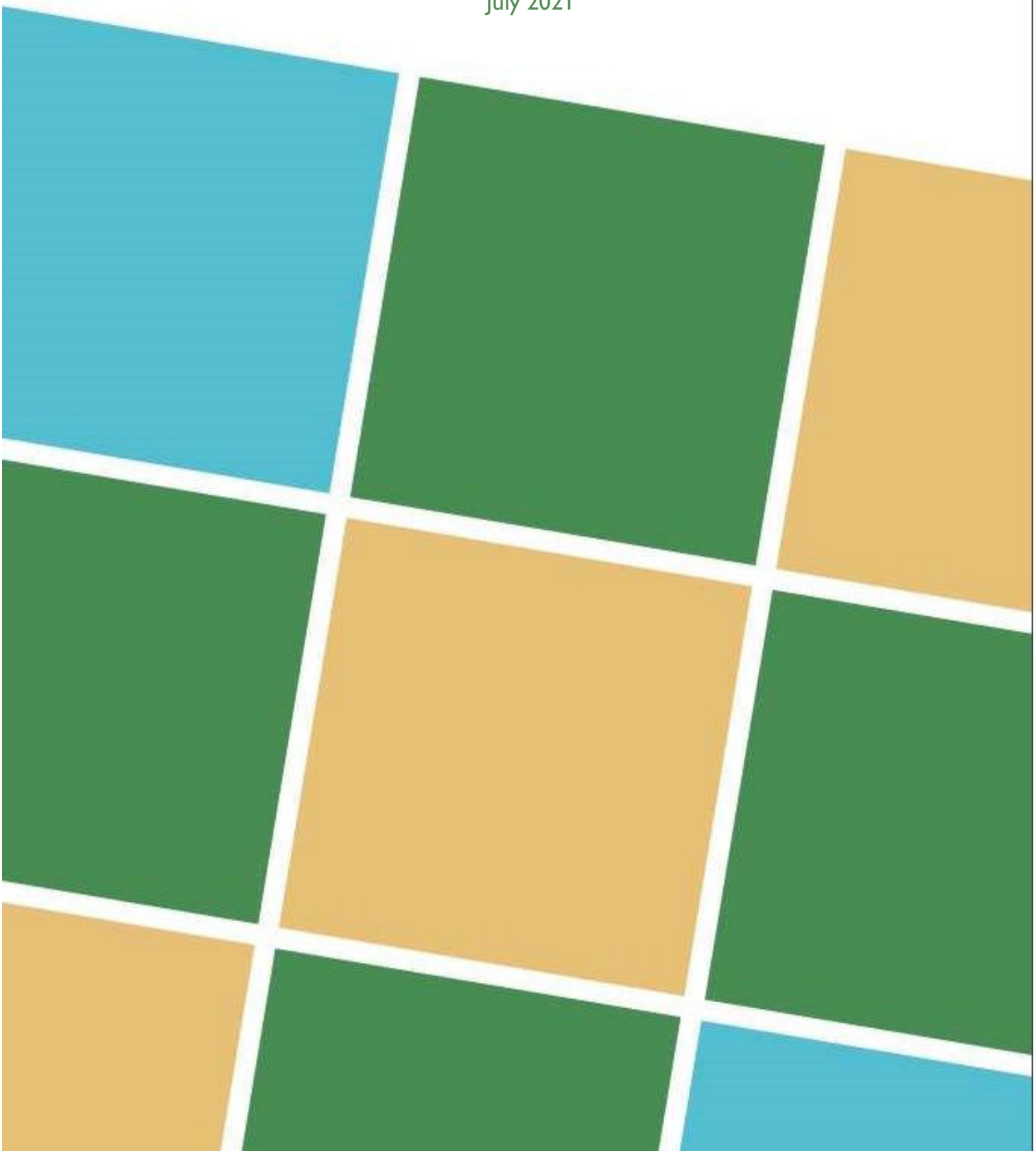
COTSWOLD TRANSPORT PLANNING

Rosconn Strategic Land

Land South of Radwinter Road (East of Griffin Place), Saffron Walden

Transport Assessment

July 2021



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Executive Summary

This TA has been prepared to present the impact of up to 233 new dwellings on a site to the south of Radwinter Road in Saffron Walden. Access is proposed from Radwinter Road via a ghost island priority junction and new bus stops are proposed on Radwinter Road to the east of the site access together with a pedestrian refuge island to facilitate pedestrian access to the eastbound bus stop and the existing footway on the north side of Radwinter Road. A new 2.0m footway is also proposed on the south side of Radwinter Road between the proposed site access and the Linden Homes access.

The contents of this TA have been the subject of detailed discussions with Essex County Council in its role as Highway Authority and a broad consensus on the approach to the TA has been agreed including key assessment parameters such as trip generation, trip distribution, traffic growth, committed development, and junction modelling.

It was agreed that due to the effects of the ongoing Coronavirus Pandemic, new traffic data could not be collected and that therefore base traffic data could be extracted from other TAs that have been prepared for the consented housing sites in Saffron Walden.

The geographical scope of the junction modelling was agreed at junctions where the development would increase the traffic flow by more than 2% and / or 30 vehicles in either peak and CTP identified 13 junctions to be modelled on this basis. Due to existing capacity concerns, at the request of the Highway Authority, it was agreed to include the Thaxted Road / Peaslands Road junction despite it not meeting the agreed threshold for assessment.

There are three consented housing schemes to the west of the proposed development and all three schemes secure a link road running through the respective land parcels that will connect Radwinter Road with Thaxted Road. The delivery of the road is secured through both approved detailed layouts and legal agreements.

Both the Applicant and CTP are of the view that an assessment without the consented link road is not necessary on the basis that two of the three sites that will deliver the road have secured detailed planning permission and the third has recently been sold to a housebuilder making it very likely to come forward, within at most, the next five years.

Despite these assurances, the Highway Authority is concerned that the Dianthus Land site could be delayed or might not come forward and have therefore requested an assessment without the link road. It was agreed that a ‘Without Link Road’ scenario would be presented in the TA as a sensitivity test.

Discussions have taken place with the Highway Authority regarding an aspirational long-term plan for a new relief road to the south of the town between Radwinter Road and Newport Road. The proposed development has been identified as a possible first phase of the relief road and the Highway Authority has requested that land should be reserved to allow it to be built in the future.

It is understood that discussions are taking place between the various authorities at a strategic level and are at a very early stage. There is no fixed route or certainty that all the required land is available to deliver the road or the enabling development. The scheme has no formal planning status.

Notwithstanding, the Applicant has indicated a willingness to seek to work with the authorities so as not to prejudice the future delivery of a relief road providing it satisfies all the necessary technical requirements and does not have a significant detrimental impact on the site layout. To this end, land has been reserved to allow the site access to be converted to a roundabout in the future and main spine road to be widened, if required, and a strip of land has been reserved at the southern end of the site to allow a future connection into the adjoining field.

Analysis of the latest five-year collision data has been undertaken on the network surrounding the site, the geographical scope of which was agreed with the Highway Authority. In total 13 personal injury collisions were recorded during this period and from the analysis it can be concluded that there are no specific safety patterns or concerns that need to be addressed as part of this assessment.

The design of the site access has been informed by the results of a speed survey on Radwinter Road and has been tracked using a 10.25m refuse vehicle as requested by the Highway Authority. It has been

demonstrated that the site access is designed in accordance with the recorded speeds and that the specified refuse vehicle could satisfactorily access and egress the proposed site access.

The Highway Authority has indicated that it would support a reduction in speed limit between Saffron Walden and Sewards End to 40mph and the results of a speed survey at four locations on Radwinter Road would appear to support this proposal.

The feasibility of providing a direct pedestrian / cycle link to the adjacent Linden site was being investigated by the Applicant. However, this is no longer being pursued as it is not supported by Saffron Walden Town Council who currently manage the area of public open space over which the link would pass. In any event, the proposal for a new footway on the south side of Radwinter Road between the proposed site access and the Linden access is considered to provide an acceptable level of pedestrian connectivity.

A comprehensive network of pedestrian and cycle routes are being proposed within the site that internally would connect the residential plots to the area of public open space to the east, and externally would provide a connection to the proposed footway on the south side of Radwinter Road. The proposed uncontrolled crossing to the east of the site access on Radwinter Road would also form part of a continuous pedestrian route between the site and Sewards End and provide a connection to the public rights of way to the north of Radwinter Road.

The Applicant has indicated a willingness to provide a proportionate financial contribution towards bus service provision to help deliver an enhanced service that both benefits the site and contributes more widely to improvements to bus services throughout the town.

New bus stops are proposed on Radwinter Road just to the east of the proposed site access and it has been demonstrated that between 61% and 74% of the dwellings will be within 400m of the bus stops. The furthest anyone would have to walk to access the eastbound bus stop would be 540m which is only an additional 1 minute and 40 seconds beyond the nominal 400m walk distance.

It should also be noted that if a bus terminus point is provided at the eastern end of the bus loop, then all dwellings would be comfortably within 400m of a bus stop. Based on the current strategy, this would potentially only benefit people using evening services, but in the future if more daytime services choose to divert into the site, there would be an overall benefit of enhanced public transport accessibility for all residents.

Preliminary discussions with the Passenger Transport Team at ECC have identified that a half hourly service to the town centre and an hourly service to Audley End railway station could be appropriate. A facility to allow some services to layover within the site will also be provided through the provision of a bus loop within the central part of the site.

Based on the above, it is conserved that the public transport strategy is robust and will provide all residents with a realistic opportunity to travel by bus and play their part in reducing the number of single occupancy car journeys.

Based on the proposed accommodation schedule and using the Essex parking standards as set out in a document dated September 2009, Parking Standards, Design and Good Practice, a total of 451 allocated spaces and 58 unallocated spaces are proposed at the site. It should however be noted that these are minimum parking standards and therefore provide some flexibility at reserved matters should additional spaces be considered necessary.

The minimum standard for cycle parking is 1 secure covered space per dwelling unless a garage or secure area is provided within the curtilage of the dwelling. For visitors,1 space per 8 dwellings is required.

To encourage the ownership and use of bicycles, the intention is to provide all houses with a garage or a separate secure storage area within the curtilage of each dwelling. Where this is not practicable, 1 secure covered space per dwelling will be provided in easily accessible locations throughout the development.

In accordance with the Essex Design Guide passive provision for electric charging points will be provided for all on-plot parking spaces. For unallocated parking, the infrastructure will be put in place to allow for connection to an electric charging point in the future.

Junction improvements are proposed at three off site junctions:

- Radwinter Road / Thaxted Road / East Street / Chaters Hill – short right turn lane on Radwinter Road.
- Thaxted Road / Peaslands Road – replace mini roundabout with traffic signals.
- High Street / Church Street – replace priority junction with traffic signals.

All three junctions, in their current form, are predicted to be operating well above capacity in 2026 even without the proposed development and in both the 'with' and 'without' link road scenarios.

The junction modelling of the proposed layouts indicates that the Thaxted Road / Peaslands Road and High Street / Church Street junctions would be operating within capacity in 2026 with the proposed development. Therefore, these schemes would not only fully mitigate the impact of the proposed development but would also address an existing capacity problem that will continue to deteriorate as more of the committed development comes forward.

The junction modelling of the proposed improvement at the Radwinter Road / Thaxted Road / East Street / Chaters Hill junction indicates that the performance of this junction would improve. The capacity on the Radwinter Road arm would be restored. It would also result in slight improvements to the Thaxted Road and East Street arms with small reductions in the queue length in all but Thaxted Road during the AM peak which would remain unchanged. It can therefore be concluded that the improvements proposed at this junction would fully mitigate the impact of the development.

All the proposed junction improvements, including the site access, are subject to a Stage 1 Safety Audit which is being progressed and will be provided to ECC alongside a Designers' Response once complete.

Other junctions that were tested for capacity were either shown to be operating within capacity in 2026 with development and therefore no further action is required or the impact of the development on the critical performance indicators is considered not to be material, and, on this basis, mitigation has not been proposed.

It should also be noted that when junction models are operating above capacity the results become increasingly unreliable, particularly the predicted queue lengths which increase exponentially and should therefore be treated with caution. This often results in a change of driver behaviour such as travelling at a different time, using a different route, or choosing a different mode of travel. As such, modelling results should only be one part of the decision-making process and only used as a representation of the relative impact of a development and not as an absolute model of future junction performance.

At the same time there is strong evidence beginning to emerge to suggest that home working will continue after the Coronavirus pandemic and that this will reduce the demand for the daily commute during the peak hours. For instance, in a survey of 2,000 UK companies carried out by CIPD, the professional group for human resources staff, two-thirds of companies are developing a hybrid work model where people spend only part of their time in the office. Although long-term trends in travel behaviour are yet to be established, the lasting impact of the pandemic on commuting patterns should be a material consideration when taking into account the impact of development on the surrounding highway network.

it is considered that the proposed development is acceptable in transport and traffic terms and meets the policy requirements as set out in paragraph 108 of the NPPF as:

- Appropriate opportunities to promote sustainable transport modes will be taken up;
- Safe and suitable access to the site can be achieved for all users; and
- There will be no significant impacts from the development on the transport network in terms of both capacity and congestion.

As such, the development will not result in an unacceptable impact on highway safety and the residual cumulative impact on the road network will not be severe such that there are no highways and transport reasons why the proposed development cannot be granted planning permission.

1 Introduction

General

1.1 Cotswold Transport Planning (CTP) has been appointed by Rosconn Strategic Land (the Applicant) to prepare a Transport Assessment (TA) to be submitted to Uttlesford District Council as part of the supporting documentation for an outline planning application for up to 233 new dwellings on a site to the south of Radwinter Road (East of Griffin Place) in Saffron Walden. The site, which sits between the eastern edge of Saffron Walden and the village of Sewards End, is shown in Figure 1.1 below.

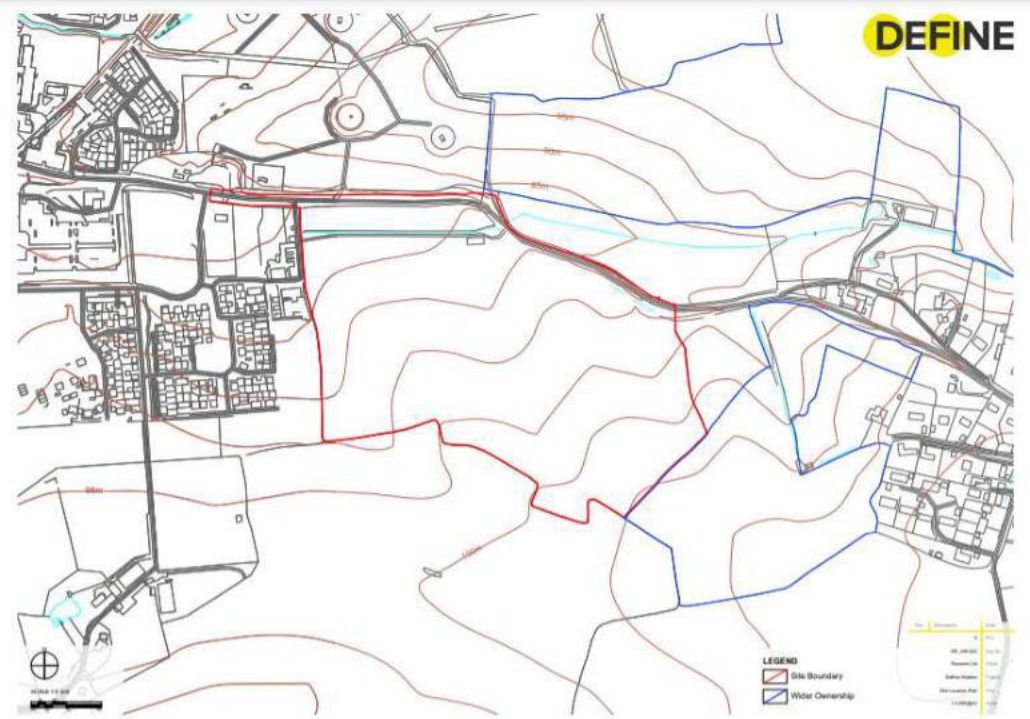

Figure 1.1: Site Location Plan

1.2 The site is located within the district of Uttlesford and the County of Essex. Uttlesford District Council (UDC) is the Planning Authority and Essex County Council (ECC) is the Highway Authority.

1.3 Access is proposed from Radwinter Road via a ghost island priority junction. The access road will have a 6.75m carriageway, 3m verges, 3.5m shared cycleway / footway on the western side and a 2.0m footway on the eastern side. New bus stops are proposed on Radwinter Road to the east of the site access and a new pedestrian

refuge island is proposed to facilitate pedestrian access to the eastbound bus stop and the existing footway on the north side of Radwinter Road. A new 2.0m footway is also proposed on the south side of Radwinter Road between the proposed site access and the Linden Homes access some 200m to the west.

1.4 Discussions have taken place with the Highway Authority regarding an aspirational long-term plan for a new relief road to the south of the town between Radwinter Road and Newport Road. The proposed development has been identified as a possible first phase of the link road and the Highway Authority has requested that land should be reserved to allow it to be built in the future.

1.5 It is understood that discussions are taking place between the various authorities at a strategic level and are at a very early stage. There is no fixed route or certainty that all the required land is available to deliver the road or the enabling development. The scheme has no formal planning status.

1.6 Notwithstanding, the Applicant has indicated a willingness to seek to work with the local highway and planning authorities so as not to prejudice the future delivery of a relief road providing it satisfies all the necessary technical requirements and does not have a significant detrimental impact on the site layout. To this end and to comply with a request from the Highway Authority, land has been reserved to allow the site access to be converted to a roundabout in the future and the main spine road through the site to be widened, if required, and a strip of land has been reserved at the southern end of the site to allow a future connection into the adjoining field.

TA Scoping

1.7 The scope of the TA has been discussed with the Highway Authority at two separate meetings, on the 4th of February and the 17th of March 2021. The agreed minutes of both meetings are presented in **Appendix A**.

1.8 The outcome of the meetings was a broad consensus on the approach to the TA including key assessment parameters such as trip generation, trip distribution, traffic growth, committed development, and junction modelling.

1.9 It was also agreed that due to the effects of the ongoing Coronavirus Pandemic, new traffic data could not be collected and that therefore base traffic data could be extracted from other TAs that have been prepared for the consented housing sites in Saffron Walden. More details on the derivation of the base traffic flows are provided in the following section.

1.10 Following the submission of a Technical Note dated 15th February 2021, the geographical scope and approach to the junction modelling was also agreed. The Highway Authority agreed to the principle of undertaking capacity assessments at junctions where the development would increase the traffic flow by more than 2% and / or 30 vehicles in either peak. CTP identified 13 junctions to be modelled on this basis. Due to existing capacity concerns, at the request of the Highway Authority, it was agreed to include the Thaxted Road / Peaslands Road junction despite it not meeting the threshold for assessment. Further details of the geographical scope of the junction modelling are provided in Section 7.

1.11 There are three consented housing schemes to the west of the proposed development and all three schemes secure a link road running through the respective land parcels that will connect Radwinter Road with Thaxted Road. The delivery of the road is secured through both approved detailed layouts (where applicable) and legal agreement.

1.12 Both the Applicant and CTP are of the view that an assessment without the consented link road is not necessary on the basis that two of the three sites that will deliver the road have secured detailed planning permission and the third has recently been sold to a housebuilder making it very likely to come forward, within at most, the next five years. A Summary Note setting out the status of the Saffron Walden Eastern Link Road and the rationale for why an assessment without the link road is not considered appropriate, is presented in **Appendix B**.

1.13 Despite these assurances, the Highway Authority is concerned that the Dianthus Land site, which is directly adjacent to the south west of the Proposed Development site and was approved in outline in July 2020 for up to 100 dwellings (Planning Ref: 17/2832/OP), could be delayed or might not come forward and have therefore requested an assessment without the link road. It was agreed that a 'Without Link Road' scenario would be presented in the TA as a sensitivity test with the results of the capacity assessments presented in the appendices rather than in the main body of the report.

1.14 The second scoping meeting was attended by an officer from the County's Passenger Transport Team. The focus of this part of the discussion was how to best serve the site by bus and there were a range of options explored. As a broad principle, the County seeks to take a holistic approach to bus service provision using developer

contributions and existing bus service funding to review services across Uttlesford and Saffron Walden rather than simply agree bus services for individual development sites.

1.15 Based on this principle, a preliminary public transport strategy has been devised for the site and is presented in Section 5.

1.16 For the avoidance of doubt and to assist the Highway Authority in its review of the TA, matters that have already been agreed during the pre-application period will be recorded within the relevant section of the TA.

Report Layout

1.17 Following this introduction, the TA will provide the following details:

Section 2 – Existing Conditions sets out details of the existing highway network in the vicinity for the site including details of personal injury collision data form the most recent five-year period. Derivation of the base traffic flows and details of the Air Quality Management Area are also set out in this section.

Section 3 – Site Accessibility sets out details of walking, cycling and public transport accessibility including the proximity of the site to local services and amenities.

Section 4 – National and Local Policy presents a summary of the relevant transport polices which are to be considered as part of this application.

Section 5 – Proposed Development sets out details of the proposed development to be considered including the access strategy, the site layout, details of car and cycle parking and details regarding the provision for electric vehicles and a servicing strategy. The public transport strategy together with details of the trip generation and distribution are also set out in this section.

Section 6 – Committed Development sets out details of the committed development sites that have been included in the assessment.

Section 7 – Development Impact & Scope of Junction Assessments – sets out the impact of the development at each junction and confirms the scope of the junction assessments. The assessment scenarios and assumptions for traffic growth are also set out in this section.

Section 8 – Junction Modelling provides details of the junction models and presents the results of the junction capacity assessments.

Section 9 – Proposed Mitigation Package sets out the package of measures to encourage the use of sustainable transport modes and provides details of proposed junction improvements including revised capacity assessments.

Section 10 – Public Rights of Way provides details of any PRoWs that will be affected by the proposed development.

Section 11 – Outline Construction Management Plan sets out the broad principles of the CMP.

Section 12 – Summary & Conclusions presents an overview of the main highway elements discussed within the TA.

2 Existing Conditions

Site Location

2.1 The application site comprises land to the south of Radwinter Road and east of the Linden Homes development for up to 230 houses and a preparation of land for a 1 Form of Entry (FE) primary school (Planning Ref: UTT/13/3467).

2.2 The site is situated between the eastern edge of Saffron Walden and the village of Sewards End. Saffron Walden High Street is approximately 2.2km west of the centre of the application site, with the entirety of Saffron Walden within 3.5km. Saffron Walden is approximately 18km north of Bishops Stortford and London Stansted Airport and within approximately 22km of Cambridge (to the north).

2.3 The site currently comprises undeveloped land in agricultural use and as such has no material trip generation capacity.

