200	0.00	550	0.364	200	0.6	10.299	B
C-A	380	0.00			380			
A-B	135	0.00			135			
A-C	314	0.00			314			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	527	0.00	446	1.183	445	65.9	464.447	F
C-AB	200	0.00	550	0.364	200	0.6	10.299	B
C-A	380	0.00			380			
A-B	135	0.00			135			
A-C	314	0.00			314			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	527	0.00	446	1.183	445	86.3	628.290	F
C-AB	200	0.00	550	0.364	200	0.6	10.301	B
C-A	380	0.00			380			
A-B	135	0.00			135			
A-C	314	0.00			314			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	527	0.00	446	1.183	445	106.7	792.283	F
C-AB	200	0.00	550	0.364	200	0.6	10.301	B
C-A	380	0.00			380			
A-B	135	0.00			135			
A-C	314	0.00			314			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	527	0.00	446	1.183	445	127.1	956.371	F
C-AB	200	0.00	550	0.364	200	0.6	10.302	B
C-A	380	0.00			380			
A-B	135	0.00			135			
A-C	314	0.00			314			

2030 | Base + Development Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		11.05	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.05	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2030	Base + Development Flows	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	572	100.000
B		✓	343	100.000
C		✓	533	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	224	348
	B	133	0	210
	C	353	180	0

Vehicle Mix

Heavy Vehicle %

		To			
From		A	B	C	
	A	0	1	3	
	B	2	0	1	
	C	3	1	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.80	41.26	3.8	E
C-AB	0.35	10.58	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	0.00	430	0.798	330	3.3	32.690	D
C-AB	186	0.00	526	0.353	183	0.6	10.444	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	0.00	429	0.799	342	3.6	39.961	E
C-AB	186	0.00	526	0.353	186	0.6	10.574	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	0.00	429	0.799	343	3.7	40.694	E
C-AB	186	0.00	526	0.353	186	0.6	10.577	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	0.00	429	0.799	343	3.8	40.992	E
C-AB	186	0.00	526	0.353	186	0.6	10.575	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	0.00	429	0.799	343	3.8	41.153	E
C-AB	186	0.00	526	0.353	186	0.6	10.578	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	0.00	429	0.799	343	3.8	41.256	E
C-AB	186	0.00	526	0.353	186	0.6	10.576	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

2030 | Base + Development Flows 'Do Something Scenario' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		308.74	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	308.74	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2030	Base + Development Flows 'Do Something Scenario'	AM	FLAT	07:45	09:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	448	100.000
B		✓	526	100.000
C		✓	580	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	134	314
	B	185	0	341
	C	387	193	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	4	9
	B	1	0	1
	C	7	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.18	939.72	125.0	F
C-AB	0.36	10.29	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	0.00	447	1.178	429	24.2	118.554	F
C-AB	200	0.00	550	0.364	198	0.6	10.162	B
C-A	380	0.00			380			
A-B	134	0.00			134			
A-C	314	0.00			314			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	0.00	446	1.179	444	44.7	296.534	F
C-AB	200	0.00	550	0.364	200	0.6	10.292	B
C-A	380	0.00			380			
A-B	134	0.00			134			
A-C	314	0.00			314			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	0.00	446	1.179	445	64.9	457.213	F
C-AB	200	0.00	550	0.364	200	0.6	10.292	B
C-A	380	0.00			380			
A-B	134	0.00			134			
A-C	314	0.00			314			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	0.00	446	1.179	446	84.9	617.930	F
C-AB	200	0.00	550	0.364	200	0.6	10.292	B
C-A	380	0.00			380			
A-B	134	0.00			134			
A-C	314	0.00			314			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	0.00	446	1.179	446	105.0	778.781	F
C-AB	200	0.00	550	0.364	200	0.6	10.294	B
C-A	380	0.00			380			
A-B	134	0.00			134			
A-C	314	0.00			314			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	526	0.00	446	1.179	446	125.0	939.719	F
C-AB	200	0.00	550	0.364	200	0.6	10.292	B
C-A	380	0.00			380			
A-B	134	0.00			134			
A-C	314	0.00			314			

2030 | Base + Development Flows 'Do Something Scenario' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Colney Heath Lane / Hatfield Road	T-Junction	Two-way	Two-way	Two-way		11.05	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.05	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2030	Base + Development Flows 'Do Something Scenario'	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	572	100.000
B		✓	343	100.000
C		✓	533	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	224	348
	B	133	0	210
	C	353	180	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	1	3
	B	2	0	1
	C	3	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.80	41.26	3.8	E
C-AB	0.35	10.58	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	0.00	430	0.798	330	3.3	32.690	D
C-AB	186	0.00	526	0.353	183	0.6	10.444	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	0.00	429	0.799	342	3.6	39.961	E
C-AB	186	0.00	526	0.353	186	0.6	10.574	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	0.00	429	0.799	343	3.7	40.694	E
C-AB	186	0.00	526	0.353	186	0.6	10.577	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	0.00	429	0.799	343	3.8	40.992	E
C-AB	186	0.00	526	0.353	186	0.6	10.575	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	0.00	429	0.799	343	3.8	41.153	E
C-AB	186	0.00	526	0.353	186	0.6	10.578	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	343	0.00	429	0.799	343	3.8	41.256	E
C-AB	186	0.00	526	0.353	186	0.6	10.576	B
C-A	347	0.00			347			
A-B	224	0.00			224			
A-C	348	0.00			348			

Junctions 11	
ARCADY 11 - Roundabout Module	
Version: 11.0.0.2177	
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Filename: Station Road - Hatfield Road Roundabout.j11

Path: C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\2024\R-24-0187 Land of Sandpit Lane, St Albans\30 Technical\31 Modelling

Report generation date: 28/08/2025 14:58:36

»2025 | Base | AM
 »2025 | Base | PM
 »2030 | Base | AM
 »2030 | Base | PM
 »2025 | Base + Development Flows | AM
 »2025 | Base + Development Flows | PM
 »2030 | Base + Development Flows | AM
 »2030 | Base + Development Flows | PM
 »2030 | Base + Development Flows 'Do Something Scenario' | AM
 »2030 | Base + Development Flows 'Do Something Scenario' | PM

Summary of junction performance

	AM				PM			
	Set ID	Queue (Veh)	Delay (s)	RFC	Set ID	Queue (Veh)	Delay (s)	RFC
	2025 - Base							
Arm 1	D1	3.2	16.25	0.76	D2	2.5	11.95	0.72
Arm 2		1.0	7.82	0.49		0.9	7.01	0.49
Arm 3		0.9	5.94	0.46		1.4	8.20	0.58
Arm 4		3.5	19.28	0.78		1.4	11.36	0.59
	2025 - Base + Development Flows							
Arm 1	D5	4.0	20.04	0.80	D6	2.7	12.71	0.73
Arm 2		1.1	8.55	0.53		1.0	7.39	0.51
Arm 3		0.9	6.20	0.48		1.5	8.79	0.60
Arm 4		5.3	26.92	0.84		1.7	13.03	0.64
	2030 - Base							
Arm 1	D3	4.0	19.79	0.80	D4	3.1	13.84	0.76
Arm 2		1.1	8.56	0.52		1.1	7.60	0.52
Arm 3		0.9	6.29	0.49		1.6	9.14	0.62
Arm 4		4.5	24.03	0.82		1.7	12.91	0.63
	2030 - Base + Development Flows							
Arm 1	D7	5.3	25.66	0.85	D8	3.3	14.87	0.77
Arm 2		1.3	9.43	0.56		1.2	8.06	0.54
Arm 3		1.0	6.56	0.50		1.8	9.89	0.64
Arm 4		7.6	37.87	0.89		2.1	15.10	0.68
	2030 - Base + Development Flows 'Do Something Scenario'							
Arm 1	D9	5.0	24.11	0.84	D10	3.2	14.65	0.77
Arm 2		1.2	9.24	0.55		1.1	7.94	0.54
Arm 3		1.0	6.53	0.50		1.8	9.78	0.64
Arm 4		6.4	32.41	0.87		2.0	14.73	0.67

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	
Location	
Site number	
Date	13/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OliviaHennessy
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:30	09:00	90	15
D2	2025	Base	PM	FLAT	16:45	18:15	90	15
D3	2030	Base	AM	FLAT	07:30	09:00	90	15
D4	2030	Base	PM	FLAT	16:45	18:15	90	15
D5	2025	Base + Development Flows	AM	FLAT	07:30	09:00	90	15
D6	2025	Base + Development Flows	PM	FLAT	16:45	18:15	90	15
D7	2030	Base + Development Flows	AM	FLAT	07:30	09:00	90	15
D8	2030	Base + Development Flows	PM	FLAT	16:45	18:15	90	15
D9	2030	Base + Development Flows 'Do Something Scenario'	AM	FLAT	07:30	09:00	90	15
D10	2030	Base + Development Flows 'Do Something Scenario'	PM	FLAT	16:45	18:15	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A1057 / Oaklands Lane / Station Road	Standard Roundabout		1, 2, 3, 4	13.21	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	13.21	B

Arms

Arms

Arm	Name	Description	No give-way line
1	A1057 East		
2	Station Road		
3	A1057 West		
4	Oaklands Lane		

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)	Entry only	Exit only
1	3.10	5.25	19.0	12.6	27.5	54.0		
2	4.10	5.80	4.2	18.8	27.5	35.0		
3	4.80	4.80	0.0	15.0	27.5	19.0		
4	3.50	4.50	2.0	34.0	27.5	33.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.535	1259
2	0.600	1437
3	0.623	1486
4	0.558	1188

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	717	100.000
2		✓	445	100.000
3		✓	522	100.000
4		✓	662	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	2	53	488	174
	2	137	0	144	164
	3	339	61	1	121
	4	221	286	155	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.76	16.25	3.2	C
2	0.49	7.82	1.0	A
3	0.46	5.94	0.9	A
4	0.78	19.28	3.5	C

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	717	494	943	0.760	705	3.0	14.498	B
2	445	806	914	0.487	441	0.9	7.561	A
3	522	472	1131	0.461	519	0.8	5.846	A
4	662	536	850	0.778	649	3.2	16.947	C

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	717	503	938	0.764	716	3.1	16.119	C
2	445	819	905	0.491	445	1.0	7.814	A
3	522	477	1128	0.463	522	0.9	5.939	A
4	662	540	848	0.780	661	3.4	19.098	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	717	503	938	0.764	717	3.2	16.200	C
2	445	820	905	0.492	445	1.0	7.822	A
3	522	477	1128	0.463	522	0.9	5.940	A
4	662	540	848	0.780	662	3.4	19.210	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	717	503	938	0.764	717	3.2	16.227	C
2	445	820	905	0.492	445	1.0	7.823	A
3	522	477	1128	0.463	522	0.9	5.940	A
4	662	540	848	0.780	662	3.5	19.248	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	717	503	938	0.764	717	3.2	16.239	C
2	445	820	905	0.492	445	1.0	7.823	A
3	522	477	1128	0.463	522	0.9	5.940	A
4	662	540	848	0.780	662	3.5	19.267	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	717	503	938	0.764	717	3.2	16.246	C
2	445	820	905	0.492	445	1.0	7.824	A
3	522	477	1128	0.463	522	0.9	5.940	A
4	662	540	848	0.780	662	3.5	19.279	C

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A1057 / Oaklands Lane / Station Road	Standard Roundabout		1, 2, 3, 4	9.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025	Base	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	766	100.000
2		✓	484	100.000
3		✓	607	100.000
4		✓	449	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	149	397	220
	2	240	0	53	191
	3	400	75	2	130
	4	243	139	67	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.72	11.95	2.5	B
2	0.49	7.01	0.9	A
3	0.58	8.20	1.4	A
4	0.59	11.36	1.4	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	766	280	1069	0.717	756	2.4	11.204	B
2	484	677	1003	0.483	480	0.9	6.842	A
3	607	645	1050	0.578	602	1.3	7.941	A
4	449	711	769	0.584	444	1.4	10.881	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	766	283	1067	0.718	766	2.5	11.920	B
2	484	686	998	0.485	484	0.9	7.007	A
3	607	651	1046	0.580	607	1.4	8.191	A
4	449	717	766	0.586	449	1.4	11.347	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	766	283	1067	0.718	766	2.5	11.940	B
2	484	686	998	0.485	484	0.9	7.008	A
3	607	651	1046	0.580	607	1.4	8.195	A
4	449	717	766	0.586	449	1.4	11.357	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	766	283	1067	0.718	766	2.5	11.945	B
2	484	686	998	0.485	484	0.9	7.009	A
3	607	651	1046	0.580	607	1.4	8.197	A
4	449	717	766	0.586	449	1.4	11.360	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	766	283	1067	0.718	766	2.5	11.950	B
2	484	686	998	0.485	484	0.9	7.009	A
3	607	651	1046	0.580	607	1.4	8.197	A
4	449	717	766	0.586	449	1.4	11.360	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	766	283	1067	0.718	766	2.5	11.950	B
2	484	686	998	0.485	484	0.9	7.009	A
3	607	651	1046	0.580	607	1.4	8.197	A
4	449	717	766	0.586	449	1.4	11.360	B

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A1057 / Oaklands Lane / Station Road	Standard Roundabout		1, 2, 3, 4	15.84	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.84	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2030	Base	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	746	100.000
2		✓	464	100.000
3		✓	544	100.000
4		✓	689	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	2	55	508	181
	2	143	0	150	171
	3	353	64	1	126
	4	230	298	161	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.80	19.79	4.0	C
2	0.52	8.56	1.1	A
3	0.49	6.29	0.9	A
4	0.82	24.03	4.5	C

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	746	513	933	0.800	731	3.6	16.827	C
2	464	836	895	0.518	460	1.1	8.190	A
3	544	491	1120	0.486	540	0.9	6.173	A
4	689	559	840	0.820	673	4.0	19.933	C

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	746	523	928	0.804	745	3.9	19.485	C
2	464	852	885	0.524	464	1.1	8.536	A
3	544	497	1116	0.487	544	0.9	6.292	A
4	689	563	838	0.822	688	4.3	23.564	C

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	746	524	927	0.804	746	4.0	19.679	C
2	464	853	885	0.524	464	1.1	8.551	A
3	544	497	1116	0.487	544	0.9	6.293	A
4	689	563	838	0.822	689	4.4	23.840	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	746	524	927	0.804	746	4.0	19.743	C
2	464	853	885	0.524	464	1.1	8.555	A
3	544	497	1116	0.488	544	0.9	6.294	A
4	689	563	838	0.822	689	4.5	23.942	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	746	524	927	0.805	746	4.0	19.775	C
2	464	853	885	0.524	464	1.1	8.556	A
3	544	497	1116	0.488	544	0.9	6.294	A
4	689	563	838	0.822	689	4.5	23.995	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	746	524	927	0.805	746	4.0	19.792	C
2	464	853	885	0.524	464	1.1	8.556	A
3	544	497	1116	0.488	544	0.9	6.294	A
4	689	563	838	0.822	689	4.5	24.028	C

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A1057 / Oaklands Lane / Station Road	Standard Roundabout		1, 2, 3, 4	11.13	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.13	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2030	Base	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	801	100.000
2		✓	506	100.000
3		✓	634	100.000
4		✓	469	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	156	415	230
	2	251	0	55	200
	3	418	78	2	136
	4	254	145	70	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.76	13.84	3.1	B
2	0.52	7.60	1.1	A
3	0.62	9.14	1.6	A
4	0.63	12.91	1.7	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	801	291	1063	0.754	789	2.9	12.689	B
2	506	707	986	0.513	502	1.0	7.378	A
3	634	674	1032	0.614	628	1.6	8.777	A
4	469	742	752	0.624	463	1.6	12.202	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	801	295	1061	0.755	801	3.0	13.779	B
2	506	717	980	0.516	506	1.1	7.595	A
3	634	681	1028	0.617	634	1.6	9.132	A
4	469	749	748	0.627	469	1.6	12.882	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	801	295	1061	0.755	801	3.0	13.819	B
2	506	717	980	0.517	506	1.1	7.600	A
3	634	681	1028	0.617	634	1.6	9.139	A
4	469	749	748	0.627	469	1.7	12.903	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	801	295	1061	0.755	801	3.0	13.830	B
2	506	717	980	0.517	506	1.1	7.601	A
3	634	681	1028	0.617	634	1.6	9.141	A
4	469	749	748	0.627	469	1.7	12.906	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	801	295	1061	0.755	801	3.0	13.838	B
2	506	717	980	0.517	506	1.1	7.601	A
3	634	681	1028	0.617	634	1.6	9.142	A
4	469	749	748	0.627	469	1.7	12.909	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	801	295	1061	0.755	801	3.1	13.841	B
2	506	717	980	0.517	506	1.1	7.601	A
3	634	681	1028	0.617	634	1.6	9.143	A
4	469	749	748	0.627	469	1.7	12.911	B

2025 | Base + Development Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A1057 / Oaklands Lane / Station Road	Standard Roundabout		1, 2, 3, 4	16.86	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.86	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2025	Base + Development Flows	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	734	100.000
2		✓	468	100.000
3		✓	530	100.000
4		✓	719	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	2	53	496	183
	2	137	0	146	185
	3	339	61	1	129
	4	229	326	164	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.80	20.04	4.0	C
2	0.53	8.55	1.1	A
3	0.48	6.20	0.9	A
4	0.84	26.92	5.3	D

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	734	539	920	0.798	720	3.6	16.959	C
2	468	828	900	0.520	464	1.1	8.179	A
3	530	500	1114	0.476	526	0.9	6.089	A
4	719	536	854	0.842	701	4.6	21.484	C

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	734	551	913	0.804	733	3.9	19.707	C
2	468	845	890	0.526	468	1.1	8.529	A
3	530	507	1110	0.477	530	0.9	6.201	A
4	719	540	852	0.844	717	5.0	26.176	D

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	734	552	913	0.804	734	3.9	19.920	C
2	468	846	889	0.526	468	1.1	8.545	A
3	530	507	1110	0.477	530	0.9	6.203	A
4	719	540	852	0.844	718	5.1	26.611	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	734	552	913	0.804	734	4.0	19.990	C
2	468	846	889	0.526	468	1.1	8.549	A
3	530	507	1110	0.477	530	0.9	6.203	A
4	719	540	852	0.844	719	5.2	26.780	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	734	552	913	0.804	734	4.0	20.024	C
2	468	846	889	0.526	468	1.1	8.550	A
3	530	507	1110	0.477	530	0.9	6.203	A
4	719	540	852	0.844	719	5.2	26.867	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	734	552	913	0.804	734	4.0	20.044	C
2	468	846	889	0.526	468	1.1	8.551	A
3	530	507	1110	0.477	530	0.9	6.203	A
4	719	540	852	0.844	719	5.3	26.923	D

2025 | Base + Development Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A1057 / Oaklands Lane / Station Road	Standard Roundabout		1, 2, 3, 4	10.63	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.63	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2025	Base + Development Flows	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	770	100.000
2		✓	507	100.000
3		✓	627	100.000
4		✓	484	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	0	149	397	224
	2	240	0	53	214
	3	412	77	2	136
	4	253	161	70	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.73	12.71	2.7	B
2	0.51	7.39	1.0	A
3	0.60	8.79	1.5	A
4	0.64	13.03	1.7	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	770	306	1055	0.730	760	2.6	11.813	B
2	507	684	1000	0.507	503	1.0	7.194	A
3	627	671	1041	0.603	621	1.5	8.469	A
4	484	724	764	0.634	477	1.7	12.294	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	770	310	1053	0.731	770	2.6	12.669	B
2	507	693	994	0.510	507	1.0	7.388	A
3	627	678	1036	0.605	627	1.5	8.784	A
4	484	731	760	0.637	484	1.7	13.000	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	770	310	1053	0.731	770	2.7	12.696	B
2	507	693	994	0.510	507	1.0	7.393	A
3	627	678	1036	0.605	627	1.5	8.789	A
4	484	731	760	0.637	484	1.7	13.017	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	770	310	1053	0.731	770	2.7	12.703	B
2	507	693	994	0.510	507	1.0	7.393	A
3	627	678	1036	0.605	627	1.5	8.791	A
4	484	731	760	0.637	484	1.7	13.023	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	770	310	1053	0.731	770	2.7	12.709	B
2	507	693	994	0.510	507	1.0	7.393	A
3	627	678	1036	0.605	627	1.5	8.792	A
4	484	731	760	0.637	484	1.7	13.026	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	770	310	1053	0.731	770	2.7	12.711	B
2	507	693	994	0.510	507	1.0	7.394	A
3	627	678	1036	0.605	627	1.5	8.793	A
4	484	731	760	0.637	484	1.7	13.024	B

2030 | Base + Development Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A1057 / Oaklands Lane / Station Road	Standard Roundabout		1, 2, 3, 4	21.98	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.98	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030	Base + Development Flows	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	763	100.000
2		✓	487	100.000
3		✓	552	100.000
4		✓	746	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	2	55	516	190
	2	143	0	152	192
	3	353	64	1	134
	4	238	338	170	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.85	25.66	5.3	D
2	0.56	9.43	1.3	A
3	0.50	6.56	1.0	A
4	0.89	37.87	7.6	E

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	763	556	911	0.838	745	4.5	19.979	C
2	487	857	882	0.552	482	1.2	8.896	A
3	552	519	1105	0.499	548	1.0	6.415	A
4	746	559	841	0.887	722	6.1	26.402	D

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	763	571	903	0.845	761	5.0	24.712	C
2	487	877	870	0.560	487	1.3	9.387	A
3	552	526	1101	0.501	552	1.0	6.556	A
4	746	563	839	0.890	743	6.8	35.316	E

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	763	572	902	0.846	762	5.1	25.280	D
2	487	878	869	0.560	487	1.3	9.417	A
3	552	527	1101	0.501	552	1.0	6.559	A
4	746	563	839	0.890	745	7.2	36.698	E

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	763	572	902	0.846	763	5.2	25.491	D
2	487	879	869	0.561	487	1.3	9.426	A
3	552	527	1101	0.502	552	1.0	6.560	A
4	746	563	839	0.890	745	7.4	37.305	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	763	573	902	0.846	763	5.3	25.600	D
2	487	879	869	0.561	487	1.3	9.429	A
3	552	527	1101	0.502	552	1.0	6.560	A
4	746	563	839	0.890	746	7.5	37.650	E

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	763	573	902	0.846	763	5.3	25.662	D
2	487	879	869	0.561	487	1.3	9.432	A
3	552	527	1101	0.502	552	1.0	6.560	A
4	746	563	839	0.890	746	7.6	37.873	E

2030 | Base + Development Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A1057 / Oaklands Lane / Station Road	Standard Roundabout		1, 2, 3, 4	12.18	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.18	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2030	Base + Development Flows	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	805	100.000
2		✓	529	100.000
3		✓	654	100.000
4		✓	504	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	156	415	234
	2	251	0	55	223
	3	430	80	2	142
	4	264	167	73	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.77	14.87	3.3	B
2	0.54	8.06	1.2	A
3	0.64	9.89	1.8	A
4	0.68	15.10	2.1	C

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	805	317	1049	0.767	793	3.1	13.454	B
2	529	713	983	0.538	524	1.1	7.783	A
3	654	700	1023	0.640	647	1.7	9.424	A
4	504	755	747	0.675	496	2.0	13.970	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	805	322	1047	0.769	805	3.2	14.782	B
2	529	724	976	0.542	529	1.2	8.049	A
3	654	708	1018	0.642	654	1.8	9.876	A
4	504	763	742	0.679	504	2.1	15.042	C

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	805	322	1047	0.769	805	3.2	14.838	B
2	529	724	976	0.542	529	1.2	8.055	A
3	654	708	1018	0.643	654	1.8	9.887	A
4	504	763	742	0.679	504	2.1	15.079	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	805	322	1047	0.769	805	3.3	14.856	B
2	529	724	976	0.542	529	1.2	8.057	A
3	654	708	1018	0.643	654	1.8	9.889	A
4	504	763	742	0.679	504	2.1	15.089	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	805	322	1047	0.769	805	3.3	14.865	B
2	529	724	976	0.542	529	1.2	8.058	A
3	654	708	1018	0.643	654	1.8	9.892	A
4	504	763	742	0.679	504	2.1	15.095	C

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	805	322	1047	0.769	805	3.3	14.868	B
2	529	724	976	0.542	529	1.2	8.058	A
3	654	708	1018	0.643	654	1.8	9.892	A
4	504	763	742	0.679	504	2.1	15.099	C

2030 | Base + Development Flows 'Do Something Scenario' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A1057 / Oaklands Lane / Station Road	Standard Roundabout		1, 2, 3, 4	19.82	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	19.82	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2030	Base + Development Flows 'Do Something Scenario'	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	762	100.000
2		✓	481	100.000
3		✓	551	100.000
4		✓	729	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
	1	2	3	4	
From	1	2	55	516	189
	2	143	0	152	186
	3	353	64	1	133
	4	237	324	168	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.84	24.11	5.0	C
2	0.55	9.24	1.2	A
3	0.50	6.53	1.0	A
4	0.87	32.41	6.4	D

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	762	542	918	0.830	745	4.3	19.237	C
2	481	855	883	0.545	476	1.2	8.749	A
3	551	512	1107	0.498	547	1.0	6.387	A
4	729	559	841	0.867	708	5.3	24.171	C

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	762	555	911	0.836	760	4.7	23.389	C
2	481	874	872	0.552	481	1.2	9.205	A
3	551	519	1103	0.500	551	1.0	6.525	A
4	729	563	838	0.870	727	5.9	30.927	D

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	762	556	911	0.837	761	4.8	23.829	C
2	481	875	871	0.552	481	1.2	9.230	A
3	551	520	1102	0.500	551	1.0	6.528	A
4	729	563	838	0.870	728	6.1	31.761	D

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	762	557	910	0.837	762	4.9	23.986	C
2	481	876	871	0.552	481	1.2	9.237	A
3	551	520	1102	0.500	551	1.0	6.528	A
4	729	563	838	0.870	728	6.2	32.104	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	762	557	910	0.837	762	5.0	24.065	C
2	481	876	871	0.553	481	1.2	9.241	A
3	551	520	1102	0.500	551	1.0	6.529	A
4	729	563	838	0.870	729	6.3	32.291	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	762	557	910	0.837	762	5.0	24.111	C
2	481	876	870	0.553	481	1.2	9.242	A
3	551	520	1102	0.500	551	1.0	6.529	A
4	729	563	838	0.870	729	6.4	32.411	D

2030 | Base + Development Flows 'Do Something Scenario' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A1057 / Oaklands Lane / Station Road	Standard Roundabout		1, 2, 3, 4	11.99	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.99	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2030	Base + Development Flows 'Do Something Scenario'	PM	FLAT	16:45	18:15	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	804	100.000
2		✓	523	100.000
3		✓	654	100.000
4		✓	498	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1	2	3	4
From	1	0	156	415	233
	2	251	0	55	217
	3	430	80	2	142
	4	263	162	73	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1	0.77	14.65	3.2	B
2	0.54	7.94	1.1	A
3	0.64	9.78	1.8	A
4	0.67	14.73	2.0	B

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	804	313	1052	0.764	792	3.0	13.295	B
2	523	712	983	0.532	519	1.1	7.680	A
3	654	693	1027	0.637	647	1.7	9.324	A
4	498	756	746	0.667	490	1.9	13.682	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	804	317	1049	0.766	804	3.2	14.571	B
2	523	723	976	0.536	523	1.1	7.933	A
3	654	701	1022	0.640	654	1.7	9.762	A
4	498	763	742	0.671	498	2.0	14.681	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	804	317	1049	0.766	804	3.2	14.623	B
2	523	723	976	0.536	523	1.1	7.939	A
3	654	701	1022	0.640	654	1.8	9.772	A
4	498	763	742	0.671	498	2.0	14.714	B

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	804	317	1049	0.766	804	3.2	14.638	B
2	523	723	976	0.536	523	1.1	7.942	A
3	654	701	1022	0.640	654	1.8	9.774	A
4	498	763	742	0.671	498	2.0	14.723	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	804	317	1049	0.766	804	3.2	14.647	B
2	523	723	976	0.536	523	1.1	7.942	A
3	654	701	1022	0.640	654	1.8	9.776	A
4	498	763	742	0.671	498	2.0	14.727	B