2.4 Vehicular access to the site is currently provided in the form of agricultural grade accesses off Radwinter Road, Griffin Place, and adjacent fields.

2.5 The site is bound by Radwinter Road to the north, agricultural land to the east and south, and Griffin Place and the Linden Homes development to the west.

Local Highway Network

2.6 The local highway network (LHN) is shown in Figure 2.1 and, is described in further detail below.

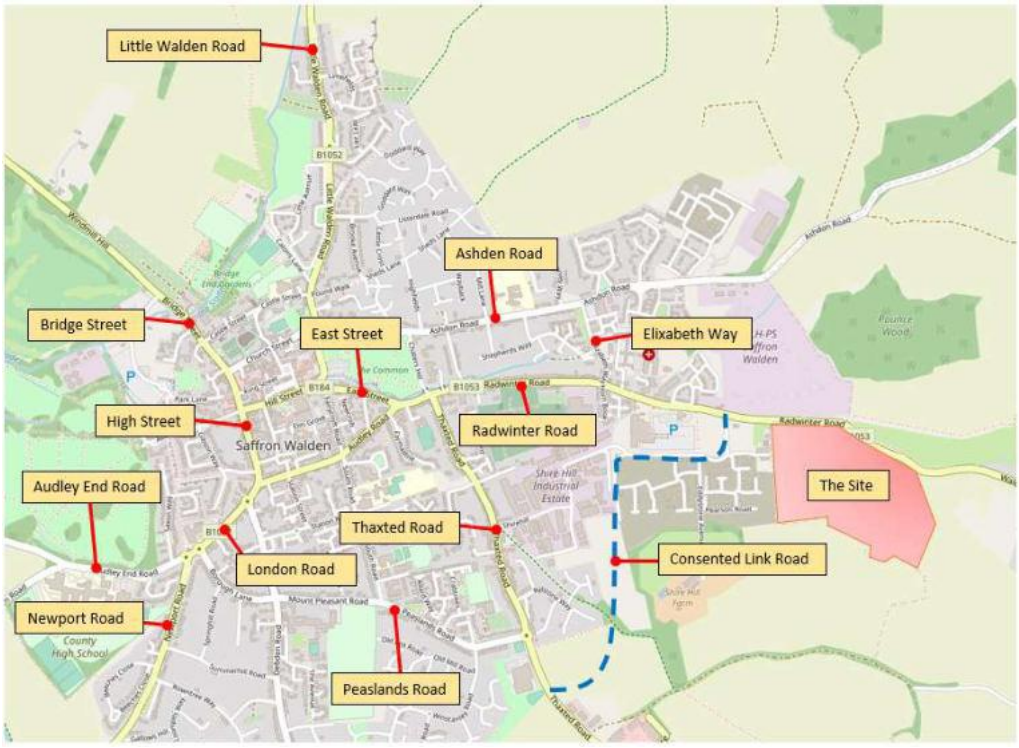

Figure 2.1: Local Highway Network

Radwinter Road

2.7 It is proposed that the application site will take access via a ghost island right turn junction off the B1053 Radwinter Road. Radwinter Road is a single carriageway road which routes west from Saffron Walden to Sewards End to the east of the application site. The agricultural access is located between a right / left hand bend on Radwinter Road approximately 210m east of the proposed site access.

2.8 Radwinter Road to the west of the application site towards Saffron Walden forms part of a signalised junction with the B184 Thaxted Road / B184 East Street / Chaters Hill.

2.9 Radwinter Road in the vicinity of the application site is a 6m wide single carriageway road with single lanes in either direction and 60mph speed limit. Approximately 180m west of the proposed site access is a change in speed limit to 30mph. Along the site frontage there is a narrow unlit footway on the north side of Radwinter Road that continues into Sewards End. From the Linden Homes access, approximately 250m west of the proposed site access, there are illuminated 2m wide footways on both sides of the carriageway that continue into Saffron Walden.

Elizabeth Way

2.10 Elizabeth Way forms the northern arm of a signalised junction with Radwinter Road / Horn Book and the southern arm of a simple priority junction with Ashdon Road.

2.11 Elizabeth Way is a 6m – 7m wide single carriageway road with single lanes in either direction and a 30mph speed limit. There are illuminated 2m wide footways on both sides of the carriageway.

B184

2.12 The B184 is formed of Thaxted Road, East Street, Hill Street, George Street, Audley Road, High Street, Bridge Street, Windmill Hill, Springwell Road and Walden Road.

2.13 Thaxted Road routes from the signalised junction with Radwinter Road / East Street / Chaters Hill south to Thaxted.

2.14 East Street links the one-way network traffic from the High Street; with East Street/Hill Street/George Street providing for eastbound trips from the centre of the High Street; and Audley Road providing for westbound trips to the southern end of the High Street.

2.15 High Street is the main road through the town centre and is the main focus for retail and commercial activity in the town. To the north High Street leads into Bridge Street, Windmill Hill, Springwell Road and Walden Road, ultimately linking to Junction 9a of the M11.

2.16 To the south it leads to Debden Road and London Road and ultimately to Audley End Road and Newport Road where Uttlesford District Council offices are located. Saffron Walden County High School is located on Audley End Road and it is also the signed route to Audley End railway station. The railway station can also be reached via Newport Road which is also the signed route from Saffron Walden to Stansted Airport and Bishops Stortford.

Base Traffic Flows

With Consented Link Road

2.17 It is the accepted position of the Highway Authority that it has not been possible to collect new traffic data to support this application due to the ongoing effects of the Coronavirus Pandemic. It was therefore agreed that traffic data could be extracted from other TAs that have been prepared for the consented housing sites in Saffron Walden.

2.18 It has been agreed with the Highway Authority that the base flows for the 'With Link Road' scenario could be extracted from the Transport Addendum – Link Road Assessment (dated September 2018), that was prepared by Peter Brett Associates (PBA) for Land East of Thaxted Road – now referred to as the Bellway site.

2.19 At Appendix F of the PBA report, there are AM and PM peak traffic flow diagrams showing the 2023 Forecast Year Cumulative Link Road scenario. These include the reassignment of background traffic to the consented link road together with committed development traffic from the Bellway, Dianthus Land and Linden Homes sites.

2.20 The 2023 flows extracted from the PBA report are presented in **Appendix C**.

2.21 The PBA report did not assess the Radwinter Road / Elizabeth Way traffic signal junction or junctions on Ashdon Road and therefore the base flows for these junctions have been extracted from the Highways Impact Assessment (dated April 2018) prepared by Iceni on behalf of Dianthus Land.

2.22 The 2018 flows extracted from the Iceni report are presented in **Appendix D**.

2.23 To factor the 2018 Iceni flows to a common base year of 2023, TEMPro growth rates have been used. The TEMPro rates have been adjusted using the 'Alternative Assumptions' function to remove the consented dwellings from the agreed committed development sites from the future year housing supply in the Uttlesford Authority Area and Uttlesford 002 MSOA. This approach has been agreed with the Highway Authority and is set out in more detail in Section 7 under the sub-heading *Traffic Growth*.

2.24 The 2023 peak hour base flows for the 'With Link Road' scenario are shown in Figures 2.1 and 2.2. All traffic flow diagrams prepared by CTP are presented in **Appendix E**.

Without Consented Link Road

2.25 The traffic flows for the 'Without Link Road' scenario have been extracted from the Highways Impact Assessment (dated April 2018) prepared by Iceni on behalf of Dianthus Land and are shown in **Appendix D**.

2.26 To factor the 2018 Iceni flows to a common base year of 2023, TEMPro growth rates have been used as described above.

2.27 The 2023 peak hour base flows for the 'Without Link Road' scenario are shown in Figures 2.3 and 2.4 in **Appendix E**.

Local Highway Safety

2.28 ECC has provided Personal Injury Collison (PIC) data for Radwinter Road between its junction with Thaxted Road and Redgates Lane as well as Elizabeth Way for the most recent five-year period available (to the end of March 2021).

2.29 A full copy of the PIC data is included in **Appendix F** and a summary of the data provided as follows.

B1053 Radwinter Road / Thaxted Road / East Street / Chaters Hill

2.30 A total of two PICs occurred at the staggered junction between the B1053 Radwinter Road / Thaxted Road / East Street / Chaters Hill, resulting in a serious injury and a slight injury.

2.31 The first collision (Ref:19863719) occurred on Tuesday 30th July 2019 at 11:40pm whilst it was raining during the hours of darkness with street lighting lit. The collision occurred when a car travelling north on Thaxted Road, approached the junction with the B1053 Radwinter Road to turn left, within the junction another car has collided with the nearside front passenger door. This resulted in the passenger of the first car sustaining slight injuries. The PIC report suggests that the driver of the second vehicle was in a hurry, careless or reckless.

2.32 The second collision (Ref:20966253) occurred on Tuesday 21st July 2020 at 6:15pm during fine weather conditions with a dry road surface. The collision occurred when a pedestrian walking east along the B1053 Radwinter Road towards Saffron Walden town centre and walked into the offside of a car travelling westbound on the B1053 Radwinter Road. This resulted in the pedestrian sustaining serious injuries. The PIC report suggests that it was very likely that the pedestrian failed to look properly.

B1053 Radwinter Road / Vanoli Close

2.33 One PIC occurred at the junction between the B1053 Radwinter Road / Vanoli Close, resulting in a serious injury.

2.34 The collision (Ref:16133854) occurred on Friday 25th November 2016 at 5:15am during fine weather conditions with a dry road surface during the hours of darkness with street lighting lit. The collision occurred when a car travelling northeast on the B1053 Radwinter Road was struck on the front offside by a car attempting to turn right out of Vanoli Road to travel northeast on the B1053 Radwinter Road. This resulted in the driver of the car traveling on the B1053 Radwinter Road sustaining serious injuries.

The PIC report suggests that it was very likely the driver egressing Vanoli Road failed to look properly.

B1053 Radwinter Road / Hollyhock Road

2.35 Two PICs occurred at the junction between the B1053 Radwinter Road / Hollyhock Road, resulting in a serious and a slight injury.

2.36 The first collision (Ref:19808618) occurred on Thursday 17th January 2019 at 7:15am during fine weather conditions with a wet road surface during the hours of darkness with street lighting lit. The collision occurred when a light goods vehicle travelling eastbound on the B1053 Radwinter Road, having just passed Hollyhock Road on the nearside, a 12-year-old pedestrian stepped into the vehicle colliding with its nearside wing mirror. This resulted in the pedestrian sustaining serious injuries. The PIC report suggests it was very likely the pedestrian failed to look properly.

2.37 The second collision (Ref:19833642) occurred on Tuesday 23rd April 2019 at 8:50pm during fine weather conditions with a dry road surface during the hours of darkness, it was not known whether street lighting was lit. The collision occurred when a cyclist, wearing black with a black bike, travelling along the footway to the south of the B1053 Radwinter Road entered the carriageway near the junction with Hollyhock Road and collided with a car travelling eastbound on the B1053 Radwinter Road. This resulted in the 15-year-old cyclist sustaining slight injuries. The PIC report suggests that it was very likely the cyclist failed to look properly when entering the carriageway.

B1053 Radwinter Road / Turnip Hall Farm

2.38 One PIC occurred at the junction between the B1053 Radwinter Road / Turpin Hall Farm, resulting in a serious injury.

2.39 The collision (Ref:18328090) occurred on Tuesday 18th September 2018 at 4:23pm during fine weather conditions with a dry road surface. The collision occurred when a car travelling eastbound on the B1053 Radwinter Road slowed to turn right into Turpin Hall Farm and was rear shunted by a car travelling behind. This resulted in the passenger of the car turning into Turpin Hall Farm sustaining serious injuries. The PIC report suggests that it was possibly due to the rear shunting car exceeding the speed limit and very likely they failed to look properly.

B1053 Radwinter Road / Elizabeth Way

2.40 Two collisions occurred within the vicinity of the junction between B1053 Radwinter Road / Elizabeth Way both of which resulted in slight injuries.

2.41 The first collision occurred on Wednesday 22nd July 2020 at 1:12pm during fine weather conditions with a dry road surface. The collision occurred when a pedestrian ran into a car, who had stopped, travelling eastbound on the B1053 Radwinter Road after the junction with Elizabeth Way. The pedestrian was running from The Spike and was detained by police officers following an incident at The Spike. This resulted in the pedestrian sustaining slight injuries. The PIC report suggests that it was very likely due to dangerous actions by the pedestrian in the carriageway.

2.42 The second collision occurred on Sunday 4th October 2020 at 8:35am whilst it was raining. The collision occurred when a lights goods vehicle was travelling west along the B1053 Radwinter Road attempted to turn right into Elizabeth Way colliding with the front of a car travelling east through the junction. This resulted in the driver of the car sustaining slight injuries. The PIC report suggests that it was very likely due to a slippery road surface and that they failed to judge the other vehicles speed.

B1053 Radwinter Road

2.43 A total of five PIC's have occurred at various locations away from junctions on the B1053 Radwinter Road. The five PIC's have resulted in four serious injuries and four slight injuries.

2.44 The first collision (Ref:16138242) occurred on Thursday 15th December 2016 at 9:10pm during fine weather conditions with a dry road surface during the hours of darkness with street lighting lit. The collision occurred when a car travelling east on the B1053 Radwinter Road (in the vicinity of no.33 Radwinter Road, Seawards End) collided with the rear of a parked car, causing the vehicle to spin leave the carriageway before coming to rest in a ditch. This resulted in the driver and two passengers sustaining slight injuries with another passenger sustaining serous injuries. The PIC report suggests that it was very likely the driver failed to look properly.

2.45 The second collision (Ref:18296500) occurred on Monday 28th May 2018 at 4:27pm during fine weather conditions with a dry road surface. The collision occurred when a car with trailer traveling eastbound on the B1053 Radwinter Road has attempted to travel around a right-hand bend in the road (in the vicinity of the application sites agricultural access) and clipped the kerb causing the driver to lose control and jack knife. The vehicle has crossed into the opposite lane, where an oncoming car has

collided with trailer and tow bar. This resulted in the driver of the car sustaining serious injuries. The PIC report suggests that it was very likely down to the bend in the bend in the road.

2.46 The third collision (Ref:18307928) occurred on Thursday 5th July 2018 at 11:20am during fine weather conditions with a dry road surface. The collision occurred when a car travelling eastbound along the B1053 Radwinter Road toward Seaward End, in the vicinity of Radwinter Road, rear shunted a cyclist. This resulted in the cyclist sustaining serious injuries. The PIC report suggests that it was very likely the driver failed to look properly.

2.47 The fourth collision (Ref:19838518) occurred on Wednesday 3rd April 2019 at 6:45am during fine weather conditions with a dry road surface. The collision occurred when a cyclist travelling westbound on the B1053 Radwinter Road (in the vicinity of the cemetery) was clipped by a light goods vehicle attempting to overtake the cyclist, causing them to lose control and go over the handlebars. This resulted in the cyclist sustaining slight injuries. The PIC report suggests that it was possible the driver passed too close to the cyclist.

2.48 The final collision (Ref:19907682) occurred on Monday 9th December 2019 at 9:46pm during fine weather conditions with a frosty/icy road surface during the hours of darkness with no street lighting. The collision occurred when a car travelling westbound on the B1053 Radwinter Road lost control on a right-hand bend in the road (to the west of the application sites agricultural access) and rolled the vehicle. This resulted in the driver sustaining serious injuries. The PIC report suggests that it was possibly due to the driver losing control.

Summary

2.49 The PIC report demonstrates that a total of 13 PICs have occurred in the most recent five-year period along the B1053 Radwinter Road between its junction with Thaxted Road and Redgates Lane as well as Elizabeth Way for the most recent five-year period available (to the end of March 2021). This equates to approximately two to three PICs a year.

2.50 The PICs have resulted in a total of eight serious collisions, five of which were vehicle occupants, one of which was a cyclist and two of which were pedestrians. A total of seven slight injuries occurred as a result of the PICs, six of which were vehicle occupants, two of which were cyclists and one of which was a pedestrian.

2.51 It is considered that the recorded PICs have no discernible patterns or trends and are considered to have occurred as a result of driver, pedestrian or cyclist error rather than being attributed to the geometry of the local highway network. Although the PIC report did suggest that the collision (Ref:18296500) was due to the bend in the road, it should be noted that the driver clipped the kerb which resulted in a loss of control of the vehicle, suggesting the collision occurred as a result of driver error.

2.52 Therefore, it can be concluded that there are no overriding or unexpected highway safety patterns or concerns within the five-year study period within the vicinity of the site which need to be considered as part of this assessment.

Air Quality Management Area

2.53 Uttlesford declared an Air Quality Management Area (AQMA) in May 2012 to include major road junctions in Saffron Walden, based on the annual mean for Nitrogen Dioxide not being met at the Debden Road / London Road junction and the Radwinter Road / Thaxted Road / East Street junction. A map of the AQMA is shown below. The application site falls outside the AQMA.

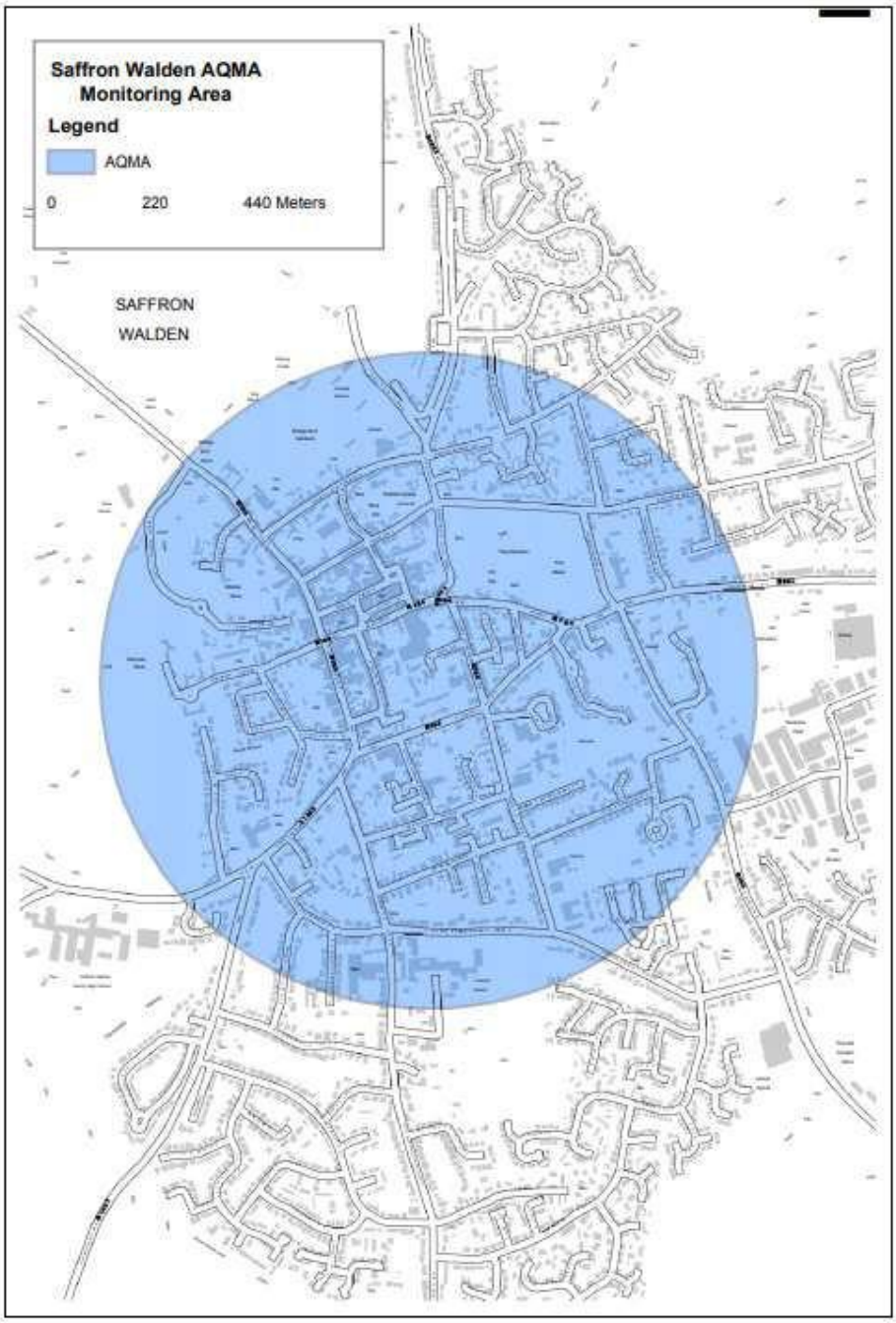

Figure 2.1: Saffron Waldon AQMA

2.54 Road transport is the main source of Nitrogen Dioxide and is associated with adverse effects on human health. The AQMA enables UDC to take air quality into account as a material consideration when determining planning applications inside or close to the

AQMA. An Air Quality Assessment is being prepared in support of this application and the traffic flows upon which the AQ assessment is based have been provided by CTP.

2.55 The air quality page on the UDC website provides a summary of the current conditions in the town and states that generally air quality in Saffron Walden remains good with a low likelihood of any serious impacts on health. However, the Council is not complacent and regards air quality as an important aspect affecting the quality of life within the town and district. It is keen to ensure that air quality does not deteriorate in the future nor that it should be adversely affected as a result of new developments.

2.56 In accordance with the Essex Design Guide passive provision for electric charging points will be provided for all on-plot parking spaces. For unallocated parking, the infrastructure will be put in place to allow for connection to an electric charging point in the future. Over the next 10-20 years as a ban on the sale of new petrol and diesel cars is expected to come into force, the expectation is that air quality will improve significantly both at a national and local level.

3 Site Accessibility

3.1 When considering the overall sustainability of a site, with regards to highways, it is important it can be demonstrated to be accessible for all potential residents without resulting in a heavy reliance on travel by car, particularly single occupancy journeys.

3.2 Within the local context of the site, this can be assessed against the proximity to local services and amenities, which residents and/or visitors may require access to on a day-to-day basis. Equally, it can be assessed based on the access to sustainable (non-car) transport modes, which provide alternative options for travelling to any services or amenities located further afield from the site.

Proximity to Local Services and Amenities

3.3 It is key to a site's sustainability that there are a wide range of services and amenities nearby. **Table 3.1** identifies a range of local services and amenities including approximate walk and cycle times.

Service / Amenity	Approx. Distance	Approx. Walking Time (MM:SS)	Approx. Cycling Time (MM:SS)
		IHT	RB
Tesco Superstore	790m	09:30	3:15
Saffron Walden Community Hospital	920m	11:00	3:45
Homebase	1.2km	14:15	5:00
Shirehill Industrial Estate	1.2km	14:15	5:00
Dame Bradbury's School	1.4km	16:45	5:45
Marcer & Hughes Vets	1.4km	16:45	5:45
Bearwalden Crossfit Gym	1.5km	17:45	6:15
Saffron Walden Nursery School	1.5km	17:45	6:15
RA Butler Infant & Junior School	2km	23:45	8:15
Market Street Dental Clinic	2km	23:45	8:15
Starbucks	2km	23:45	8:15
Waitrose	2km	23:45	8:15
Lord Butler Fitness & Leisure Centre	2km	23:45	8:15
Saffron Walden High Street	2.2km	26:15	9:15
Saffron Walden County High School	2.9km	34:30	12:00

Table 3.1: Distances to Services and Amenities

3.4 For robustness, the distances and their corresponding journey times have been measured from the centre of the application site, whilst they were calculated in accordance with Institution of Highways and Transportation (IHT) and 'Road Bike' (RB) guidelines for walking speed (1.4m/s) and cycling speed (4m/s).

3.5 **Table 3.1** demonstrates a number of services and amenities, that are required on a daily basis, can be found within 1.5km of the application site with further services and amenities within 3km of the application site.

Walking and Cycling

Walking

3.6 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhood are typically characterised as having a range of facilities within 10 minutes walking distance (around 800 metres). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

3.7 The Institute of Highways and Transport (IHT) guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km and a preferred maximum walking distance of 2km for commuting and educational purposes.

3.8 This is supported by the 2019 National Travel Survey (NTS) which found that 80% of trips under 1mile (1.6km) are undertaken on foot.

3.9 The B1053 Radwinter Road has a circa 1m wide unilluminated footway to the north of the carriageway in the vicinity of the application site. Approximately 250m west of the proposed site access (at the Linden Homes development access), there are illuminated 2m wide footways on both sides of the carriageway which continue west to the centre of Saffron Walden.

3.10 As part of the package of highway improvements proposed by the development, a 2m footway will be provided on the south side of Radwinter Road between the proposed site access and the Linden access. This will provide a continuous footway connection between the site and Saffron Walden making the amenities identified in Table 3.1 accessible on foot.

Cycling

3.11 The Local Transport Note (LTN) 1/20: Cycle Infrastructure Design, produced by the DfT, states the following at paragraph 2.2.2:

'Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.'

3.12 It is therefore considered, and substantiated by DfT findings, that facilities and amenities within five miles, or 8km, of the application site are considered within acceptable cycling distance.

3.13 All of the facilities and amenities are within an acceptable cycling distance. This provides reasonable opportunities for people to commute or access further facilities in those areas by bicycle. In addition, the entirety of Saffron Walden and Sewards End are well within 8km of the application site.

3.14 There are no dedicated cycling facilities on the B1053 Radwinter Road in the vicinity of the application site. The B1053 Radwinter Road in the vicinity of the application site is restricted by a 60mph speed limit, however approximately 180m west of the proposed site access there is a change in speed limit to 30mph. It is therefore considered suitable for experienced cyclists to share the carriageway.

3.15 The Highway Authority has indicated that it would support a reduction in speed limit between Saffron Walden and Sewards End to 40mph and recent speed surveys on Radwinter Road, reported later in Section 5, appear to support this proposal. This would improve conditions for cyclists on Radwinter Road in the immediate vicinity of the site.

3.16 The Uttlesford District Cycling Action Plan (March 2018) details an ambitious and aspirational cycle infrastructure strategy for Saffron Walden. Currently there are no cycle improvements proposed in the immediate vicinity of the site, either on Radwinter Road or Elizabeth Way. Route 10, Chaters Hill / Ashdon Road, is the closest identified route to the site. This will effectively connect residents in the north of Saffron Walden to the town centre and also completes a connection from Saffron Walden to Audley End Railway Station and potentially other cycle routes identified in the Action Plan

3.17 Encouraging cycling through the Action Plan to achieve behavioural change for shorter distance trips within Saffron Walden is a positive focus for improving road conditions locally and air quality.

Public Transport Accessibility

Scheduled Bus Services

3.18 The nearest existing bus stops in relation to the development sites are the 'Tesco Store' stops located on Radwinter Road, just to the west of the Tesco access close to

the Smallbridge Road junction. The stops are approximately 450m west of the proposed site access. The westbound bus stop comprises a flag with bus timetable information and a layby with a cage. There are two bus stops for eastbound services with one located in the Tesco Store car park and the other located opposite Tesco in the form of a hail and ride bus stop.

3.19 There are several bus services which provide school services or infrequent services. The 417, 419 and 438 bus services provide AM and PM services to Saffron Walden High School and JF Academy. The 101 service provides an inbound and outbound service between Whittlesford and Tesco. The 34 service provides a loop around Saffron Walden on Tuesdays and Thursdays with five inter-peak services a day.

3.20 A summary of the frequent bus services is provided in **Table 3.2** with full bus timetables for all the bus services provided in **Appendix G**.

No.	Operator	Route	Days	First Service	Frequency	Last Service
6	Stephenson's of Essex	Tesco, Saffron Walden – Stansted Airport	Monday – Saturday	8.15am	Approximately Every Hour	7.25pm
		Stansted Airport – Tesco, Saffron Walden		7.34am		7.03pm
60	Stephenson's of Essex	Newport – Haverhill	Monday – Friday	9.38am	Approximately Every Two Hours	6.13pm
		Audley End - Haverhill	Saturday	9.11am	Three Services (1.44pm)	5.24pm
		Haverhill – Audley End	Monday – Friday	7.54am	Approximately Every Two Hours	5.39pm
			Saturday	10.30am	Three Services (3pm)	4.50pm
301	Stephenson's of Essex	Bishop's Stortford – B1053 inside Tesco	Monday – Saturday	7.38am	Approximately Every Hour	7.16pm
		B1053 inside Tesco – Bishop's Stortford	Monday – Saturday	7.12am	Approximately Every Hour	7.21pm

Table 3.2: Bus Services and Frequencies (note information from May 2021)

3.21 The number 6, 60 and 301 bus services, from the Tesco bus stops, provide regular bus services throughout the week and on Saturdays, around Saffron Walden, to Stansted Airport, Haverhill and Audley End. The services provide suitable opportunities for residents to access employment areas, access services and amenities, and travel for leisure. Routes 60 and 301 also serve Audley End Railway Station providing opportunities for multi modal trips by public transport. In addition, the

417, 419 and 438 services provide dedicated school bus services, providing opportunities of future residents of the site to travel to school by bus.

3.22 It should be noted that due to the COVID-19 pandemic the bus timetables may have been affected and may have a future impact on bus service frequency.

Demand Responsive Transport (DaRT) Services

3.23 Essex Highways operate the DaRT 1 and 2 service within Saffron Walden, Uttlesford and Braintree between 6am and 8pm Monday – Saturday. The DaRT consists of a minibus vehicle with between 8 and 16 passengers, the service is fully flexible and operates by grouping services based on similar pre-booked passenger itineraries.

3.24 In addition, the F29 service forms a looped timetabled service for DaRT 1 and 2 operating from the Tesco bus stops to Linton and Hadstock on a Tuesday only. The F29 provides outbound service from Tesco bus stops at 10.50am and 1.35pm with the return services arriving at the Tesco bus stops at 11.45pm and 2.30pm.

3.25 The DaRT provides future residents with the opportunity to use a flexible bus service to access locations around Uttlesford and Braintree which are otherwise inaccessible via the scheduled bus services.

3.26 A Public Transport Strategy has been developed for the proposed development, details of which are set in Section 5. In summary new bus stops are proposed on Radwinter Road adjacent to the site which will provide future residents with a good level of accessibility to local bus services.

Rail Services

3.27 Audley End Railway Station is located approximately 5.4km southwest of the application site. The site is accessible via the 60 and 301 bus services, with a journey time of approximately 20 minutes. The railway station is also within an acceptable cycling distance.

3.28 The Audley End Railway Station is managed by Greater Anglia and is located on the West Anglia main line. The station offers regular services to numerous destinations including Stansted Airport, Cambridge, London Liverpool Street and Norwich.

Summary

3.29 This section has assessed the accessibility of the development by non-car modes. It has been demonstrated that the development can be described as having good

accessibility, with suitable infrastructure and frequent bus services. This will be significantly enhanced by the package of highway improvements that are being proposed by the development including the provision of new bus stops on Radwinter Road that will result in the majority of the site being within 400m of regular bus services operating on Radwinter Road as demonstrated in the Public Transport Strategy set out in Section 5. The site is therefore considered to have real potential to promote sustainable transport modes and reduce single occupancy car dependency.

4 National and Local Policy

General

4.1 This chapter provides a review of the existing national, regional and local policy and how this related to the development proposal. The policies covered within this review are:

i) National Planning Policy Framework (2019);
ii) Planning Practice Guidance Travel Plans, Transport Assessment and Statements in Decision Taking (2014);
i) Essex Transport Strategy (Local Transport Plan for Essex, 2011);
ii) Adopted Uttlesford Local Plan (2005);
iii) New Local Plan – First Consultation;
iv) Saffron Walden Neighbourhood Plan (Unadopted, 2020);
v) Essex Design Guide;
vi) EPO Vehicle Parking Standards; and
vii) UDC Cycle Action Plan.

National Planning Policy Framework (NPPF – February 2019)

4.2 National guidance on planning is set out in the updated National Planning Policy Framework (NPPF) published in February 2019 by the Ministry of Housing, Communities and Local Government. It sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.

4.3 Chapter 9 of the NPPF deals with 'Promoting sustainable transport' and Paragraph 102 of the NPPF states that '*transport issues should be considered early in the planning process so that:*

a) *the potential impacts of development on transport networks can be addressed;*
b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised - for example in relation to the scale, location or density of development that can be accommodated;*
c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*

d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account–including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

4.4 Paragraph 108 states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

4.5 Paragraph 109 states that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.

4.6 Paragraph 110 states that *'applications for development should*:

a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment areas for bus or other public transport services, and appropriate facilities that encourage public transport use;*
b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
d) *allow for the efficient delivery of goods, and access by services and emergency vehicles; and*
e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations*'.

Planning Practice Guidance Travel Plans, Transport Assessment and Statements in Decision Taking (2014)

4.7 The Government's planning practice guidance to the NPPF was launched as a web-based resource by the Department for Communities and Local Government (DCLG) on 6 March 2014. The guidance is live and updated as appropriate. Guidance on Transport Assessments falls within the category 'Travel Plans, Transport Assessments and Statements' (Reference ID: 42 Revision date: 06 03 2014).

4.8 Paragraph 002 (Reference: ID: 42-002-20140306) states that Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.

4.9 The guidance sets out the information that should be included in a Transport Assessment in Paragraph 015 (Reference: ID: 42-015-20140306). Paragraph 015 goes on to say that assessments should normally be based on normal flow usage conditions (e.g. non-school holiday periods, typical weather conditions). Traffic flow projections should be based on local traffic forecasts such as TEMPro, with the timeframe for the assessment being agreed with the local authority, except when development has an impact on the national transport network, for which the assessment period will be set out in the relevant Government policy.

Essex Transport Strategy (the Local Transport Plan for Essex, 2011)

4.10 The Essex Transport Strategy was adopted in 2011 and sets out ECC's vision for transport, the outcomes they aim to achieve over a 15-year period, the policies for transport and the broad approach to implement them.

4.11 The vision of the Essex Transport Strategy is *'for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex*. Five broad outcomes were set to help achieve the vision:

1. *'Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration;*
2. *Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology;*
3. *Improve safety on the transport network and enhance and promote a safe travelling environment;*

4. *Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use; and*
5. *Provide sustainable access and travel choice for Essex residents to help create sustainable communities.'*

4.12 A total of 15 transport policies were set out in order to assist in achieving the vision and outcomes.

4.13 In addition, the Essex Transport Strategy sets out the following priorities for local centres in West Essex including Saffron Walden:

i) 'Providing for and promoting access by sustainable modes of transport to development areas;

ii) Improving passenger transport connections to and between the local centres, key services and Harlow;

iii) Improving the attractiveness and usability of streets and public spaces;

iv) Improving cycling and walking routes and promoting their greater use;

v) Improving connections to London and working with Transport for London to make best use of and manage access to Underground links; and

vi) Improving links with surrounding rural areas'.

Adopted Uttlesford Local Plan (2005)

4.14 The current Uttlesford Local Plan was adopted in 2005 and provides the basis for all planning decisions within the district. It contains policies relating to the location of development and protection of environmental features. These policies are monitored and reviewed by the council to make sure that the policies are meeting the councils aims.

4.15 The Uttlesford Local Plan was assessed for compliance with the NPPF in 2012.

4.16 The Uttlesford Local Plan sets out the key policies in relation to transport:

'*Policy GEN1 – Access*

Development will only be permitted if it meets all of the following criteria:

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

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

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

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

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

Policy GEN6 – Infrastructure Provision to Support Development

Development will not be permitted unless it makes provision at the appropriate time for community facilities, school capacity, public services, transport provision, drainage and other infrastructure that are made necessary by the proposed development. In localities where the cumulative impact of developments necessitates such provision, developers may be required to contribute to the costs of such provision by the relevant statutory authority.

Policy GEN8 – Vehicle Parking Standards

4.17 *Development will not be permitted unless the number, design and layout of vehicle parking places proposed is appropriate for the location, as set out in the Supplementary Planning Guidance "Vehicle Parking Standards", a summary extract of which is reproduced in Appendix 1 to this Plan.'*

New Local Plan – First Consultation

4.18 The first consultation for the new Uttlesford Local Plan took place between November 2020 and April 2021. The consultation considered nine themes, with theme four considering transport. The New Uttlesford Local Plan is at first consultation phase and therefore only discussion points about local transport have taken place.

4.19 The transport consultation set out that providing high quality sustainable transport would help to help tackle climate change, build strong local community and a successful economy. It took into account views on access to services, low traffic neighbourhoods, public transport strategy, technology and transport and EV charging.

Saffron Walden Neighbourhood Plan

4.20 Saffron Walden Parish Council undertook pre-submission consultation on their Proposed Saffron Walden Neighbourhood Plan (2020 – 2035) between 22nd January 2020 and 10th March 2020, with the submission for public consultation between 15th February 2021 and 12th April 2021. The Neighbourhood plan was submitted for examination on the 20th May 2021. Once the Neighbourhood Plan is ratified all new development and growth should meet the requirements of the Neighbourhood Plan.

4.21 Although the Proposed Development site is not within the neighbourhood planning area for Saffron Walden and is therefore not directly subject to its provisions, due regard has been paid to its relevant polices on the basis that the site is adjacent to the neighbourhood planning area and Saffron Walden will be the main service centre for future residents of the site.

4.22 Whist the document is under examination the following policies are considered relevant to the proposed development.

4.23 The five core objectives of the Neighbourhood plan are:

1. Saffron Walden will be an economically active and self-sustaining town, offering equal opportunities to all;
2. Saffron Walden's residents will be able to live as healthily as possible;
3. Saffron Walden will be an environmentally sustainable town;
4. Saffron Walden's heritage assets, high quality landscape and conservation areas will be protected or enhanced; and
5. Saffron Walden will retain its market-town feel and community spirit.

4.24 Policy SW8 sets out the requirements for parking on new developments. It sets out that all *'new developments must provide for parking spaces for residents and visitors as per the Essex Works publication Parking Standards Design and Good Practice September 2009 or equivalent.'*.

4.25 New developments will be required to '*demonstrate how they refer to the Essex Design Guide 2018, or later equivalent for layout of vehicle and cycle parking spaces'* and include electric vehicle (EV) changing points based on the following criteria:

a) 'For dwellings with driveways, one EV charging point per house with a minimum standard of 7kwh;

b) For dwellings with parking courts, half of the spaces in the parking court to have EV charging points; and

c) For commercial developments, EV charging points to be provided at 2% of the total parking spaces.'

4.26 Policy SW20 sets out the requirements for promoting walking and cycling in new developments to ensure they *'retain or incorporate safe, attractive and direct walking and cycling routes on site and which appropriately mitigate the impact of additional transport movements.'*.

4.27 New developments are required to ensure that existing footpaths and pedestrian cut-throughs are maintained, new footpaths, footways and cycleways are designed and built to and adoptable standard, all new developments are designed to be permeable, and footpaths on new developments conform to recommendations made by Secured by Design standards.

4.28 Where developers contribute to off-site highway schemes or improvements, they will be required to conform with DfT user hierarchy guidelines, with prioritisation given to funding of the Uttlesford Cycling Action Plan or the SWNP infrastructure schemes.

4.29 All new streets within the development limits of the parish must be designed to keep vehicle speeds at or below 20mph.

4.30 Policy SW21 sets out that a '*developer travel plan will be expected to include provision for funding and delivery of sustainable travel initiatives.*'. The Town Council should be approached and given the opportunity to express an interest in co-ordinating measurable travel objectives.

4.31 Policy SW23 sets out that *'further developments which are beyond the east of the town's development limits and which will generate additional traffic movements through the town will only be supported if:*

a) It can be demonstrated that they will not increase congestion by the capacity measures used in the Uttlesford Local Plan Highway Impact Assessment October 2013; and

b) It can be demonstrated through an Air Quality Assessment that the proposed development takes account of, and mitigates as necessary and appropriate, any impacts of air quality on achieving a suitable residential environment and also any impacts of development upon the objectives of the designated AQMA.'

4.32 Developments likely to generate HGV movements through the town centre will be subject to planning conditions restricting the timing of those movements.

4.33 In addition, the provision of charging points for EV charging for private, commercial and public transportation will be supported.

Other Guidance Documents

Essex Design Guide

4.34 The overriding objective of the Essex Design Guide is to create space for innovation and encourage high quality development by creating distinctive places where people want to live. Its purpose is to build communities and to make sure that the infrastructure and facilities are in place at the right time.

4.35 To address specific socio-economic factors, the Design Guide has five overarching themes that sit alongside the best practice design standard. These are:

- Active Design Principles
- Ageing Population
- Health and Wellbeing
- Digital and Smart Technology
- Graden Communities

4.36 Active design is about designing where we live to encourage activity in our everyday lives and is a combination of 10 principles to promote activity, healthy and stronger communities:

- Activity for all
- Walkable communities
- Connected walking and cycle routes
- Co-location of community facilities
- Multifunctional open spaces
- High quality streets and spaces
- Appropriate infrastructure
- Active buildings
- Management, maintenance, monitoring and evaluation
- Activity promotion and local champions

4.37 Health and wellbeing can be encouraged and improved by:

- Providing interesting and stimulating open spaces and natural environments to encourage people to be physically active; and
- Encouraging active travel, most particularly cycling and walking.

4.38 Digital technology has become integrated into people's lives, influencing lifestyle choices, work patterns and leisure habits. The introduction of smart technology represents an enhanced opportunity for designs that are both commercially viable and sustainable in the long term.

4.39 The provision of superfast or fibre-optic broadband internet services is one smart technology that has the potential to contribute towards the development of sustainable dwellings and communities. It has the potential to reduce the need to travel by allowing more people to work effectively from home which following the Pandemic is very likely to become common practice for many people.

4.40 The Essex Design Guide has been used to inform certain aspects of the design to date including the form and function of the primary vehicular route, pedestrian and cycle connectivity within the development, and how the site will be served by public transport. The value of the Design Guide will become even more apparent during the reserved matters stage when a detailed site layout plan will be developed.

EPOA Vehicle Parking Standards

4.41 Vehicle parking standards in Essex are based on a document prepared in September 2009, Parking Standards, Design and Good Practice. They are:

- 1 bedroom – 1 space per dwelling
- 2+ bedrooms – 2 spaces per dwelling (excluding garage if less than 7m x 3m internal)
- Visitor / unallocated parking – 0.25 spaces per dwelling (rounded to the nearest whole number)

4.42 The parking standards recognise that dwellings are predominantly travel origins as opposed to destinations and that previously parking standards have attempted to reduce car use by restricting parking spaces at origins and destinations. It is now recognised that providing a reduced number of parking spaces at a travel origin does not discourage people from owning a car. Therefore, parking standards for origins should be used a minimum standard.

4.43 The minimum standard for cycle parking is 1 secure covered space per dwelling unless a garage or secure area is provided within the curtilage of the dwelling. For visitors,1 space per 8 dwellings is required.

UDC Cycle Action Plan

4.44 The Uttlesford District Cycling Action Plan (March 2018) details an ambitious and aspirational cycle infrastructure strategy for Saffron Walden, with identified routes for infrastructure improvements detailed on Figure 6.2 of the Action Plan and an appraisal of scheme prioritisation and costs. The Action Plan is shown in Figure 4.1 below.

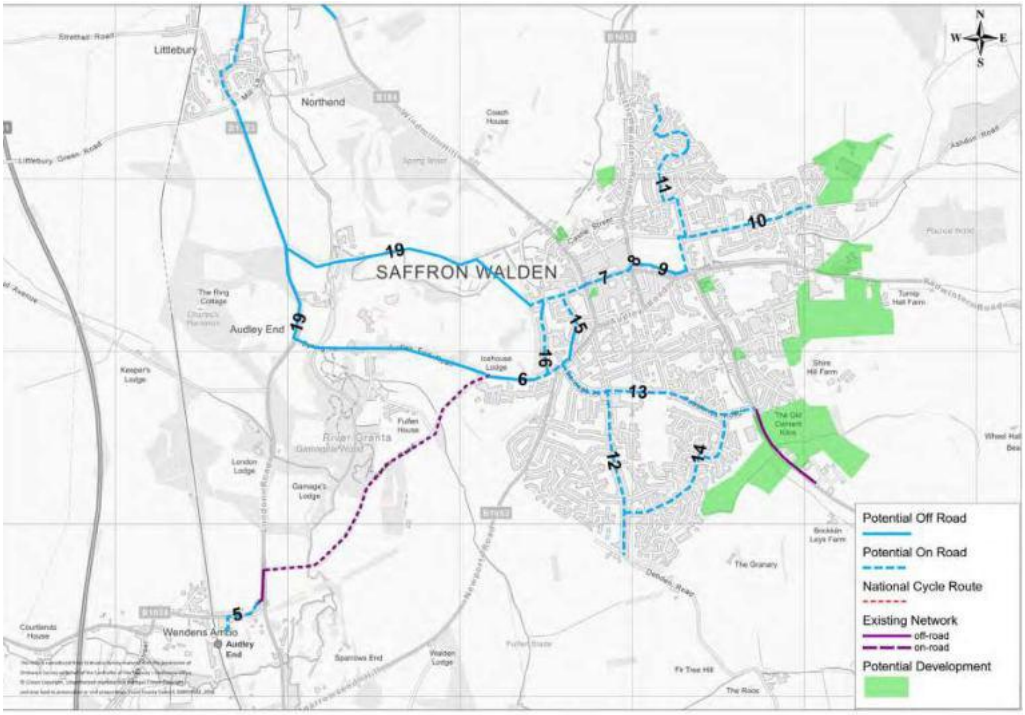

Figure 4.1: UD Cycle Action Plan Figure 6.2 – Potential Cycle Schemes in Saffron Walden

4.45 A Flagship Cycle Route is key corridor providing safer, faster, and more direct access to one or more key attractors. It is proposed that a Flagship Route is created in Saffron Walden via an east/west route linking residential areas to the town centre and providing access to Audley End railway station in the south west. The potential Flagship Route is shown in Figure 4.2 below.