18:00 - 18:15

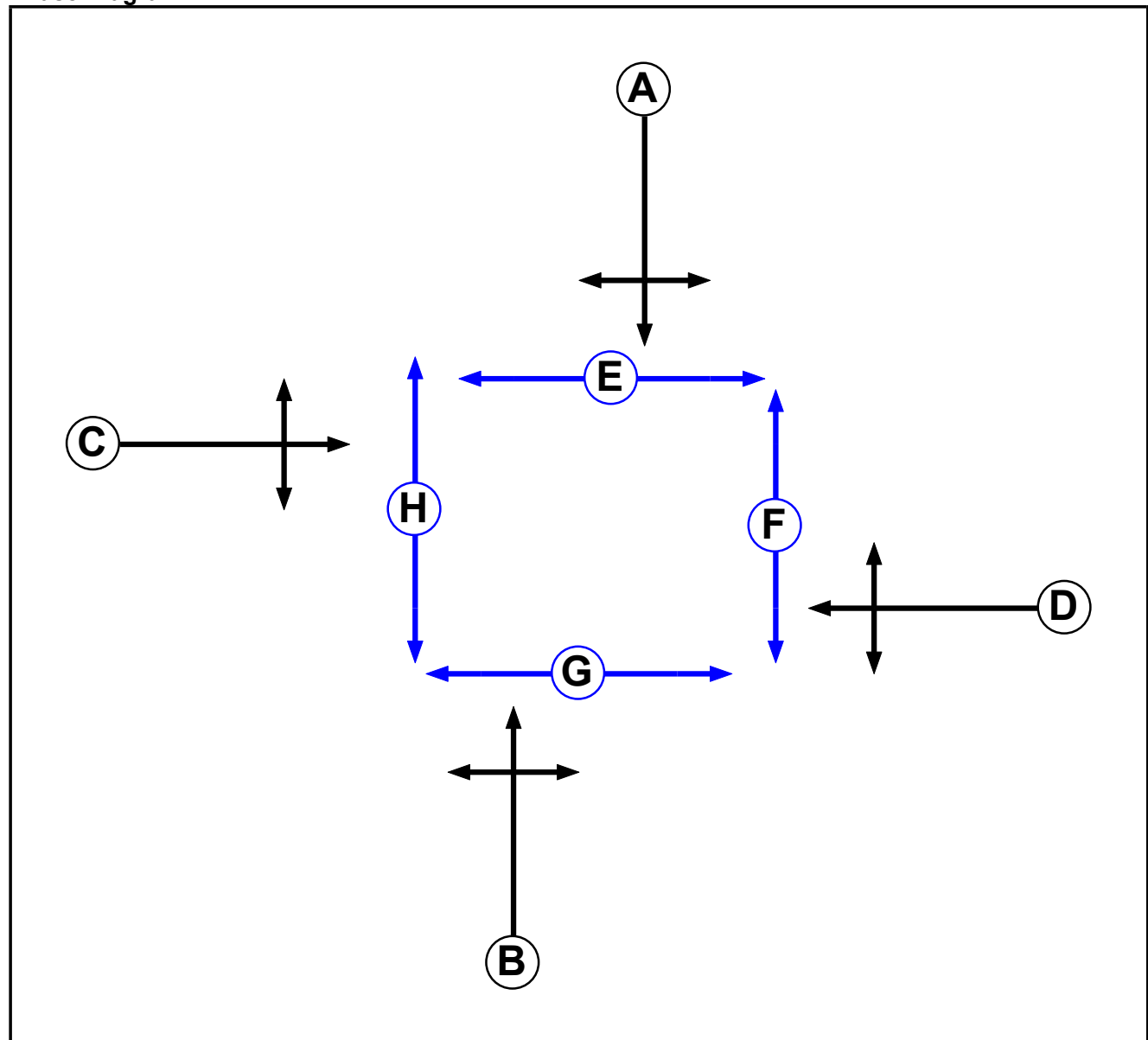
Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1	804	317	1049	0.766	804	3.2	14.653	B
2	523	723	976	0.536	523	1.1	7.942	A
3	654	701	1022	0.640	654	1.8	9.776	A
4	498	763	742	0.671	498	2.0	14.730	B

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Sandpit Ln_Beechwood Av_v2.lsg3x
Author:	
Company:	
Address:	

Phase Diagram



Basic Results Summary

Phase Input Data

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

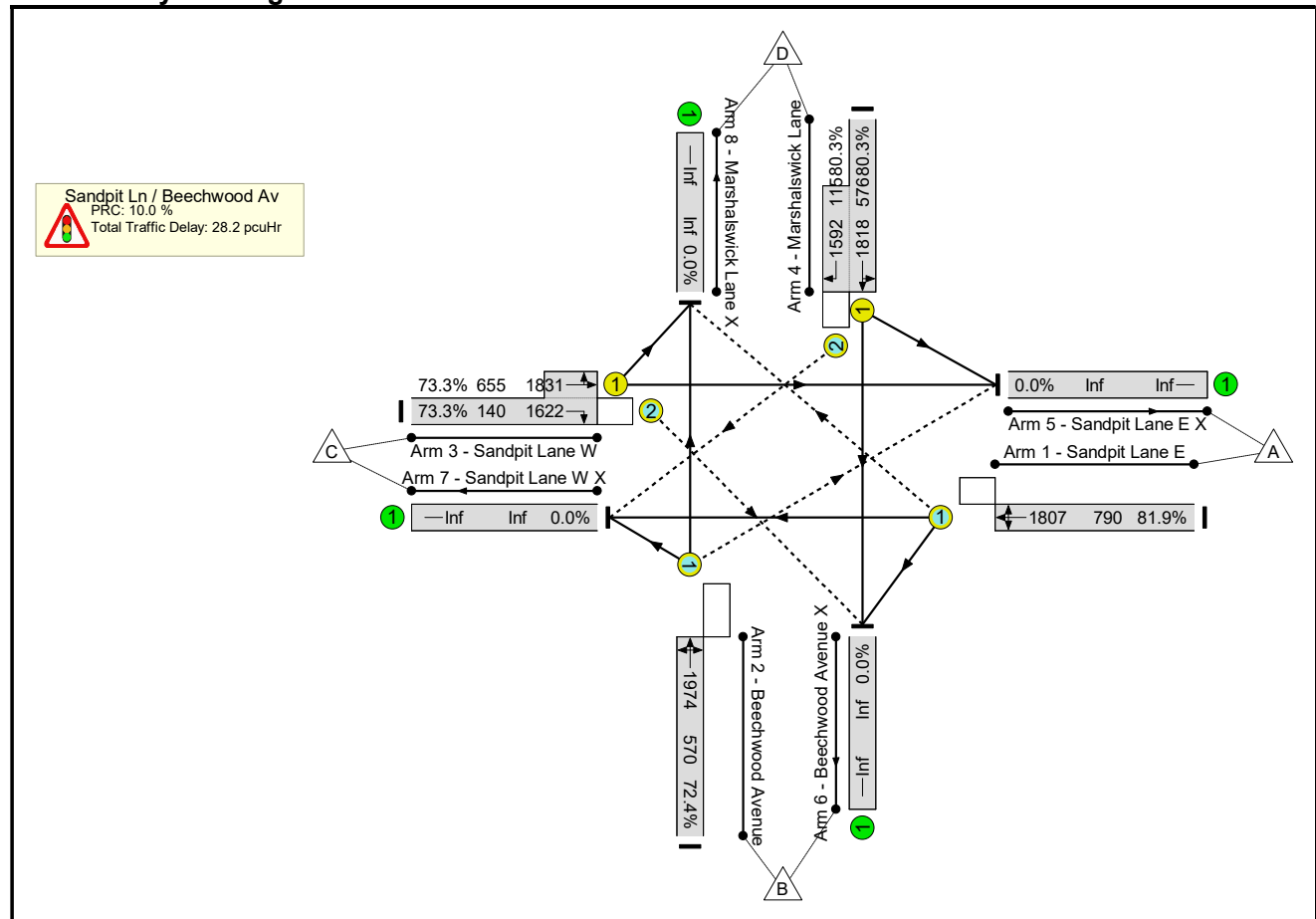
Basic Results Summary

Phase Intergreens Matrix

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

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



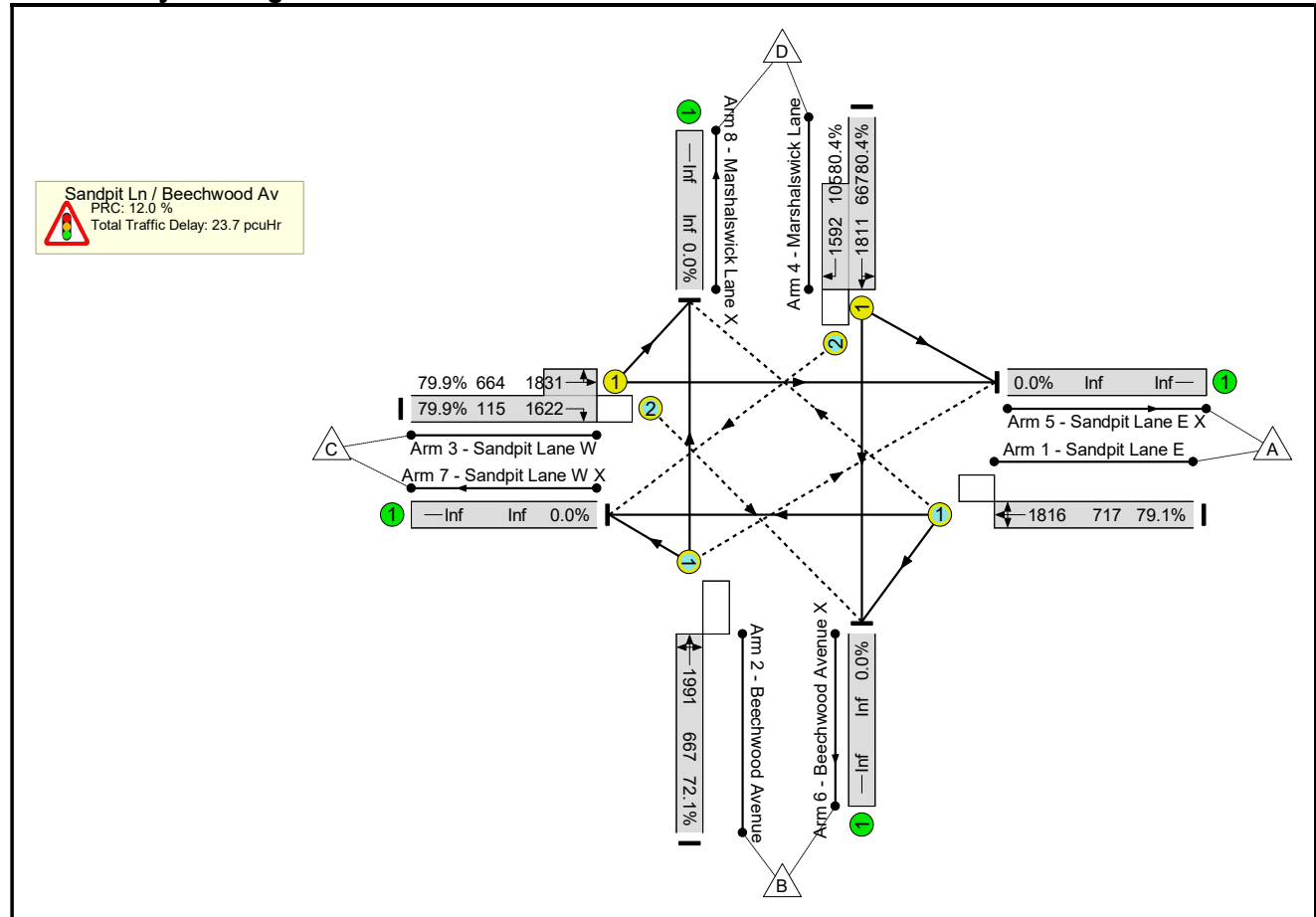
Network Results

[illegible]

Basic Results Summary

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



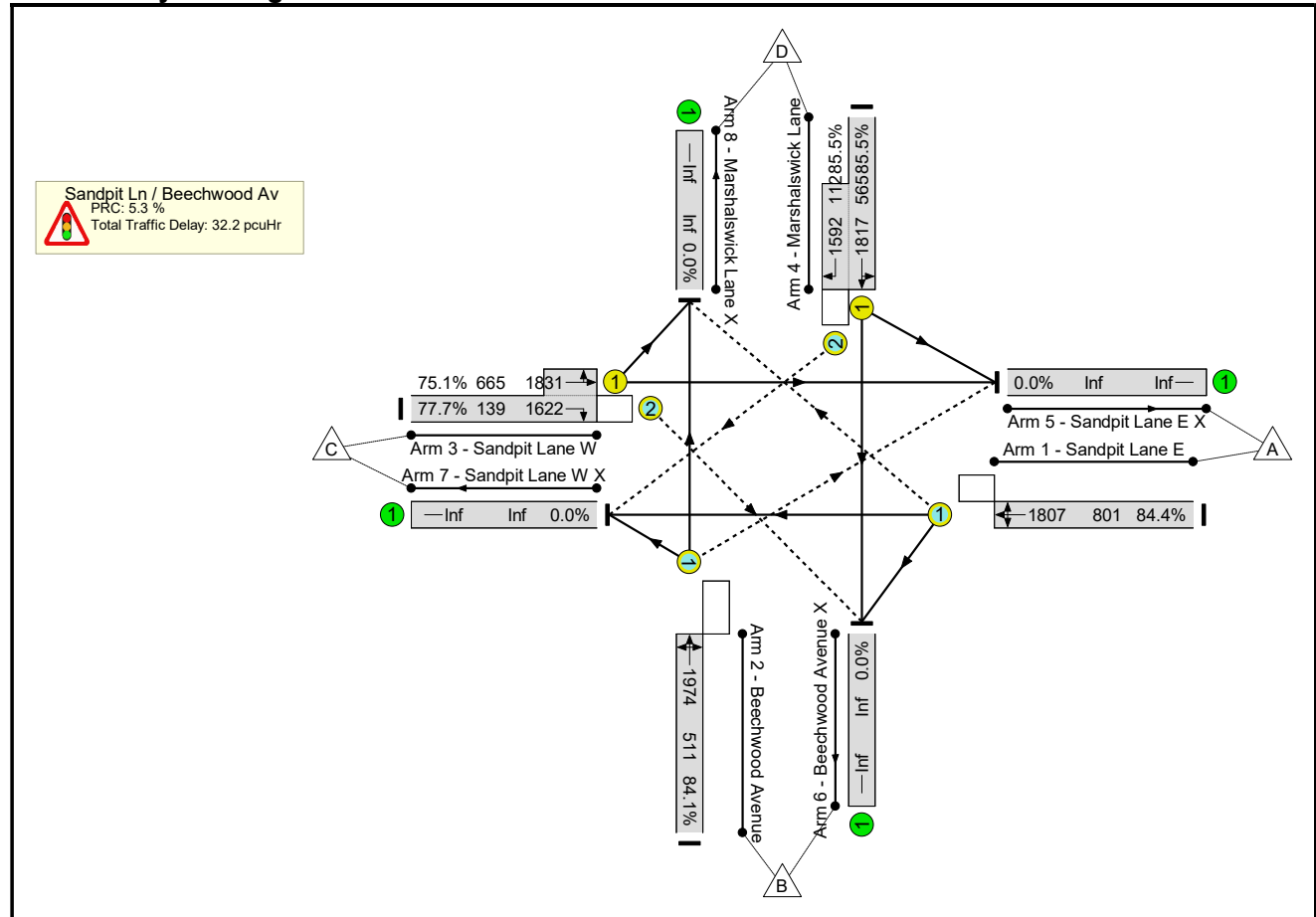
Network Results

[illegible]

Basic Results Summary

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

Network Layout Diagram



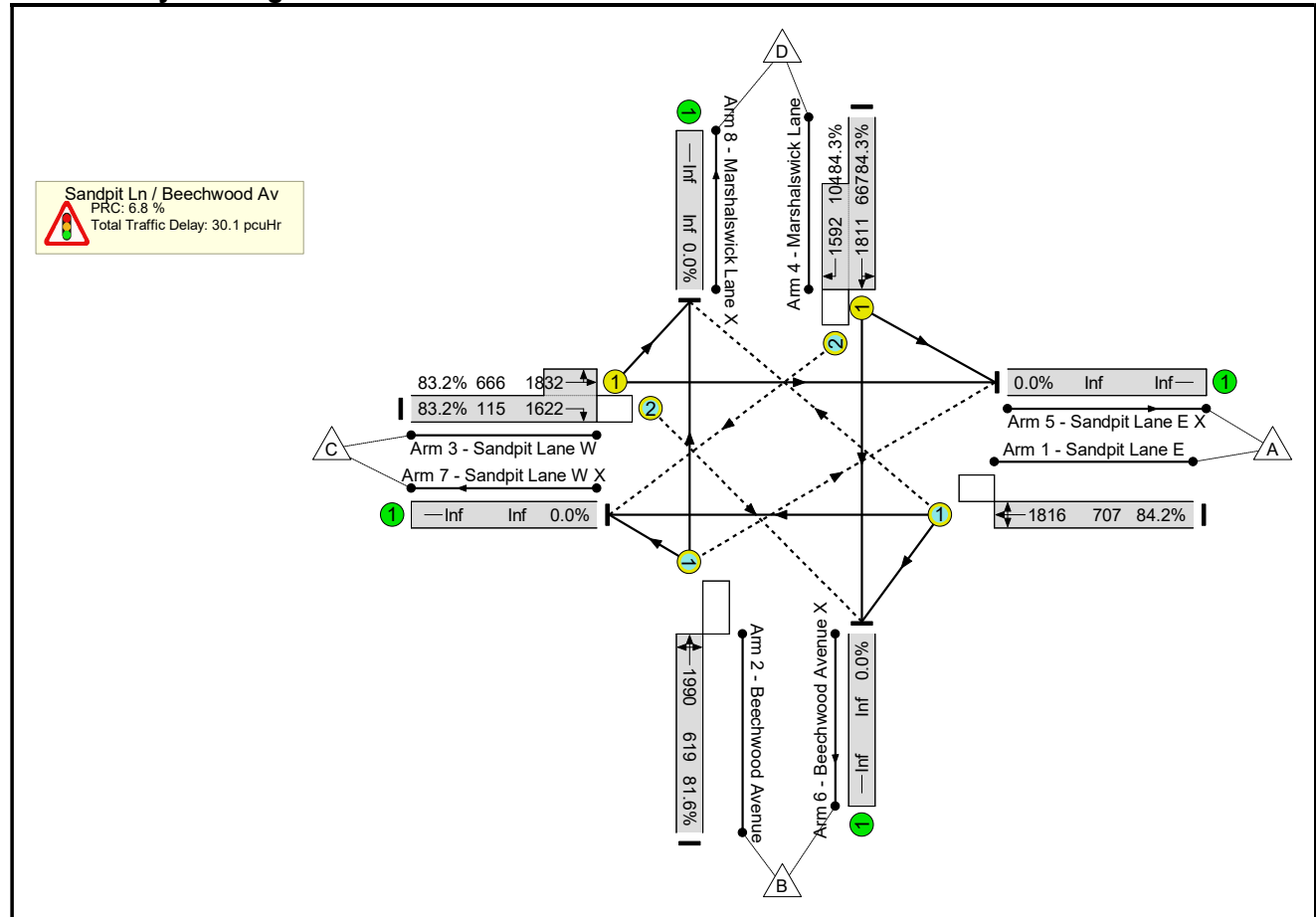
Network Results

[illegible]

Basic Results Summary

Scenario 4: '2030 Base PM' (FG4: '2030 Base PM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



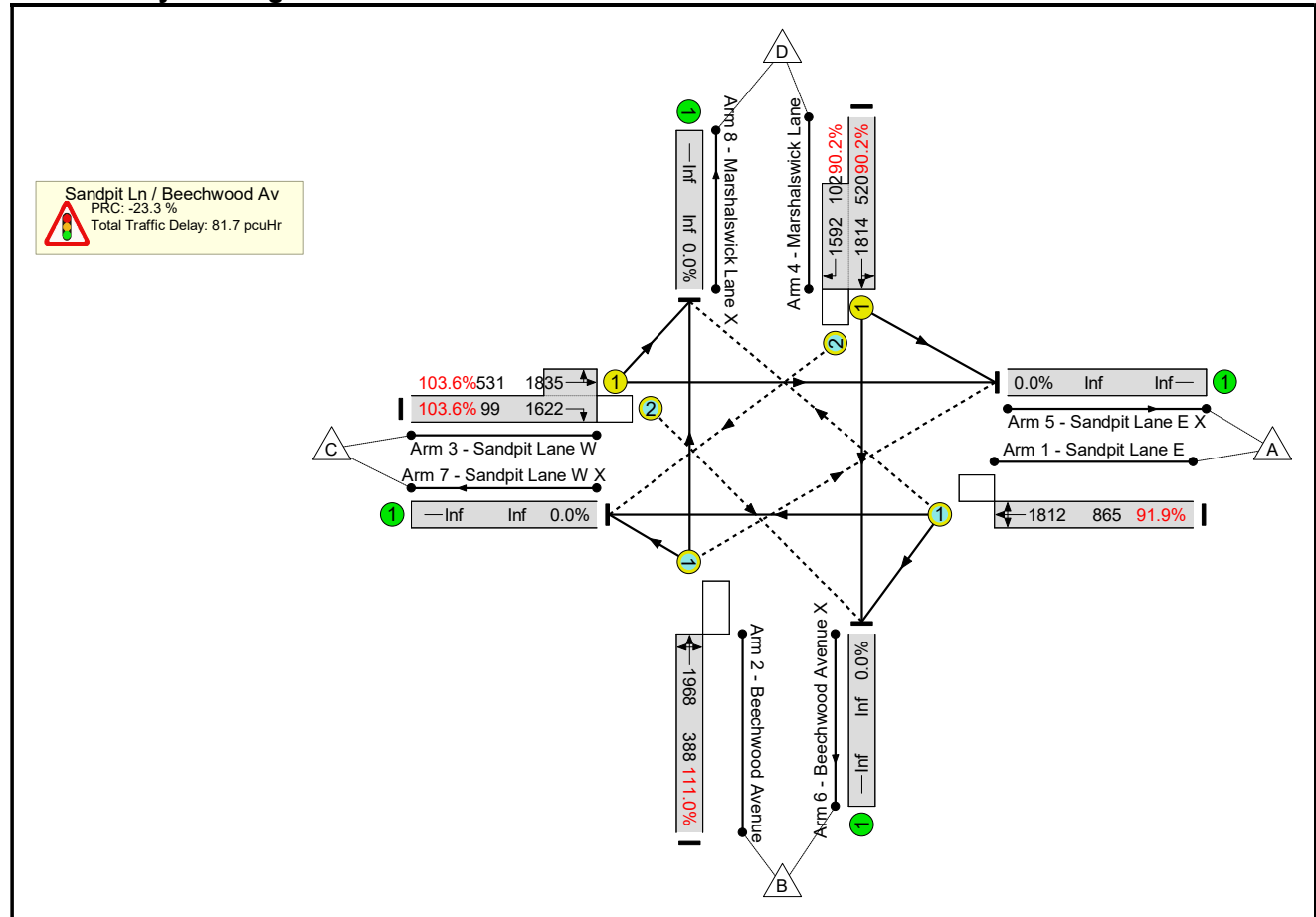
Network Results

[illegible]

Basic Results Summary

Scenario 5: '2025 Base + Dev AM' (FG5: '2025 Base + Dev AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



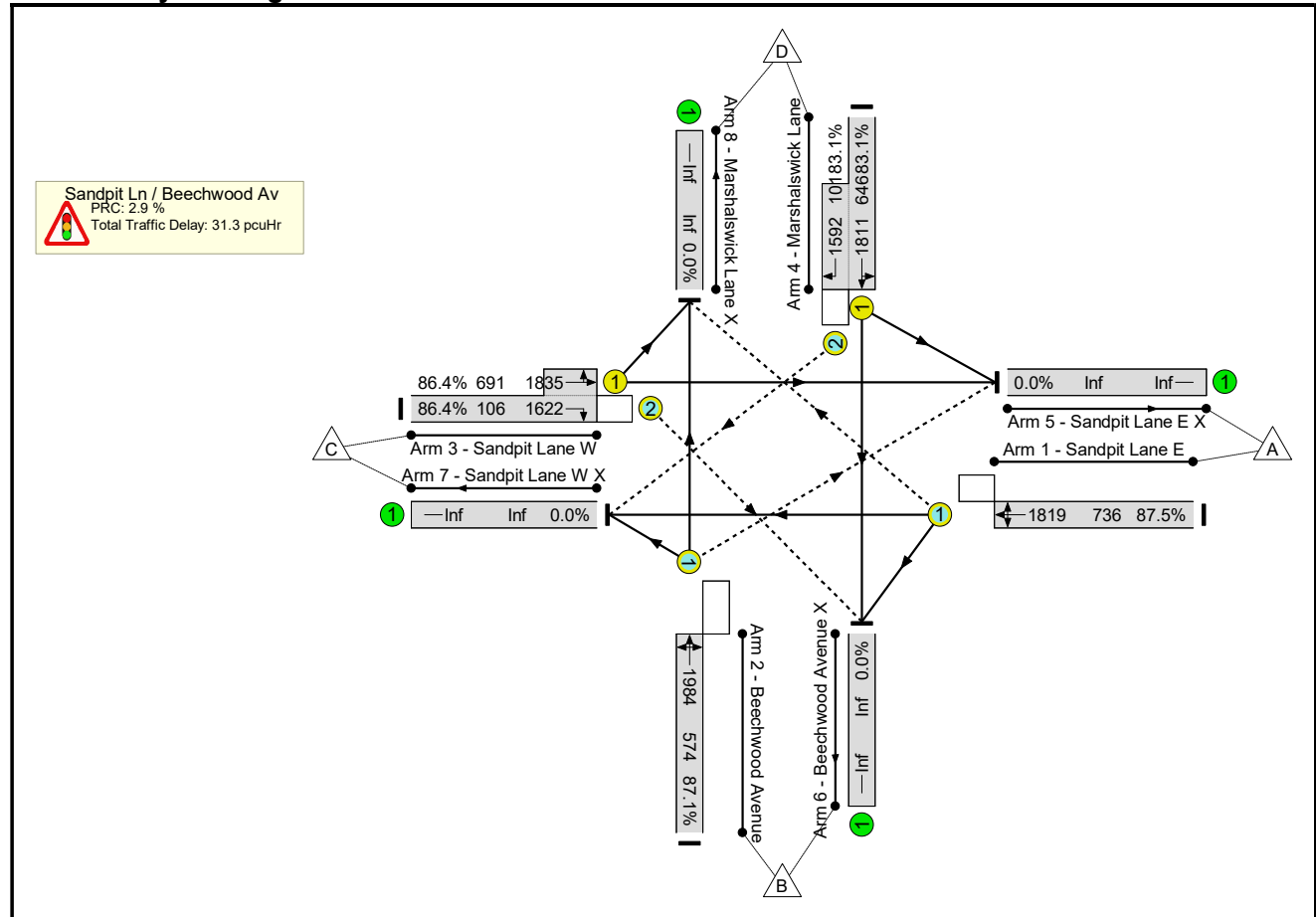
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	111.0%	-	-
Sandpit Ln / Beechwood Av	-	-	-		-	-	-	-	-	-	111.0%	-	-
1/1	Sandpit Lane E Left Ahead Right	O	D		1	62	-	795	1812	865	91.9%	54.5	31.7
2/1	Beechwood Avenue Right Left Ahead	O	B		1	42	-	431	1968	388	111.0%	278.9	42.7
3/2+3/1	Sandpit Lane W Ahead Right Left	O+U	C		1	61	-	653	1622:1835	99+531	103.6 : 103.6%	141.5	38.1
4/1+4/2	Marshalswick Lane Left Ahead Right	U+O	A		1	42	-	561	1814:1592	520+102	90.2 : 90.2%	68.4	22.1
C1 PRC for Signalled Lanes (%): -23.3 Total Delay for Signalled Lanes (pcuHr): 81.75 Cycle Time (s): 130 PRC Over All Lanes (%): -23.3 Total Delay Over All Lanes(pcuHr): 81.75													

Basic Results Summary

Scenario 6: '2025 Base + Dev PM' (FG6: '2025 Base + Dev PM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



Basic Results Summary

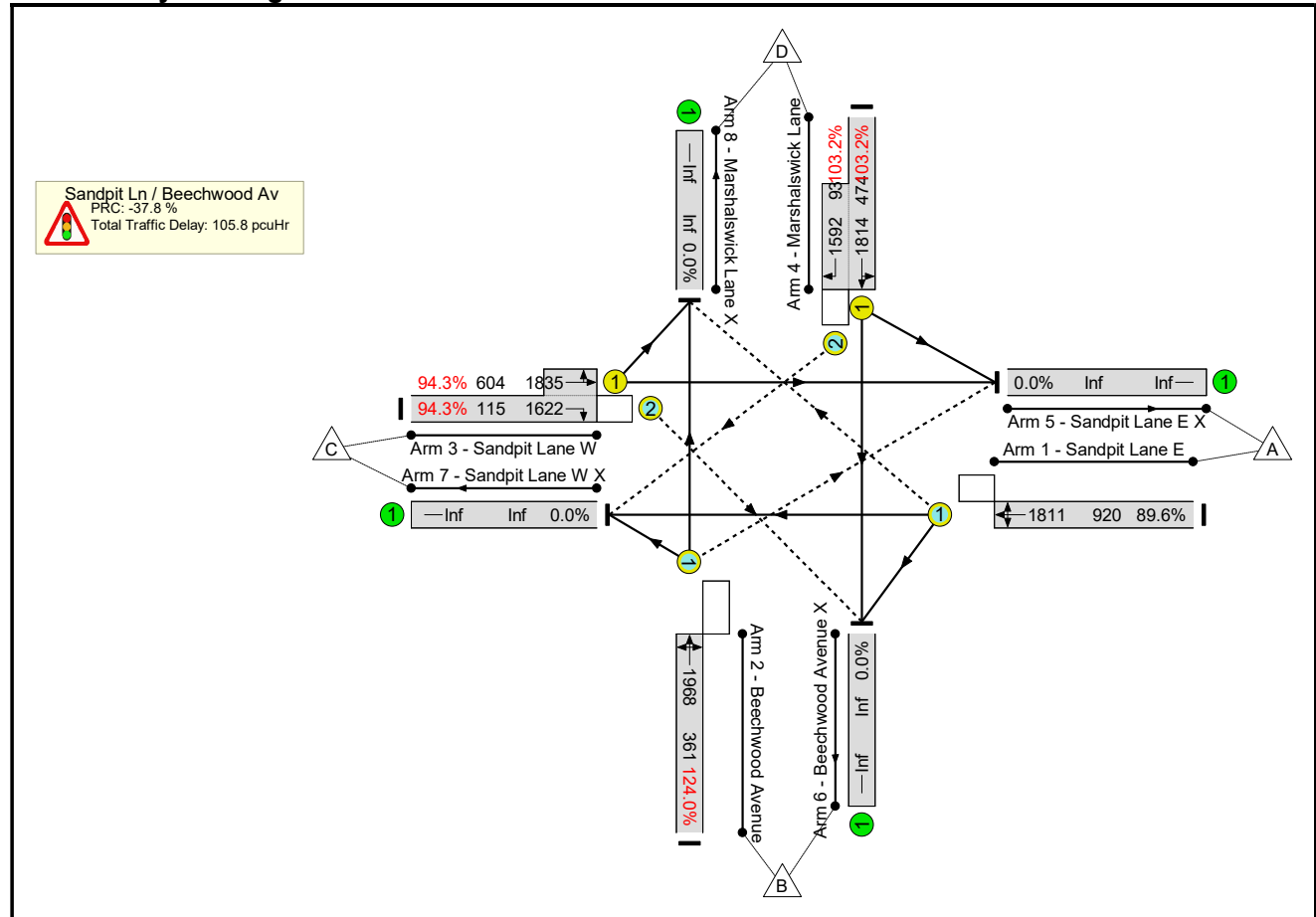
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	87.5%	-	-
Sandpit Ln / Beechwood Av	-	-	-		-	-	-	-	-	-	87.5%	-	-
1/1	Sandpit Lane E Left Ahead Right	O	D		3	133	-	644	1819	736	87.5%	43.9	20.1
2/1	Beechwood Avenue Right Left Ahead	O	B		3	117	-	500	1984	574	87.1%	58.5	20.5
3/2+3/1	Sandpit Lane W Ahead Right Left	O+U	C		3	130	-	689	1622:1835	106+691	86.4 : 86.4%	42.4	19.8
4/1+4/2	Marshalswick Lane Left Ahead Right	U+O	A		3	117	-	621	1811:1592	646+101	83.1 : 83.1%	41.6	18.0
C1		PRC for Signalled Lanes (%):		2.9		Total Delay for Signalled Lanes (pcuHr):		31.26		Cycle Time (s): 300			
		PRC Over All Lanes (%):		2.9		Total Delay Over All Lanes(pcuHr):		31.26					

Basic Results Summary

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

Network Layout Diagram



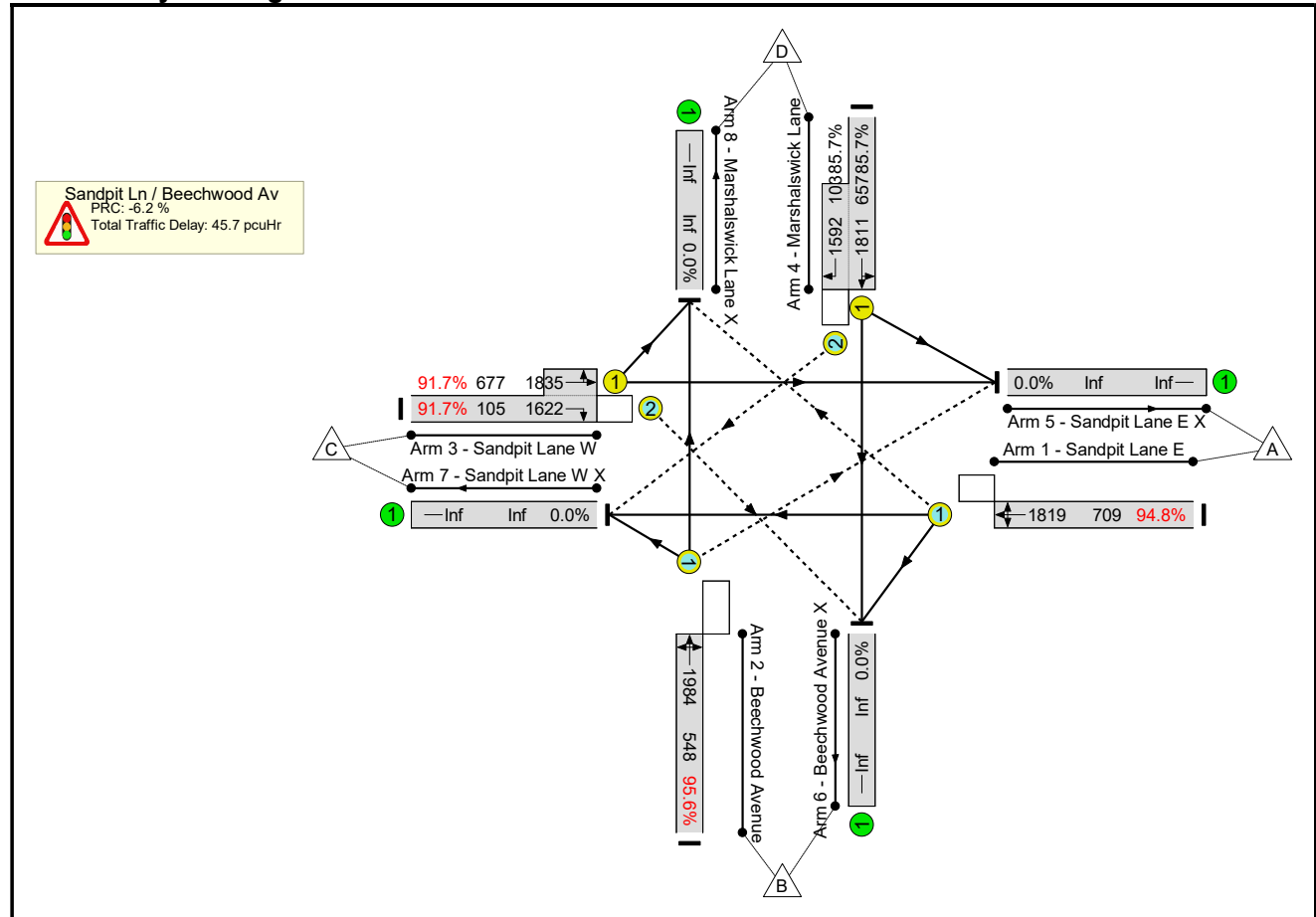
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	124.0%	-	-
Sandpit Ln / Beechwood Av	-	-	-		-	-	-	-	-	-	124.0%	-	-
1/1	Sandpit Lane E Left Ahead Right	O	D		1	66	-	824	1811	920	89.6%	46.6	30.8
2/1	Beechwood Avenue Right Left Ahead	O	B		1	38	-	448	1968	361	124.0%	457.9	65.1
3/2+3/1	Sandpit Lane W Ahead Right Left	O+U	C		1	65	-	678	1622:1835	115+604	94.3 : 94.3%	63.7	24.6
4/1+4/2	Marshalswick Lane Left Ahead Right	U+O	A		1	38	-	585	1814:1592	474+93	103.2 : 103.2%	161.0	38.5
C1		PRC for Signalised Lanes (%):		-37.8		Total Delay for Signalised Lanes (pcuHr):		105.82		Cycle Time (s): 130			
		PRC Over All Lanes (%):		-37.8		Total Delay Over All Lanes(pcuHr):		105.82					

Basic Results Summary

Scenario 8: '2030 Base + Dev PM' (FG8: '2030 Base + Dev PM', Plan 2: 'Network Control Plan 2')

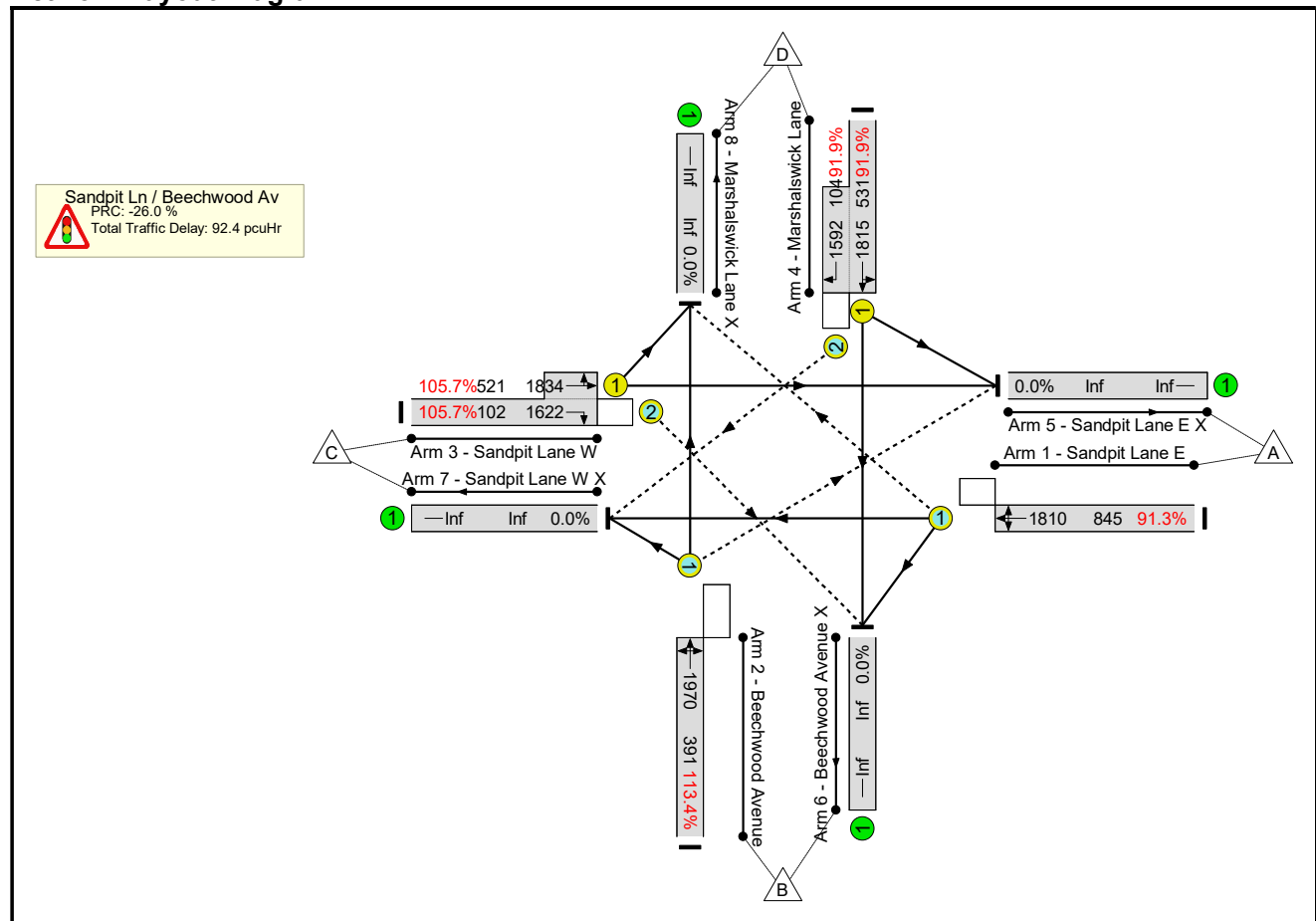
Network Layout Diagram



Network Results

[illegible]

Network Layout Diagram



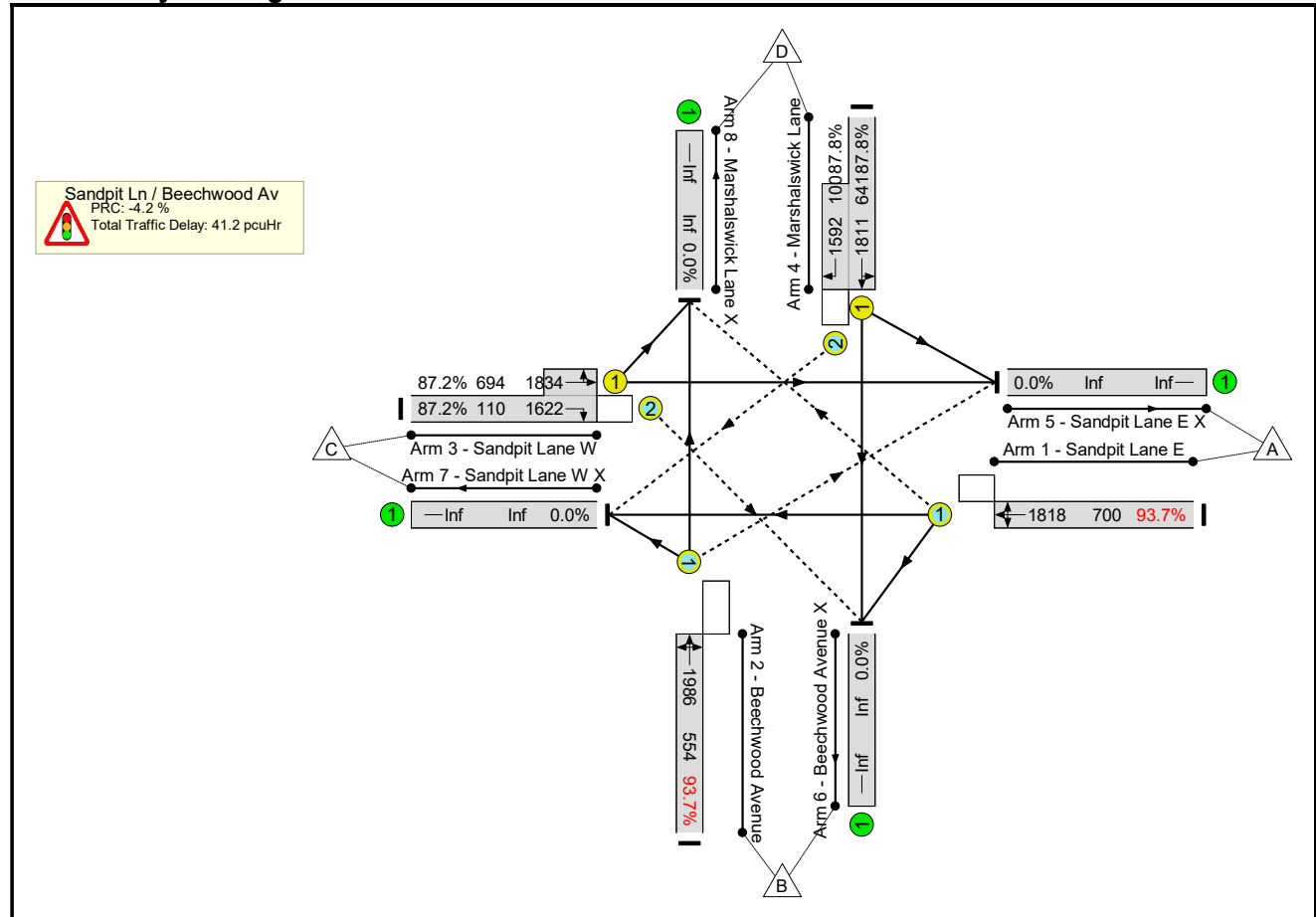
Network Results

[illegible]

Basic Results Summary

Scenario 10: '2030 Do Something PM' (FG10: '2030 DS PM', Plan 2: 'Network Control Plan 2')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	93.7%	-	-
Sandpit Ln / Beechwood Av	-	-	-		-	-	-	-	-	-	93.7%	-	-
1/1	Sandpit Lane E Left Ahead Right	O	D		3	134	-	656	1818	700	93.7%	59.0	26.3
2/1	Beechwood Avenue Right Left Ahead	O	B		3	116	-	519	1986	554	93.7%	85.8	24.0
3/2+3/1	Sandpit Lane W Ahead Right Left	O+U	C		3	131	-	701	1622:1834	110+694	87.2 : 87.2%	43.2	22.4
4/1+4/2	Marshalswick Lane Left Ahead Right	U+O	A		3	116	-	651	1811:1592	641+100	87.8 : 87.8%	53.6	22.8
C1		PRC for Signalled Lanes (%):		-4.2		Total Delay for Signalled Lanes (pcuHr):		41.22		Cycle Time (s): 300			
		PRC Over All Lanes (%):		-4.2		Total Delay Over All Lanes(pcuHr):		41.22					

Basic Results Summary

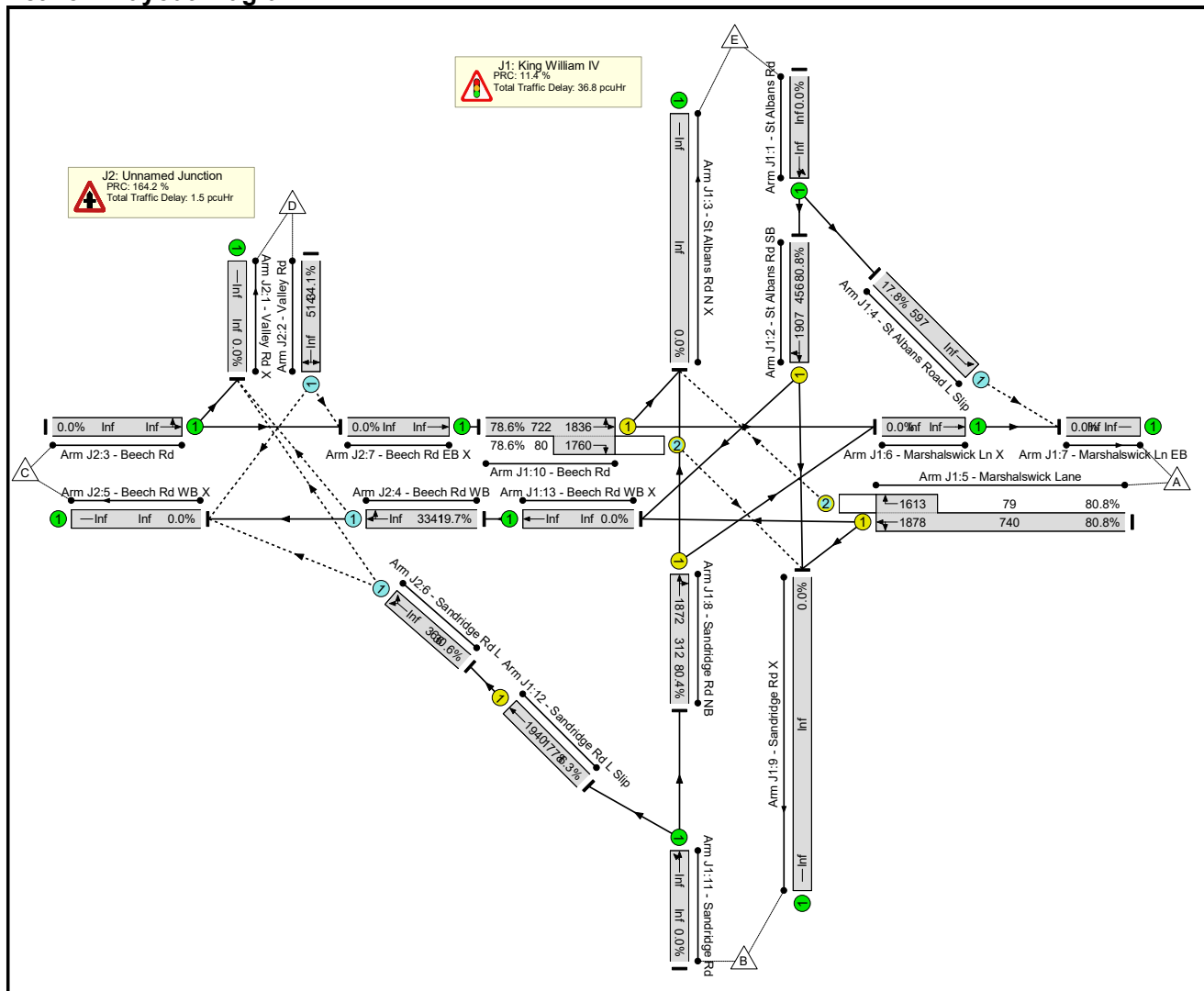
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	King William IV_optimised.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2025 AM Peak' (FG1: '2025 AM Peak', Plan 1: 'Network Control Plan 1')

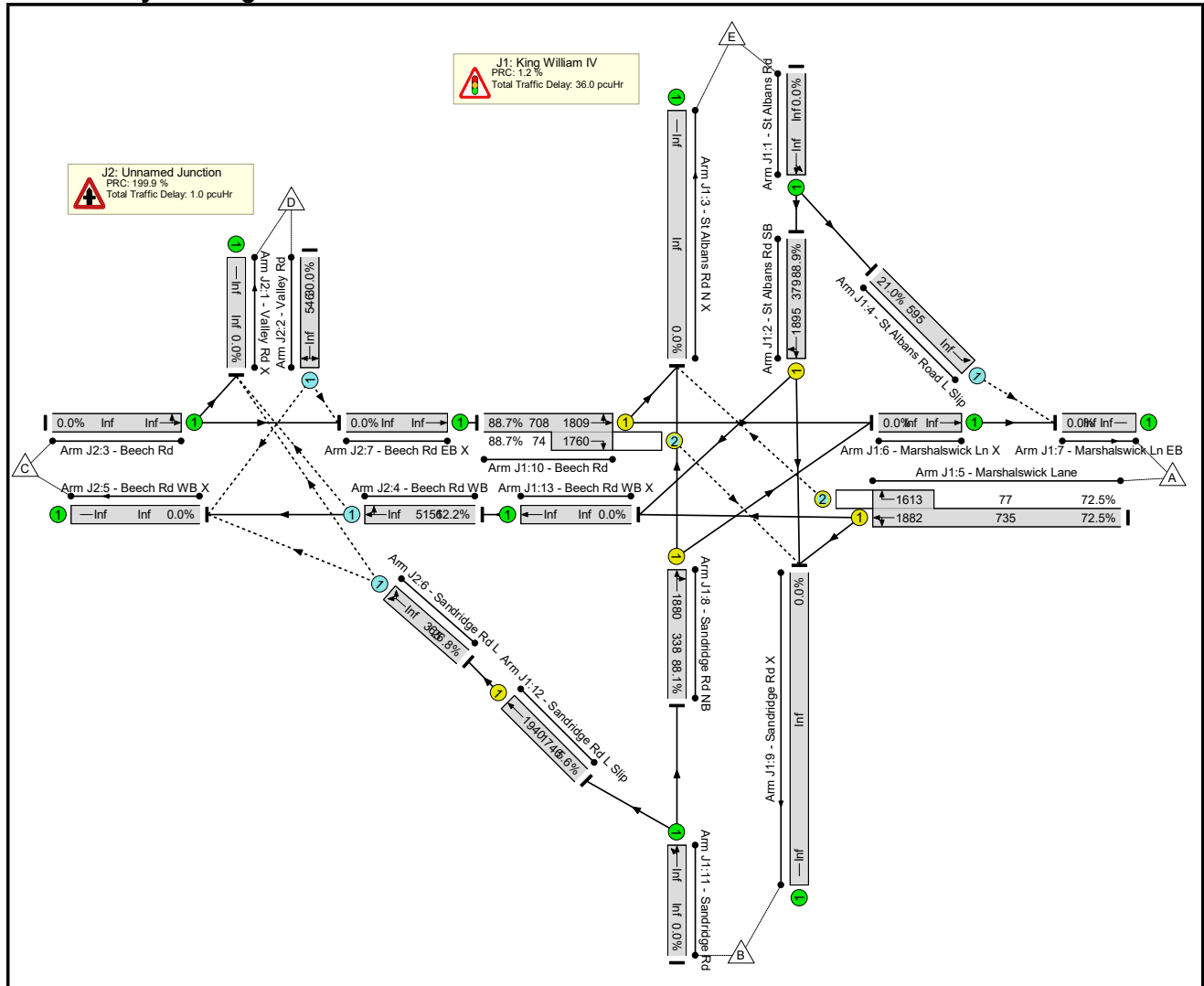
Network Layout Diagram



Network Results

C1	Stream: 1 PRC for Signalled Lanes (%)	11.4	Total Delay for Signalled Lanes (pcuHr):	36.63	Cycle Time (s): 180
C1	Stream: 2 PRC for Signalled Lanes (%)	1329.0	Total Delay for Signalled Lanes (pcuHr):	0.05	Cycle Time (s): 180
	PRC Over All Lanes (%)	11.4	Total Delay Over All Lanes(pcuHr):	38.30	

Network Layout Diagram



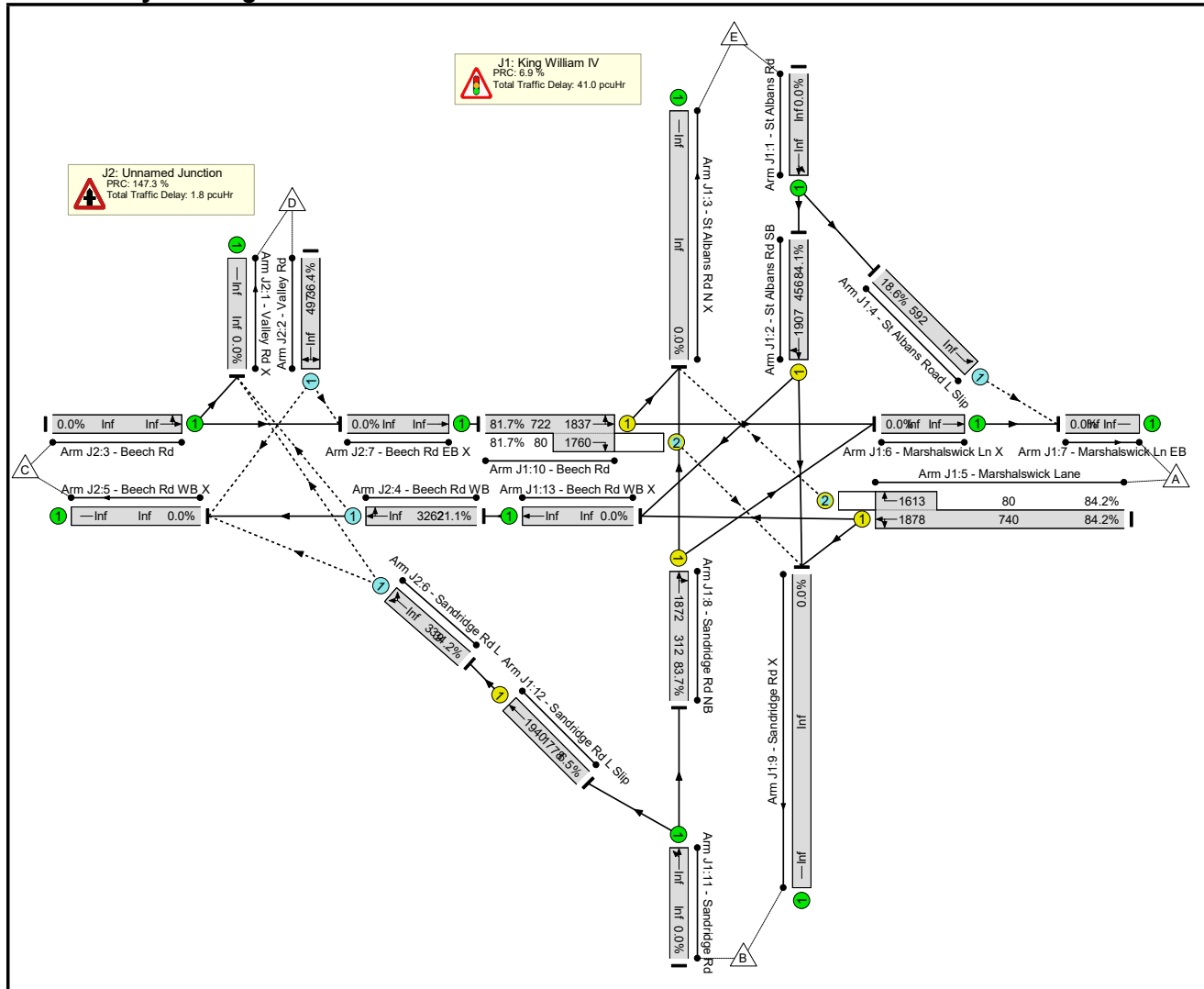
Network Results

C1	Stream: 1 PRC for Signalled Lanes (%)	1.2	Total Delay for Signalled Lanes (pcuHr):	35.83	Cycle Time (s): 150
C1	Stream: 2 PRC for Signalled Lanes (%)	1503.5	Total Delay for Signalled Lanes (pcuHr):	0.05	Cycle Time (s): 150
	PRC Over All Lanes (%)	1.2	Total Delay Over All Lanes (pcuHr):	36.96	