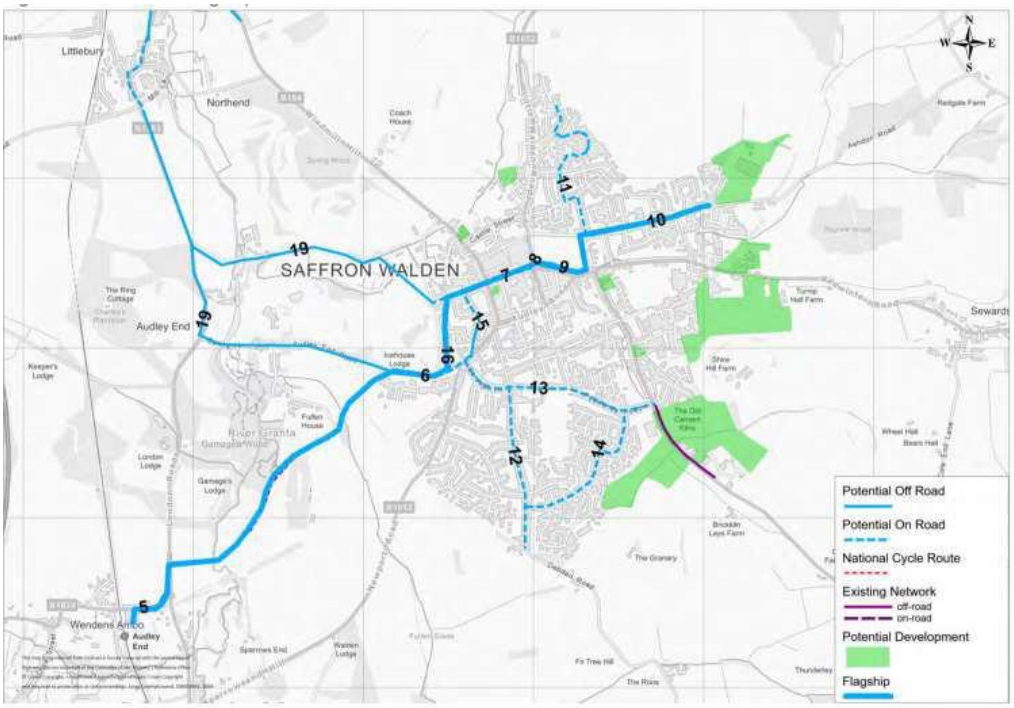

Figure 4.2: UD Cycle Action Plan Figure 8.1 – Potential Cycle Flagship Route in Saffron Walden

4.46 The Flagship Route will effectively connect residents in the north of Saffron Walden to the town centre and also completes a connection from Saffron Walden to Audley End Railway Station and potentially other cycle routes identified in the Action Plan.

4.47 There are some key challenges along the route that will need to be addressed but if these can be overcome it is considered that the Flagship Route would provide a step change for cycle provision and connectivity in Uttlesford.

4.48 Currently there are no cycle improvements proposed in the immediate vicinity of the site, either on Radwinter Road or Elizabeth Way. Route 10, Chaters Hill / Ashdon Road shown above is the closest identified route to the site. The proposals for Route 10 are strategic requiring the likely introduction of a contraflow system on Chaters Hill, the rationalising of on-street parking on Ashdon Road and a 20mph speed limit, with advisory cycle lanes. The proposals are subject to a feasibility study.

4.49 Encouraging cycling through the Action Plan to achieve behavioural change for shorter distance trips within Saffron Walden is a positive focus for improving road conditions locally and air quality.

5 Proposed Development

Access Arrangements

5.1 It is proposed to provide access from Radwinter Road via a ghost island priority junction arrangement. The appropriateness of this access has been considered in relation to DMRB and Manual for Streets (MfS) in terms of design guidance and capacity and this is discussed further below.

5.2 The proposed means of access is shown on Drawing No. CTP-20-1142 SK01 Rev C presented in **Appendix H**. A second version of the drawing showing an overlay of the highway boundary is also presented in **Appendix H**. This confirms that all proposed highway improvements and visibility splays can be provided within the highway boundary or land that is controlled by the Applicant.

5.3 The visibility splays correspond to actual speeds on Radwinter Road that were recorded by a speed survey undertaken between Friday 12 and Thursday 18 February 2021. ATCs were located on Radwinter Road approximately 90m and 120m to the west and east of the proposed site access respectively.

5.4 The recorded 85th percentile speed of vehicles approaching the site access from the west was 47mph while the 85th percentile speed approaching from the east was 40.2mph. Based on the results of the speed survey, visibility splays to the west accord to a design speed of 85kph (2.4m x 160m) and to the east to a design speed of 70kph (2.4m x 120m). Visibility splays are taken from a 2.4m setback.

5.5 MfS recommends the use of a 2.4m setback in most built up situations as this represents a reasonable maximum distance between the front of the car and the driver's eye. It also suggests that use of a longer setback increases the possibility that drivers on the minor approach will fail to take account of other road users, particularly pedestrians and cyclists and may also result in more shunt accidents on the minor arm.

5.6 The results of the speed survey are presented in **Appendix I**.

5.7 At the request of the Highway Authority, swept path analysis of the site access has been undertaken using a 10.25m long refuse vehicle. The results of this analysis are shown on Drawing No. CTP-20-1142 SP03 presented in **Appendix J**.

5.8 The section of Radwinter Road between Saffron Walden and Sewards End is currently subject to the National Speed Limit and the proposed site access is within the derestricted section. It is understood that Sewards End Parish Council would like to extend the existing 30mph limit from Saffron Walden to Sewards End to address perceived speeding and safety issues along this section of Radwinter Road.

5.9 During the first scoping meeting with the Highway Authority, it was suggested that this would not be supported by ECC policy on the grounds of a lack of frontage development. It was however agreed that the issue would be discussed with the relevant Highways Liaison Officer at ECC.

5.10 Following these discussions, the Highway Authority stated in its formal response to the pre-application consultation, dated 10 February 2021, that it would welcome a reduction in speed limit between Saffron Walden and Sewards End to 40mph.

5.11 When the speed surveys were undertaken on Radwinter Road to establish the 85th percentile speed of vehicles as they enter the visibility splay at the proposed site access, ATCs were also located at two further locations on Radwinter Road towards Sewards End. The purpose of the additional surveys was to support a reduction in speed limit to 40mph between Saffron Walden and Sewards End.

5.12 Referring to the results of the speed surveys in **Appendix I**, it can be seen that the recorded 85th percentile speeds at these two sites ranged from 36.9mph (westbound Site 3) to 40.7mph (westbound Site 4). The recorded speeds would appear to support a reduction in the speed limit to 40mph.

5.13 A feature of the access arrangements are two new bus stops on Radwinter Road to the east of the site access. At the eastbound stop a 2.0m x 1.1m cantilever shelter is proposed at the rear of the footway and at the westbound stop a 2.6m x 1.5m enclosed shelter is proposed also at the rear of the footway. Subject to any constraints identified during detailed design, the intention is that the bus shelters will be designed in accordance with the ECC Design Guide and include, bus clearways, DDA Compliant design and real time passenger information.

5.14 An uncontrolled pedestrian crossing is proposed between the two bus stops to the east of the site access including a central refuge island and dropped kerbs. A 2.0m footway will be extended from the site access to the pedestrian crossing. To the west of the site access, a new 2.0m footway is proposed on the south side of Radwinter Road between the site access and the access to the Linden Homes development

approximately 230m to the west. This will provide a continuous pedestrian connection between the site and Saffron Waldon including the Tesco foodstore, the Shire Hill Industrial Estate and the primary school that will be constructed as part of the consent on the Dianthus land.

5.15 The feasibility of providing a direct pedestrian / cycle link to the adjacent Linden site was being pursued by the Applicant. However, following discussions with Saffron Walden Town Council (SWTC), the Committee did not support the proposed connectivity and made the following recommendations:

- The proposed plans do not improve connectivity given that the proposed path will bring the cyclist / pedestrian to an area of public open space within the Linden Homes site that is not conducive for cycling.
- The proposed route terminates at uneven public open space and does not then itself connect to any existing cycle or pedestrian route.
- The proposals do not therefore improve connectivity and do not connect the site into the town centre or nearby amenities.
- To request the developer to reconsider proposals which link into existing provision and provide clear and accessible pedestrian / cycling route into the town centre.

5.16 As a result of the recommendations of SWTC, the potential of providing a direct link into the Linden site is not currently being pursued. In accordance with the recommendations of SWTC, the proposal for a new footway to the south of Radwinter Road between the proposed site access and the Linden access is considered to provide an acceptable level of pedestrian connectivity.

5.17 The main access road serving the site has been designed in accordance with a Type D Feeder Road from the Highways Technical Manual of the Essex Design Guide. This includes a 6.75m carriageway, 3.0m verges on both sides, 3.5m shared pedestrian / cycle facility on the west side and a 2.0m footway on the east side.

5.18 The proposals are subject to a Stage 1 Safety Audit which is being progressed and will be provided to ECC alongside a Designers' Response once complete.

Site Layout

5.19 The proposed concept site masterplan is shown below and at a bigger scale in **Appendix K**. As this is an outline application, with all matters reserved except access, the layout is indicative only at this stage, although the masterplan identifies key design

parameters that tie the development into particular design characteristics that are likely to include, land use, building height, access and movement, and landscape / open space / green infrastructure.

Figure 5.1: Concept Site Masterplan

5.20 As can be seen the proposed access road extends in a southerly direction into the site and forms a loop at its southern end which will be designed to accommodate a bus route. There is the potential that this could form the eastern terminus for some existing town services, and this is discussed in more detail below as part of the public transport strategy for the site.

5.21 As discussed in the introduction, to facilitate an aspirational long-term plan for a new relief road to the south of the town between Radwinter Road and Newport Road, land has been reserved to allow the site access to be converted to a roundabout and main spine road corridor to be widened in the future, if required, and a strip of land has been reserved at the southern end of the site to allow a future connection into the adjoining field.

5.22 The broad alignment of the primary vehicular route is to be fixed as shown in the Access and Movement Parameter Plan presented in the Design and Access

Statement. It is intended to provide a 'street function' with active frontage and cycle and pedestrian facilities, including at-grade crossings. In keeping with current best practice in placemaking, the principal aim is to avoid the primary vehicular route from becoming a sterile corridor that effectively severs any movement between development on either side of the road.

5.23 There will be a need for a minimum of three internal junctions on the primary vehicular route, two to the east to connect the primary loop road and one to the west to access the development plots. The exact form and position of these junctions will be fixed during the reserved matters stage.

5.24 Throughout the development there will be a series of minor access roads, mews courts and shared private driveways to serve the individual residential plots and these will be designed in accordance with the Essex Design Guide. There may also be a need for an access road to connect the residential area to the north of the public open space to the main part of the development. As above details of these routes will be fixed during the reserved matters stage.

5.25 In accordance with the Essex Design Guide, the internal layout will promote a series of key principles associated with the delivery of new streets and roads that includes the following:

- Design permeable layouts that connect well with existing walking, cycling and passenger transport networks within and outside of the development.
- Consider the Healthy Streets 'whole-street' approach, including how to encourage active travel among all demographic groups.
- Prioritise (in order), walking, cycling and public transport desire-lines access, which maximises sustainable access between settlements and to key local movement generators.

5.26 Referring to the masterplan, there is a comprehensive network of pedestrian and cycle routes being proposed within the site that internally would connect the residential plots to the area of public open space to the east, and externally would provide a connection to the proposed footway on the south side of Radwinter Road. The proposed uncontrolled crossing to the east of the site access on Radwinter Road would also form part of a continuous pedestrian route between the site and Sewards End and provide a connection to the public rights of way to the north of Radwinter Road.

Parking and Servicing

5.27 Minimum vehicle parking standards in Essex are set out in Section 4, but for ease of reference they are repeated below:

- 1 bedroom – 1 space per dwelling
- 2+ bedrooms – 2 spaces per dwelling (excluding garage if less than 7m x 3m internal)
- Visitor / unallocated parking – 0.25 spaces per dwelling (rounded to the nearest whole number)

5.28 The indicative accommodation schedule is shown in the table below. In accordance with Policy H9 of the Uttlesford Local Plan (January 2005), 40% of the units will be affordable. This equates to 93 affordable units and 140 that will be available to the open market.

Dwelling Type	Affordable	Market
1-bed flat	13	2
2-bed flat	12	0
2-bed house	29	10
3-bed house	32	62
4-bed house	7	45
5-bed house	0	21
Total	**93**	**140**

Table 5.1: Indicative Accommodation Schedule

5.29 Based on the parking standards and the indicative accommodation schedule this would equate to:

- Affordable – 173 allocated spaces, 23 unallocated spaces
- Market – 278 allocated spaces, 35 unallocated spaces

5.30 It should be noted that these are minimum parking standards and therefore provide some flexibility at reserved matters should additional spaces be considered necessary.

5.31 The minimum standard for cycle parking is 1 secure covered space per dwelling unless a garage or secure area is provided within the curtilage of the dwelling. For visitors,1 space per 8 dwellings is required.

5.32 To encourage the ownership and use of bicycles, the intention is to provide all houses with a garage or a separate secure storage area within the curtilage of each dwelling. Where this is not practicable, 1 secure covered space per dwelling will be provided in easily accessible locations throughout the development.

5.33 Based on the standards, 30 visitor / unallocated cycle parking spaces will be provided throughout the development. These will be secure and covered and located in easily accessible locations.

5.34 The drawing presented in **Appendix J** demonstrates that a 10.25m refuse vehicle could satisfactorily access and egress the development via the proposed site access on Radwinter Road.

5.35 In accordance with the Essex Design Guide, refuse vehicles will circulate on all parts of the adopted road system but not on private drives. In the case of mews court cul-de-sacs, they will enter in reverse gear and not turn. Refuse collection will be made only from those dwellings within 25m of an adopted road. In other cases, it may be necessary to provide a shared bin collection point ideally screened by an above eye level wall. This should be within 25m of an adopted road.

5.36 Section 6.7 of MfS provides some guidance on the access requirements for emergency vehicles. The requirements for emergency vehicles are generally dictated by the requirements of the fire service. Providing access for large fire appliances will cater for police vehicles and ambulances.

5.37 The Building Regulations requirements sets out advice on access from the highway for the fire service and states that there should be a minimum carriageway width of 3.7m between kerbs and that there should be vehicle access for a pump appliance within 45m of every dwelling.

5.38 The Association of Chief Fire Officers has expanded upon and clarified these requirements as follows:

- A 3.7m carriageway (kerb to kerb) is required for operating space at the scene of a fire. Simply to reach a fire, the access route could be reduced to 2.75m over

short distances, provided the pump appliance can get to within 45m of dwelling entrances.

5.39 The requirements of the fire service will be taken into full consideration when the detailed street layouts are being designed at the reserved matters stage.

Electric Vehicle Provision

5.40 The Essex Design Guide states that the support and use of electric vehicles in residential developments provides a number of benefits and layouts should therefore give consideration to how charging infrastructure can be integrated. These benefits include:

- Decreased air pollution in the vicinity due to the lack of exhaust emissions.
- Decreased noise pollution.

5.41 There are three types of charging equipment each with an associated charging time and typical application. These are:

- Standard - 4-7 hours, residential, workplace
- Fast – 2-4 hours, retail, leisure, public
- Rapid – 30-45 minutes, public, fleet, strategic highway network

5.42 For residential development, a standard chargepoint is sufficient to provide a full charge overnight.

5.43 In terms of the provision of electric charge points at new residential developments the Essex Design Guide a states that passive provision for electric charging points should be provided for all on-plot parking spaces.

5.44 The advice for unallocated parking states that infrastructure will be put in place (via underground ducting) to allow for connection to an electric charging point in the future.

5.45 In accordance with the Essex Design Guide the passive provision for electric charge points will be provided throughout the development for both allocated and unallocated parking.

Public Transport Strategy

5.46 The public transport strategy for the site was discussed in detail at the second scoping meeting with the Highway Authority which was attended by a member of the County Council's Passenger Transport Team who confirmed that it takes a holistic approach to bus service provision, using developer contributions and existing bus service

funding to review services across the Uttlesford District, rather than simply agree bus services for developments on a site-by-site basis.

5.47 The concept site masterplan, shown in Figure 5.1, shows the primary vehicular route forming a loop within the central part of the site. The purpose of this is to facilitate a bus route that could serve the whole site by ensuring that all dwellings are within 400m of a bus stop.

5.48 The provision of a bus loop within the site was welcomed in principle by the passenger transport team as it could be used by some terminating services, in particular evening services, which are sometimes required to layover for a short period before beginning a return journey.

5.49 However, the County Council considers a loop as being less attractive for through services as they would need to divert into the site and duplicate part of the route which as a general principle is not considered to be operationally sound. The preferred option of the County Council is to provide a route through the development between the eastern end of the site and the Linden Homes site.

5.50 It was explained that due to the layout of the Linden site, with open space on the eastern boundary, together with a strip of land between the two sites that is in third party ownership, the provision of bus only link into the Linden site could not be delivered.

5.51 Regarding an access at the eastern end of the site, this has been explored in detail by the Applicant but for several reasons is considered to be far less deliverable than the proposed location for the site access at the western end of the site. A principal constraint at the eastern end of the site is an approximate 5m level difference between the site and Radwinter Road and the associated knock-on impacts on landscape, ecology, placemaking, and underground utilities, including an active oil pipeline carrying aviation fuel to Stansted Airport.

5.52 In view of the constraints identified above and the reluctance of the County Council to divert a service into the site, it is proposed to provide bus stops on Radwinter Road just to the east of the site access. Below is an extract of the site access drawing showing the location of the bus stops and supporting infrastructure including bus shelters, an extension of the footway and an uncontrolled pedestrian crossing on Radwinter Road.

5.53 In accordance with the Essex Design Guide, where practicable, real time passenger information will also be provided, and the bus stops will be DDA compliant.

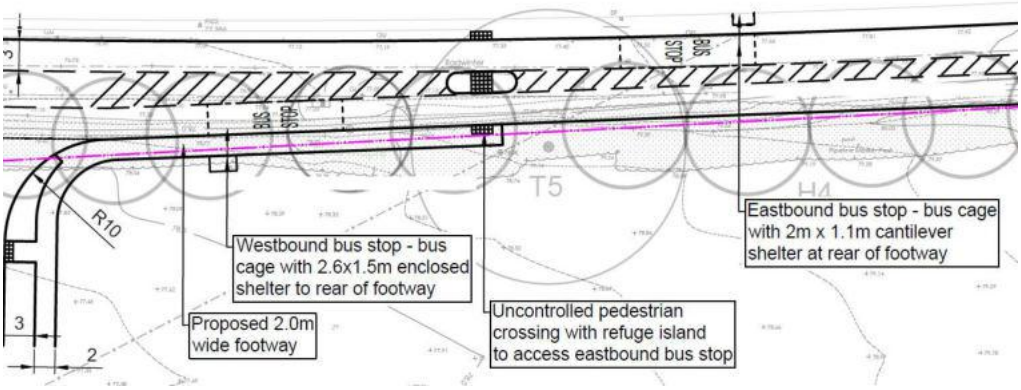

Figure 5.2: Proposed Bus Stops on Radwinter Road

5.54 To establish how much of the site is within 400m of the proposed bus stops, walk distance isochrone maps have been prepared for both the eastbound and westbound bus stops. These are presented as Drawings CTP-20-1142 RM01 and RM02 in **Appendix L** and are also shown below in Figures 5.3 and 5.4.

Figure 5.3: Walk Distance to the Westbound Bus Stop

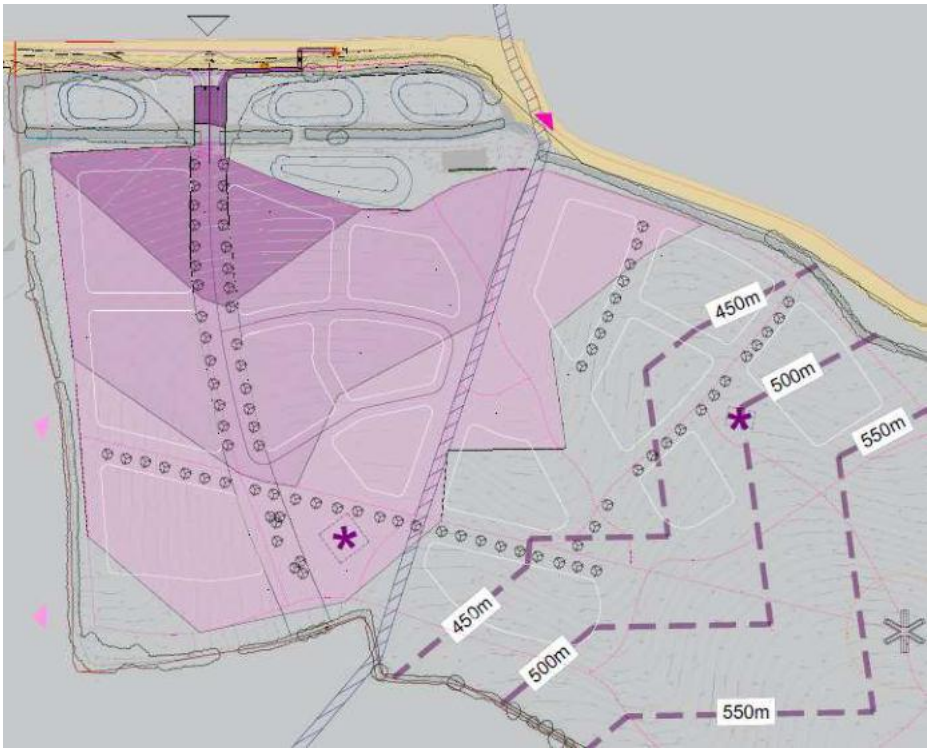

Figure 5.4: Walk Distance to the Eastbound Bus Stop

5.55 The purple shading shows the parts of the site that are within 400m of the bus stops and the different shades represent 100m bands up to a maximum of 400m.

5.56 Figure 5.3 shows the distance to the westbound bus stop and as can be seen, with the exception of the development plots at the eastern edge of the site, all plots are within 400m. The maximum walk distance for any dwelling would be 500m from the southern edge of the plot in the north east corner of the site.

5.57 Figure 5.4 shows the distance to the eastbound bus stop and as can be seen slightly more of the site is outside the 400m walk distance. The maximum walk distance for any dwelling would be approximately 540m again from the southern edge of the plot in the north east corner of the site.