Basic Results Summary

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

Network Layout Diagram



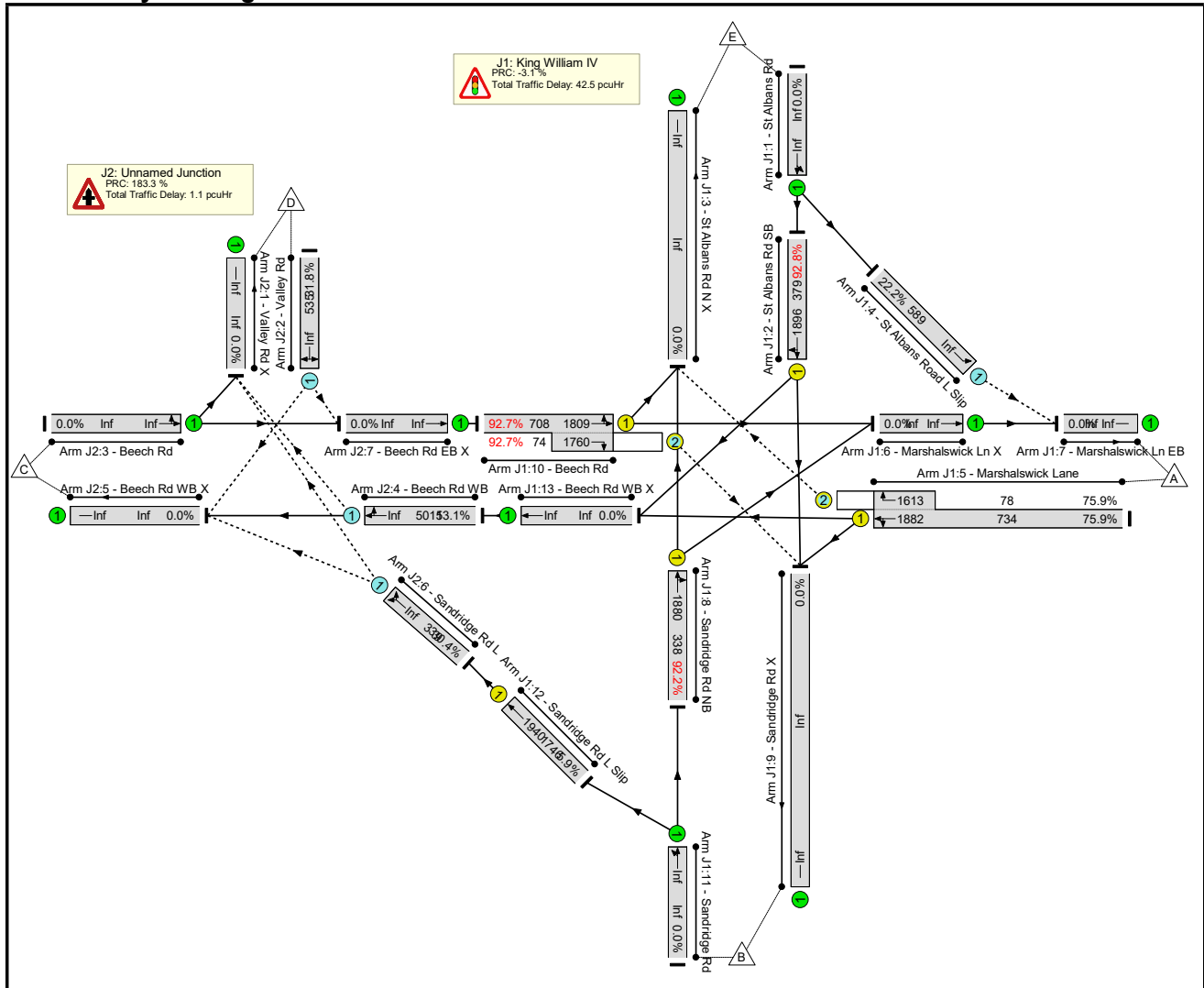
Network Results

C1	Stream: 1 PRC for Signalled Lanes (%)	6.9	Total Delay for Signalled Lanes (pcuHr):	40.81	Cycle Time (s): 180
C1	Stream: 2 PRC for Signalled Lanes (%)	1279.7	Total Delay for Signalled Lanes (pcuHr):	0.06	Cycle Time (s): 180
	PRC Over All Lanes (%)	6.9	Total Delay Over All Lanes (pcuHr):	42.77	

Basic Results Summary

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

Network Layout Diagram



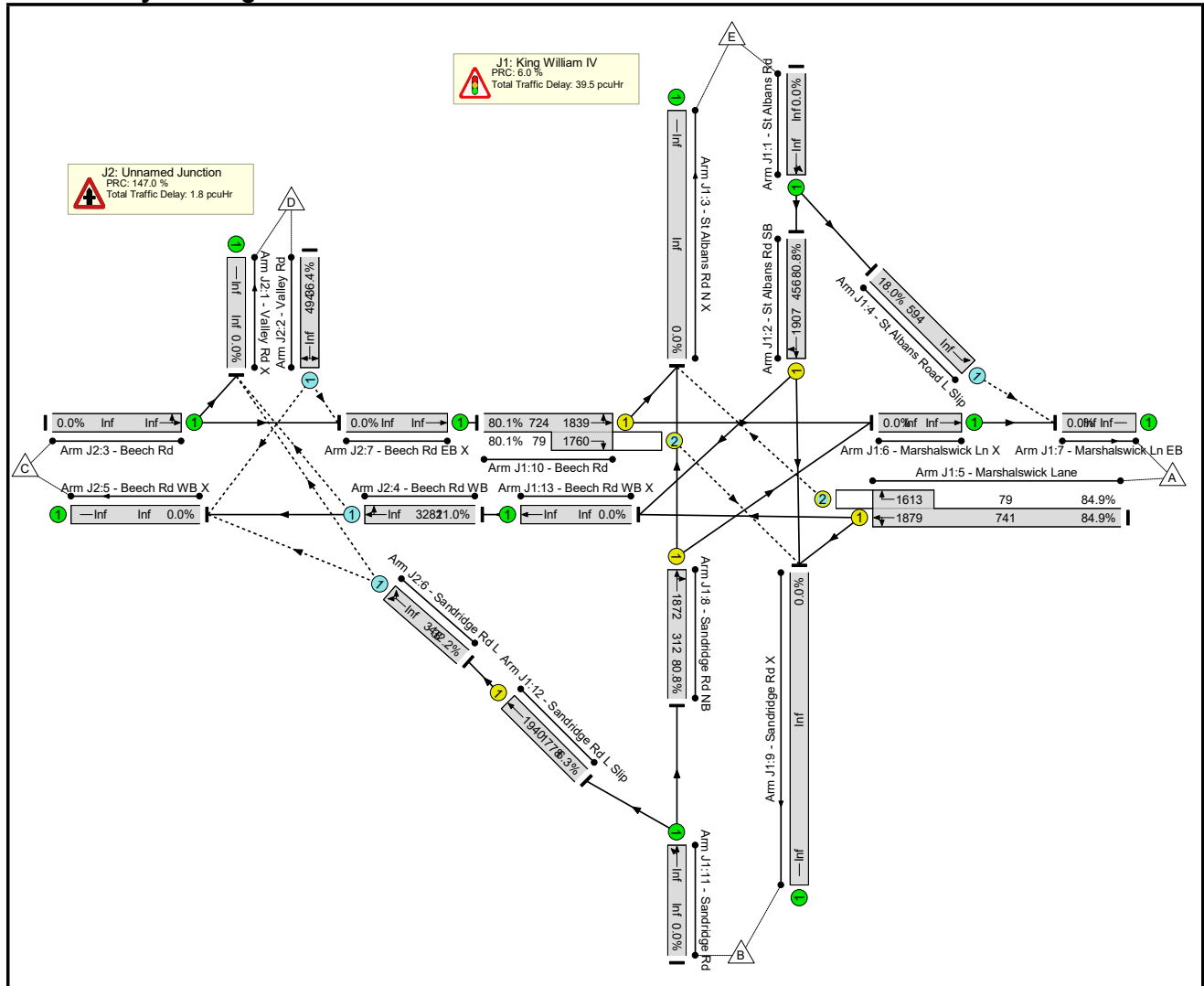
Network Results

C1	Stream: 1 PRC for Signalled Lanes (%)	-3.1	Total Delay for Signalled Lanes (pcuHr):	42.28	Cycle Time (s): 150
C1	Stream: 2 PRC for Signalled Lanes (%)	1425.6	Total Delay for Signalled Lanes (pcuHr):	0.05	Cycle Time (s): 150
	PRC Over All Lanes (%)	-3.1	Total Delay Over All Lanes (pcuHr):	43.60	

Basic Results Summary

Scenario 5: '2025 + Dev AM Peak' (FG7: '2025 + Dev AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



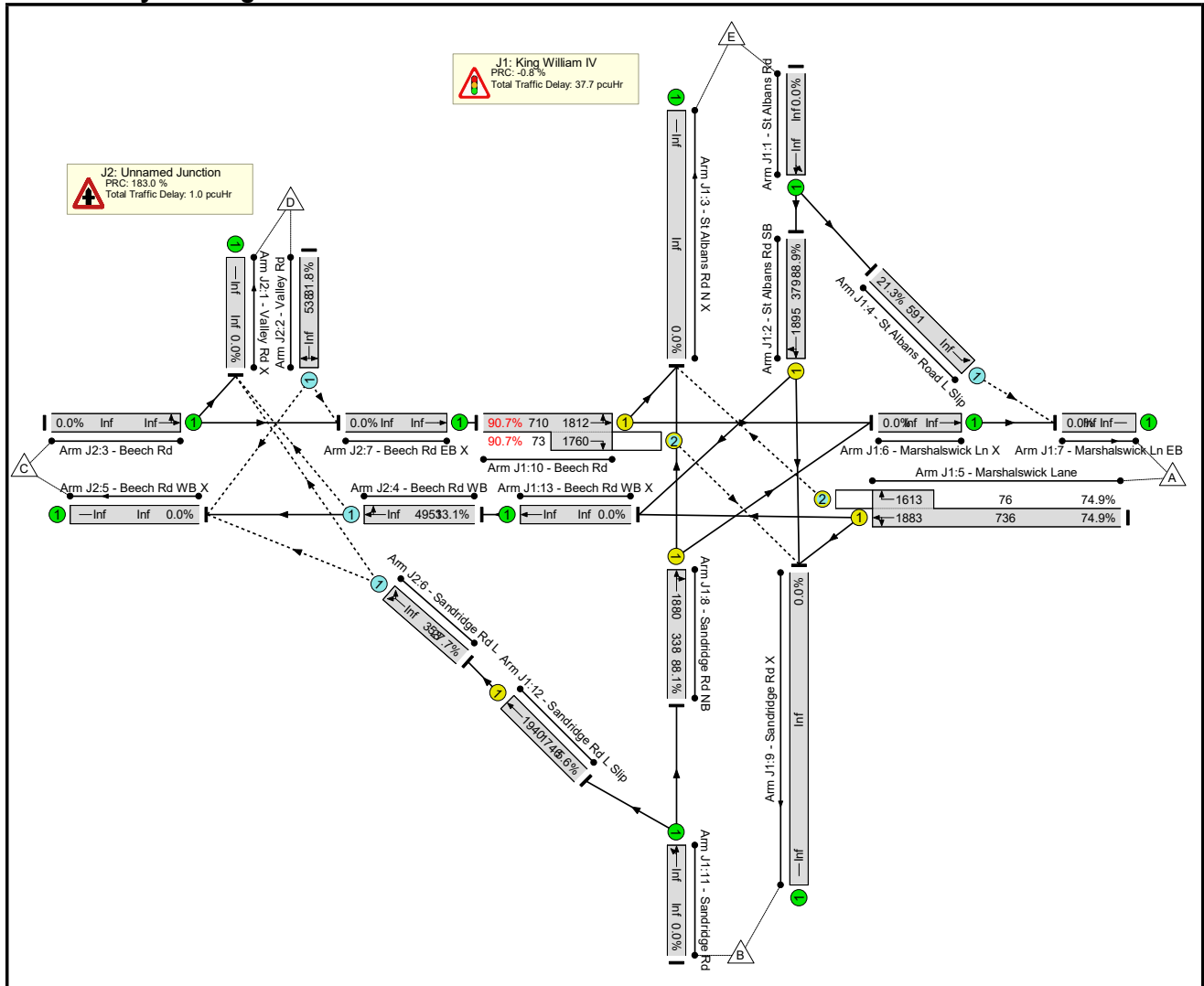
Network Results

C1	Stream: 1 PRC for Signalled Lanes (%)	6.0	Total Delay for Signalled Lanes (pcuHr):	39.35	Cycle Time (s): 180
C1	Stream: 2 PRC for Signalled Lanes (%)	1329.0	Total Delay for Signalled Lanes (pcuHr):	0.05	Cycle Time (s): 180
	PRC Over All Lanes (%)	6.0	Total Delay Over All Lanes (pcuHr):	41.28	

Basic Results Summary

Scenario 6: '2025 + Dev PM Peak' (FG8: '2025 + Dev PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



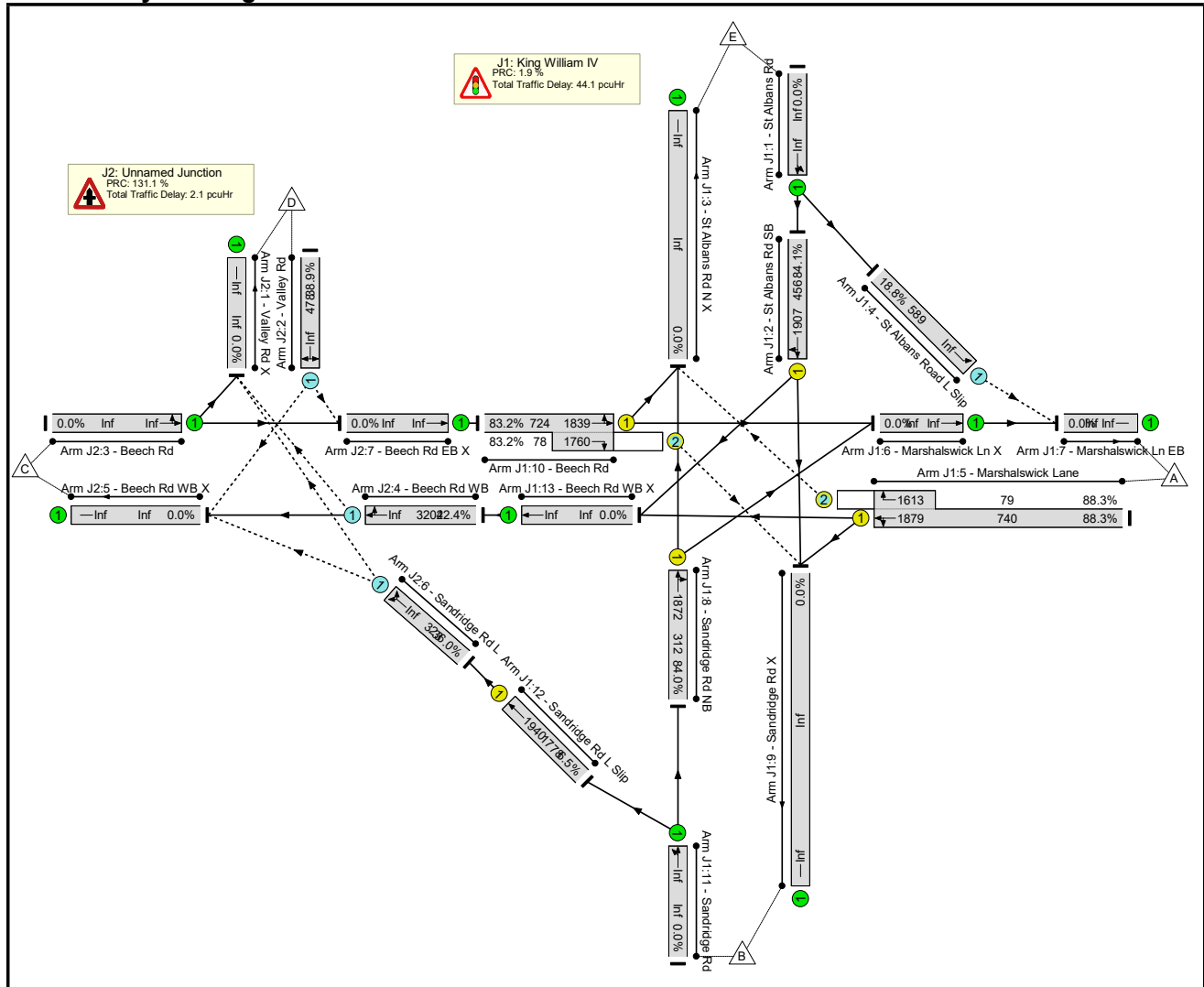
Network Results

C1	Stream: 1 PRC for Signalled Lanes (%)	-0.8	Total Delay for Signalled Lanes (pcuHr):	37.50	Cycle Time (s): 150
C1	Stream: 2 PRC for Signalled Lanes (%)	1503.5	Total Delay for Signalled Lanes (pcuHr):	0.05	Cycle Time (s): 150
	PRC Over All Lanes (%)	-0.8	Total Delay Over All Lanes (pcuHr):	38.73	

Basic Results Summary

Scenario 7: '2030 + Dev AM Peak' (FG9: '2030 + Dev AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



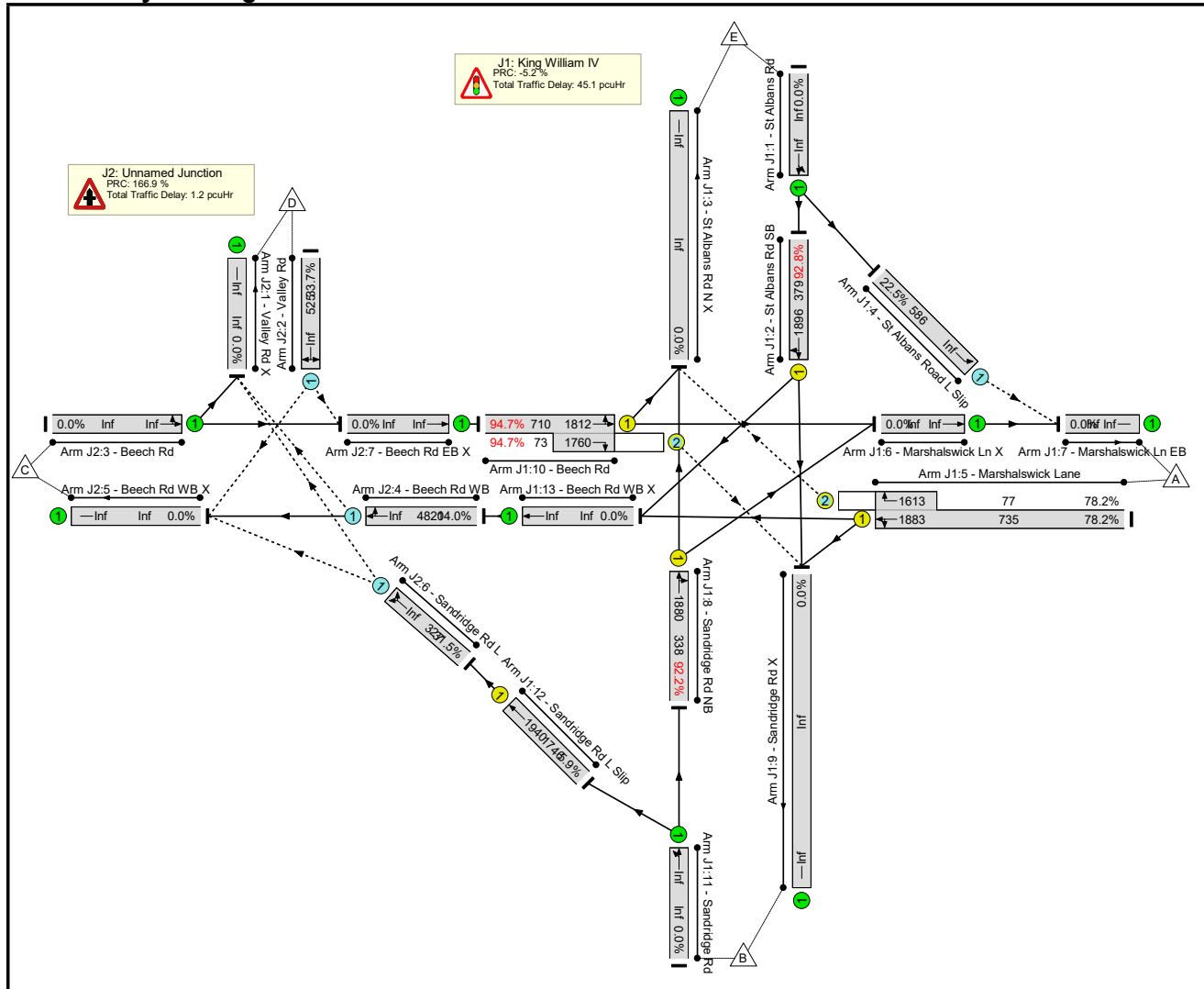
Network Results

C1	Stream: 1	PRC for Signalled Lanes (%):	1.9	Total Delay for Signalled Lanes (pcuHr):	43.96	Cycle Time (s):	180
C1	Stream: 2	PRC for Signalled Lanes (%):	1279.7	Total Delay for Signalled Lanes (pcuHr):	0.06	Cycle Time (s):	180
		PRC Over All Lanes (%):	1.9	Total Delay Over All Lanes (pcuHr):	46.19		

Basic Results Summary

Scenario 8: '2030 + Dev PM Peak' (FG10: '2030 + Dev PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

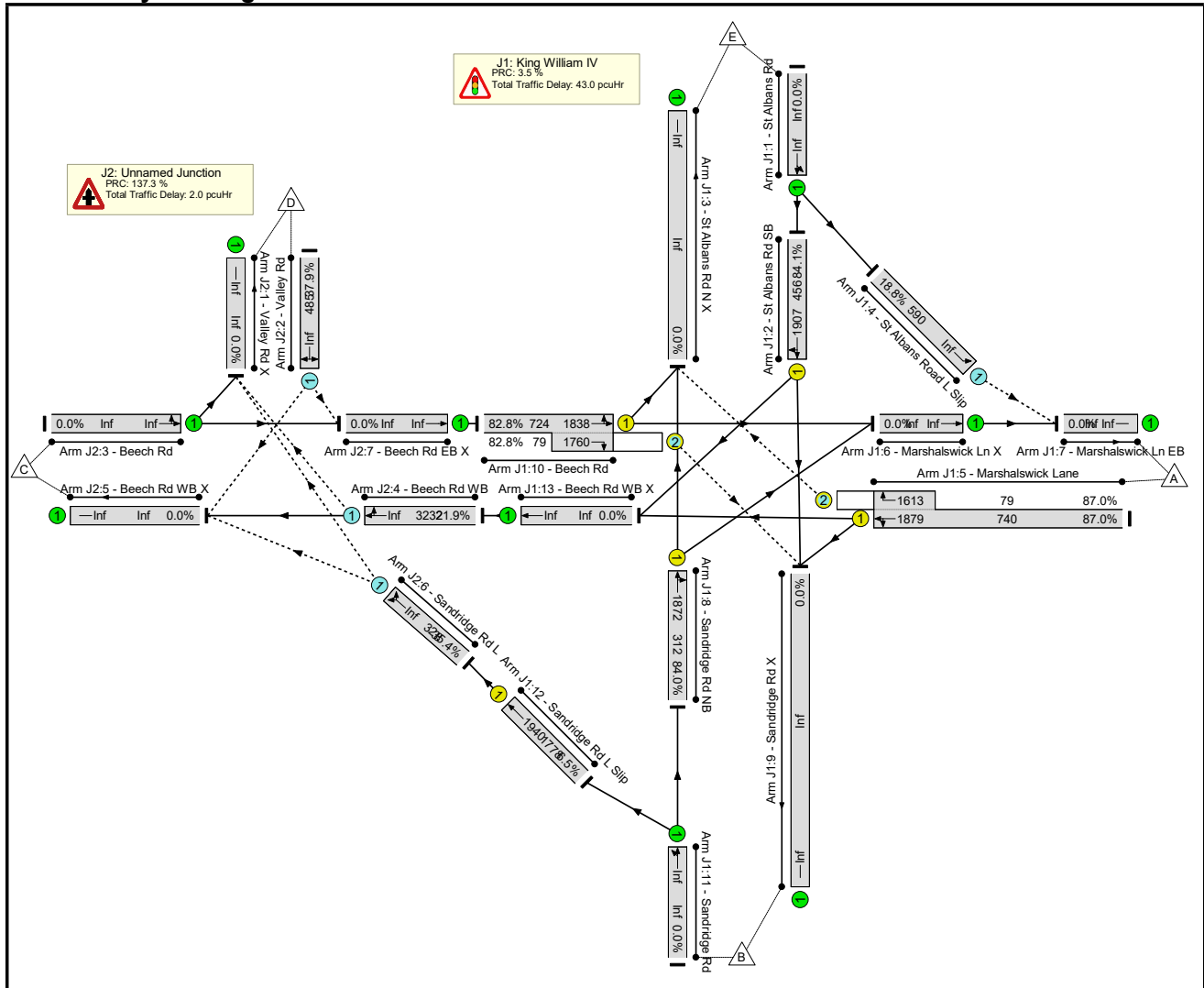
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	94.7%	-	-
J1: King William IV	-	-	-		-	-	-	-	-	-	94.7%	-	-
2/1	St Albans Rd SB Ahead Right	U	D		1	29	-	352	1896	379	92.8%	107.9	19.2
4/1	St Albans Road L Slip Left	O	-		-	-	-	132	Inf	586	22.5%	4.0	0.1
5/1+5/2	Marshalswick Lane Right Left Ahead	U+O	A		1	64	-	635	1883:1613	735+77	78.2 : 78.2%	49.5	23.8
8/1	Sandridge Rd NB Ahead Right	U	C		1	26	-	312	1880	338	92.2%	111.5	17.2
10/1+10/2	Beech Rd Left Ahead Right	U+O	B		1	63	-	741	1812:1760	710+73	94.7 : 94.7%	77.5	34.1
12/1	Sandridge Rd L Slip Ahead	U	J		1	134	-	103	1940	1746	5.9%	1.9	0.5
J2: Unnamed Junction	-	-	-		-	-	-	-	-	-	33.7%	-	-
2/1	Valley Rd Right Left	O	-		-	-	-	177	Inf	525	33.7%	12.0	2.8
4/1	Beech Rd WB Right Ahead	O	-		-	-	-	677	Inf	4820	14.0%	0.4	0.1
6/1	Sandridge Rd L Right Ahead	O	-		-	-	-	103	Inf	327	31.5%	19.9	2.0
C1 Stream: 1 PRC for Signalled Lanes (%): -5.2 C1 Stream: 2 PRC for Signalled Lanes (%): 1425.6 PRC Over All Lanes (%): -5.2													
Total Delay for Signalled Lanes (pcuHr): 44.90 Total Delay for Signalled Lanes (pcuHr): 0.05 Total Delay Over All Lanes(pcuHr): 46.34									Cycle Time (s): 150 Cycle Time (s): 150				

Basic Results Summary

Scenario 9: '2030 DS AM Peak' (FG13: '2030 DS AM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



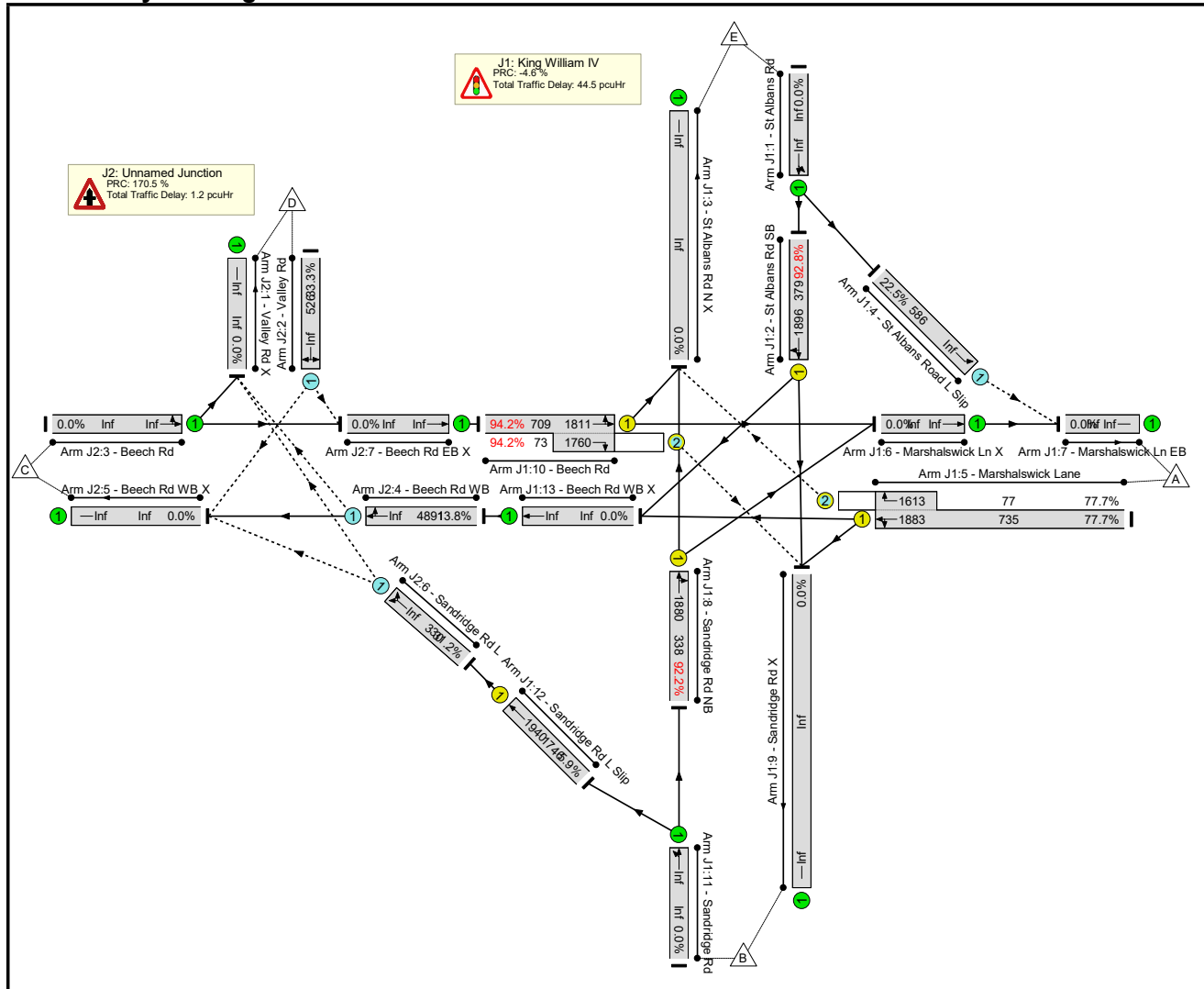
Network Results

C1	Stream: 1 PRC for Signalled Lanes (%)	3.5	Total Delay for Signalled Lanes (pcuHr):	42.86	Cycle Time (s): 180
C1	Stream: 2 PRC for Signalled Lanes (%)	1279.7	Total Delay for Signalled Lanes (pcuHr):	0.06	Cycle Time (s): 180
	PRC Over All Lanes (%)	3.5	Total Delay Over All Lanes (pcuHr):	45.00	

Basic Results Summary

Scenario 10: '2030 DS PM Peak' (FG14: '2030 DS PM Peak', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

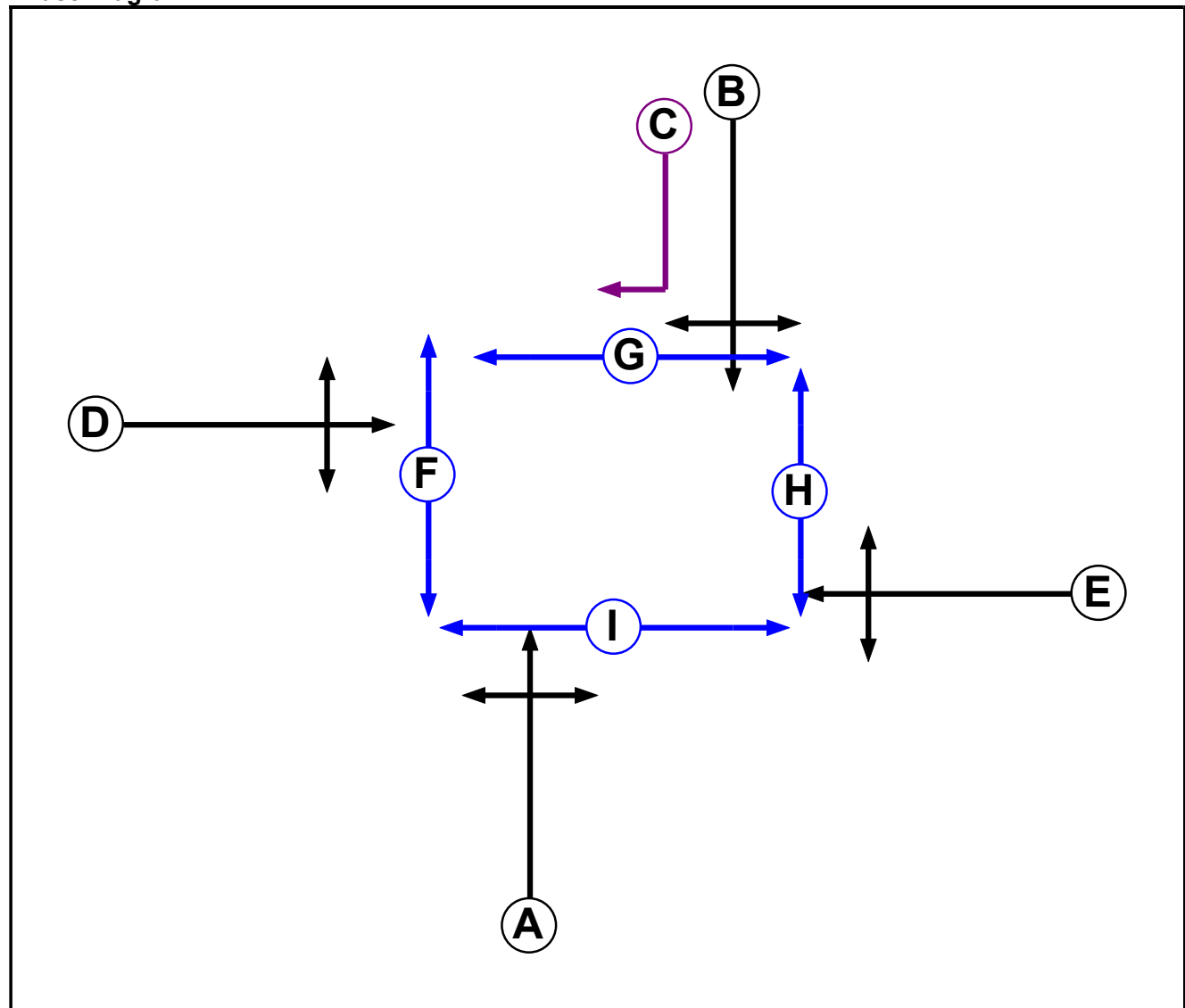
C1	Stream: 1 PRC for Signalled Lanes (%)	-4.6	Total Delay for Signalled Lanes (pcuHr):	44.28	Cycle Time (s): 150
C1	Stream: 2 PRC for Signalled Lanes (%)	1425.6	Total Delay for Signalled Lanes (pcuHr):	0.05	Cycle Time (s): 150
	PRC Over All Lanes (%)	-4.6	Total Delay Over All Lanes (pcuHr):	45.70	

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Ancient Briton Junction_v2_optimised.lsg3x
Author:	
Company:	
Address:	

Phase Diagram



Basic Results Summary

Phase Input Data

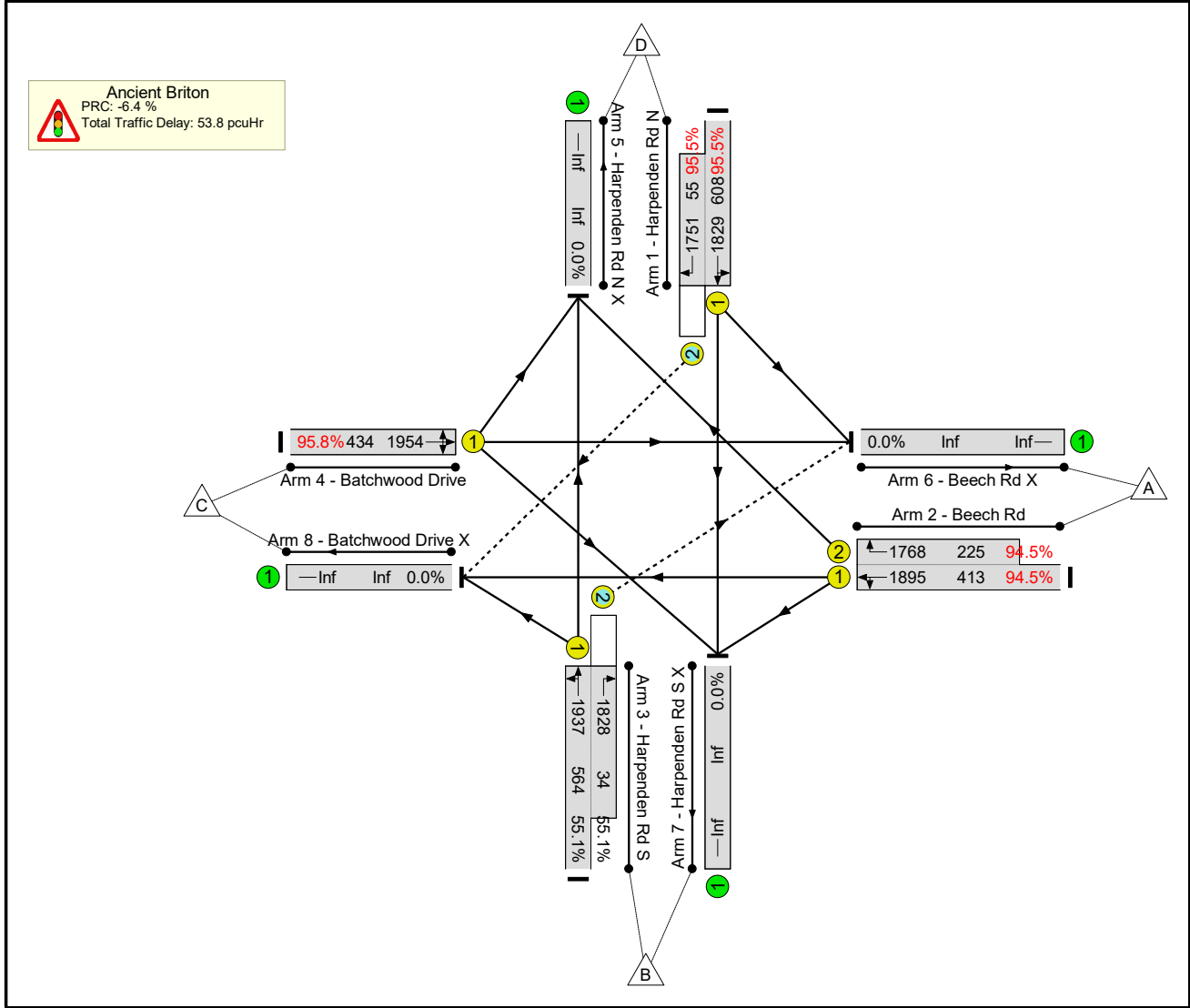
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6

Basic Results Summary

Phase Intergreens Matrix

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

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'AM')
Network Layout Diagram



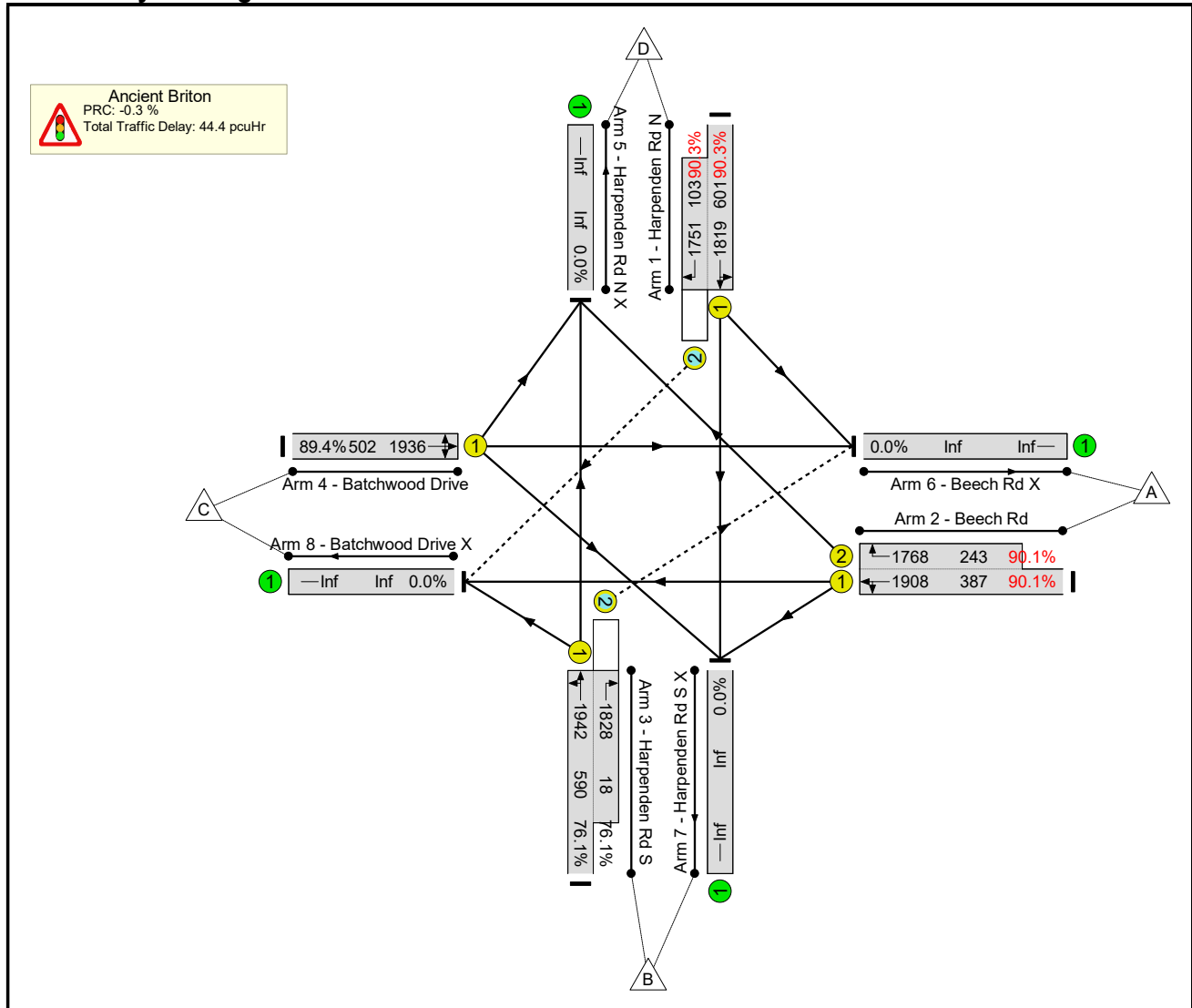
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	95.8%	-	-
Ancient Briton	-	-	-		-	-	-	-	-	-	95.8%	-	-
1/1+1/2	Harpenden Rd N Left Ahead Right	U+O	B	C	1	63	4	634	1829:1751	608+55	95.5 : 95.5%	97.4	37.1
2/1+2/2	Beech Rd Right Left Ahead	U	E		1	48	-	603	1895:1768	413+225	94.5 : 94.5%	98.1	28.9
3/1+3/2	Harpenden Rd S Ahead Right Left	U+O	A		1	54	-	330	1937:1828	564+34	55.1 : 55.1%	61.0	13.7
4/1	Batchwood Drive Left Ahead Right	U	D		1	39	-	416	1954	434	95.8%	126.4	27.1
C1 PRC for Signalled Lanes (%): -6.4 Total Delay for Signalled Lanes (pcuHr): 53.77 Cycle Time (s): 180 PRC Over All Lanes (%): -6.4 Total Delay Over All Lanes(pcuHr): 53.77													

Basic Results Summary

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 2: 'PM')

Network Layout Diagram



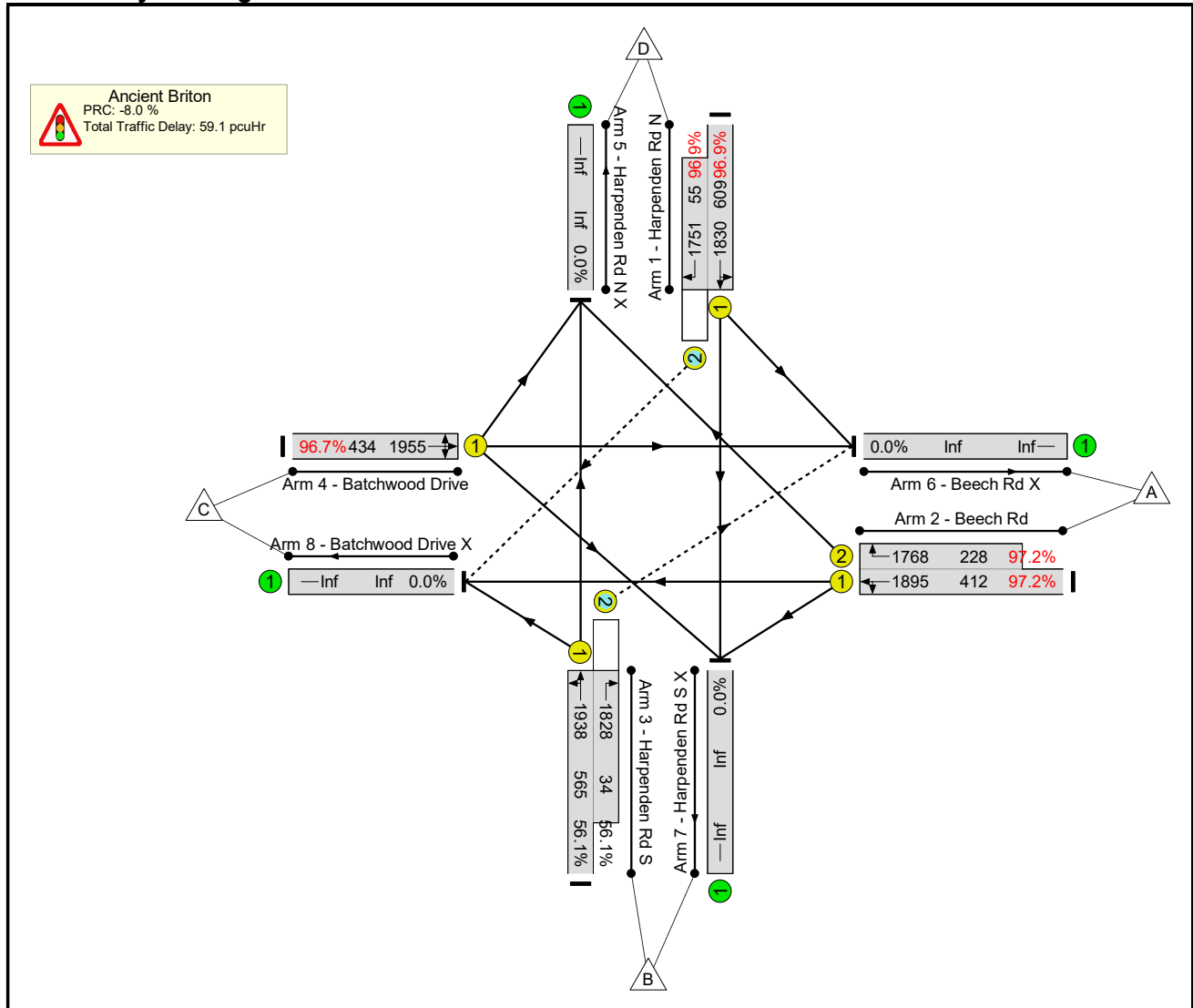
Network Results

[illegible]

Basic Results Summary

Scenario 3: '2025 Base + Dev AM' (FG3: '2025 Base + Dev AM', Plan 1: 'AM')

Network Layout Diagram



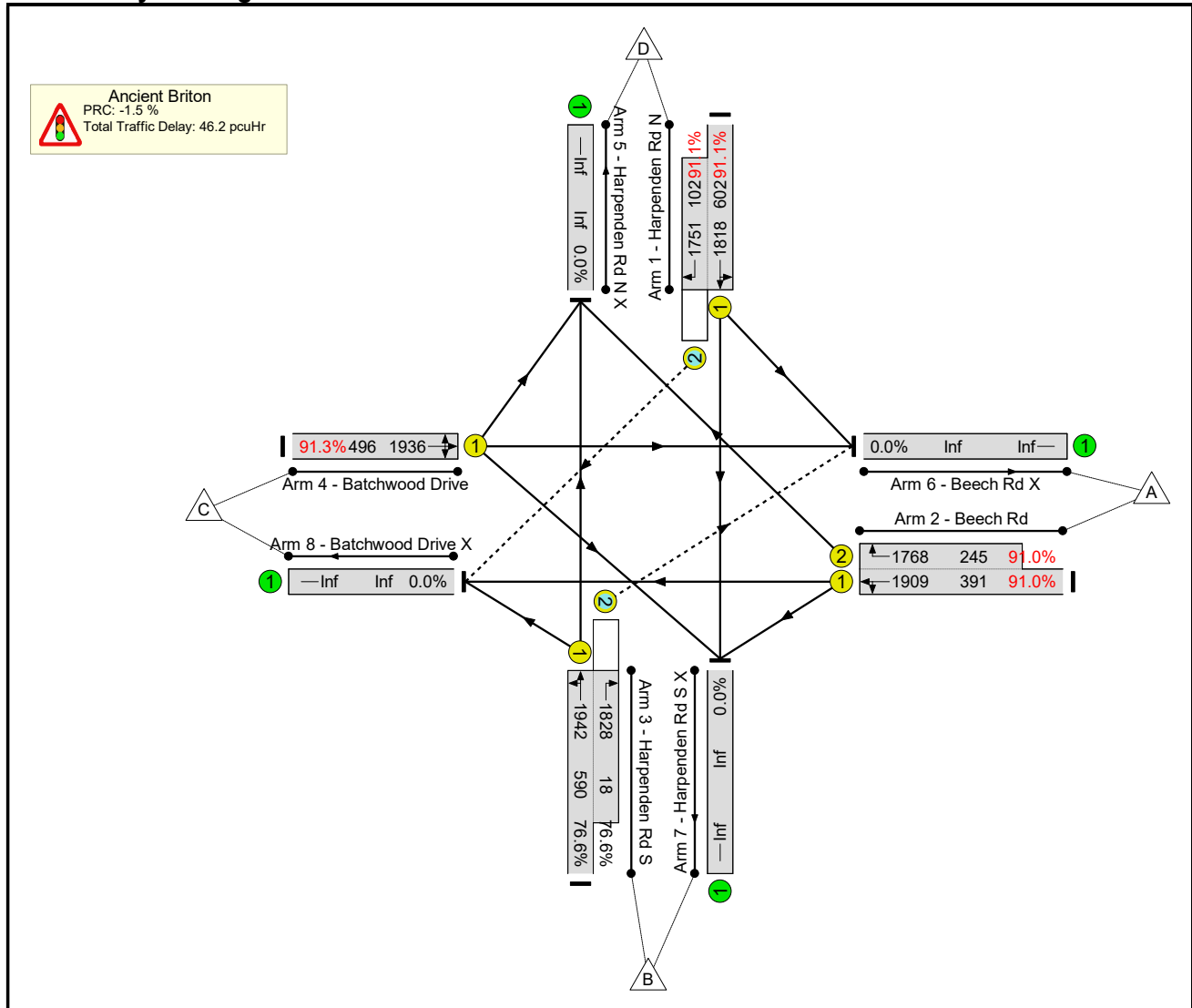
Network Results

[illegible]

Basic Results Summary

Scenario 4: '2025 Base + Dev PM' (FG4: '2025 Base + Dev PM', Plan 2: 'PM')

Network Layout Diagram



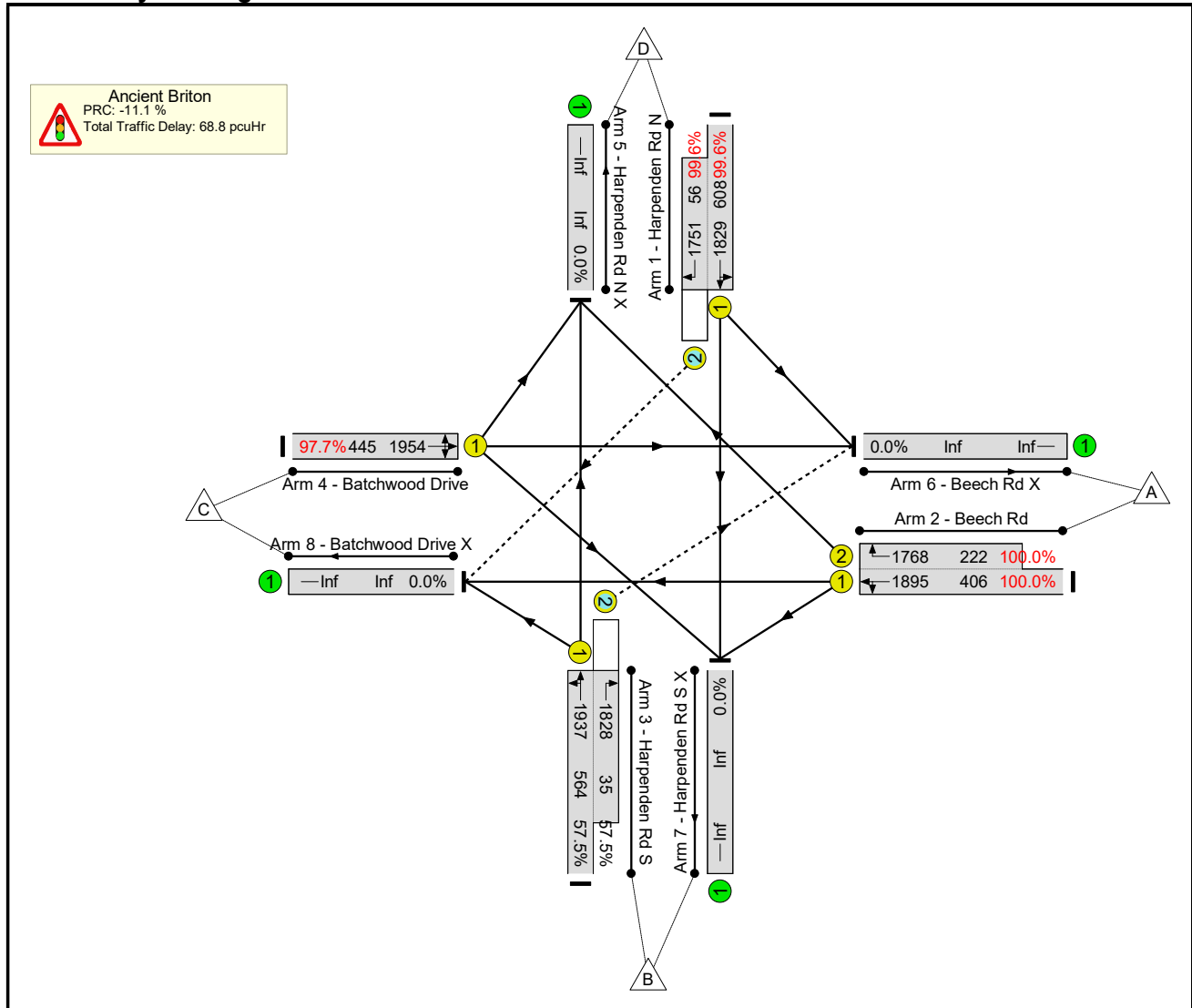
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	91.3%	-	-
Ancient Briton	-	-	-		-	-	-	-	-	-	91.3%	-	-
1/1+1/2	Harpenden Rd N Left Ahead Right	U+O	B	C	2	116	8	641	1818:1751	602+102	91.1 : 91.1%	74.2	30.2
2/1+2/2	Beech Rd Right Left Ahead	U	E		2	78	-	579	1909:1768	391+245	91.0 : 91.0%	82.1	22.1
3/1+3/2	Harpenden Rd S Ahead Right Left	U+O	A		2	98	-	466	1942:1828	590+18	76.6 : 76.6%	62.9	20.3
4/1	Batchwood Drive Left Ahead Right	U	D		2	80	-	453	1936	496	91.3%	92.5	24.1
C1 PRC for Signalled Lanes (%): -1.5 Total Delay for Signalled Lanes (pcuHr): 46.20 Cycle Time (s): 320 PRC Over All Lanes (%): -1.5 Total Delay Over All Lanes(pcuHr): 46.20													

Basic Results Summary

Scenario 5: '2030 Base AM' (FG5: '2030 Base AM', Plan 1: 'AM')

Network Layout Diagram



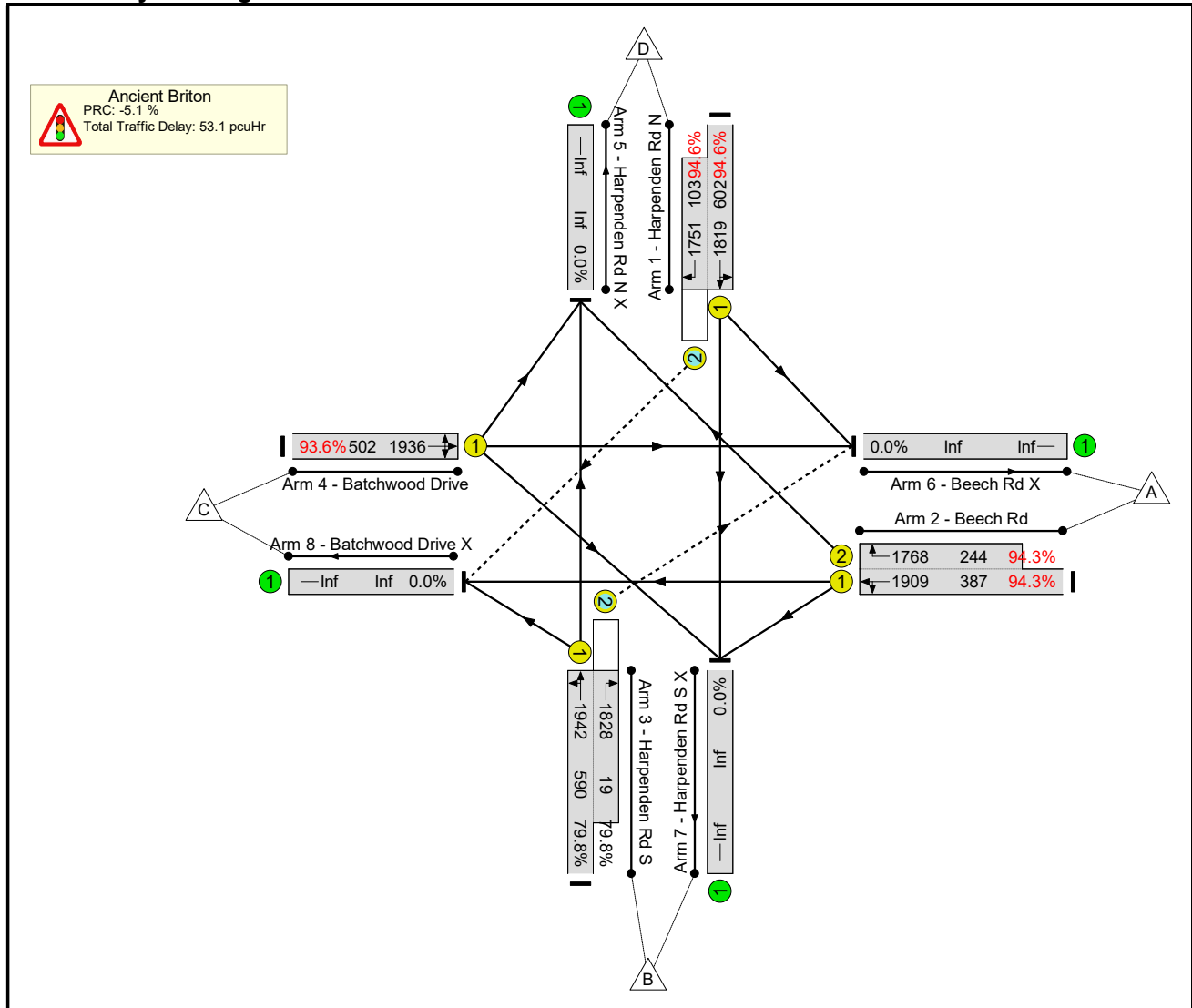
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	100.0%	-	-
Ancient Briton	-	-	-		-	-	-	-	-	-	100.0%	-	-
1/1+1/2	Harpenden Rd N Left Ahead Right	U+O	B	C	1	63	4	661	1829:1751	608+56	99.6 : 99.6%	124.0	44.1
2/1+2/2	Beech Rd Right Left Ahead	U	E		1	47	-	628	1895:1768	406+222	100.0 : 100.0%	134.9	37.4
3/1+3/2	Harpenden Rd S Ahead Right Left	U+O	A		1	54	-	344	1937:1828	564+35	57.5 : 57.5%	62.0	14.5
4/1	Batchwood Drive Left Ahead Right	U	D		1	40	-	435	1954	445	97.7%	137.0	29.7
C1 PRC for Signalled Lanes (%): -11.1 Total Delay for Signalled Lanes (pcuHr): 68.78 Cycle Time (s): 180 PRC Over All Lanes (%): -11.1 Total Delay Over All Lanes(pcuHr): 68.78													