5.58 Based on a more detailed assessment of the densities that could be achieved across the site, the number of dwellings that would be within 400m of the bus stops has been calculated. For the westbound bus stop 173 (74%) dwellings would be within 400m and for the eastbound bus stop the number is slightly lower at 143 (61%).

5.59 It can therefore be concluded that the majority of the site would be within 400m of both bus stops, and that for those dwellings that fall outside 400m, there would be a maximum walk distance of 500m to the westbound bus stop and 540m to the eastbound bus stop.

5.60 Based on an average walking speed of 1.4m/second this would equate to an additional walk time of 1 minute and 10 seconds to the westbound bus stop and 1 minute and 40 seconds to the eastbound bus stop. It is considered that this short extra distance would not deter most people from travelling by bus.

5.61 It should also be noted that if a bus terminus point is provided at the eastern end of the bus loop, then all dwellings would be comfortably within 400m of a bus stop in this location. Based on the current strategy, this would potentially only benefit people using evening services, but in the future if more daytime services choose to divert into the site, there would be an overall benefit of enhanced public transport accessibility for all residents.

5.62 At new developments, the approach adopted by the County Council is to seek developer contributions towards bus service provision and then use these to deliver holistic improvements to bus services whilst retaining relevance to the respective development.

5.63 At residential sites that have been consented recently, a contribution of £2,800 per dwelling has been sought to facilitate improvements to the bus service. This is secured through a Section 106 contribution including a commitment to provide an agreed level of service to directly serve the site.

5.64 It was suggested by the County Council that a half hourly service to the town centre and an hourly service to Audley End railway station could be appropriate.

5.65 The Applicant has indicated a willingness to provide a proportionate contribution towards bus service provision to help deliver an enhanced service that both benefits the site and contributes more widely to improvements to bus services throughout the town.

Trip Generation

5.66 The TRICS database has been used to estimate the trip generation at the proposed development. TRICS provides trip rate information for a range of land uses throughout

the United Kingdom and in this instance sites in the *houses privately owned* category have been used.

5.67 Site selection has been refined to only include developments in the range 100 to 300 units with an edge of town location. Sites in Greater London, Ireland, Scotland, and Wales have been excluded.

5.68 TRICS identified 20 sites matching these criteria and the peak hour trip rates are shown in the table below. The TRICS data is presented in **Appendix M**. Trip rates are expressed as trips per dwelling.

Land Use	AM Peak		PM Peak	
	Arrivals	Departs	Arrivals	Departs
Residential	0.149	0.393	0.358	0.166

Table 5.1: Proposed Vehicular TRICS Trip Rates

5.69 The trip rates presented above have then been applied to the number of proposed residential units (233) and the resultant trip generation is set out in the table below.

Proposed Development	AM Peak		PM Peak	
	Arrivals	Departs	Arrivals	Departs
233 Residential Units	35	92	83	39

Table 5.2: Proposed Trip Generation

5.70 The use of the trip rates presented in Table 5.1 to estimate the development trips has been agreed with the Highway Authority.

Trip Distribution – With Consented Link Road

5.71 The spatial distribution of trips generated by the proposed development is based on 2011 Census Journey to Work data for the Uttlesford 002 MSOA. This includes most of the built-up area of Saffron Walden. The data has been filtered to provide the place of employment for journeys made by car. It is considered that the existing journey to work patterns within the output area will provide a robust estimate of the distribution of trips generated by the proposed development during the peak hours.

5.72 For each MSOA to which residents of Uttlesford 002 drive to work, a route has been allocated. Trips have been split between those that are external and travel out of the town on one of the main radial routes and those that are internal and remain within the town.

5.73 For the external trips, trips have been allocated to seven main routes from the development site and these are summarised in the table below. Assignments are based on the route finder in Google Maps. Where more than one route is identified, trips are split between the various route options depending on travel time and distance.

External Routes	Proportion	
	Arrivals	Departures
Bridge Street via Ashdon Road	16.40%	32.80%
Bridge Street via George Street	16.40%	-
Newport Road via George Street / East Street	12.60%	12.60%
Newport Road via Consented Link Road	12.59%	12.59%
Radwinter Road East	6.21%	6.21%
Audley End Road	4..55%	4.55%
Thaxted Road	3.42%	3.42%
Ashdon Road East	3.32%	3.32%
Thaxted Road	3.42%	3.42%
Total (external)	**78.61%**	**78.61%**

Table 5.3: External Trip Distribution

5.74 A summary of the Census Data and the proposed route assignment is presented in **Appendix N**. Traffic flow diagrams showing the external trip distribution are presented in Figures 5.1 and 5.2 in **Appendix E**.

5.75 The remaining trips (21.39%) have been allocated to six key destinations within the town as shown in the bulleted list below while the internal route choice for the internal trips is shown in Table 5.4:

- Northern end of town centre – 20%

- Southern end of town centre – 20%
- Shire Hill Industrial Estate – 30%
- Industry north of Ashdon Road – 10%
- Thaxted Road retail – 10%
- Audley End Road including railway station, UDC & High School – 10%

Internal Routes	Proportion	
	Arrivals	Departures
Town Centre North via Elizabeth Way / Ashdon Road	4.27%	4.27%
Town Centre South via Radwinter Road / Audley Road	4.27%	4.27%
Shire Hill Industrial Estate via consented link road	6.40%	6.40%
Industry north of Ashdon Road via Elizabeth Way	2.15%	2.15%
Thaxted Road Retail via consented link road	2.15%	2.15%
Audley End Road via consented link road / Peaslands Road	2.15%	2.15%
Total (internal)	**21.39%**	**21.39%**

Table 5.4: Internal Trip Distribution

5.76 Traffic flow diagrams showing the internal trip distribution are presented in Figures 5.3 and 5.4 in **Appendix E** while the combined internal and external distribution of development trips are shown in Figures 5.5 and 5.6 also in **Appendix E**.

5.77 During the first scoping meeting with the Highway Authority, it was agreed that trip distribution should be based on Census Journey to Work data and that route assignment should be based on a web-based route planner such as Google Maps.

5.78 Following the first meeting with the Highway Authority, a Scoping Note was submitted setting out the proposed trip distribution. The distribution was generally agreed although there was a question regarding the amount of traffic that had been assigned to the east of the site on Radwinter Road and in particular the use of Cole End Lane as an alternative minor route to destinations to the south of Saffron Walden including Stansted Airport.

5.79 Cole End Lane is a narrow single-track road that runs south from Sewards End and following a review of the quality of the road, it was decided not to assign any

development traffic onto Cole End Lane. This has reduced the amount of development traffic on Radwinter Road to the east of the site from just over 13% in the original distribution to around 6.5%.

6 Committed Development

General

6.1 The Highway Authority confirmed the following committed development should be included within the assessment, some of which were partially built out when the traffic surveys were undertaken in 2018 and therefore would have been included in the base flows.

- UTT/13/3467/OP & UTT/16/1856/DFO Land South of Radwinter Road (Linden Homes)
- UTT/17/2832/OP Land North of Shire Hill Farm (Dianthus Land)
- UTT/18/0824/OP & 19/2355/DFO Land East of Thaxted Road (Bellway Homes)
- UTT/13/2423/OP Land at Ashdon Road
- UTT/16/2210/OP Land East of Little Walden Road

6.2 The committed development to be included equates to 662 new homes and this has been accounted for in the traffic growth assumptions and is set out in more detail in the following section.

6.3 167 dwellings have been allocated on Land at Ashdon Road. However, the highway authority has estimated that at the time of the base traffic surveys in 2018, approximately 40 dwellings were occupied and therefore the occupied dwellings have not been removed from the future housing supply.

6.4 At the request of the Highway Authority, the former Pulse Packaging site being promoted by Endurance Estates (UTT/20/2007) has also been treated as a committed development despite the fact that the application is still to be determined. By agreeing to include the impact from a site that is yet to be determined together with five consented schemes, it is considered that a robust assessment of the potential cumulative impact within the town has been presented.

6.5 Upon completion, the three residential sites to the west of the application site (Linden, Bellway, Dianthus), will deliver unrestricted vehicle access via a Link Road between Radwinter Road and Thaxted Road. This means that not only does this remove extraneous development traffic from those sites on part of the road network, but the link road also enables other traffic routing between Radwinter Road and Thaxted Road to avoid that part of the network.

6.6 The link road will have a minimum carriageway width of 6.75m, 2.0m footway and 3m shared footway / cycleway. The requirement for the link road has been secured through their respective planning consents and delivery of the developments will complete the link.

6.7 Detailed highway assessments examining the cumulative effect of development and the link road were undertaken as part of the supporting technical assessments for Land East of Thaxted Road. This work was undertaken by Peter Brett Associates (PBA), in consultation with Iceni (highway consultant for Land at Shire Hill Farm) and ECC. The results of this technical assessment are set out in PBA Transport Addendum – Link Road Assessment dated September 2018.

6.8 At Appendix F of the PBA report there are AM and PM peak traffic flow diagrams showing the 2023 Forecast Year Cumulative Link Road Scenario. These show the reassignment of background traffic to the consented link road together with committed development traffic from the Bellway, Dianthus and Linden Homes sites. These are the agreed base flows for the 'With Link Road' scenario and are presented in **Appendix C**.

6.9 The additional committed development flows from Land at Ashdon Road, Land East of Little Walden Road and the former Pulse Packaging sites are presented in Figures 6.1 to 6.6.

7 Traffic Impact Assessment

Development Impact & Scope of Junction Assessments

With Consented Link Road

7.1 At the request of the Highway Authority, an exercise was undertaken to establish the percentage increase in traffic flows during the peak hours as a result of the proposed development. In total, 19 key junctions were identified within the town and it was agreed with the Highway Authority that capacity assessments would be required at junctions where the development would increase traffic flows by more than 2% and / or 30 two-way trips during either peak hour.

7.2 A 2% increase in traffic is not considered significant particularly in the context of paragraph 109 of the NPPF where it states that development should only be refused on highway grounds if the residual cumulative impact on the road network would be severe. More typically highway authorities use 5% as the threshold above which detailed junction assessments are required. Furthermore, an increase of 30 trips during a single hour represents one vehicle every two minutes which would be barely detectable and not result in a severe cumulative impact.

7.3 Table 7.1 provides details of the 19 junctions under consideration and Tables 7.2 and 7.3 show the increase in traffic flows and percentage impact as a result of the proposed development during the AM and PM peaks respectively. The shaded rows in Table 7.1 identify a junction where there is less than a 2% impact during both peaks and capacity assessments are not required.

Map Reference	Junction Name	Junction Type
1	Radwinter Road / Proposed Site Access	3-arm priority junction
2	Radwinter Road / Linden Access	3-arm priority junction
3	Radwinter Road / Elizabeth Road / Horn Brook	4-arm traffic signals
4	Radwinter Road / Thaxted Road / East Street / Chatters Hill	4-arm traffic signals – Chatters Way exit only
5	Thaxted Road / Consented Link Road	3-arm traffic signal junction
6	Thaxted Road / Peaslands Road	3-arm mini roundabout

Map Reference	Junction Name	Junction Type
7	Mount Pleasant Road / Borough Lane / Debden Road	4-arm traffic signals
8	London Road / Borough Lane	3-arm mini roundabout
9	London Road / Audley End Road / Newport Road	3-arm mini roundabout
10	London Road / Debden Road	3-arm mini roundabout
11	High Street / Debden Road / Audley Road	3-arm priority junction – Audley Road entry only
12	High Street / George Street / Abbey Lane	4-arm traffic signals – George Street & Abbey Lane exits only
13	High Street/ Church Street	3-arm priority junction – Church Street entry only
14	High Street / Bridge Street / Castle Street / Myddylton Place	4-arm priority junction – Castle Street exit only
15	Church Street / Castle Hill / Ashdon Road / Common Hill	4-arm mini roundabout – Castle Hill exit only
16	Castle Street / Castle Hill / Little Walden Road / Pound Walk	4-arm priority junction – Castle Street entry only
17	Ashdon Road / Chatters Hill	3-arm priority junction – Chatter Hill entry only
18	Ashdon Road / Elizabeth Way	3-arm priority junction
19	Thaxted Road / Shire Hill	3-arm priority junction

Table 7.1: Key Junctions in Saffron Walden

Junction	2026 No Dev	2026 + Dev	Dev Trips	% Increase
1	645	775	130	20.16%
2	863	985	122	14.14%
3	1488	1575	87	5.85%
4	1554	1588	34	2.19%
5	1131	1166	35	3.09%
6	1520	1548	28	1.84%
7	1336	1356	20	1.50%
8	1659	1701	42	2.53%
9	1887	1929	42	2.23%

Junction	2026 No Dev	2026 + Dev	Dev Trips	% Increase
10	1517	1539	22	1.45%
11	1756	1782	26	1.48%
12	1336	1354	18	1.35%
13	1307	1348	41	3.14%
14	1437	1482	45	3.13%
15	1594	1641	47	2.95%
16	998	1010	12	1.20%
17	979	1026	47	4.80%
18	1190	1244	54	4.54%
19	1477	1485	8	0.54%

Table 7.2: Development Impact AM Peak

Junction	2026 No Dev	2026 + Dev	Dev Trips	% Increase
1	577	702	125	21.66%
2	784	901	117	14.92%
3	1594	1681	87	5.46%
4	1632	1674	42	2.57%
5	1118	1151	33	2.95%
6	1567	1595	28	1.79%
7	1238	1257	19	1.53%
8	1493	1534	41	2.75%
9	1520	1561	41	2.70%
10	1443	1465	22	1.52%
11	1618	1642	24	1.48%
12	1369	1404	35	2.56%
13	1067	1096	29	2.72%
14	1456	1501	45	3.09%
15	1443	1480	37	2.56%
16	1114	1136	22	1.97%
17	929	966	37	3.98%

Junction	2026 No Dev	2026 + Dev	Dev Trips	% Increase
18	1092	1136	44	4.03%
19	1560	1569	9	0.58%

Table 7.3: Development Impact PM Peak

7.4 Referring to Table 7.1 it can be seen that in the scenario with the link road there are six junctions where capacity assessments are not required. These are:

- Junction 6 – Thaxted Road / Peaslands Road
- Junction 7 – Mount Pleasant Road / Borough Lane / Debden Road
- Junction 10 – London Road / Debden Road
- Junction 11 - High Street / Debden Road / Audley Road
- Junction 16 – Castle Street / Castle Hill / Little Walden Road / Pound Walk
- Junction 19 – Thaxted Road / Shire Hill

7.5 At the request of the Highway Authority, to address existing capacity concerns, capacity assessments have been undertaken at the Thaxted Road / Peaslands Road junction (Junction 6) despite the development having an impact that is less than 2% and generating less than 30 two-way trips in both peaks.

7.6 Figure 7.1 identifies the scope of the junction modelling in the scenario with the consented link road.

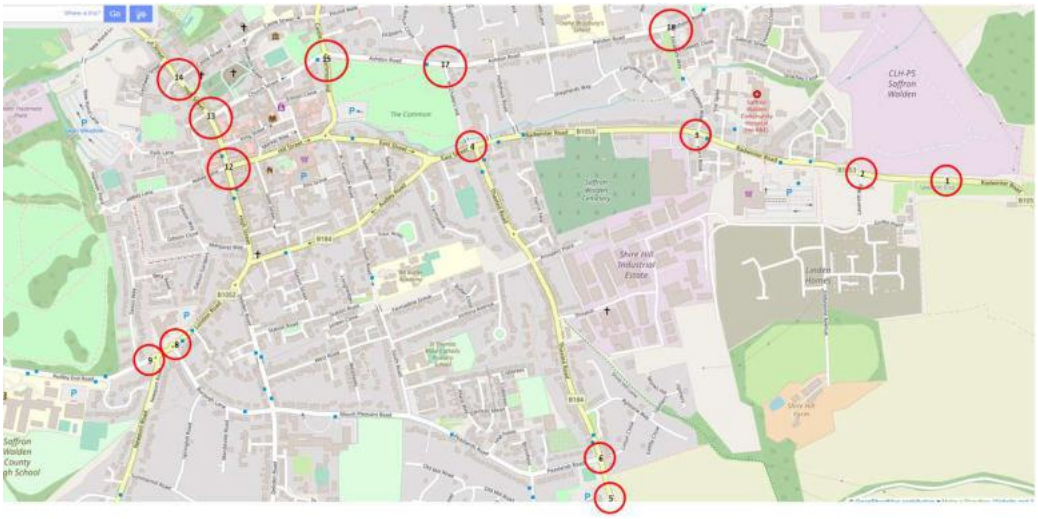

Figure 7.1: Scope of Junction Modelling With Consented Link Road

Without Consented Link Road

7.7 Both the Applicant and CTP are of the view that an assessment without the consented link road is not necessary on the basis that two of three sites that will deliver the road have secured detailed planning permission, and so construction is likely to commence in the near future and it is understood the third has recently been sold to a housebuilder and so detailed proposals will be brought forward.

7.8 All three schemes secure a link road running through the respective land parcels that will connect Radwinter Road with Thaxted Road. The road will have a minimum carriageway width of 6.75m, 2m footways and 3m shared footway/cycleway secured through both approved detailed layouts (where applicable) and legal agreements. Furthermore, the associated legal agreements specify that the respective portions of the link road will be delivered prior to more than 50 occupations in the case of the Bellway and Dianthus sites and prior to 100 occupations in the case of the Linden Homes site.

7.9 Based on the above, full delivery of the Saffron Walden Eastern Link Road has been secured through three committed schemes, all of which have been granted planning permission subject to delivery of their respective parts of the link road through planning conditions and legal agreements.

7.10 Two out of the three sites have secured detailed planning permission and it is understood the third has recently been sold to a housebuilder that will seek to do the same. Nonetheless, all the sites are committed with implementable planning permissions and substantial provisions to secure the delivery of the link road, making it very likely to come forward within, at most, the next five years.

7.11 Despite these assurances, the Highway Authority is concerned that the Dianthus Land site could be delayed or might not come forward and have therefore requested an assessment without the link road. It was agreed that a 'Without Link Road' scenario would be presented in the TA as a sensitivity test with the results of the capacity assessments presented in the appendices rather than in the main body of the report.

7.12 It was also agreed with the Highway Authority that the 'Without Link Road' scenario would not include traffic from the former Pulse Packaging site (Endurance Estates), as the application is still to be determined, or the Dianthus Land site, as this would trigger the completion of the link road and negate the need for this scenario.

7.13 It should be noted that without the link road, the percentage increase in traffic as a result of the development exceeds 2% at junction 10, London Road / Debden Road and junction 11, High Street / Debden Road / Audley Road and these junctions have therefore been tested for capacity in this scenario.

Assessment Scenarios

7.14 Referring to the discussion regarding base traffic flows in Section 2, it is the accepted position of the Highway Authority that it has not been possible to collect new traffic data to support this application due to the ongoing effects of the Coronavirus Pandemic. It was therefore agreed that traffic data could be extracted from other TAs that have been prepared for the consented housing sites.

7.15 For the scenario with the consented link road, flows from the Transport Addendum – Link Road Assessment (September 2018) prepared by Peter Brett Associates (PBA) have been used.

7.16 At Appendix F of the PBA report there are AM and PM peak traffic flow diagrams showing the 2023 Forecast Year Cumulative Link Road Scenario. These show the reassignment of background traffic to the consented link road together with committed development traffic from the Bellway, Dianthus and Linden Homes sites. These are the agreed base flows for the 'With Link Road' scenario.

7.17 The base flows for the 'Without Link Road' scenario have been extracted from the Highways Impact Assessment (dated April 2018) prepared by Iceni on behalf of Dianthus Land. To provide a level of consistency with the 'With Link Road' scenario, the 2018 count data has been factored to a common base year of 2023. Details of the traffic growth are set out below.

7.18 It was agreed with the Highway Authority that future year assessments should be undertaken in 2026 on the basis that this is five years from submission of the planning application and corresponds to a realistic date for completion of the proposed development.

7.19 The assessment scenarios presented in this TA are set out below:

With Link Road (Proposed Test)

- 2023 Base
- 2026 Base + Committed Development
- 2026 Base + Committed Development + Proposed Development

Without Link Road (Sensitivity Test)

- 2023 Base
- 2026 Base + Committed Development
- 2026 Base + Committed Development + Proposed Development

Traffic Growth

7.20 It was agreed with the Highway Authority that TEMPro should be used to reflect the growth in background traffic between the base and future assessment years. At the first scoping meeting dated 4 February 2021, the Highway Authority questioned whether any growth should be applied given that most of the growth will come from the committed schemes that are being included in the assessment.

7.21 However, to ensure a robust assessment it was agreed that TEMPro growth should be applied but that it should be adjusted using the 'Alternative Assumptions' function to remove the number of consented dwellings from the future year housing supply in the Uttlesford Authority Area and Uttlesford 002 MSOA. The consented dwellings that have been removed from the future housing supply are set out below:

- Linden Homes – 200
- Bellway – 150
- Dianthus Land – 100
- Little Walden Road – 85
- Land at Ashdon Road – 127
- **Total – 662**

7.22 The allocation of Land at Ashdon Road is for 167 dwellings. However, it is estimated that at the time of the base traffic surveys in 2018, approximately 40 were occupied and therefore the occupied dwellings have not been removed from the future housing supply.

7.23 To factor the base traffic flows to 2026, traffic growth factors have been calculated using TEMPro version 7.2. Growth rates for principal urban roads in the Uttlesford Authority area have been used to factor all traffic flows. To calculate the adjusted local growth rate, NTM traffic growth calculations have been used. The 'Alternative Assumptions' function has also been used as described above. The calculated growth rates are shown in the table below.

With Consented Link Road		
Year	AM Peak	PM Peak
2023 - 2026	1.0062	1.0067
Without Consented Link Road		
2018 – 2023	1.0277	1.0268
2018 - 2026	1.0427	1.0431

Table 7.4: Adjusted TEMPro/NTM Growth Rates for Uttlesford Authority Area

7.24 To establish the effect of the traffic generated by the proposed development on the local highway network, junction assessments have been undertaken in 2026 both with and without the traffic generated by the development. The 2026 base flows include the agreed committed development sites as described in Section 6.

7.25 The 2026 base and base plus development flows for the 'With Link Road' scenario are presented in Figures 7.2 to 7.5. The corresponding flows for the 'Without Link Road' scenario are presented in Figure 7.6 to 7.9. AI traffic flow diagrams are presented in **Appendix E**.

8 Junction Modelling

General

8.1 The junction assessment tools ARCADY and PICADY contained within the Junctions 9 software package have been used to assess the capacity of roundabouts and priority junctions respectively. LinSig (version 3.2.40) has been used to assess the capacity of traffic signals. Use of these standalone modelling packages has been agreed with the Highway Authority.