Basic Results Summary

Scenario 6: '2030 Base PM' (FG6: '2030 Base PM', Plan 2: 'PM')

Network Layout Diagram



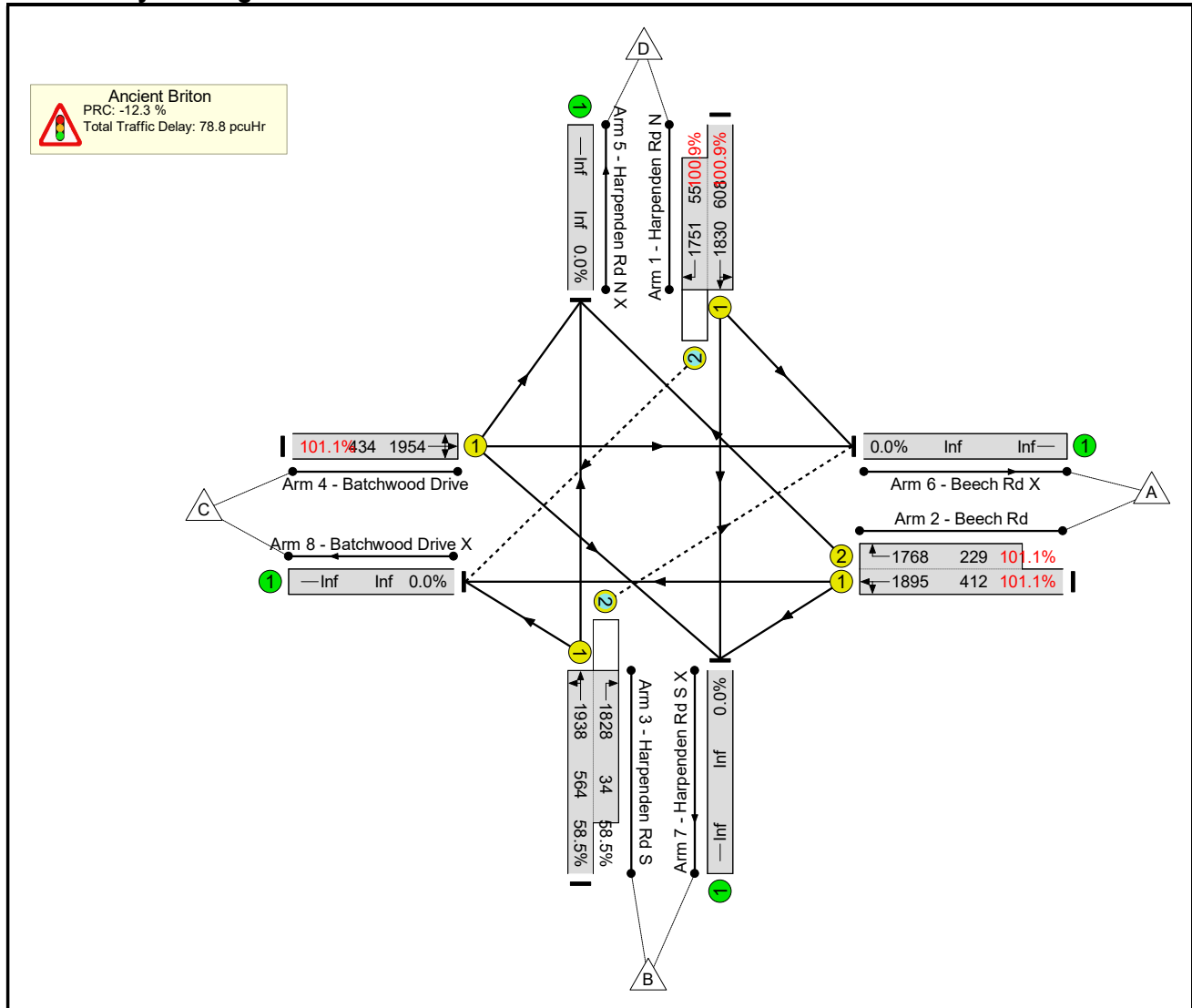
Network Results

[illegible]

Basic Results Summary

Scenario 7: '2030 Base + Dev AM' (FG7: '2030 Base + Dev AM', Plan 1: 'AM')

Network Layout Diagram



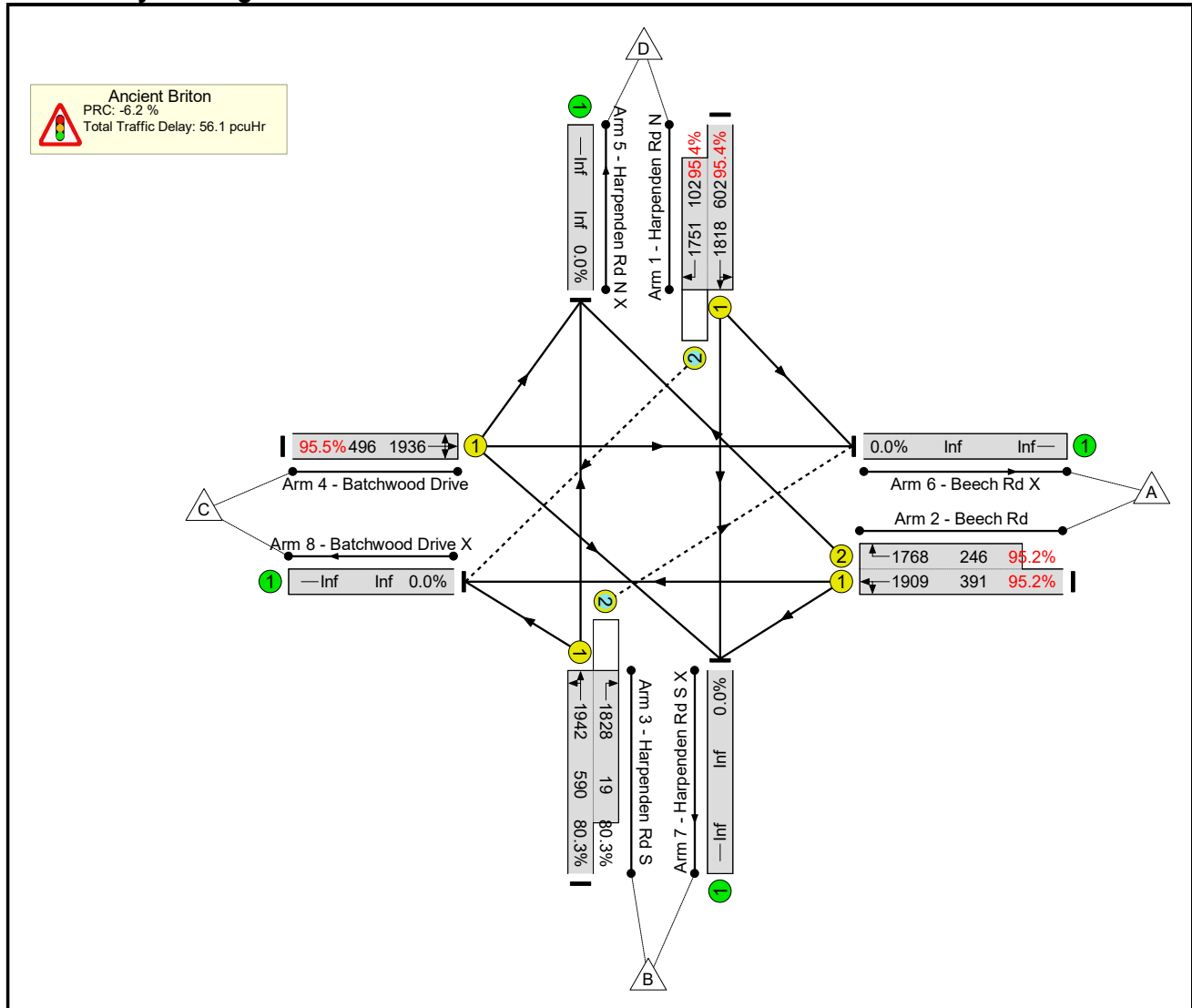
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	101.1%	-	-
Ancient Briton	-	-	-		-	-	-	-	-	-	101.1%	-	-
1/1+1/2	Harpenden Rd N Left Ahead Right	U+O	B	C	1	63	4	670	1830:1751	608+55	100.9 : 100.9%	139.3	47.6
2/1+2/2	Beech Rd Right Left Ahead	U	E		1	48	-	647	1895:1768	412+229	101.1 : 101.1%	145.6	40.9
3/1+3/2	Harpenden Rd S Ahead Right Left	U+O	A		1	54	-	350	1938:1828	564+34	58.5 : 58.5%	62.3	14.8
4/1	Batchwood Drive Left Ahead Right	U	D		1	39	-	439	1954	434	101.1%	169.2	33.9
C1 PRC for Signalled Lanes (%): -12.3 Total Delay for Signalled Lanes (pcuHr): 78.76 Cycle Time (s): 180 PRC Over All Lanes (%): -12.3 Total Delay Over All Lanes(pcuHr): 78.76													

Basic Results Summary

Scenario 8: '2030 Base + Dev PM' (FG8: '2030 Base + Dev PM', Plan 2: 'PM')

Network Layout Diagram



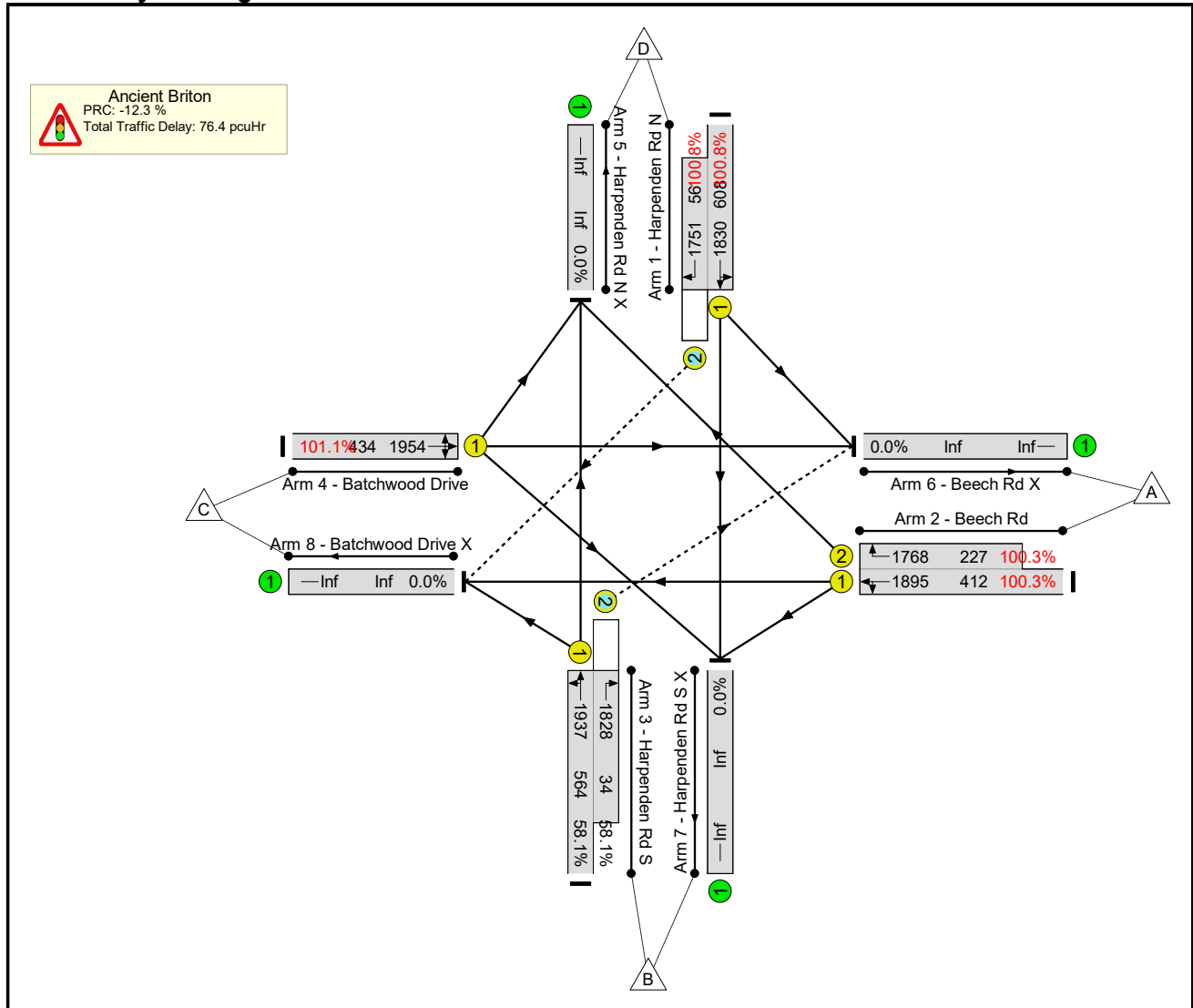
Network Results

[illegible]

Basic Results Summary

Scenario 9: '2030 DS AM' (FG9: '2030 DS AM', Plan 1: 'AM')

Network Layout Diagram



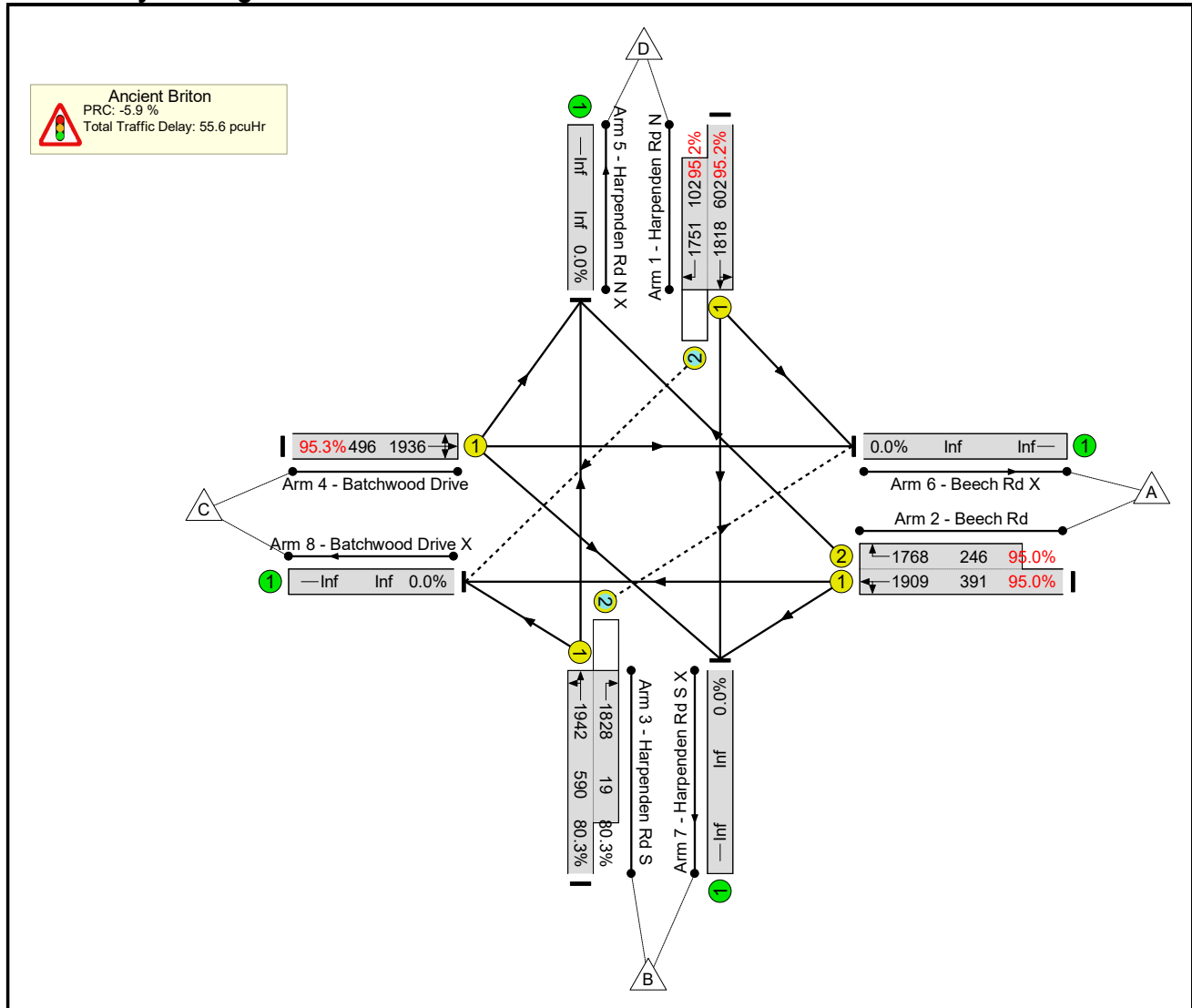
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	101.1%	-	-
Ancient Briton	-	-	-		-	-	-	-	-	-	101.1%	-	-
1/1+1/2	Harpenden Rd N Left Ahead Right	U+O	B	C	1	63	4	669	1830:1751	608+56	100.8 : 100.8%	137.3	47.2
2/1+2/2	Beech Rd Right Left Ahead	U	E		1	48	-	641	1895:1768	412+227	100.3 : 100.3%	136.3	38.6
3/1+3/2	Harpenden Rd S Ahead Right Left	U+O	A		1	54	-	348	1937:1828	564+34	58.1 : 58.1%	62.2	14.7
4/1	Batchwood Drive Left Ahead Right	U	D		1	39	-	439	1954	434	101.1%	169.2	33.9
C1 PRC for Signalised Lanes (%): -12.3 Total Delay for Signalised Lanes (pcuHr): 76.41 Cycle Time (s): 180 PRC Over All Lanes (%): -12.3 Total Delay Over All Lanes(pcuHr): 76.41													

Basic Results Summary

Scenario 10: '2030 DS PM' (FG10: '2030 DS PM', Plan 2: 'PM')

Network Layout Diagram



Network Results

[illegible]

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177			
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Filename: Sandpit Lane - Sandridge Road.j11

Path: C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\2024\R-24-0187 Land of Sandpit Lane, St Albans\30 Technical\31 Modelling

Report generation date: 28/08/2025 15:07:31

- »2025 | Base | AM
- »2025 | Base | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2025 | Base + Development | AM
- »2025 | Base + Development | PM
- »2030 | Base + Development | AM
- »2030 | Base + Development | PM
- »2030 | Base + Development 'Do Something Scenario' | AM
- »2030 | Base + Development 'Do Something Scenario' | PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2025 - Base								
Stream B-AC	1.8	18.90	0.64	C	3.6	28.44	0.79	D
Stream C-AB	96.1	459.66	1.08	F	23.7	118.13	0.97	F
2025 - Base + Development								
Stream B-AC	7.7	70.05	0.94	F	5.7	43.18	0.86	E
Stream C-AB	176.4	840.77	1.16	F	60.9	288.58	1.04	F
2030 - Base								
Stream B-AC	2.8	29.14	0.75	D	4.9	37.92	0.84	E
Stream C-AB	144.4	684.36	1.13	F	49.3	234.71	1.02	F
2030 - Base + Development								
Stream B-AC	87.5	1360.03	2.96	F	10.3	75.56	0.94	F
Stream C-AB	226.9	1081.79	1.21	F	104.7	482.89	1.08	F
2030 - Base + Development 'Do Something Scenario'								
Stream B-AC	39.4	335.48	1.44	F	8.4	62.65	0.91	F
Stream C-AB	211.2	1005.06	1.20	F	91.2	422.13	1.07	F

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	
Location	
Site number	
Date	13/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OliviaHennessy
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:30	09:00	90	15
D2	2025	Base	PM	FLAT	16:30	18:00	90	15
D3	2030	Base	AM	FLAT	07:30	09:00	90	15
D4	2030	Base	PM	FLAT	16:30	18:00	90	15
D5	2025	Base + Development	AM	FLAT	07:30	09:00	90	15
D6	2025	Base + Development	PM	FLAT	16:30	18:00	90	15
D7	2030	Base + Development	AM	FLAT	07:30	09:00	90	15
D8	2030	Base + Development	PM	FLAT	16:30	18:00	90	15
D9	2030	Base + Development 'Do Something Scenario'	AM	FLAT	07:30	09:00	90	15
D10	2030	Base + Development 'Do Something Scenario'	PM	FLAT	16:30	18:00	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		255.30	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	255.30	F

Arms

Arms

Arm	Name	Description	Arm type
A	Sandridge Road		Major
B	Sandpit Lane		Minor
C	Stonecross		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.38			122.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.15	25	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	553	0.095	0.241	0.152	0.345
B-C	711	0.102	0.257	-	-
C-B	645	0.235	0.235	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D1	2025	Base	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	299	100.000
B		✓	344	100.000
C		✓	767	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	42	257
	B	23	0	321
	C	231	536	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	2
	B	0	0	1
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.64	18.90	1.8	C
C-AB	1.08	459.66	96.1	F
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	0.00	578	0.595	338	1.4	14.690	B
C-AB	767	0.00	712	1.078	676	22.7	71.824	F
C-A	0	0.00			0			
A-B	42	0.00			42			
A-C	257	0.00			257			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	0.00	569	0.605	344	1.5	15.949	C
C-AB	767	0.00	712	1.078	704	38.4	168.324	F
C-A	0	0.00			0			
A-B	42	0.00			42			
A-C	257	0.00			257			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	0.00	561	0.613	344	1.5	16.513	C
C-AB	767	0.00	712	1.078	708	53.2	243.531	F
C-A	0	0.00			0			
A-B	42	0.00			42			
A-C	257	0.00			257			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	0.00	553	0.622	344	1.6	17.154	C
C-AB	767	0.00	712	1.078	709	67.7	316.397	F
C-A	0	0.00			0			
A-B	42	0.00			42			
A-C	257	0.00			257			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	0.00	544	0.632	344	1.7	17.927	C
C-AB	767	0.00	712	1.078	710	81.9	388.289	F
C-A	0	0.00			0			
A-B	42	0.00			42			
A-C	257	0.00			257			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	0.00	533	0.645	344	1.8	18.895	C
C-AB	767	0.00	712	1.078	710	96.1	459.660	F
C-A	0	0.00			0			
A-B	42	0.00			42			
A-C	257	0.00			257			

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		66.58	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	66.58	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025	Base	PM	FLAT	16:30	18:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	290	100.000
B		✓	468	100.000
C		✓	728	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	52	238
	B	23	0	445
	C	258	470	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	2	3
	B	0	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.79	28.44	3.6	D
C-AB	0.97	118.13	23.7	F
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	0.00	600	0.780	455	3.2	23.279	C
C-AB	720	0.00	744	0.968	673	11.6	42.057	E
C-A	8	0.00			8			
A-B	52	0.00			52			
A-C	238	0.00			238			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	0.00	597	0.784	467	3.4	27.342	D
C-AB	728	0.00	748	0.973	711	15.9	76.679	F
C-A	0	0.00			0			
A-B	52	0.00			52			
A-C	238	0.00			238			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	0.00	596	0.786	468	3.5	27.844	D
C-AB	728	0.00	749	0.972	717	18.6	92.121	F
C-A	0	0.00			0			
A-B	52	0.00			52			
A-C	238	0.00			238			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	0.00	595	0.787	468	3.5	28.111	D
C-AB	728	0.00	749	0.972	720	20.7	102.929	F
C-A	0	0.00			0			
A-B	52	0.00			52			
A-C	238	0.00			238			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	0.00	594	0.788	468	3.6	28.296	D
C-AB	728	0.00	749	0.972	721	22.3	111.305	F
C-A	0	0.00			0			
A-B	52	0.00			52			
A-C	238	0.00			238			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	0.00	594	0.788	468	3.6	28.435	D
C-AB	728	0.00	749	0.972	723	23.7	118.129	F
C-A	0	0.00			0			
A-B	52	0.00			52			
A-C	238	0.00			238			

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		380.29	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	380.29	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2030	Base	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	312	100.000
B		✓	358	100.000
C		✓	799	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	44	268
	B	24	0	334
	C	241	558	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	2
	B	0	0	1
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.75	29.14	2.8	D
C-AB	1.13	684.36	144.4	F
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	358	0.00	572	0.626	352	1.6	15.939	C
C-AB	799	0.00	708	1.128	681	29.5	88.451	F
C-A	0	0.00			0			
A-B	44	0.00			44			
A-C	268	0.00			268			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	358	0.00	558	0.641	357	1.7	17.870	C
C-AB	799	0.00	708	1.128	705	53.0	222.572	F
C-A	0	0.00			0			
A-B	44	0.00			44			
A-C	268	0.00			268			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	358	0.00	544	0.658	358	1.8	19.165	C
C-AB	799	0.00	708	1.128	707	76.0	338.669	F
C-A	0	0.00			0			
A-B	44	0.00			44			
A-C	268	0.00			268			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	358	0.00	528	0.679	357	2.0	20.998	C
C-AB	799	0.00	708	1.128	708	98.9	454.042	F
C-A	0	0.00			0			
A-B	44	0.00			44			
A-C	268	0.00			268			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	358	0.00	506	0.708	357	2.3	23.891	C
C-AB	799	0.00	708	1.128	708	121.7	569.234	F
C-A	0	0.00			0			
A-B	44	0.00			44			
A-C	268	0.00			268			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	358	0.00	477	0.751	356	2.8	29.135	D
C-AB	799	0.00	708	1.128	708	144.4	684.357	F
C-A	0	0.00			0			
A-B	44	0.00			44			
A-C	268	0.00			268			

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		126.90	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	126.90	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2030	Base	PM	FLAT	16:30	18:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	303	100.000
B		✓	489	100.000
C		✓	761	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	54	249
	B	24	0	465
	C	270	491	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	2	2
	B	0	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.84	37.92	4.9	E
C-AB	1.02	234.71	49.3	F
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	489	0.00	595	0.822	473	3.9	26.937	D
C-AB	761	0.00	746	1.020	695	16.5	53.997	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	489	0.00	590	0.828	487	4.3	33.766	D
C-AB	761	0.00	746	1.020	728	24.9	112.830	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	489	0.00	588	0.832	488	4.5	35.182	E
C-AB	761	0.00	746	1.020	733	31.8	148.536	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	489	0.00	586	0.835	488	4.7	36.185	E
C-AB	761	0.00	746	1.020	736	38.1	179.538	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	489	0.00	584	0.838	488	4.8	37.069	E
C-AB	761	0.00	746	1.020	738	43.9	207.966	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	489	0.00	581	0.841	489	4.9	37.918	E
C-AB	761	0.00	746	1.020	739	49.3	234.705	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

2025 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		469.52	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	469.52	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2025	Base + Development	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	300	100.000
B		✓	408	100.000
C		✓	814	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	43	257
	B	24	0	384
	C	231	583	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	2
	B	0	0	1
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.94	70.05	7.7	F
C-AB	1.16	840.77	176.4	F
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	408	0.00	579	0.705	399	2.2	19.172	C
C-AB	814	0.00	701	1.161	678	34.0	100.622	F
C-A	0	0.00			0			
A-B	43	0.00			43			
A-C	257	0.00			257			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	408	0.00	564	0.723	407	2.5	22.693	C
C-AB	814	0.00	701	1.161	699	62.9	261.327	F
C-A	0	0.00			0			
A-B	43	0.00			43			
A-C	257	0.00			257			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	408	0.00	547	0.746	407	2.7	25.399	D
C-AB	814	0.00	701	1.161	700	91.4	406.209	F
C-A	0	0.00			0			
A-B	43	0.00			43			
A-C	257	0.00			257			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	408	0.00	523	0.780	406	3.2	30.015	D
C-AB	814	0.00	701	1.161	700	119.7	551.006	F
C-A	0	0.00			0			
A-B	43	0.00			43			
A-C	257	0.00			257			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	408	0.00	489	0.835	404	4.2	39.897	E
C-AB	814	0.00	701	1.161	701	148.1	695.862	F
C-A	0	0.00			0			
A-B	43	0.00			43			
A-C	257	0.00			257			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	408	0.00	434	0.940	394	7.7	70.046	F
C-AB	814	0.00	701	1.161	701	176.4	840.766	F
C-A	0	0.00			0			
A-B	43	0.00			43			
A-C	257	0.00			257			

2025 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		155.26	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	155.26	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2025	Base + Development	PM	FLAT	16:30	18:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	290	100.000
B		✓	503	100.000
C		✓	764	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	52	238
	B	23	0	480
	C	258	506	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A	B	C
	A	0	2	3
	B	0	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.86	43.18	5.7	E
C-AB	1.04	288.58	60.9	F
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	503	0.00	599	0.839	486	4.3	28.502	D
C-AB	764	0.00	738	1.036	692	18.1	58.467	F
C-A	0	0.00			0			
A-B	52	0.00			52			
A-C	238	0.00			238			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	503	0.00	595	0.846	501	4.8	36.790	E
C-AB	764	0.00	738	1.036	723	28.3	126.574	F
C-A	0	0.00			0			
A-B	52	0.00			52			
A-C	238	0.00			238			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	503	0.00	591	0.850	502	5.1	38.772	E
C-AB	764	0.00	738	1.036	728	37.1	171.631	F
C-A	0	0.00			0			
A-B	52	0.00			52			
A-C	238	0.00			238			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	503	0.00	589	0.855	502	5.3	40.287	E
C-AB	764	0.00	738	1.036	731	45.4	212.514	F
C-A	0	0.00			0			
A-B	52	0.00			52			
A-C	238	0.00			238			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	503	0.00	586	0.859	502	5.5	41.714	E
C-AB	764	0.00	738	1.036	732	53.3	251.226	F
C-A	0	0.00			0			
A-B	52	0.00			52			
A-C	238	0.00			238			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	503	0.00	583	0.863	502	5.7	43.180	E
C-AB	764	0.00	738	1.036	733	60.9	288.576	F
C-A	0	0.00			0			
A-B	52	0.00			52			
A-C	238	0.00			238			

2030 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		941.15	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	941.15	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D7	2030	Base + Development	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	313	100.000
B		✓	422	100.000
C		✓	846	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	45	268
	B	25	0	397
	C	241	605	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	2
	B	0	0	1
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	2.96	1360.03	87.5	F
C-AB	1.21	1081.79	226.9	F
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	0.00	572	0.737	412	2.6	21.267	C
C-AB	846	0.00	698	1.212	679	41.7	119.723	F
C-A	0	0.00			0			
A-B	45	0.00			45			
A-C	268	0.00			268			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	0.00	551	0.766	420	3.0	26.950	D
C-AB	846	0.00	698	1.212	697	78.9	322.386	F
C-A	0	0.00			0			
A-B	45	0.00			45			
A-C	268	0.00			268			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	0.00	523	0.808	419	3.7	33.517	D
C-AB	846	0.00	698	1.212	698	116.0	511.818	F
C-A	0	0.00			0			
A-B	45	0.00			45			
A-C	268	0.00			268			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	0.00	476	0.887	414	5.7	51.110	F
C-AB	846	0.00	698	1.212	698	153.0	701.631	F
C-A	0	0.00			0			
A-B	45	0.00			45			
A-C	268	0.00			268			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	0.00	386	1.092	375	17.5	161.611	F
C-AB	846	0.00	698	1.212	698	190.0	891.657	F
C-A	0	0.00			0			
A-B	45	0.00			45			
A-C	268	0.00			268			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	0.00	142	2.963	142	87.5	1360.030	F
C-AB	846	0.00	698	1.212	698	226.9	1081.791	F
C-A	0	0.00			0			
A-B	45	0.00			45			
A-C	268	0.00			268			

2030 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		261.27	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	261.27	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D8	2030	Base + Development	PM	FLAT	16:30	18:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	303	100.000
B		✓	524	100.000
C		✓	797	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	54	249
	B	24	0	500
	C	270	527	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	2	2
	B	0	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.94	75.56	10.3	F
C-AB	1.08	482.89	104.7	F
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	524	0.00	595	0.881	502	5.4	33.634	D
C-AB	797	0.00	736	1.083	701	24.1	72.736	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	524	0.00	587	0.892	520	6.5	48.140	E
C-AB	797	0.00	736	1.083	729	41.2	173.213	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	524	0.00	581	0.901	521	7.3	53.860	F
C-AB	797	0.00	736	1.083	732	57.4	252.758	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	524	0.00	575	0.912	521	8.1	59.563	F
C-AB	797	0.00	736	1.083	733	73.3	330.182	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	524	0.00	567	0.924	520	9.0	66.446	F
C-AB	797	0.00	736	1.083	734	89.1	406.758	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	524	0.00	558	0.939	519	10.3	75.561	F
C-AB	797	0.00	736	1.083	734	104.7	482.886	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

2030 | Base + Development 'Do Something Scenario' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		630.00	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	630.00	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D9	2030	Base + Development 'Do Something Scenario'	AM	FLAT	07:30	09:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	313	100.000
B		✓	401	100.000
C		✓	837	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	45	268
	B	25	0	376
	C	241	596	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	1
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	1.44	335.48	39.4	F
C-AB	1.20	1005.06	211.2	F
C-A				
A-B				
A-C				

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	0.00	571	0.703	392	2.2	19.337	C
C-AB	837	0.00	700	1.196	680	39.3	113.535	F
C-A	0	0.00			0			
A-B	45	0.00			45			
A-C	268	0.00			268			

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	0.00	551	0.728	400	2.5	23.536	C
C-AB	837	0.00	700	1.196	698	73.9	302.792	F
C-A	0	0.00			0			
A-B	45	0.00			45			
A-C	268	0.00			268			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	0.00	525	0.763	399	3.0	27.949	D
C-AB	837	0.00	700	1.196	699	108.3	478.041	F
C-A	0	0.00			0			
A-B	45	0.00			45			
A-C	268	0.00			268			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	0.00	486	0.824	397	4.0	37.954	E
C-AB	837	0.00	700	1.196	700	142.6	653.564	F
C-A	0	0.00			0			
A-B	45	0.00			45			
A-C	268	0.00			268			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	0.00	420	0.955	384	8.3	76.105	F
C-AB	837	0.00	700	1.196	700	176.9	829.265	F
C-A	0	0.00			0			
A-B	45	0.00			45			
A-C	268	0.00			268			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	0.00	278	1.441	276	39.4	335.477	F
C-AB	837	0.00	700	1.196	700	211.2	1005.062	F
C-A	0	0.00			0			
A-B	45	0.00			45			
A-C	268	0.00			268			

2030 | Base + Development 'Do Something Scenario' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		227.06	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	227.06	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D10	2030	Base + Development 'Do Something Scenario'	PM	FLAT	16:30	18:00	90	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	303	100.000
B		✓	517	100.000
C		✓	789	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	54	249
	B	24	0	493
	C	270	519	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	2	2
	B	0	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.91	62.65	8.4	F
C-AB	1.07	422.13	91.2	F
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	517	0.00	595	0.869	497	5.1	32.093	D
C-AB	789	0.00	738	1.069	700	22.3	68.255	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	517	0.00	588	0.879	513	6.0	44.493	E
C-AB	789	0.00	738	1.069	729	37.2	158.694	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	517	0.00	583	0.886	515	6.5	48.776	E
C-AB	789	0.00	738	1.069	733	51.2	227.350	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	517	0.00	578	0.895	515	7.1	52.745	F
C-AB	789	0.00	738	1.069	735	64.7	293.292	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	517	0.00	572	0.904	515	7.7	57.200	F
C-AB	789	0.00	738	1.069	736	78.1	358.042	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	517	0.00	565	0.915	514	8.4	62.651	F
C-AB	789	0.00	738	1.069	736	91.2	422.134	F
C-A	0	0.00			0			
A-B	54	0.00			54			
A-C	249	0.00			249			

Junctions 11			
PICADY 11 - Priority Intersection Module			
Version: 11.0.0.2177			
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Filename: Sandpit Lane - Sandridge Road-Calibrated.j11

Path: C:\Users\OliviaHennessy\Evoke Transport\Evoke Projects - Documents\2024\R-24-0187 Land of Sandpit Lane, St Albans\30 Technical\31 Modelling

Report generation date: 02/09/2025 12:25:21

- »2025 | Base | AM
- »2025 | Base | PM
- »2030 | Base | AM
- »2030 | Base | PM
- »2025 | Base + Development | AM
- »2025 | Base + Development | PM
- »2030 | Base + Development | AM
- »2030 | Base + Development | PM
- »2030 | Base + Development 'Do Something Scenario' | AM
- »2030 | Base + Development 'Do Something Scenario' | PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2025 - Base								
Stream B-AC	4.1	44.37	0.81	E	9.9	79.85	0.92	F
Stream C-AB	8.2	37.09	0.88	E	4.2	19.49	0.78	C
2025 - Base + Development								
Stream B-AC	55.6	511.85	1.13	F	31.9	233.98	1.01	F
Stream C-AB	19.5	86.96	0.96	F	6.1	27.30	0.84	D
2030 - Base								
Stream B-AC	11.4	121.74	0.95	F	25.9	197.28	1.00	F
Stream C-AB	13.5	60.32	0.93	F	5.6	24.68	0.83	C
2030 - Base + Development								
Stream B-AC	223.2	3818.13	2.30	F	84.6	608.78	1.12	F
Stream C-AB	37.8	162.84	1.00	F	9.0	38.90	0.89	E
2030 - Base + Development 'Do Something Scenario'								
Stream B-AC	144.5	1799.65	1.57	F	69.0	495.34	1.09	F
Stream C-AB	30.4	132.82	0.99	F	8.0	34.54	0.88	D

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	
Location	
Site number	
Date	13/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OliviaHennessy
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75				✓		0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	Base	AM	FLAT	07:30	09:00	90	15	✓
D2	2025	Base	PM	FLAT	16:30	18:00	90	15	✓
D3	2030	Base	AM	FLAT	07:30	09:00	90	15	✓
D4	2030	Base	PM	FLAT	16:30	18:00	90	15	✓
D5	2025	Base + Development	AM	FLAT	07:30	09:00	90	15	✓
D6	2025	Base + Development	PM	FLAT	16:30	18:00	90	15	✓
D7	2030	Base + Development	AM	FLAT	07:30	09:00	90	15	✓
D8	2030	Base + Development	PM	FLAT	16:30	18:00	90	15	✓
D9	2030	Base + Development 'Do Something Scenario'	AM	FLAT	07:30	09:00	90	15	✓
D10	2030	Base + Development 'Do Something Scenario'	PM	FLAT	16:30	18:00	90	15	✓

Analysis Set Details

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

2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		30.42	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	30.42	D

Arms

Arms

Arm	Name	Description	Arm type
A	Sandridge Road		Major
B	Sandpit Lane		Minor
C	Stonecross		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.38			122.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.15	30	25

Slope / Intercept / Capacity

Custom Intercept Adjustments

Custom stream intercept adjustment	Stream	Use adjustment	Reason	Direct intercept adjustment (PCU/hr)
1	C-B	✓	MCC queue results	140
2	B-A	✓	MCC queue results	-180

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	377	0.096	0.243	0.153	0.347
B-C	713	0.102	0.258	-	-
C-B	785	0.235	0.235	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	Base	AM	FLAT	07:30	09:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	299	100.000
B		FLAT	✓	344	100.000
C		FLAT	✓	767	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	42	257
	B	23	0	321
	C	231	536	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	2
	B	0	0	1
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.81	44.37	4.1	E	344	516
C-AB	0.88	37.09	8.2	E	746	1119
C-A					21	31
A-B					42	63
A-C					257	386

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	86	0.00	443	0.777	332	0.0	3.0	29.979	D
C-AB	738	185	0.00	843	0.876	713	0.0	6.4	25.083	D
C-A	29	7	0.00			29				
A-B	42	11	0.00			42				
A-C	257	64	0.00			257				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	86	0.00	428	0.804	342	3.0	3.6	40.065	E
C-AB	746	187	0.00	847	0.881	743	6.4	7.3	34.048	D
C-A	21	5	0.00			21				
A-B	42	11	0.00			42				
A-C	257	64	0.00			257				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	86	0.00	426	0.808	343	3.6	3.8	42.378	E
C-AB	747	187	0.00	848	0.882	746	7.3	7.7	35.654	E
C-A	20	5	0.00			20				
A-B	42	11	0.00			42				
A-C	257	64	0.00			257				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	86	0.00	425	0.810	343	3.8	4.0	43.397	E
C-AB	748	187	0.00	848	0.882	747	7.7	7.9	36.389	E
C-A	19	5	0.00			19				
A-B	42	11	0.00			42				
A-C	257	64	0.00			257				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	86	0.00	424	0.811	344	4.0	4.0	43.984	E
C-AB	748	187	0.00	848	0.882	748	7.9	8.1	36.815	E
C-A	19	5	0.00			19				
A-B	42	11	0.00			42				
A-C	257	64	0.00			257				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	344	86	0.00	424	0.812	344	4.0	4.1	44.367	E
C-AB	748	187	0.00	848	0.882	748	8.1	8.2	37.094	E
C-A	19	5	0.00			19				
A-B	42	11	0.00			42				
A-C	257	64	0.00			257				

2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		33.85	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	33.85	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	Base	PM	FLAT	16:30	18:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	290	100.000
B		FLAT	✓	468	100.000
C		FLAT	✓	728	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	52	238
	B	23	0	445
	C	258	470	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	2	3
	B	0	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.92	79.85	9.9	F	468	702
C-AB	0.78	19.49	4.2	C	675	1013
C-A					53	79
A-B					52	78
A-C					238	357

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	117	0.00	513	0.911	443	0.0	6.3	42.092	E
C-AB	671	168	0.00	862	0.778	656	0.0	3.8	16.715	C
C-A	57	14	0.00			57				
A-B	52	13	0.00			52				
A-C	238	60	0.00			238				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	117	0.00	508	0.921	462	6.3	7.9	64.906	F
C-AB	676	169	0.00	865	0.782	675	3.8	4.0	19.203	C
C-A	52	13	0.00			52				
A-B	52	13	0.00			52				
A-C	238	60	0.00			238				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	117	0.00	508	0.921	465	7.9	8.7	71.783	F
C-AB	676	169	0.00	865	0.782	676	4.0	4.1	19.375	C
C-A	52	13	0.00			52				
A-B	52	13	0.00			52				
A-C	238	60	0.00			238				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	117	0.00	508	0.921	466	8.7	9.2	75.596	F
C-AB	676	169	0.00	865	0.782	676	4.1	4.2	19.436	C
C-A	52	13	0.00			52				
A-B	52	13	0.00			52				
A-C	238	60	0.00			238				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	117	0.00	508	0.922	467	9.2	9.6	78.080	F
C-AB	676	169	0.00	865	0.782	676	4.2	4.2	19.468	C
C-A	52	13	0.00			52				
A-B	52	13	0.00			52				
A-C	238	60	0.00			238				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	468	117	0.00	508	0.922	467	9.6	9.9	79.846	F
C-AB	676	169	0.00	865	0.782	676	4.2	4.2	19.488	C
C-A	52	13	0.00			52				
A-B	52	13	0.00			52				
A-C	238	60	0.00			238				

2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		62.10	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	62.10	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030	Base	AM	FLAT	07:30	09:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	312	100.000
B		FLAT	✓	358	100.000
C		FLAT	✓	799	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	44	268
	B	24	0	334
	C	241	558	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	2
	B	0	0	1
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.95	121.74	11.4	F	358	537
C-AB	0.93	60.32	13.5	F	793	1189
C-A					6	9
A-B					44	66
A-C					268	402

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	358	89	0.00	416	0.860	340	0.0	4.5	40.866	E
C-AB	780	195	0.00	846	0.922	746	0.0	8.7	30.979	D
C-A	19	5	0.00			19				
A-B	44	11	0.00			44				
A-C	268	67	0.00			268				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	358	89	0.00	391	0.915	349	4.5	6.6	70.583	F
C-AB	792	198	0.00	852	0.929	783	8.7	10.7	48.277	E
C-A	7	2	0.00			7				
A-B	44	11	0.00			44				
A-C	268	67	0.00			268				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	358	89	0.00	385	0.930	352	6.6	8.1	87.782	F
C-AB	794	199	0.00	854	0.930	790	10.7	11.9	53.593	F
C-A	5	1	0.00			5				
A-B	44	11	0.00			44				
A-C	268	67	0.00			268				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	358	89	0.00	381	0.939	353	8.1	9.3	100.865	F
C-AB	796	199	0.00	855	0.931	793	11.9	12.6	56.691	F
C-A	3	0.81	0.00			3				
A-B	44	11	0.00			44				
A-C	268	67	0.00			268				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	358	89	0.00	379	0.945	354	9.3	10.4	111.950	F
C-AB	797	199	0.00	855	0.932	795	12.6	13.1	58.788	F
C-A	2	0.57	0.00			2				
A-B	44	11	0.00			44				
A-C	268	67	0.00			268				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	358	89	0.00	377	0.950	354	10.4	11.4	121.736	F
C-AB	797	199	0.00	856	0.932	796	13.1	13.5	60.324	F
C-A	2	0.40	0.00			2				
A-B	44	11	0.00			44				
A-C	268	67	0.00			268				

2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		73.30	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	73.30	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030	Base	PM	FLAT	16:30	18:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	303	100.000
B		FLAT	✓	489	100.000
C		FLAT	✓	761	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	54	249
	B	24	0	465
	C	270	491	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	2	2
	B	0	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.00	197.28	25.9	F	489	733
C-AB	0.83	24.68	5.6	C	719	1079
C-A					42	63
A-B					54	81
A-C					249	374

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	489	122	0.00	498	0.982	451	0.0	9.6	56.585	F
C-AB	713	178	0.00	867	0.822	694	0.0	4.8	19.580	C
C-A	48	12	0.00			48				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	489	122	0.00	490	0.997	470	9.6	14.2	107.154	F
C-AB	720	180	0.00	871	0.827	718	4.8	5.2	23.898	C
C-A	41	10	0.00			41				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	489	122	0.00	490	0.999	475	14.2	17.8	135.942	F
C-AB	720	180	0.00	871	0.827	720	5.2	5.4	24.349	C
C-A	41	10	0.00			41				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	489	122	0.00	489	0.999	477	17.8	20.9	159.133	F
C-AB	721	180	0.00	871	0.827	720	5.4	5.5	24.526	C
C-A	40	10	0.00			40				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	489	122	0.00	489	1.000	478	20.9	23.5	179.240	F
C-AB	721	180	0.00	871	0.827	721	5.5	5.5	24.620	C
C-A	40	10	0.00			40				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	489	122	0.00	489	1.000	479	23.5	25.9	197.281	F
C-AB	721	180	0.00	871	0.827	721	5.5	5.6	24.678	C
C-A	40	10	0.00			40				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

2025 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		182.87	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	182.87	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2025	Base + Development	AM	FLAT	07:30	09:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	300	100.000
B		FLAT	✓	408	100.000
C		FLAT	✓	814	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	43	257
	B	24	0	384
	C	231	583	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	2
	B	0	0	1
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.13	511.85	55.6	F	408	612
C-AB	0.96	86.96	19.5	F	812	1218
C-A					2	3
A-B					43	65
A-C					257	386

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	408	102	0.00	426	0.957	377	0.0	7.7	56.544	F
C-AB	803	201	0.00	843	0.953	760	0.0	10.7	36.229	E
C-A	11	3	0.00			11				
A-B	43	11	0.00			43				
A-C	257	64	0.00			257				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	408	102	0.00	393	1.039	379	7.7	15.0	129.646	F
C-AB	814	204	0.00	848	0.960	800	10.7	14.1	62.164	F
C-A	0	0	0.00			0				
A-B	43	11	0.00			43				
A-C	257	64	0.00			257				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	408	102	0.00	380	1.073	374	15.0	23.4	205.731	F
C-AB	814	204	0.00	848	0.959	806	14.1	16.2	72.286	F
C-A	0	0	0.00			0				
A-B	43	11	0.00			43				
A-C	257	64	0.00			257				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	408	102	0.00	372	1.096	369	23.4	33.1	294.919	F
C-AB	814	204	0.00	848	0.959	808	16.2	17.6	78.732	F
C-A	0	0	0.00			0				
A-B	43	11	0.00			43				
A-C	257	64	0.00			257				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	408	102	0.00	367	1.113	365	33.1	43.8	397.939	F
C-AB	814	204	0.00	848	0.959	810	17.6	18.6	83.386	F
C-A	0	0	0.00			0				
A-B	43	11	0.00			43				
A-C	257	64	0.00			257				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	408	102	0.00	362	1.127	361	43.8	55.6	511.849	F
C-AB	814	204	0.00	848	0.959	811	18.6	19.5	86.960	F
C-A	0	0	0.00			0				
A-B	43	11	0.00			43				
A-C	257	64	0.00			257				

2025 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		87.94	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	87.94	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2025	Base + Development	PM	FLAT	16:30	18:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	290	100.000
B		FLAT	✓	503	100.000
C		FLAT	✓	764	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	52	238
	B	23	0	480
	C	258	506	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	2	3
	B	0	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.01	233.98	31.9	F	503	755
C-AB	0.84	27.30	6.1	D	729	1093
C-A					35	53
A-B					52	78
A-C					238	357

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	503	126	0.00	506	0.995	461	0.0	10.4	59.099	F
C-AB	722	181	0.00	862	0.838	701	0.0	5.2	20.923	C
C-A	42	10	0.00			42				
A-B	52	13	0.00			52				
A-C	238	60	0.00			238				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	503	126	0.00	497	1.011	480	10.4	16.1	115.902	F
C-AB	729	182	0.00	866	0.842	727	5.2	5.7	26.183	D
C-A	35	9	0.00			35				
A-B	52	13	0.00			52				
A-C	238	60	0.00			238				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	503	126	0.00	496	1.013	485	16.1	20.7	151.271	F
C-AB	730	182	0.00	866	0.843	729	5.7	5.9	26.814	D
C-A	34	9	0.00			34				
A-B	52	13	0.00			52				
A-C	238	60	0.00			238				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	503	126	0.00	496	1.014	487	20.7	24.7	181.381	F
C-AB	730	183	0.00	866	0.843	730	5.9	6.0	27.070	D
C-A	34	8	0.00			34				
A-B	52	13	0.00			52				
A-C	238	60	0.00			238				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	503	126	0.00	496	1.014	488	24.7	28.4	208.629	F
C-AB	730	183	0.00	867	0.843	730	6.0	6.1	27.211	D
C-A	34	8	0.00			34				
A-B	52	13	0.00			52				
A-C	238	60	0.00			238				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	503	126	0.00	496	1.014	489	28.4	31.9	233.977	F
C-AB	730	183	0.00	867	0.843	730	6.1	6.1	27.298	D
C-A	34	8	0.00			34				
A-B	52	13	0.00			52				
A-C	238	60	0.00			238				

2030 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		1100.07	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1100.07	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2030	Base + Development	AM	FLAT	07:30	09:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	313	100.000
B		FLAT	✓	422	100.000
C		FLAT	✓	846	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	45	268
	B	25	0	397
	C	241	605	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	2
	B	0	0	1
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	2.30	3818.13	223.2	F	422	633
C-AB	1.00	162.84	37.8	F	846	1269
C-A					0	0
A-B					45	68
A-C					268	402

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	105	0.00	392	1.076	366	0.0	14.0	91.322	F
C-AB	846	211	0.00	846	1.000	786	0.0	15.1	45.953	E
C-A	0	0	0.00			0				
A-B	45	11	0.00			45				
A-C	268	67	0.00			268				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	105	0.00	328	1.287	326	14.0	38.0	320.837	F
C-AB	846	211	0.00	846	1.000	820	15.1	21.6	89.840	F
C-A	0	0	0.00			0				
A-B	45	11	0.00			45				
A-C	268	67	0.00			268				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	105	0.00	290	1.455	290	38.0	71.1	741.243	F
C-AB	846	211	0.00	846	1.000	826	21.6	26.6	113.124	F
C-A	0	0	0.00			0				
A-B	45	11	0.00			45				
A-C	268	67	0.00			268				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	105	0.00	255	1.657	255	71.1	113.0	1319.475	F
C-AB	846	211	0.00	846	1.000	829	26.6	30.8	131.942	F
C-A	0	0	0.00			0				
A-B	45	11	0.00			45				
A-C	268	67	0.00			268				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	105	0.00	220	1.921	220	113.0	163.6	2559.222	F
C-AB	846	211	0.00	846	1.000	831	30.8	34.5	148.240	F
C-A	0	0	0.00			0				
A-B	45	11	0.00			45				
A-C	268	67	0.00			268				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	422	105	0.00	183	2.301	183	163.6	223.2	3818.132	F
C-AB	846	211	0.00	846	1.000	833	34.5	37.8	162.841	F
C-A	0	0	0.00			0				
A-B	45	11	0.00			45				
A-C	268	67	0.00			268				

2030 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		214.25	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	214.25	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2030	Base + Development	PM	FLAT	16:30	18:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	303	100.000
B		FLAT	✓	524	100.000
C		FLAT	✓	797	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	54	249
	B	24	0	500
	C	270	527	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
From		A	B	C	
	A	0	2	2	
	B	0	0	1	
	C	2	1	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.12	608.78	84.6	F	524	786
C-AB	0.89	38.90	9.0	E	775	1163
C-A					22	33
A-B					54	81
A-C					249	374

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	524	131	0.00	487	1.075	459	0.0	16.2	82.009	F
C-AB	765	191	0.00	867	0.883	738	0.0	6.8	25.260	D
C-A	32	8	0.00			32				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	524	131	0.00	474	1.105	469	16.2	30.0	195.818	F
C-AB	775	194	0.00	872	0.889	771	6.8	7.9	35.097	E
C-A	22	5	0.00			22				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	524	131	0.00	472	1.111	470	30.0	43.6	297.826	F
C-AB	777	194	0.00	873	0.889	775	7.9	8.4	37.055	E
C-A	20	5	0.00			20				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	524	131	0.00	471	1.113	469	43.6	57.2	400.697	F
C-AB	777	194	0.00	874	0.890	776	8.4	8.7	37.984	E
C-A	20	5	0.00			20				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	524	131	0.00	470	1.115	469	57.2	70.9	504.469	F
C-AB	778	194	0.00	874	0.890	777	8.7	8.9	38.531	E
C-A	19	5	0.00			19				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	524	131	0.00	470	1.115	469	70.9	84.6	608.784	F
C-AB	778	195	0.00	874	0.890	778	8.9	9.0	38.898	E
C-A	19	5	0.00			19				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

2030 | Base + Development 'Do Something Scenario' | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		534.10	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	534.10	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2030	Base + Development 'Do Something Scenario'	AM	FLAT	07:30	09:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	313	100.000
B		FLAT	✓	401	100.000
C		FLAT	✓	837	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	45	268
	B	25	0	376
	C	241	596	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	2
	B	0	0	1
	C	4	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.57	1799.65	144.5	F	401	601
C-AB	0.99	132.82	30.4	F	836	1255
C-A					0.60	0.89
A-B					45	68
A-C					268	402

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	100	0.00	394	1.019	359	0.0	10.5	74.417	F
C-AB	833	208	0.00	846	0.985	779	0.0	13.6	42.571	E
C-A	4	0.89	0.00			4				
A-B	45	11	0.00			45				
A-C	268	67	0.00			268				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	100	0.00	340	1.178	336	10.5	26.6	226.117	F
C-AB	837	209	0.00	848	0.987	816	13.6	18.9	80.009	F
C-A	0	0	0.00			0				
A-B	45	11	0.00			45				
A-C	268	67	0.00			268				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	100	0.00	314	1.277	313	26.6	48.6	463.978	F
C-AB	837	209	0.00	848	0.987	822	18.9	22.7	98.172	F
C-A	0	0	0.00			0				
A-B	45	11	0.00			45				
A-C	268	67	0.00			268				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	100	0.00	292	1.373	292	48.6	75.9	812.689	F
C-AB	837	209	0.00	848	0.987	825	22.7	25.7	111.895	F
C-A	0	0	0.00			0				
A-B	45	11	0.00			45				
A-C	268	67	0.00			268				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	100	0.00	273	1.470	273	75.9	108.0	1254.167	F
C-AB	837	209	0.00	848	0.987	827	25.7	28.2	123.169	F
C-A	0	0	0.00			0				
A-B	45	11	0.00			45				
A-C	268	67	0.00			268				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	401	100	0.00	255	1.573	255	108.0	144.5	1799.653	F
C-AB	837	209	0.00	848	0.987	828	28.2	30.4	132.818	F
C-A	0	0	0.00			0				
A-B	45	11	0.00			45				
A-C	268	67	0.00			268				

2030 | Base + Development 'Do Something Scenario' | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Sandpit Lane / Sandridge Road	T-Junction	Two-way	Two-way	Two-way		174.91	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	174.91	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2030	Base + Development 'Do Something Scenario'	PM	FLAT	16:30	18:00	90	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	303	100.000
B		FLAT	✓	517	100.000
C		FLAT	✓	789	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	54	249
	B	24	0	493
	C	270	519	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	2	2
	B	0	0	1
	C	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	1.09	495.34	69.0	F	517	775
C-AB	0.88	34.54	8.0	D	762	1144
C-A					27	40
A-B					54	81
A-C					249	374

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	517	129	0.00	490	1.055	459	0.0	14.6	75.768	F
C-AB	754	188	0.00	867	0.869	729	0.0	6.3	23.792	C
C-A	35	9	0.00			35				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	517	129	0.00	478	1.080	472	14.6	25.9	172.988	F
C-AB	763	191	0.00	872	0.875	759	6.3	7.2	31.935	D
C-A	26	7	0.00			26				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	517	129	0.00	477	1.084	473	25.9	36.8	254.544	F
C-AB	764	191	0.00	873	0.876	762	7.2	7.5	33.325	D
C-A	25	6	0.00			25				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	517	129	0.00	476	1.086	474	36.8	47.6	334.958	F
C-AB	765	191	0.00	873	0.876	764	7.5	7.7	33.951	D
C-A	24	6	0.00			24				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