8.2 ARCADY calculates queues and delays at roundabouts and PICADY performs the same function at priority junctions. The critical output from both programs is the Ratio of Flow to Capacity (RFC) and the maximum queue predicted for each entry arm (roundabouts) or opposed movement (priority junctions). If the RFC is below 1.00 then the junction is operating within capacity and little or no queuing will result. To allow for a performance margin, a value of 0.85 is more typically considered to represent the desirable maximum RFC value.

8.3 Within ARACDY and PICADY the One Hour (O-D Table) option has been used to assess the performance of the junctions. This generates a synthesised profile from the full turning count data and creates a peak half hour period within the middle of the modelled period to represent an increase in demand during the peaks. This is considered a robust method.

8.4 Key geometric parameters for input to the capacity assessment models have been taken from Transport Assessments that have been submitted in support of other consented development sites in Saffron Waldon. They have therefore already been accepted by the Highway Authority as being suitable for modelling purposes.

8.5 LinSig is a widely used tool for the assessment of capacity at signal-controlled junctions. The critical outputs are the Practical Reserve Capacity (PRC) for the junction as a whole, and the degree of saturation and predicted queue length for each individual link. To allow for a performance margin, the desirable maximum degree of saturation for any link is usually considered to be 90%.

8.6 Traffic signal data including details of the phasing, staging and intergreen times has been provided by Essex Highways. Geometric parameters for input to LinSig, such as lane widths and turn radii, have been taken from Transport Assessments that have been submitted in support of other consented development sites in Saffron Waldon

and have therefore already been accepted by the Highway Authority as being suitable for modelling purposes.

8.7 In practical terms, when junction models are operating above capacity the results become increasingly unreliable, particularly the predicted queue lengths which increase exponentially and should therefore be treated with caution. It is also the case that standalone junction models consider traffic in a static way and take no account of individual driver behaviour. In practice, drivers who experience queues on a regular basis will seek to make a change to their behaviour such as travelling at a different time, using a different route, or choosing a different mode of travel. As such, modelling results should only be one part of the decision-making process and only used as a representation of the relative impact of a development and not as an absolute model of future junction performance.

8.8 A further consideration is the long-term impact of the Coronavirus Pandemic in particular the increased prevalence of home working and the knock-on effect on the demand for travelling during the peak hours.

8.9 CIPD, the professional group for human resources staff, say that home working is likely to remain after the pandemic finishes according to a survey of 2,000 UK companies most of which are planning to allow employees greater flexibility on where and when they do their jobs.

8.10 CIPD also found that two-thirds of companies are developing a hybrid work model where people spend only part of the time in the office. About 71% of employers said having staff at home either boosted productivity or made little difference.

8.11 There is a high degree of certainty that home working will continue after the pandemic and that this will reduce the demand for the daily commute during the peak hours. Employees that have the facility to work from home may also choose to split their day between working from home and the office thus affording them with the opportunity to avoid travelling during the peak hours.

8.12 Although long-term trends in travel behaviour are yet to be established, it is considered that there is sufficient evidence to suggest that the demand for peak hour travel will reduce after the pandemic and that therefore it should be a material consideration when considering the impact of development on surrounding highway networks.

Junction Capacity Assessments – With Consented Link Road

General

8.13 Capacity assessments have been undertaken for three development scenarios as follows:

- 2023 base without proposed development – this includes development traffic from the three sites delivering the consented link road, Linden, Bellway, and Dianthus sites.
- 2026 plus committed development but without proposed development – this includes all other committed development agreed with the Highway Authority and as set out in Section 6.
- 2026 plus committed and proposed development – as above plus the proposed development.

8.14 A summary of the main performance indicators at each junction is presented below in tabulated form including some commentary on the impact of the proposed development and the potential for mitigation if required. Full model output is presented in **Appendix O**.

8.15 The tables have been colour coded, with green indicating that the arm / traffic stream is operating within capacity, orange approaching capacity and red over capacity.

Junction 1 – Proposed Site Access Radwinter Road (Priority Junction)

Arm / Traffic Stream	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2026 + Committed + Proposed Development				
Stream B-C	0.18	0	0.07	0
Stream B-A	0.02	0	0.01	0
Stream C-AB	0.06	0	0.13	0
Where: A is Radwinter Road east; B is Site Access, C is Radwinter Road west				

Table 8.1: Summary of Main Performance Indicators – Proposed Site Access

8.16 Table 8.1 indicates that the proposed site access would operate well within capacity with the proposed development in 2026 with no queueing predicted at the junction.

Junction 2 – Linden Site Access Radwinter Road (Priority Junction)

Arm / Traffic Stream	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
Stream B-C	0.18	0	0.12	0
Stream B-A	0.17	0	0.12	0
Stream C-B	0.13	0	0.12	0
2026 + Committed Development				
Stream B-C	0.27	0	0.17	0
Stream B-A	0.19	0	0.13	0
Stream C-B	0.17	0	0.17	0
2026 + Committed + Proposed Development				
Stream B-C	0.28	0	0.17	0
Stream B-A	0.24	0	0.20	0
Stream C-B	0.18	0	0.18	0
Where: A is Radwinter Road east; B is Linden Access, C is Radwinter Road west				

Table 8.2: Summary of Main Performance Indicators – Linden Site Access

8.17 Table 8.2 indicates that the Linden site access would operate well within capacity in all development scenarios with no queuing predicted at the junction.

Junction 3 – Radwinter Road / Elizabeth Way / Horn Brook (Traffic Signals)

Arm / Traffic Stream	AM Peak		PM Peak	
	Deg. Sat.	Queue	Deg. Sat.	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
Elizabeth Way	67.8%	11	67.8%	11
Radwinter Rd East	68.1%	16	65.2%	14
Horn Brook	3.5%	1	3.9%	1
Radwinter Rd West	43.4%	9	58.6%	14
Total Junction	PRC +32.2%; Total delay (pcuHr) 12.14		PRC +32.7%; Total delay (pcuHr) 12.79	
2026 + Committed Development				
Elizabeth Way	84.6%	15	84.8%	16
Radwinter Rd East	86.9%	23	83.7%	19

Arm / Traffic Stream	AM Peak		PM Peak	
	Deg. Sat.	Queue	Deg. Sat.	Queue
Horn Brook	3.7%	1	4.9%	1
Radwinter Rd West	49.1%	10	65.3%	16
Total Junction	PRC +3.6%; Total delay (pcuHr) 19.03		PRC +6.2%; Total delay (pcuHr) 19.20	
2026 + Committed + Proposed Development				
Elizabeth Way	92.0%	18	92.6%	19
Radwinter Rd East	92.0%	27	91.3%	22
Horn Brook	3.9%	1	6.0%	1
Radwinter Rd West	48.9%	10	67.5%	17
Total Junction	PRC -2.3%; Total delay (pcuHr) 23.89		PRC -2.9%; Total delay (pcuHr) 24.99	

Table 8.3: Summary of Main Performance Indicators – Radwinter Road / Elizabeth Way / Horn Brook

8.18 Table 8.3 indicates that the Radwinter Road / Elizabeth Way / Horn Brook junction would operate within capacity in all scenarios. In 2026 with the committed and proposed development, the Elizabeth Way and Radwinter Road east arms would marginally exceed the 90% saturation threshold in both peaks although as can be seen the impact of the development is small increasing the queue length by a maximum of 4 pcus on Radwinter Road East during the morning peak.

8.19 One of the features of this junction is that it has signal controlled pedestrian crossings on each arm and if there is a demand to cross it triggers an all-red pedestrian stage in the signal cycle. This means that all traffic is held on a red signal while it waits for a pedestrian to complete a crossing movement. Typically, the all-red stage lasts between 20 and 30 seconds and this has a very significant impact on the capacity of the junction for vehicular traffic.

8.20 It is however unlikely that there will be a pedestrian call during every signal cycle and therefore the results presented in Table 8.3 are very much a worst case.

Junction 4 – Radwinter Road / Thaxted Road / / East Street / Chaters Hill (Traffic Signals)

Arm / Traffic Stream	AM Peak		PM Peak	
	Deg. Sat.	Queue	Deg. Sat.	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
Radwinter Road	82.2%	20	59.9%	12
Thaxted Road	93.1%	19	90.9%	19
East Street	90.4%	17	88.8%	22
Total Junction	PRC -3.5%; Total delay (pcuHr) 26.25		PRC -1.0%; Total delay (pcuHr) 23.00	
2026 + Committed Development				
Radwinter Road	86.4%	24	68.3%	15
Thaxted Road	107.1%	37	101.4%	30
East Street	106.7%	38	102.6%	40
Total Junction	PRC -19.0%; Total delay (pcuHr) 64.04		PRC -14.0%; Total delay (pcuHr) 49.50	
2026 + Committed + Proposed Development				
Radwinter Road	109.1%	60	68.1%	15
Thaxted Road	106.9%	37	104.5%	35
East Street	109.4%	43	103.0%	42
Total Junction	PRC -21.5%; Total delay (pcuHr) 105.79		PRC -16.1%; Total delay (pcuHr) 56.57	

Table 8.4: Summary of Main Performance Indicators – Radwinter Road / Thaxted Road / East Street / Chaters Hill

8.21 Table 8.4 indicates that the Radwinter Road / Thaxted Road / East Street / Chaters Hill junction would be operating within capacity in the 2023 scenario albeit with Thaxted Road and East Street operating just above 90% in the AM peak and Thaxted Road above 90% in the PM peak.

8.22 In 2026 with the addition of the committed development, the junction would be operating above capacity during both peaks with queues of between 30 and 40 pcus on Thaxted Road and East Street.

8.23 With the addition of the proposed development only small increases in queue lengths are predicted on Thaxted Road and East Street with a maximum increase of only five pcus on East Street during the AM peak and on Thaxted Road during the PM peak.

However, the development is predicted to have a greater impact on Radwinter Road which would be operating above capacity with a queue of 60 pcus, an increase of 36 compared to the without development scenario.

8.24 This junction has signal controlled pedestrian crossings on three arms and in common with the previous junction, if there is a demand to cross it triggers an all-red pedestrian stage in the signal cycle.

8.25 It is however unlikely that there will be a pedestrian call during every signal cycle and therefore the results presented in Table 8.4 are very much a worst case.

8.26 Notwithstanding this, a junction improvement scheme is proposed at this junction as shown on Drawing No. CTP-20-1142 SK10 presented in **Appendix P**. The nature of the improvement is the addition of a short right turn lane on Radwinter Road and the revised modelling results for the 2026 with development scenario based on the new layout are presented in Table 8.5 below.

Arm / Traffic Stream	AM Peak		PM Peak	
	Deg. Sat.	Queue	Deg. Sat.	Queue
2026 + Committed + Proposed Development – With Junction Improvements				
Radwinter Road	87.2%	24	67.7%	14
Thaxted Road	106.9%	37	101.4%	30
East Street	105.9%	37	99.8%	35
Total Junction	PRC -18.8%; Total delay (pcuHr) 62.96		PRC -12.7%; Total delay (pcuHr) 44.06	

Table 8.5: Summary of Main Performance Indicators – Radwinter Road / Thaxted Road / East Street / Chaters Hill – With Junction Improvements

8.27 Table 8.5 indicates that the proposed new layout would improve the performance of this junction by restoring the capacity on the Radwinter Road arm. It would also result in slight improvements to the Thaxted Road and East Street arms with small reductions in the queue length in all but Thaxted Road during the AM peak which would remain unchanged. It can therefore be concluded that the improvements proposed at this junction would fully mitigate the impact of the development.

8.28 The proposals are subject to a Stage 1 Safety Audit which is being progressed and will be provided to ECC alongside a Designers' Response once complete.

Junction 5 – Thaxted Road / Consented Link Road (Traffic Signals)

Arm / Traffic Stream	AM Peak		PM Peak	
	Deg. Sat.	Queue	Deg. Sat.	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
Thaxted Rd North	58.6%	8	72.4%	13
Link Road	58.6%	5	66.7%	5
Thaxted Rd South	55.3%	10	32.9%	5
Total Junction	PRC +53.6%; Total delay (pcuHr) 8.97		PRC +24.3%; Total delay (pcuHr) 8.92	
2026 + Committed Development				
Thaxted Rd North	62.0%	9	75.4%	13
Link Road	61.3%	6	74.5%	6
Thaxted Rd South	60.2%	10	36.0%	5
Total Junction	PRC +45.1%%; Total delay (pcuHr) 10.15		PRC +19.4%; Total delay (pcuHr) 10.45	
2026 + Committed + Proposed Development				
Thaxted Rd North	65.7%	9	78.1%	14
Link Road	64.5%	7	78.4%	7
Thaxted Rd South	61.7%	11	37.2%	5
Total Junction	PRC +37.0%; Total delay (pcuHr) 10.91		PRC +14.8%; Total delay (pcuHr) 11.35	

Table 8.6: Summary of Main Performance Indicators – Thaxted Road / Link Road

8.29 Table 8.6 indicates that the Thaxted Road / Link Road junction would operate within capacity in all development scenarios.

Junction 6 – Thaxted Road / Peaslands Road (Mini Roundabout)

Arm / Traffic Stream	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
Thaxted Rd North	0.53	1	0.81	4
Peaslands Road	0.76	2	0.88	6
Thaxted Rd South	1.07	36	0.71	2
2026 + Committed Development				
Thaxted Rd North	0.56	1	0.85	5
Peaslands Road	0.78	4	0.92	8
Thaxted Rd South	1.10	43	0.73	3
2026 + Committed + Proposed Development				
Thaxted Rd North	0.57	1	0.87	6
Peaslands Road	0.79	4	0.94	11
Thaxted Rd South	1.13	54	0.74	3

Table 8.7: Summary of Main Performance Indicators – Thaxted Road / Peaslands Road

8.30 Table 8.7 indicates that the Thaxted Road / Peaslands Road junction would operate above capacity in the 2023 scenario. The critical arm is Thaxted Road south during the AM peak where an RFC of 1.07 is predicted together with a queue of 36 vehicles.

8.31 By 2026 with the addition of the committed development the RFC on this arm is predicted to increase to 1.10 and the queue to 43 vehicles.

8.32 The final three rows in the table show the impact of the proposed development and as can be seen it would have a small impact on the operation of this junction with a minor change in the RFC value on Thaxted Road south and an increase in queue length of only 11 vehicles.

8.33 The impact of the development at this junction is not considered to be material, however it has been identified by the Highway Authority as a junction where capacity is of concern and therefore a junction improvement scheme is proposed as shown on Drawing No. CTP-20-1142 SK11 presented in **Appendix Q**. The nature of the proposed improvement is to convert the existing mini roundabout to traffic signals and

the revised modelling results for the 2026 with development scenario based on the new layout are presented in Table 8.8 below.

Arm / Traffic Stream	AM Peak		PM Peak	
	Deg. Sat.	Queue	Deg. Sat.	Queue
2026 + Committed + Proposed Development – With Junction Improvements				
Thaxted Road North	71.8%	7	73.6%	9
Thaxted Road South	82.6%	15	68.8%	9
Peaslands Road	81.4%	19	73.7%	18
Total Junction	PRC +9.0%; Total delay (pcuHr) 20.79		PRC +22.1%; Total delay (pcuHr) 18.91	

Table 8.8: Summary of Main Performance Indicators – Thaxted Road / Peaslands Road – With Junction Improvements

8.34 Table 8.8 indicates that the proposed traffic signals would fully mitigate the impact of the proposed development and restore the capacity at the junction.

8.35 The proposals are subject to a Stage 1 Safety Audit which is being progressed and will be provided to ECC alongside a Designers' Response once complete.

Junctions 8 & 9 – London Road / Borough Lane & London Road / Audley End Road / Newport Road (Mini Roundabouts)

8.36 These junctions are only 45m apart and have therefore been modelled together in ARCADY.

Arm / Traffic Stream	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
J8 London Rd Nth	0.90	8	0.64	2
J8 Borough Lane	0.91	7	0.40	1
J8 London Rd Sth	0.73	3	0.79	4
J9 London Rd	0.83	5	0.53	1
J9 Newport Rd	1.02	15	0.49	1
J9 Audley End Rd	1.02	18	1.01	17
2026 + Committed Development				
J8 London Rd Nth	0.97	14	0.70	2
J8 Borough Lane	1.00	14	0.45	1

Arm / Traffic Stream	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
J8 London Rd Sth	0.76	3	0.82	4
J9 London Rd	0.87	6	0.57	1
J9 Newport Rd	1.16	32	0.55	1
J9 Audley End Rd	1.11	36	1.10	33
2026 + Committed + Proposed Development				
J8 London Rd Nth	1.00	19	0.72	3
J8 Borough Lane	1.05	20	0.46	1
J8 London Rd Sth	0.75	3	0.84	5
J9 London Rd	0.88	6	0.58	1
J9 Newport Rd	1.15	32	0.58	1
J9 Audley End Rd	1.12	37	1.14	41

Table 8.9: Summary of Main Performance Indicators – London Road / Borough Lane & London Road / Newport Road / Audley End Road

8.37 Table 8.9 indicates that the London Road / Borough Lane junction would operate within capacity in the 2023 scenario albeit with two arms above the desirable maximum RFC value of 0.85 in the AM peak.

8.38 By 2026 with the addition of the committed development, it would be operating at capacity with a maximum RFC of 1.00 on Borough Lane during the AM peak.

8.39 With the addition of the proposed development the junction would operate marginally above capacity with RFCs of 1.00 and 1.05 on London Road north and Borough Lane respectively during the AM peak. The corresponding increase in the queue length is only five and six vehicles respectively.

8.40 Table 8.9 indicates that that London Road / Newport Road / Audley End Road junction would operate above capacity in both peaks in the 2023 scenario. In the AM peak the critical arms are Newport Road and Audley End Road where RFC values of 1.02 are predicted. Audley End Road is also predicted to be operating above capacity in the PM peak with an RFC of 1.01.

8.41 By 2026 with the addition of the committed development the performance of the junction is predicted to have deteriorated further with RFC values of 1.16 and 1.11 on

Newport Road and Audley End Road respectively. During the PM peak, the RFC on Audley End Road is predicted to have increased to 1.10.

8.42 The final three rows in the table show the impact of the proposed development and as can be seen it would have a very small impact on the operation of this junction in the AM peak with a minor change in the RFC value on Audley End Road and an increase in queue length of only one vehicle. On Newport Road a slight improvement in performance is predicted.

8.43 During the PM peak the RFC on Audley End Road is predicted to increase from 1.10 without development to 1.14 with development with a corresponding increase in the queue of only eight vehicles.

8.44 The impact of the development at these two junctions is not considered material and coupled with the fact that they are more 2km from the development site, mitigation is not being proposed.

Junction 12 – High Street / George Street / Abbey Lane (Traffic Signals)

Arm / Traffic Stream	AM Peak		PM Peak	
	Deg. Sat.	Queue	Deg. Sat.	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
High Street South	83.9%	15	90.3%	19
High Street North	84.1%	11	90.1%	16
Total Junction	PRC +7.0%; Total delay (pcuHr) 12.92		PRC -0.3%; Total delay (pcuHr) 17.21	
2026 + Committed Development				
High Street South	88.5%	18	96.3%	26
High Street North	89.5%	13	95.3%	19
Total Junction	PRC +0.5%; Total delay (pcuHr) 15.69		PRC -7.0%; Total delay (pcuHr) 25.04	
2026 + Committed + Proposed Development				
High Street South	90.9%	20	98.5%	30
High Street North	87.4%	13	99.2%	23
Total Junction	PRC -1.0%; Total delay (pcuHr) 16.40		PRC -10.2%; Total delay (pcuHr) 32.48	

Table 8.10: Summary of Main Performance Indicators – High Street / George Street / Abbey Lane

8.45 Table 8.10 indicates that the High Street / George Street / Abbey Lane junction would be operating within capacity in the 2023 scenario albeit with degrees of saturation just above 90% on both High Street arms during the PM peak.

8.46 By 2026 with the addition of the committed development, the junction would still be operating within capacity with relatively small increases in the degree of saturation and queue lengths.

8.47 With the addition of the proposed development the junction would continue to be operating within capacity albeit with degrees of saturation above 90% during both peaks. The impact of the development at this junction is however small with a maximum increase in queue length of only two vehicles on High Street south during the AM peak and only four vehicles on High Street north and south during the PM peak.

Junction 13 – High Street / Church Street (Priority Junction)

Arm / Traffic Stream	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
Stream B-C	1.17	12	0.34	1
Stream B-A	1.15	34	0.70	2
2026 + Committed Development				
Stream B-C	1.25	18	0.38	1
Stream B-A	1.30	65	0.82	4
2026 + Committed + Proposed Development				
Stream B-C	1.36	24	0.42	1
Stream B-A	1.40	95	0.87	5
Where: A is High Street North; B is Church Street, C is High Street South				

Table 8.11: Summary of Main Performance Indicators – High Street / Church Street

8.48 Table 8.11 indicates that the High Street / Church Street junction would be operating above capacity in the AM peak in the 2023 scenario. By 2026 with the addition of the

committed development, the performance of the junction is predicted to deteriorate further with a total queue on Church Street of 83 pcus. With the addition of the proposed development the queue on Church Street is predicted to increase by a further 36 pcus.

8.49 This is a constrained junction in the town centre and one of the issues is that the visibility for traffic joining High Street from Church Street is restricted by building facades. This means there is limited potential to improve the performance of the junction in its current form as a priority junction.

8.50 A junction improvement scheme is proposed as shown on Drawing No. CTP-20-1142 SK11 presented in **Appendix R**. The nature of the proposed improvement is to convert the existing priority junction to traffic signals and the revised modelling results based on the new layout are presented in Table 8.12 below. The installation of traffic signals also allows controlled pedestrian facilities to be provided across all arms thus improving the pedestrian environment in the town centre.

Arm / Traffic Stream	AM Peak		PM Peak	
	Deg. Sat.	Queue	Deg. Sat.	Queue
2026 + Committed + Proposed Development – With Junction Improvements				
High Street North	47.5%	6	60.4%	10
Church Street	79.1%	15	61.6%	9
High Street North	80.4%	13	37.2%	5
Total Junction	PRC +12.0%; Total delay (pcuHr) 13.76		PRC +46.2%; Total delay (pcuHr) 8.66	

Table 8.12: Summary of Main Performance Indicators – High Street / Church Street – With Junction Improvements

8.51 As can be seen by referring to Table 8.12, the installation of traffic signals at the High Street / Church Street junction would result in the junction operating within capacity in 2026 with the proposed development. Conditions for pedestrians would also be improved through the provision of controlled crossings on all three arms at the junction.

8.52 The proposals are subject to a Stage 1 Safety Audit which is being progressed and will be provided to ECC alongside a Designers' Response once complete.

Junction 14 – High Street / Bridge Street / Castle Street / Myddylton Place (Priority Junction)

Arm / Traffic Stream	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
Stream B-ACD	0.00	0	0.00	0
Stream A-BCD	0.00	0	0.00	0
Stream D-ABC	0.04	0	0.00	0
Stream C-ABD	0.34	1	0.28	1
2026 + Committed Development				
Stream B-ACD	0.00	0	0.00	0
Stream A-BCD	0.00	0	0.00	0
Stream D-ABC	0.04	0	0.00	0
Stream C-ABD	0.37	2	0.30	1
2026 + Committed + Proposed Development				
Stream B-ACD	0.00	0	0.00	0
Stream A-BCD	0.00	0	0.00	0
Stream D-ABC	0.04	0	0.00	0
Stream C-ABD	0.40	2	0.33	1
Where: A is Bridge Street; B is Castle Street, C is High Street; D is Myddylton Place				

Table 8.13: Summary of Main Performance Indicators – High Street / Bridge Street / Castle Street / Myddylton Place

8.53 Table 8.13 indicates that the High Street / Bridge Street / Castle Street / Myddylton Place junction would operate well within capacity in all development scenarios with no significant queuing predicted at the junction.

Junction 15 – Church Street / Castle Hill / Ashdon Road / Common Hill (Mini Roundabout)

Arm / Traffic Stream	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
Castle Hill	0.65	2	0.68	2

Arm / Traffic Stream	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
Ashdon Road	0.89	7	0.51	1
Common Hill	0.30	0	0.32	1
2026 + Committed Development				
Castle Hill	0.75	3	0.74	3
Ashdon Road	1.03	25	0.62	2
Common Hill	0.39	1	0.40	1
2026 + Committed + Proposed Development				
Castle Hill	0.76	3	0.76	3
Ashdon Road	1.08	39	0.64	2
Common Hill	0.39	1	0.40	1

Table 8.14: Summary of Main Performance Indicators – Castle Hill / Ashdon Road / Common Hill / Church Street

8.54 Table 8.14 indicates that the Church Street / Castle Hill / Ashdon Road / Common Hill junction would be operating within capacity in 2023 albeit with the Ashdon Road arm above the desirable maximum RFC threshold of 0.85.

8.55 By 2026 with the addition of the committed development the Ashdon Road arm is predicted to be operating above capacity with an RFC of 1.03 and a queue of 25 vehicles. With the proposed development a small increase in the RFC and queue length is predicted increasing to 1.08 and 39 vehicles respectively.

8.56 The impact of the development at this junction is not considered material and on this basis mitigation is not being proposed.

Junction 17 – Ashdon Road / Chaters Hill (Priority Junction)

Arm / Traffic Stream	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
Stream B-AC	0.32	1	0.42	1
2026 + Committed Development				
Stream B-AC	0.33	1	0.44	1
2026 + Committed + Proposed Development				
Stream B-AC	0.34	1	0.44	1
Where: A is Ashdon Road East; B is Chaters Hill, C is Ashdon Road West				

Table 8.15: Summary of Main Performance Indicators – Ashdon Road / Chaters Hill

8.57 Table 8.15 indicates that the Ashdon Road / Chaters Hill junction would operate well within capacity in all development scenarios with no significant queuing predicted at the junction.

Junction 18 – Ashdon Road / Elizabeth Way (Priority Junction)

Arm / Traffic Stream	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
Stream B-C	0.36	1	0.33	1
Stream B-A	0.34	1	0.35	1
Stream C-AB	0.32	1	0.40	1
2026 + Committed Development				
Stream B-C	0.63	2	0.41	1
Stream B-A	0.76	3	0.52	1
Stream C-AB	0.37	1	0.46	1
2026 + Committed + Proposed Development				
Stream B-C	0.81	4	0.46	1
Stream B-A	0.85	5	0.55	1
Stream C-AB	0.39	1	0.51	1
Where: A is Ashdon Road east; B is Elizabeth Way, C is Ashdon Road west				

Table 8.16: Summary of Main Performance Indicators – Ashdon Road / Elizabeth Way

8.58 Table 8.16 indicates that the Ashdon Road / Elizabeth Road junction would operate within capacity in all development scenarios with no significant queueing predicted at the junction.

Junction Capacity Assessments – Without Consented Link Road

General

8.59 Capacity assessments have been undertaken for three development scenarios as follows:

- 2023 base without proposed development
- 2026 plus committed development but without proposed development – this includes all the committed development agreed for the 'With Link Road' scenario expect for the Dianthus Land (Shire Hill Farm) and the former Pulse Packaging site (Endurance Estates).
- 2026 plus committed and proposed development – as above plus the proposed development.

8.60 A summary of the main performance indicators at each junction is presented in tabulated form in **Appendix S**. Full model output is presented in **Appendix T.**

8.61 A brief overview of the performance of each junction comparing it to the 'With Link Road' scenario is set out below.

Junction 1 – Proposed Site Access Radwinter Road (Priority Junction)

8.62 In common with the 'With Link Road' scenario, the proposed site access is predicted to operate well within capacity in 2026 with the proposed development but without the consented link road.

Junction 3 – Radwinter Road / Elizabeth Way / Horn Brook (Traffic Signals)

8.63 The performance of this junction is predicted to be very similar both with and without the consented link road. Focusing on the '2026 With Development' scenario there is a slight improvement in performance in the AM peak with the link road but a slight deterioration in performance in the PM peak.

8.64 Focusing on the total delay at the junction, in the AM peak it reduces from 23.98 pcuHr without the link to 23.89 pcuHr with the link road. Conversely in the PM peak it increases from 22.57 pcuHr without the link road to 24.99 pcuHr with the link road.

Junction 4 – Radwinter Road / Thaxted Road / East Street / Chaters Hill (Traffic Signals)

8.65 The performance of this junction is predicted to improve significantly with the consented link road. Focusing on the '2026 With Development' scenario with the proposed junction improvements, there is a significant improvement in performance in both peaks with the link road.

8.66 Focusing on the total delay at the junction, in the AM peak it reduces from 158.85pcuHr without the link road to 62.96 pcuHr with the link road and in the PM peak from 159.82 pcuHr without the link road to 44.06 pcuHr with the link road.

8.67 This demonstrates the benefit of the link road in removing traffic from this junction resulting in a significant improvement in overall junction performance.

Junction 6 - Thaxted Road / Peaslands Road

8.68 In support of the development proposal, it is proposed to convert this junction from a mini roundabout to traffic signals, and both with and without the consented link road, this junction is predicted to be operating within capacity in the '2026 With Development' scenario with the proposed junction improvements. Furthermore, there is a high degree of consistency in overall junction performance in both the with and without link road scenarios.

Junctions 8 & 9 – London Road / Borough Lane & London Road / Audley End Road / Newport Road (Mini Roundabouts)

8.69 The performance of this junction is predicted to be similar both with and without the consented link road although there is a reasonably significant improvement in performance in both peaks without the link road.

8.70 Focusing on the '2026 With Development' scenario, without the link road, the RFC and queue on Newport Road in the AM peak are predicted to be 1.07 and 20 vehicles respectively. With the link road the RFC is 1.15 with a queue of 32 vehicles. Similarly on Audley End Road the RFC and queue in the AM peak without the link road are predicted to be 1.03 and 20 vehicles. With the link road the RFC is 1.12 with a queue of 37 vehicles.

Junction 10 - London Road / Debden Road (Mini Roundabout)

8.71 This junction was not tested for capacity in the 'With Link Road' scenario as the increase in traffic as a result of the proposed development was predicted to be less than 2% and below 30 two-way trips. However, without the link road the development is predicted to increase the flow through the junction by 2.73% (42 vehicles) in the AM peak and 2.86% (41 vehicles) in the PM peak and it has therefore been tested for capacity.

8.72 The table below summarises the performance of this junction in the 'without link road' scenario.

Arm / Traffic Stream	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2023 Base				
Debden Rd South	0.95	9	0.35	1
London Road	0.88	6	0.66	2
Debden Rd North	0.90	8	0.96	14
2026 + Committed Development				
Debden Rd South	1.04	17	0.36	1
London Road	0.94	10	0.72	3
Debden Rd North	0.99	17	1.04	29
2026 + Committed + Proposed Development				
Debden Rd South	1.08	21	0.36	1
London Road	0.95	12	0.75	3
Debden Rd North	1.02	27	1.05	35

Table 8.17: summary of Main Performance Indicators – London Road / Debden Road

8.73 Table 8.17 indicates that in 2023 the London Road / Debden Road junction would operate within capacity albeit in the AM peak with all three arms operating above the 0.85 RFC threshold. In the PM peak, the Debden Road north arm is also predicted to be operating above 0.85.

8.74 In 2026 with the addition of the committed development, the junction would be operating above capacity, with the Debden Road south arm above capacity in the AM peak and the Debden Road north arm above capacity in the PM peak.

8.75 With the addition of the proposed development traffic there is a small deterioration in the performance of these arms with the queue on the Debden Road south arm increasing by four vehicles in the AM peak and on the Debden Road north arm by six vehicles in the PM peak. In the AM peak, the development is also predicted to increase the RFC on the Debden Road north arm from 0.99 without development to 1.02 with development with a corresponding increase in queue length of 10 vehicles.

Junction 11 – High Street / Debden Road / Audley Road – Priority Junction

8.76 This junction was not tested for capacity in the 'With Link Road' scenario as the increase in traffic as a result of the proposed development was predicted to be less than 2% and below 30 two-way trips. However, without the link road the development is predicted to increase the flow through the junction by 2.62% (46 vehicles) in the AM peak and 2.68% (43 vehicles) in the PM peak and it has therefore been tested for capacity.

8.77 The table below summarises the performance of this junction. The minor arm, Audley Road is one way in a westbound direction.

Arm / Traffic Stream	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
Stream B-C	0.77	3	0.65	2
Stream B-A	0.57	1	0.48	1
2026 + Committed Development				
Stream B-C	0.93	9	0.72	2
Stream B-A	0.88	5	0.54	1
2026 + Committed + Proposed Development				
Stream B-C	1.01	17	0.74	3
Stream B-A	0.98	9	0.56	1
Where: A is High Street; B is Audley Road, C is Debden Road				

Table 8.18: summary of Main Performance Indicators – High Street / Debden Road / Audley Road

8.78 Table 7.18 indicates that in 2023, the High Street / Debden Road / Audley Road junction would operate within capacity with a maximum RFC of 0.77 on Audley Road

in the AM peak. In the PM peak the junction is also predicted to be operating within capacity.

8.79 With the addition of the committed development traffic in 2026, the RFC on Audley Road in the AM peak is predicted to increase to 0.93 with a corresponding queue of 9 vehicles. With the addition of the proposed development the RFC is predicted to increase to 1.01 and the queue to 17 vehicles.

Junction 12 – High Street / George Street / Abbey Lane (Traffic Signals)

8.80 The performance of this junction is predicted to improve slightly in the 'With Link Road' scenario. Focusing on the '2026 With Development' scenario, there is a slight improvement in performance in both peaks with the link road.

8.81 Focusing on the total delay at the junction, in the AM peak it reduces from 19.07pcuHr without the link to 16.04 pcuHr with the link road and in the PM peak from 38.81 pcuHr without the link road to 32.48 pcuHr with the link road.

Junction 13 – High Street / Church Street (Priority Junction)

8.82 In support of the development proposal, it is proposed to convert this junction from a priority junction to traffic signals, and both with and without the consented link road, this junction is predicted to be operating within capacity in the '2026 With Development' scenario with the proposed junction improvements. Furthermore, there is a high degree of consistency in overall junction performance in both the with and without link road scenarios.

Junction 14 – High Street / Bridge Street / Castle Street / Myddylton Place (Priority Junction)

8.83 In common with the 'With Link Road' scenario, the High Street / Bridge Street / Castle Street / Myddylton Place junction is predicted to operate well within capacity in 2026 with the proposed development but without the consented link road.

Junction 15 - Church Street / Castle Hill / Ashdon Road / Common Hill (Mini Roundabout)

8.84 The performance of this junction is predicted to be very similar both with and without the consented link road. Focusing on the '2026 With Development' scenario there is a slight improvement in performance in both peaks without the link road.

8.85 For instance, without the link road, the RFC and queue on Ashdon Road in the AM peak is predicted to be 1.08 and 37 vehicles respectively. With the link road the RFC is also 1.08 but the queue is predicted to increase to 39 vehicles.

Junction 17 – Ashdon Road / Chaters Hill (Priority Junction)

8.86 In common with the 'With Link Road' scenario, the Ashdon Road / Chaters Hill junction is predicted to operate well within capacity in 2026 with the proposed development but without the consented link road.

Junction 18 – Ashdon Road / Elizabeth Way (Priority Junction)

8.87 Without the link road, in the '2026 With Development' scenario, the Ashdon Road / Elizabeth Way junction is predicted to be operating within capacity albeit with RFC values close to capacity on Elizabeth Way in the AM peak. A maximum RFC value of 0.98 is predicted on Elizabeth Way with a corresponding queue of 10 vehicles.

8.88 In the 'With Link Road' scenario, a maximum RFC of 0.85 and a queue of five are predicted on Elizabeth Way in the AM peak.

9 Proposed Mitigation Package

Bus Services

9.1 The Applicant has indicated a willingness to provide a proportionate financial contribution towards bus service provision subject to relevant statutory tests to help deliver an enhanced service that both benefits the site and contributes more widely to improvements to bus services throughout the town.

9.2 New bus stops are proposed on Radwinter Road just to the east of the proposed site access and it has been demonstrated that between 61% (eastbound bus stop) and 74% (westbound bus stop) of the dwellings will be within 400m of the bus stops. The furthest anyone would have to walk to access the eastbound bus stop would be 540m which is only an additional 1 minute and 40 seconds beyond the nominal 400m walk distance.

9.3 Preliminary discussions with the Passenger Transport Team at ECC have identified that a half hourly service to the town centre and an hourly service to Audley End railway station could be appropriate. A facility to allow some services to layover within the site will also be provided through the provision of a bus loop within the central part of the site.

9.4 Based on the above, the public transport strategy is considered to be a robust strategy that can be implemented at the site to provide all residents with a realistic opportunity to travel by bus and play their part in reducing the number of single occupancy car journeys.

Pedestrian Facilities

9.5 Walking is the most environmentally friendly form of transport and will be encouraged at the proposed development through a comprehensive network of footways that will underpin the overarching objective to promote a walkable community. A new footway is also proposed on the south side of Radwinter Road between the proposed site access and the Linden access, and a new uncontrolled pedestrian crossing is proposed to connect the new eastbound bus stop and the existing footway on the north side of Radwinter Road.

Travel Plan

9.6 A framework Residential Travel Plan has been prepared and is presented as a supporting document to this Transport Assessment. At this stage, the Travel Plan has been prepared as a framework document that will be updated periodically as the site becomes occupied.

9.7 Travel plans represent an opportunity to raise awareness about the consequences of transport choices and the benefits of choosing sustainable alternatives. The expectation is that a culture of sustainable travel can be cultivated by making people aware of opportunities for travel by sustainable modes at an early stage.

9.8 The introduction of a travel plan is often a combination of 'carrots and sticks'. The carrots acting as incentives to encourage changes in travel habits, such as vouchers for public transport / cycle equipment and the sticks forcing changes such as restricting the number of car parking spaces.

9.9 The principal aim of any plan is to minimise the impact of travel on the environment by:

- Reducing the level of unnecessary travel.
- Encouraging those who must travel to do so in a way that minimises the environmental impact.

9.10 In seeking to meet these objectives, targets will be identified to enable the success of the Travel Plan to be monitored. At this stage, the principal target is to reduce the number of single occupancy car trips from the base level as determined by the Transport Assessment by 10%. The target is to be achieved upon occupation of the dwelling that represents 75% of the planned development.

9.11 Once it is established that the location of the development supports sustainable travel, the focus of the Travel Plan should be on the provision of key services and its communication with residents. For this to happen effectively, a Travel Plan Co-ordinator (TPC) will be appointed. The role will start no later than six months prior to first occupation and will continue for five years following occupation of the final dwelling at the development. The expectation is that the role of TPC will be taken up by the housebuilder when construction begins. It is likely that the TPC will initially be based at the sales office and will therefore represent the first point of contact for all new residents.

9.12 The TPC will be responsible for:

- Providing travel information to residents;
- Being the first point of contact for any travel queries;
- Co-ordinating the completion of the travel surveys and developing new measures in response to results;
- Assisting with the establishment of clear, realistic, and monitorable targets for the use of sustainable travel modes;
- Monitoring the success of the Travel Plan against targets;
- Enabling residents to put forward their ideas and views about travelling to and from the development;
- Providing feedback to the developer and residents on the success of the Plan; and
- Acting as the point of contact for information, for exchanging ideas and best practice with other organisations and promoting national travel campaigns as appropriate.

9.13 The TPC will also be responsible for the monitoring the performance of the Travel Plan in accordance with specified targets. The nature of the monitoring process will be developed in consultation with UDC and ECC and will be agreed prior to the first occupation of the site.

Proposed Junction Improvements

9.14 Junction improvements are proposed at three off site junctions:

- Radwinter Road / Thaxted Road / East Street / Chaters Hill – short right turn lane on Radwinter Road.
- Thaxted Road / Peaslands Road – replace mini roundabout with traffic signals.
- High Street / Church Street – replace priority junction with traffic signals.

9.15 All three junctions, in their current form, are predicted to be operating well above capacity in 2026 even without the proposed development and in both the 'with' and 'without' link road scenarios.

9.16 The junction modelling of the proposed layouts indicates that the Thaxted Road / Peaslands Road and High Street / Church Street junctions would be operating within capacity in 2026 with the proposed development. Therefore, these schemes would not only fully mitigate the impact of the proposed development but would also address an

existing capacity problem that will continue to deteriorate as more of the committed development comes forward.

9.17 The junction modelling of the proposed improvement at the Radwinter Road / Thaxted Road / East Street / Chaters Hill junction indicates that the performance of this junction would improve. The capacity on the Radwinter Road arm would be restored. It would also result in slight improvements to the Thaxted Road and East Street arms with small reductions in the queue length in all but Thaxted Road during the AM peak which would remain unchanged. It can therefore be concluded that the improvements proposed at this junction would fully mitigate the impact of the development.

9.18 All the proposed junction improvements, including the site access, are subject to a Stage 1 Safety Audit which is being progressed and will be provided to ECC alongside a Designers' Response once complete.

10 Public Rights of Way

10.1 To establish if there are any Public Rights of Way (PRoWs) crossing the proposed development site, the Essex Highways PRoW Interactive Map has been consulted. An extract showing the development site is shown in Figure 10.1 below.

Figure 10.1: Extract from Essex Highways PRoW Interactive Map

10.2 As can be seen there are no PRoWs crossing the site that would be affected by the proposed development. The closest are a footpath to the north of Radwinter Road and a byway to the south of the site between Cole End Lane and Thaxted Road. As part of the mitigation package in support of the development an uncontrolled crossing of Radwinter Road is proposed. This would facilitate access to the PRoW network to the north of Radwinter Road as well as to the existing footway that provides a continuous pedestrian link to Sewards End.

11 Outline Construction Environmental Management Plan

11.1 A Construction Environmental Management Plan (CEMP) will be prepared and submitted to UDC with sufficient time for it to be approved before the commencement of any construction activity at the site. The details of the CEMP will demonstrate that the following have been considered and any impacts mitigated:

- The access arrangements for vehicles.
- Proposed routes of vehicles to and from the application site.
- Sizes of all vehicles and a schedule of when they will need access to the application site.
- Swept path drawings for the vehicle routes for all vehicle sizes.
- Details of any highway works that might be necessary to enable construction to take place.
- Parking and loading arrangements for vehicles and delivery of material and plant to the application site.
- Details of any proposed temporary Traffic Management Orders.
- Proposed overhang (if any) of the public highway (scaffolding, cranes etc.)
- Details of how pedestrian and cycle safety will be maintained, including any proposed alternative routes (if necessary), and any banksman arrangements.
- Confirmation of the proposed working hours.
- Start and end dates for each phase of construction.
- Details of how traffic associated with the construction of the development will be managed to minimise congestion.
- Details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).
- Details of how the spread of dirt or dust onto the public highway will be prevented.
- Details of any Construction Working Group that may be required, addressing the concerns of surrounding residents and tenants.
- How the approach to servicing takes into consideration the cumulative effects of other developments local to the site with regard to traffic and transport.

11.2 The need for abnormal loads is not anticipated but if a need is identified the contractor would liaise with the Highway Authority(s) and the police to identify the most appropriate route and timing of the delivery to minimise the impact on other road users and neighbouring properties.

12 Summary & Conclusions

Summary

12.1 This TA has been prepared to present the impact of up to 233 new dwellings on a site to the south of Radwinter Road in Saffron Walden. Access is proposed from Radwinter Road via a ghost island priority junction and new bus stops are proposed on Radwinter Road to the east of the site access together with a pedestrian refuge island to facilitate pedestrian access to the eastbound bus stop and the existing footway on the north side of Radwinter Road. A new 2.0m footway is also proposed on the south side of Radwinter Road between the proposed site access and the Linden Homes access.

12.2 The contents of this TA have been the subject of detailed discussions with Essex County Council in its role as Highway Authority and a broad consensus on the approach to the TA has been agreed including key assessment parameters such as trip generation, trip distribution, traffic growth, committed development, and junction modelling.

12.3 It was agreed that due to the effects of the ongoing Coronavirus Pandemic, new traffic data could not be collected and that therefore base traffic data could be extracted from other TAs that have been prepared for the consented housing sites in Saffron Walden.

12.4 The geographical scope of the junction modelling was agreed at junctions where the development would increase the traffic flow by more than 2% and / or 30 vehicles in either peak and CTP identified 13 junctions to be modelled on this basis. Due to existing capacity concerns, at the request of the Highway Authority, it was agreed to include the Thaxted Road / Peaslands Road junction despite it not meeting the agreed threshold for assessment.

12.5 There are three consented housing schemes to the west of the proposed development and all three schemes secure a link road running through the respective land parcels that will connect Radwinter Road with Thaxted Road. The delivery of the road is secured through both approved detailed layouts and legal agreements.

12.6 Both the Applicant and CTP are of the view that an assessment without the consented link road is not necessary on the basis that two of the three sites that will deliver the road have secured detailed planning permission and the third has recently been sold to a housebuilder making it very likely to come forward, within at most, the next five years.

12.7 Despite these assurances, the Highway Authority is concerned that the Dianthus Land site could be delayed or might not come forward and have therefore requested an assessment without the link road. It was agreed that a 'Without Link Road' scenario would be presented in the TA as a sensitivity test.

12.8 Discussions have taken place with the Highway Authority regarding an aspirational long-term plan for a new relief road to the south of the town between Radwinter Road and Newport Road. The proposed development has been identified as a possible first phase of the relief road and the Highway Authority has requested that land should be reserved to allow it to be built in the future.

12.9 It is understood that discussions are taking place between the various authorities at a strategic level and are at a very early stage. There is no fixed route or certainty that all the required land is available to deliver the road or the enabling development. The scheme has no formal planning status.