17:30 - 17:45

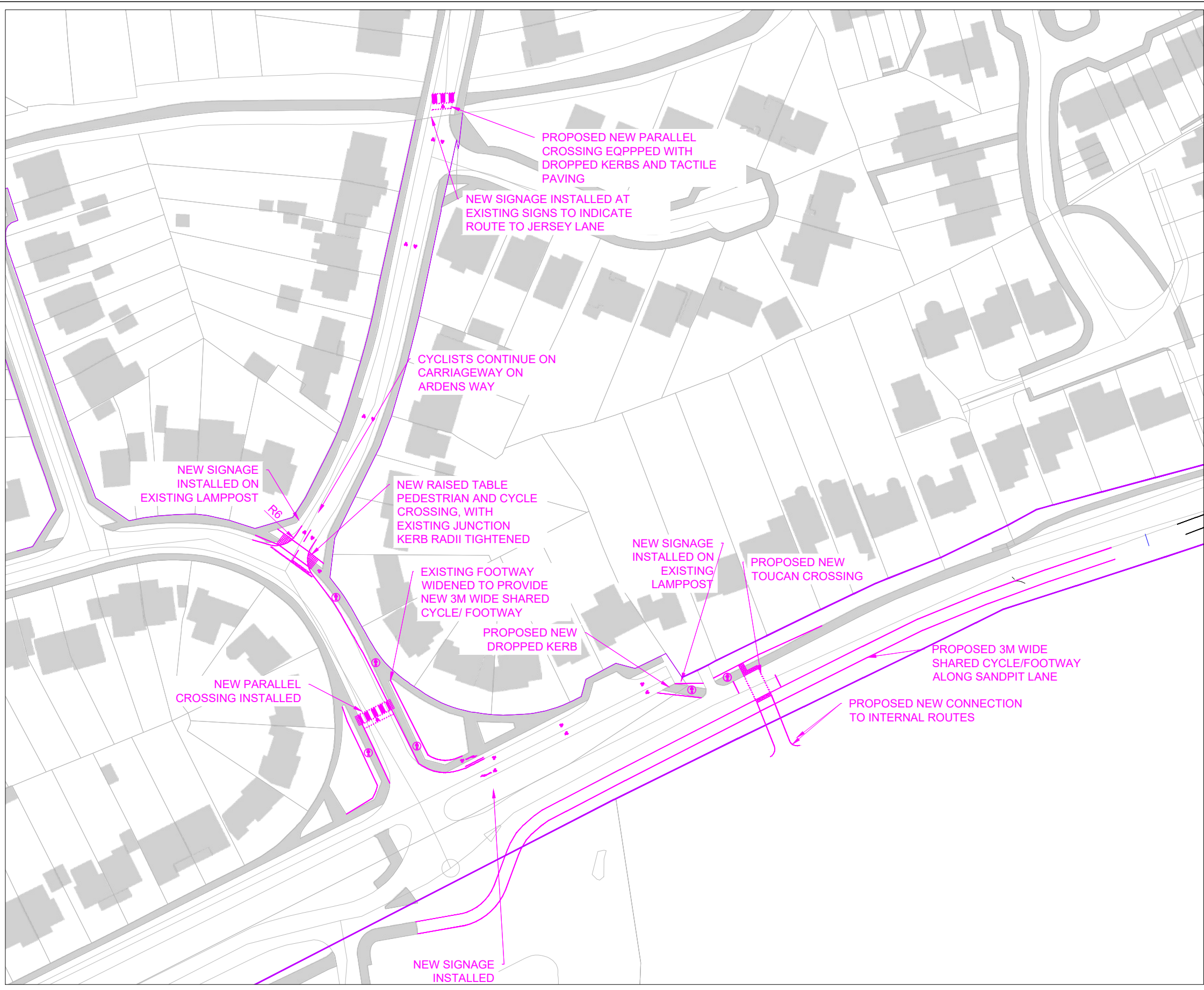
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B-AC	517	129	0.00	476	1.087	474	47.6	58.3	415.173	F
C-AB	765	191	0.00	873	0.876	764	7.7	7.9	34.309	D
C-A	24	6	0.00			24				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	517	129	0.00	475	1.088	474	58.3	69.0	495.335	F
C-AB	765	191	0.00	873	0.876	765	7.9	8.0	34.539	D
C-A	24	6	0.00			24				
A-B	54	14	0.00			54				
A-C	249	62	0.00			249				

Appendix M – Mitigation Drawings

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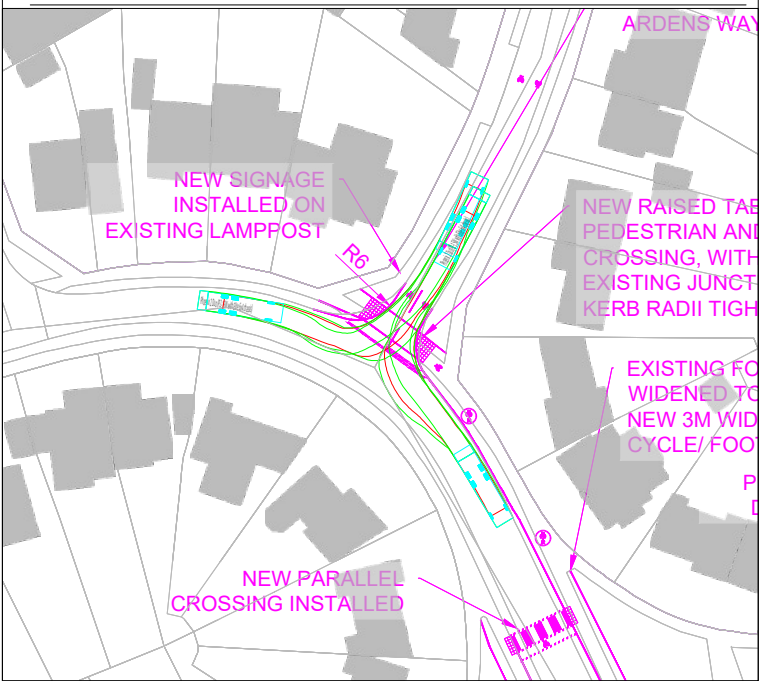
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KEY

- HIGHWAY BOUNDARY
- PROPOSED HIGHWAY DESIGN

REFUSE VEHICLE SWEEP PATH ANALYSIS OF AMENDED JUNCTION LAYOUT



A	UPDATED LAYOUT PLANS	AN	DF	01.10.25
-	FIRST ISSUE	OH	DF	05.09.25
Rev	Amendment	Drn	App	Date

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Scale	1:1,000 @ A3	Job No	R-24-0187		
Drawing No	R-24-0187/HY05	Rev	A		



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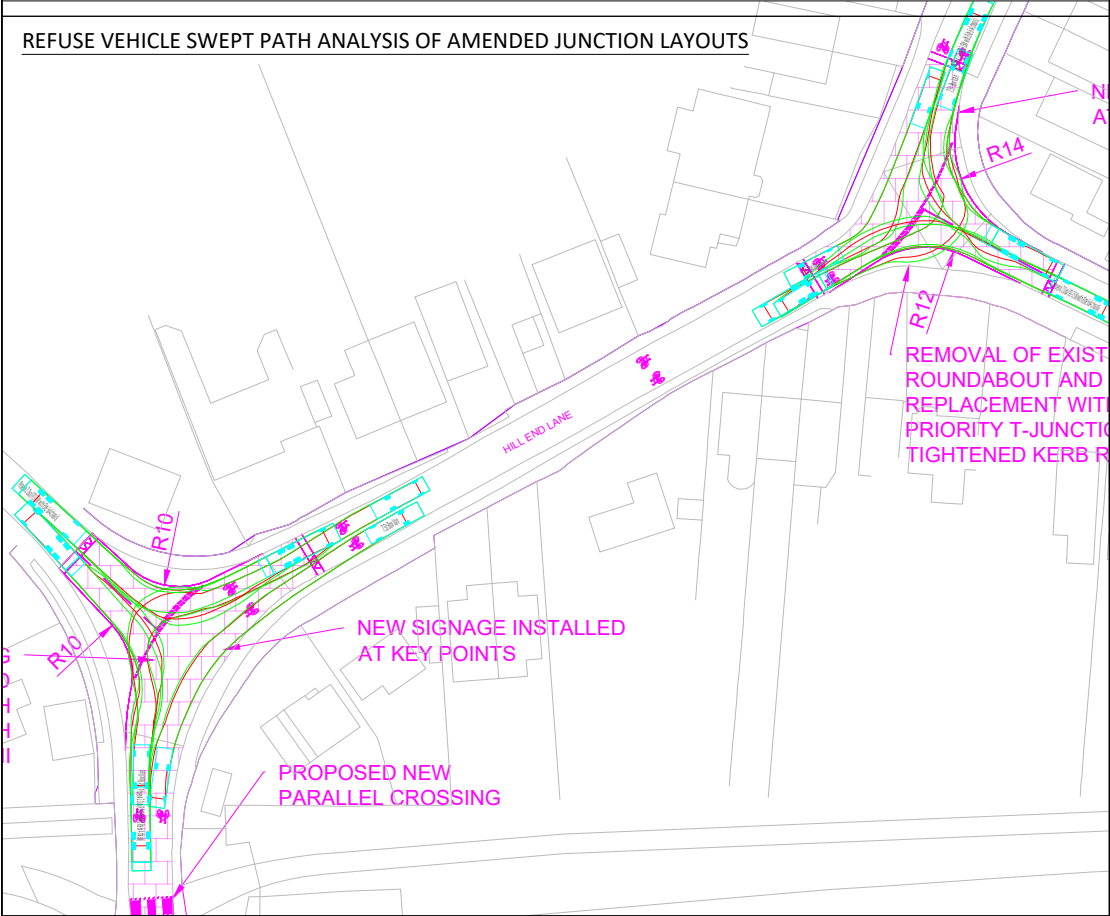
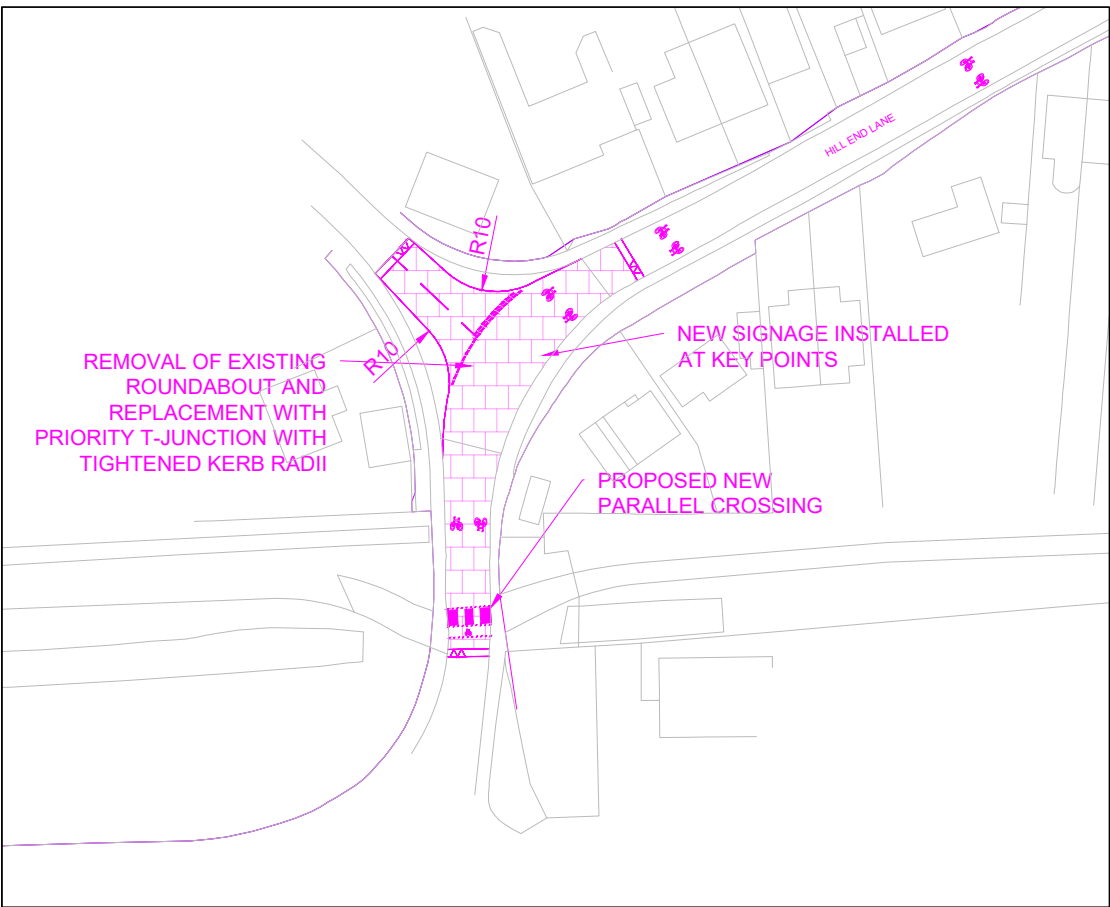
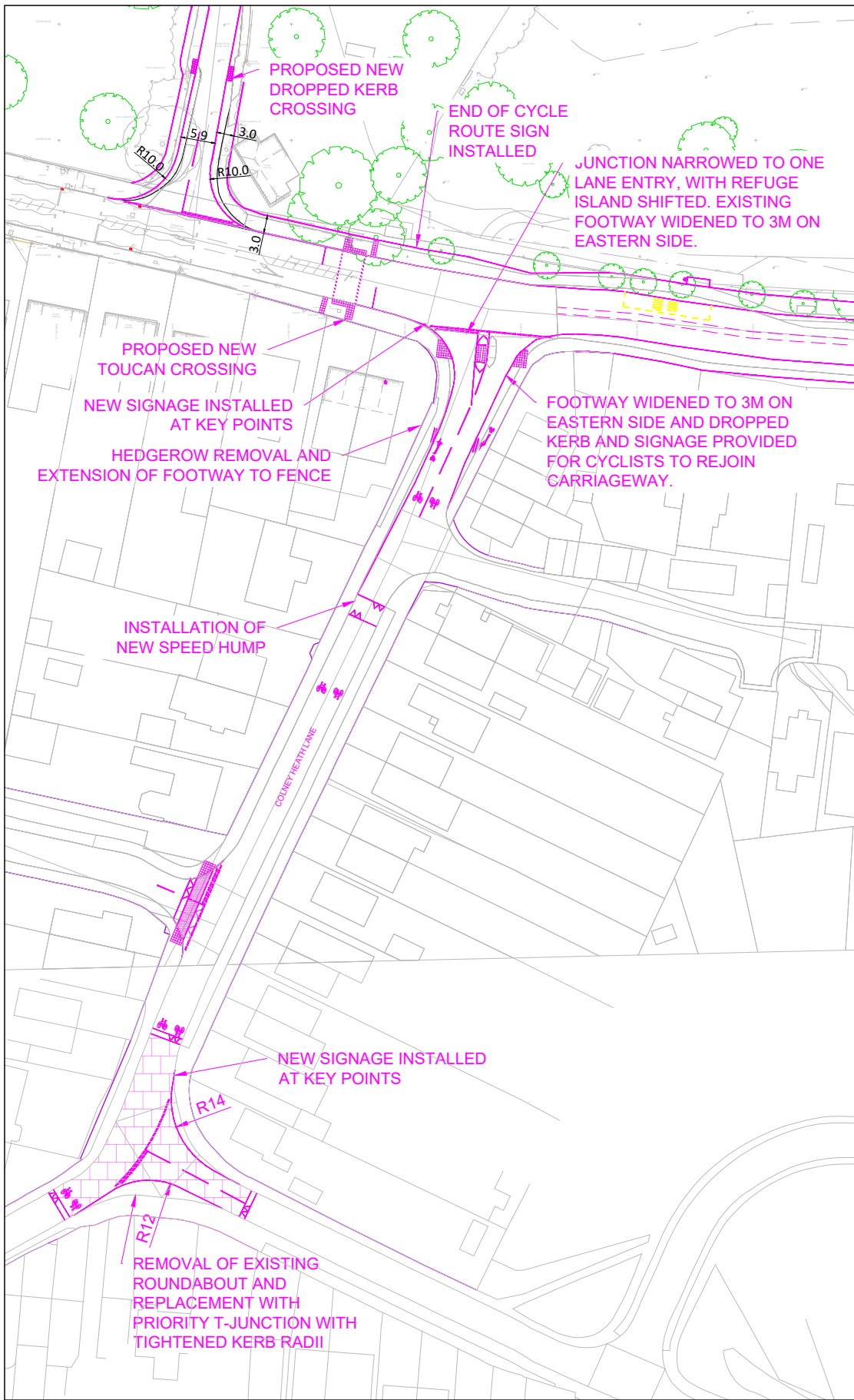
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Project Name
**OAKLANDS BLOSSOM &
OAKLANDS COLLEGE, ST ALBANS**

Drawing Title
**PROPOSED OFF SITE IMPROVEMENTS -
ACCESS TO JERSEY LANE**

Client
**TAYLOR WIMPEY
& OAKLANDS COLLEGE**

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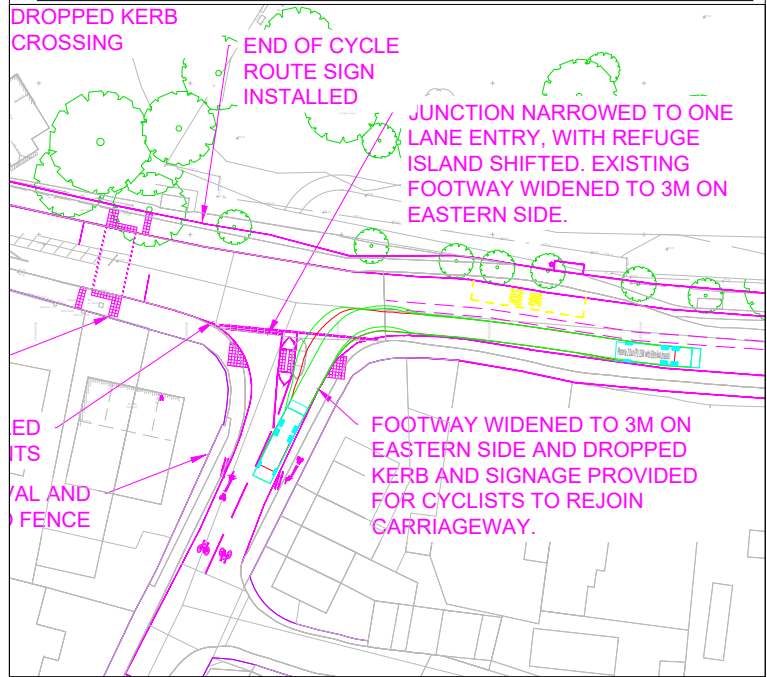
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KEY

- HIGHWAY BOUNDARY
- PROPOSED HIGHWAY DESIGN

REFUSE VEHICLE SWEEP PATH ANALYSIS OF AMENDED JUNCTION LAYOUT



-	FIRST ISSUE	OH	DF	05.09.25
Rev	Amendment	Drn	App	Date

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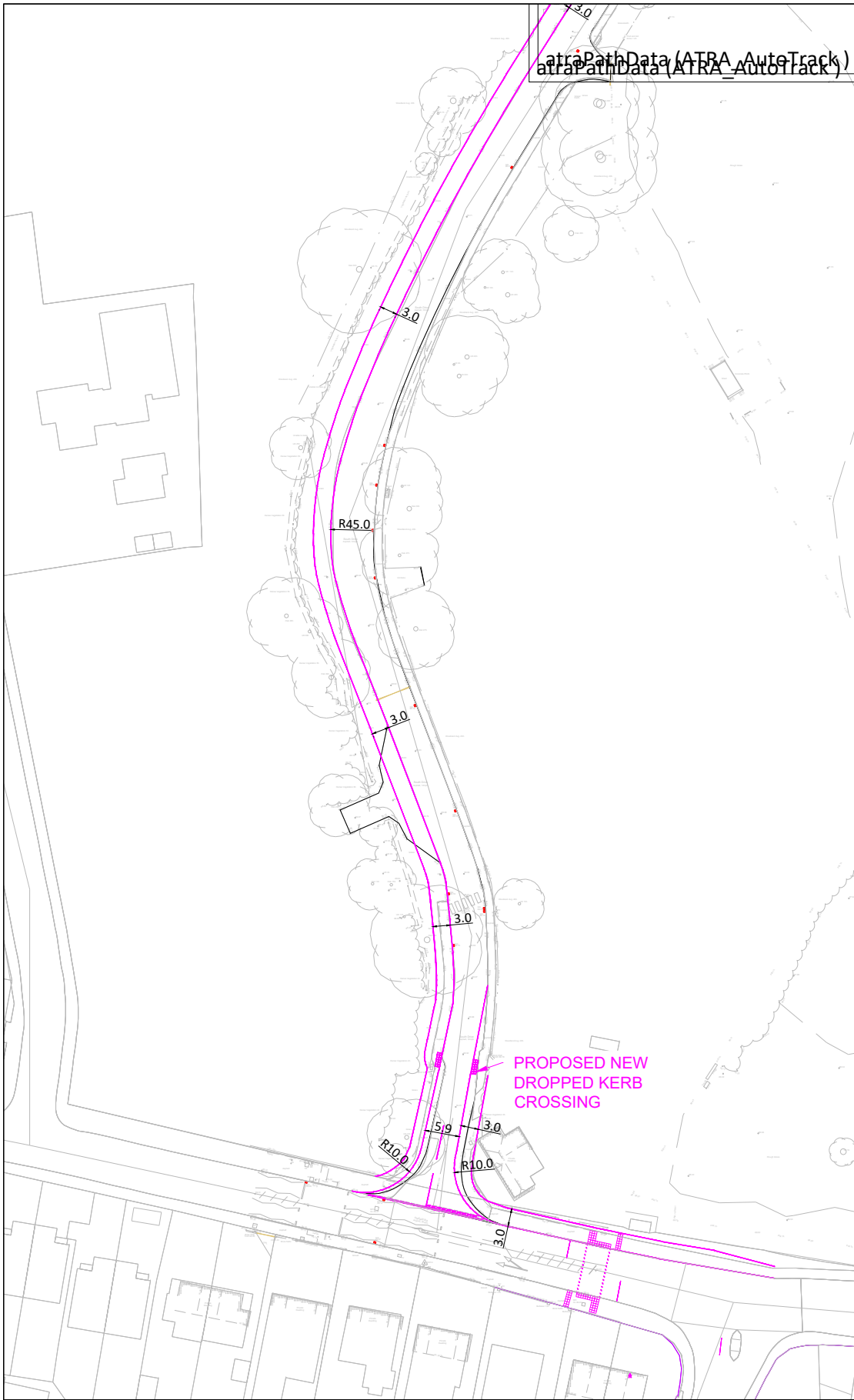
Telephone: 01183 800 182
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W: www.evoketransport.co.uk

Project Name
**OAKLANDS BLOSSOM &
OAKLANDS COLLEGE, ST ALBANS**

Drawing Title
**PROPOSED OFF SITE IMPROVEMENTS -
ACCESS TO ALBAN WAY**

Client
**TAYLOR WIMPEY
& OAKLANDS COLLEGE**

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KEY

- HIGHWAY BOUNDARY
- PROPOSED HIGHWAY DESIGN



-	FIRST ISSUE	OH	DF	05.09.25
Rev	Amendment	Drn	App	Date

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Drawing No R-24-0187/HY07		Rev -



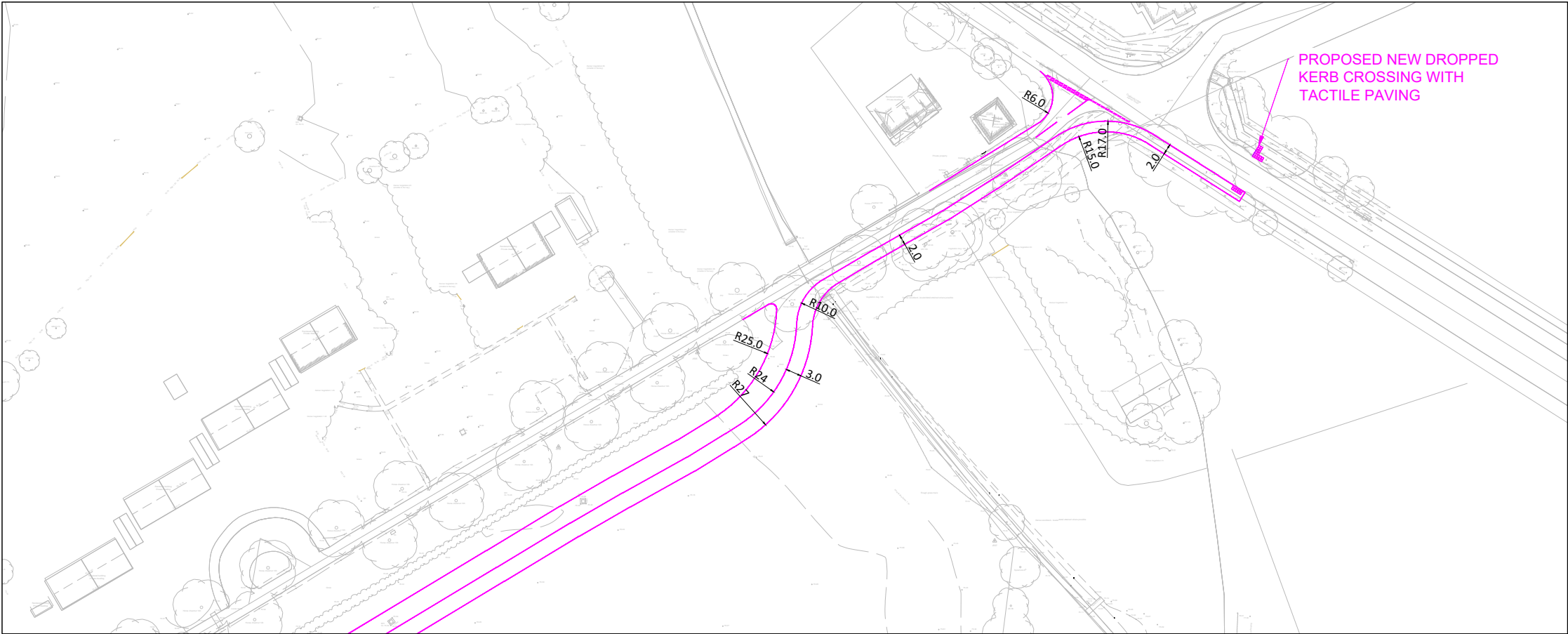
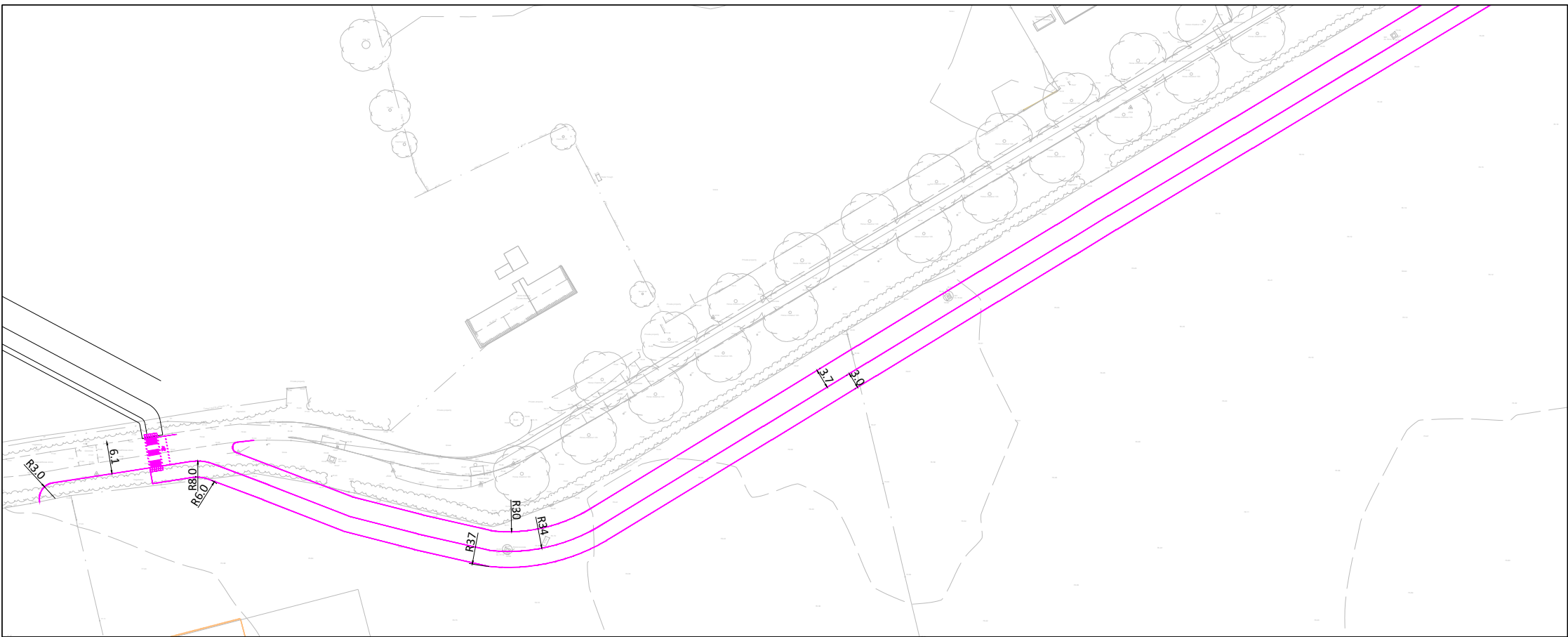
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Project Name	OAKLANDS BLOSSOM & OAKLANDS COLLEGE, ST ALBANS
Drawing Title	PROPOSED AMENDMENTS TO SOUTH DRIVE

Client	TAYLOR WIMPEY & OAKLANDS COLLEGE

C:\Users\OliviaHennesy\Evoke Transport\Evoke Projects - Documents\2024\R-24-0187 Land of Sandpit Lane, St Albans\50 Drawings\51 AutoCAD\Final Drawings\R-24-0187-HY01B.dwg



NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.

KEY

—— PROPOSED HIGHWAY DESIGN



-	FIRST ISSUE	OH	DF	05.09.25
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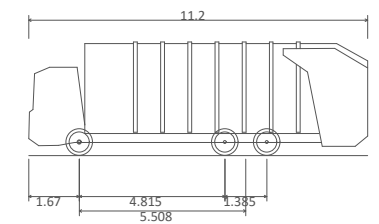
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Project Name
**OAKLANDS BLOSSOM &
OAKLANDS COLLEGE, ST ALBANS**

Drawing Title
**PROPOSED IMPROVEMENTS TO
EAST DRIVE**

Client
**TAYLOR WIMPEY
& OAKLANDS COLLEGE**

VEHICLE PROFILE



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



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Project Name	OAKLANDS BLOSSOM & OAKLANDS COLLEGE, ST ALBANS
Drawing Title	PROPOSED IMPROVEMENTS TO HATFIELD ROAD BUS STOPS

Client

TAYLOR WIMPEY
& OAKLANDS COLLEGE