12.10 Notwithstanding, the Applicant has indicated a willingness to seek to work with the authorities so as not to prejudice the future delivery of a relief road providing it satisfies all the necessary technical requirements and does not have a significant detrimental impact on the site layout. To this end, land has been reserved to allow the site access to be converted to a roundabout in the future and main spine road to be widened, if required, and a strip of land has been reserved at the southern end of the site to allow a future connection into the adjoining field.

12.11 Analysis of the latest five-year collision data has been undertaken on the network surrounding the site, the geographical scope of which was agreed with the Highway Authority. In total 13 personal injury collisions were recorded during this period and from the analysis it can be concluded that there are no specific safety patterns or concerns that need to be addressed as part of this assessment.

12.12 The design of the site access has been informed by the results of a speed survey on Radwinter Road and has been tracked using a 10.25m refuse vehicle as requested by the Highway Authority. It has been demonstrated that the site access is designed in accordance with the recorded speeds and that the specified refuse vehicle could satisfactorily access and egress the proposed site access.

12.13 The Highway Authority has indicated that it would support a reduction in speed limit between Saffron Walden and Sewards End to 40mph and the results of a speed survey at four locations on Radwinter Road would appear to support this proposal.

12.14 The feasibility of providing a direct pedestrian / cycle link to the adjacent Linden site was being investigated by the Applicant. However, this is no longer being pursued as it is not supported by Saffron Walden Town Council who currently manage the area of public open space over which the link would pass. In any event, the proposal for a new footway on the south side of Radwinter Road between the proposed site access and the Linden access is considered to provide an acceptable level of pedestrian connectivity.

12.15 A comprehensive network of pedestrian and cycle routes are being proposed within the site that internally would connect the residential plots to the area of public open space to the east, and externally would provide a connection to the proposed footway on the south side of Radwinter Road. The proposed uncontrolled crossing to the east of the site access on Radwinter Road would also form part of a continuous pedestrian route between the site and Sewards End and provide a connection to the public rights of way to the north of Radwinter Road.

12.16 The Applicant has indicated a willingness to provide a proportionate financial contribution towards bus service provision to help deliver an enhanced service that both benefits the site and contributes more widely to improvements to bus services throughout the town.

12.17 New bus stops are proposed on Radwinter Road just to the east of the proposed site access and it has been demonstrated that between 61% and 74% of the dwellings will be within 400m of the bus stops. The furthest anyone would have to walk to access the eastbound bus stop would be 540m which is only an additional 1 minute and 40 seconds beyond the nominal 400m walk distance.

12.18 It should also be noted that if a bus terminus point is provided at the eastern end of the bus loop, then all dwellings would be comfortably within 400m of a bus stop. Based on the current strategy, this would potentially only benefit people using evening services, but in the future if more daytime services choose to divert into the site, there would be an overall benefit of enhanced public transport accessibility for all residents.

12.19 Preliminary discussions with the Passenger Transport Team at ECC have identified that a half hourly service to the town centre and an hourly service to Audley End railway station could be appropriate. A facility to allow some services to layover within the site will also be provided through the provision of a bus loop within the central part of the site.

12.20 Based on the above, it is conserved that the public transport strategy is robust and will provide all residents with a realistic opportunity to travel by bus and play their part in reducing the number of single occupancy car journeys.

12.21 Based on the proposed accommodation schedule and using the Essex parking standards as set out in a document dated September 2009, Parking Standards, Design and Good Practice, a total of 451 allocated spaces and 58 unallocated spaces are proposed at the site. It should however be noted that these are minimum parking standards and therefore provide some flexibility at reserved matters should additional spaces be considered necessary.

12.22 The minimum standard for cycle parking is 1 secure covered space per dwelling unless a garage or secure area is provided within the curtilage of the dwelling. For visitors,1 space per 8 dwellings is required.

12.23 To encourage the ownership and use of bicycles, the intention is to provide all houses with a garage or a separate secure storage area within the curtilage of each dwelling. Where this is not practicable, 1 secure covered space per dwelling will be provided in easily accessible locations throughout the development.

12.24 In accordance with the Essex Design Guide passive provision for electric charging points will be provided for all on-plot parking spaces. For unallocated parking, the infrastructure will be put in place to allow for connection to an electric charging point in the future.

12.25 Junction improvements are proposed at three off site junctions:

- Radwinter Road / Thaxted Road / East Street / Chaters Hill – short right turn lane on Radwinter Road.
- Thaxted Road / Peaslands Road – replace mini roundabout with traffic signals.
- High Street / Church Street – replace priority junction with traffic signals.

12.26 All three junctions, in their current form, are predicted to be operating well above capacity in 2026 even without the proposed development and in both the ‘with’ and ‘without’ link road scenarios.

12.27 The junction modelling of the proposed layouts indicates that the Thaxted Road / Peaslands Road and High Street / Church Street junctions would be operating within capacity in 2026 with the proposed development. Therefore, these schemes would not only fully mitigate the impact of the proposed development but would also address an

existing capacity problem that will continue to deteriorate as more of the committed development comes forward.

12.28 The junction modelling of the proposed improvement at the Radwinter Road / Thaxted Road / East Street / Chaters Hill junction indicates that the performance of this junction would improve. The capacity on the Radwinter Road arm would be restored. It would also result in slight improvements to the Thaxted Road and East Street arms with small reductions in the queue length in all but Thaxted Road during the AM peak which would remain unchanged. It can therefore be concluded that the improvements proposed at this junction would fully mitigate the impact of the development.

12.29 All the proposed junction improvements, including the site access, are subject to a Stage 1 Safety Audit which is being progressed and will be provided to ECC alongside a Designers' Response once complete.

12.30 Other junctions that were tested for capacity were either shown to be operating within capacity in 2026 with development and therefore no further action is required or the impact of the development on the critical performance indicators is considered not to be material, and, on this basis, mitigation has not been proposed.

12.31 It should also be noted that when junction models are operating above capacity the results become increasingly unreliable, particularly the predicted queue lengths which increase exponentially and should therefore be treated with caution. This often results in a change of driver behaviour such as travelling at a different time, using a different route, or choosing a different mode of travel. As such, modelling results should only be one part of the decision-making process and only used as a representation of the relative impact of a development and not as an absolute model of future junction performance.

12.32 At the same time there is strong evidence beginning to emerge to suggest that home working will continue after the Coronavirus pandemic and that this will reduce the demand for the daily commute during the peak hours. For instance, in a survey of 2,000 UK companies carried out by CIPD, the professional group for human resources staff, two-thirds of companies are developing a hybrid work model where people spend only part of their time in the office. Although long-term trends in travel behaviour are yet to be established, the lasting impact of the pandemic on commuting patterns should be a material consideration when taking into account the impact of development on the surrounding highway network.

Conclusions

12.1 In conclusion, it is considered that the proposed development is acceptable in transport and traffic terms and meets the policy requirements as set out in paragraph 108 of the NPPF as:

- Appropriate opportunities to promote sustainable transport modes will be taken up;
- Safe and suitable access to the site can be achieved for all users; and
- There will be no significant impacts from the development on the transport network in terms of both capacity and congestion.

12.2 As such, the development will not result in an unacceptable impact on highway safety and the residual cumulative impact on the road network will not be severe such that there are no highways and transport reasons why the proposed development cannot be granted planning permission.

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Appendix A

Minutes of Scoping Meetings with
Highway Authority

Meeting Record - Confidential

Project: Land South of Radwinter Road, Saffron Walden

Client: Rosconn Group

Title: Highways and Transportation Requirements for Planning Submission

Job Code: CTP-20-1142

Date: Thursday 4 February 2021 *Time: 2pm*

Attendees: Katherine Wilkinson (KW) – Essex County Council

Daniel Hatcher – Rosconn

Ben Ward – Rosconn

Chris Elliott - CTP

Jon Ashcroft - CTP

Item	Description	Action
1.0	**Development Proposals**	
	CTP indicated that the site could accommodate up to 240 dwellings with access from Radwinter Road via a ghost island priority junction. Scheme is an outline application, except for access. Aspiration is to design the internal layout to 20mph.	
	CTP agreed to undertake a speed survey in the vicinity of the proposed access to support a reduction in speed limit. ECC policy would not currently support a reduction due to lack of frontage development.	CTP
	ECC requested a pedestrian/cycle link to the Linden development to promote sustainable travel. Rosconn is in discussion with adjacent landowner and the Town Council to establish if the provision of such a link is feasible.	
	CTP is investigating the provision of a footway on the southside of Radwinter Road between the proposed site access and the Linden access. A plan is to be prepared with the highway boundary overlaid to ensure it can be delivered.	CTP
2.0	**Base Traffic Data**	
	There was a discussion about the need for an assessment with and without the consented link road between Radwinter Road and Thaxted Road.	

Item	Description	Action
	CTP's position is that since all 3 schemes are consented and the link road forms part of that consent, then only a scenario with the link road should be assessed.	
	Rosconn noted that there is greater certainty of all three schemes coming forward as the Dianthus Land has outline permission and is in the process of being sold to a housebuilder and the Bellway site now has detailed permission.	
	KW to seek advice from colleagues on the approach to be taken regarding the link road.	ECC
3.0	**Scope of Transport Assessment**	
	Future assessment to be based on 2026 which is five years from submission of the planning application.	
	TEMPro to be used to growth base traffic to include adjustments to planning data to account for committed development in Saffron Waldon. KW questioned whether any growth should be allowed for given that most growth will come from the committed schemes that are being included in the assessment.	
	It was agreed that trip generation should be based on TRCIS using comparable edge of town sites. CTP will also review agreed trip rates used for the adjacent sites.	
	It was agreed that trip distribution should be based on Census Journey to Work data and that assignment should be based on the route planner in Google Maps.	
	There was a general discussion about an aspirational bypass of the town between Radwinter Road and Debden Road. KW is aware of high-level discussions that are taking place within the Council and that to help facilitate a future scheme, there would be some merit in reserving a corridor through the application site. The position and form of junction on Radwinter Road may also require some further consideration to accommodate a much larger scheme. KW to discuss with colleagues and advise how best to present this as part of this application. KW also emphasised that due to congestion issues in the town, it will be very challenging to mitigate the impact from our development without demonstrating a commitment to helping facilitate a future bypass of the town.	**ECC**
	CTP agreed to provide ECC with trip assignment diagrams from the proposed development to help inform the geographical scope of the junction assessments – with and without consented link road subject to KW clarification.	**CTP**
4.0	**Junction Modelling**	

Item	Description	Action
	CTP is of the view that a strategic model is not appropriate for a development on this scale. There are also issues of data availability due to the on-going pandemic. KW acknowledged this position.	
	CTP agreed to provide ECC with a note setting out the proposed approach to junction modelling including linking junctions where appropriate. KW to discuss with colleagues and advise.	CTP
	KW to provide contact details for the acquisition of collision data. KW suggested that road safety is not a key concern in Saffron Walden and that the scope of the analysis could be limited to Thaxted Road to the west, Sewards End to the east and Ashdon Road to the north.	ECC
5.0	**Sustainable Travel Modes**	
	KW confirmed that the public transport team at ECC is currently preparing a draft strategy for Uttlesford. Recent residential developments have contributed £2,800 per house towards the strategy and this would be expected for this application. CTP would like to discuss the strategy with the public transport team and provide some input on how the proposed site could be served. KW to discuss with PT colleagues and advise how best to take this forward.	ECC
	KW identified that there is a cycling strategy for Uttlesford, and she will provide a link in her formal pre-app response. KW also suggested that the Neighbourhood Plan is reviewed as this contains pre-feasibility aspirations for cycle schemes.	
	KW suggested that pedestrian and cycle links to Sewards End are investigated to see if routes can be improved. Rosconn confirmed that it is in discussion with the Parish Council and this is one of the issues being considered.	
	KW confirmed that a framework Travel Plan will be required in support of the planning application and that the need for a more detailed plan will be conditioned in the Section 106. There is a strong travel plan team at ECC and there is a template available on the Council's website – KW to provide a link in pre-app response. KW also identified the need for a monitoring fee.	
	KW would not support a reduction in vehicle trip rates based on measures promoted in the Travel Plan due to edge of town location and challenges in promoting sustainable travel modes.	
6.0	**Sewards End Parish Council comments**	
	Rosconn indicated that Sewards End Parish Council would like to the existing 30mph speed limit to the extended from Saffron Walden to Sewards End to address a perceived speeding and safety issue. KW confirmed that ECC policy would not support the change as there is no frontage development. The proposal is also	ECC

Item	Description	Action
	unlikely to receive police support as it would not be self-enforcing. KW to discuss with Highways Liaison Officer and advise.	
7.0	**EIA Scope**	
	KW confirmed that the Transport ES Chapter should be consistent with the Transport Assessment, in terms of base traffic flows, committed development and assessment scenarios.	
	CTP to provide traffic data for noise and air quality assessments to ensure consistency.	
8.0	**A.O.B.**	
	KW reiterated that Saffron Waldon suffers from traffic congestion and that it will be challenging to mitigate the impact from the proposed development. Promoting sustainable travel modes will also be challenging due to edge of town location. KW emphasised the importance of facilitating a potential future bypass of the town by reserving a corridor through the development and providing space for a larger junction if required.	
	KW to provide a plan showing where bus stops should be located within the Linden development. KW currently working with enforcement officers at UDC to ensure bus stops are provided.	ECC
	KW to provide formal response to pre-app enquiry week commencing 8 February.	ECC
Minutes prepared by Jon Ashcroft CTP 05/02/2021		

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Meeting Record - Confidential

Project: Land South of Radwinter Road, Saffron Walden

Client: Rosconn Group

Title: Highways and Transportation Requirements for Planning Submission

Job Code: CTP-20-1142

Date: Wednesday 17 March 2021 *Time: 2pm*

Attendees: Katherine Wilkinson – Essex County Council

Chris Seaman – Essex County Council

Daniel Hatcher – Rosconn

Ben Ward – Rosconn

Chris Elliott - CTP

Jon Ashcroft - CTP

Item	Description	Action
1.0	**Public Transport Provision**	
	ECC public transport team seeking to take a holistic approach to bus service provision using developer contributions and existing bus service funding to review services across Uttlesford and Saffron Walden rather than simply agree bus services for individual development sites.	
	ECC expressed the view that they would prefer access to be provided from Radwinter Road to the east of the site, through the development and exiting through the Linden Homes site. The provision of a bus loop within the site was welcomed in principle, by ECC. This could be advantageous for potential terminating services (e.g. perhaps evening services), as well as providing a route in and out of the site. It was explained that a dog-leg operation for buses was neither attractive nor operationally sound as a general principle.	
	ECC expressed a desire for a potential bus link to the adjacent Linden Homes site. It was explained that due to the layout of the Linden site, with open space on the eastern boundary, together with a strip of land between the two sites that is in third party ownership, this would not be possible. Rosconn is exploring the potential for a pedestrian and cycle link but this is subject to ongoing discussions with Saffron Walden Town	

Item	Description	Action
	Council (who will be taking on the open space within the Linden Homes site) and the adjacent landowner.	
	ECC also raised the potential for a further bus only access to the east of the site. This would allow buses to enter the site and travel through it before exiting onto Radwinter Road at the main site access. ECCs view was that a through route would be preferable to a bus loop via the main access to allow through services to serve the site. Rosconn / CTP are investigating potential access options to the east of the site, particularly in light of ongoing discussions regarding the aspirations for a wider link road, but there are significant challenges to this including an approx. 5m level difference between the site and Radwinter Road and landscape, ecology and other related impacts from providing and access in this location. The exercise looking at this in detail will need to take a co-ordinated approach and consider these related issues.	
	ECC explained how their approach with previous development, both in Saffron Walden and elsewhere, has been to seek developer contributions towards bus service provision and then use these to consider holistic bus service provision – whilst retaining relevance to the respective developments. As part of this approach, ECC would then commit to serving the site with an agreed level of bus service. It was suggested that at this site, this could potentially be a half hourly service to the town centre and an hourly service to Audley End station. As ECC has advised previously, it has sought a contribution of £2,800 per dwelling from previous applications to facilitate bus service provision. This would be secured via S106 contribution, with ECC willing to commit within the S106 agreement to providing an agreed level of bus provision.	
	Rosconn / CTP agreed to provide further information on potential strategies for how the site could be served by bus, following which ECC would be able to advise further on how the site could be served by buses and the associated level of financial contribution.	**CTP**
2.0	**TA Scoping**	
	ECC confirmed that the base traffic flows, taken from previous applications (Land North of Shire Hill Farm 17/2832/OP and Land East of Thaxted Road 18/0824/OP), are agreed for use.	
	ECC confirmed that the proposed trip rates set out in the CTP Technical Note dated 15 February 2021, are agreed.	

Item	Description	Action
	ECC requested that CTP provide further details of the trip distribution and assignment from Census data to allow confirmation of assignment of traffic to Radwinter Road east of the site. CTP to send further detail to ECC and the distribution of trips from the Linden site to demonstrate consistency of approach. Subject to confirmation of the proportion of trips on Radwinter Road east, the trip distribution is agreed.	CTP (trip distribution spreadsheet sent 18/03/2021)
	ECC repeated its request for a 'Without Link Road' scenario to be presented in the TA. Notwithstanding commercial position of Dianthus Land site (i.e., advanced discussions for sale to housebuilder), ECC remain concerned that this site may not come forward or could be delayed and so would like to be able to see the impact of the development on the highway network if the Link Road is not delivered. CTP queried this, particularly in relation to the request to include non-committed development sites such as the Endurance Estates application. CTP agreed to consider a 'Without Link Road' scenario as a sensitivity test within the TA. CTP also noted that as part of formal EIA scoping process, committed / cumulative schemes for inclusion in the EIA would need to be agreed with UDC, in consultation with ECC. The view is that the TA should be consistent with the EIA in terms of the committed developments and will seek advice from Rosconn's Planning Consultant Bidwells who are co-ordinating the EIA.	CTP
	CTP queried the progress of the Ashdon Road committed development site at the time of the traffic surveys, and in particular whether the commercial element of the development was operational. ECC confirmed that the Ridgeons store had remained operational, but that the new commercial space is only recently coming forward so would not have been operational at the time of the surveys. ECC has previously advised on the number of residential units that would have been complete at the date of the traffic surveys.	
	ECC agreed to the principle of undertaking capacity assessments at junctions where the development would increase the traffic flow by more than 2% and / or 30 vehicles in either peak. In the Technical Note dated 15 February 2021, CTP identified 13 junctions to be modelled on this basis. Due to existing capacity concerns, at the request of ECC, CTP agreed to include the Thaxted Road / Peaslands Road junction despite it not meeting the threshold for assessment.	

Item	Description	Action
	ECC agreed to the modelling approach as set out in the CTP Technical Note dated 15 February 2021 – to use industry standard software packages LinSig and Junctions 9. It was agreed that junctions in close proximity would be linked for modelling purposes, and at other junctions, if queues were predicted to extend to affect the operation of an upstream junction, the need for further modelling would be considered.	
3.0	**Site Access & Link Road**	
	ECC confirmed that it is to have a further discussion internally to provide further feedback on the Link Road. Rosconn / CTP reiterated their preference for the road as currently shown on the masterplan due to both issues in providing a road to the east of the site and desire to provide the road as part of the scheme for placemaking purposes. As part of this further feedback, ECC agreed to also confirm design requirements for the Link Road in terms of cycle provision, and whether this should remain as a 3.5m shared footway / cycleway on one side only or take a different form. CTP also requested guidance on the required gradient of the Link Road and expressed a desire to work with the levels on the site to avoid the road being in cutting with significant earthworks. The current road through the site has a gradient of 8% to minimise the level of cut and earthworks. It was noted that ECC design guidance for a Type A- Link Road suggests a maximum gradient of 5%.	**ECC to advise CTP on outcome of wider Link Road discussions**
4.0	**Linkage to Sewards End**	
	CTP agreed to investigate potential linkages from the site to the existing PRoW on the northern side of Radwinter Road.	
Minutes prepared by Chris Elliott/Jon Ashcroft CTP 18/03/2021		

COTSWOLD TRANSPORT PLANNING

Appendix B

Summary Note Setting Out Position of the Consented Link Road

Saffron Walden Eastern Link Road (Between Radwinter Road & Thaxted Road) – Summary Note

The Saffron Walden Eastern Link Road (LR) will be delivered through three consented sites as follows:

- UTT/13/3467/OP – Land South of Radwinter Road
- UTT/17/2832/OP – Land North of Shire Hill Farm
- UTT/18/0824/OP - Land East of Thaxted Road

Below we set out the progress that these sites have made towards delivery to date and summarise the relevant provisions within each planning permission to secure delivery of the Link Road within each respective land area. As will be seen, strong progress has been made to date and there are robust provisions within each planning permission and associated legal agreement to secure delivery of the Link Road.

Land South of Radwinter Road (UTT/13/3467/OP)

Outline planning permission was granted 10th June 2015 to Manor Oak Homes for the construction of up to 200 dwellings and associated infrastructure. Condition 9 of this planning permission reads as follows:

> Before the commencement of development details of the link road and timing for its completion, that shall be constructed to adoptable standards and to a minimum width of 6.75 meters up to and including the boundary of the site to allow for future extension, shall be submitted to and approved in writing by the Local Planning Authority, in consultation with ECC Highways Authority. The Link Road shall thereafter be completed in accordance with the approved details.

On 13th February 2017 Uttlesford District Council confirmed the discharge of Condition 9 under local planning authority reference UTT/16/2516/DOC by virtue of the grant of Reserved Matters Approval (RMA) under UTT/16/1856/DFO. The grant of RMA is subject to compliance with the approved drawings. Drawing No. LIND150913 CSL.01 shows the site layout and is listed on the Decision Notice as an approved drawing. The layout incorporates a Link Road according to the broad alignment set out in the outline planning permission and associated legal agreement.

The Section 106 agreement completed pursuant to outline planning permission UTT/13/3467/OP stipulates at Paragraph 9 of Schedule 6 that prior to the occupation of 50% of the Residential Dwellings to be constructed in accordance with the Permission, the Link Road shall be constructed and completed to adoptable standards to the satisfaction of the local highway authority.

The development approved under planning authority reference UTT/13/3467/OP and UTT/16/1856/DFO has now commenced. As such, the above-mentioned conditions and obligations requiring delivery of the relevant portion of the Link Road are engaged. The purchase of the site by a major national housebuilder that has now commenced development makes it very likely that this scheme will come forward.

Land North of Shire Hill Farm (UTT/17/2832/OP)

On 14th July 2020 outline planning permission was granted to Dianthus Land Ltd for the construction of up to 100 dwellings. Condition 1 of the approved outline planning permission requires submission of a strategic highway masterplan for the Spine Road (i.e. the part of the Link Road that runs through this Site) with any future application for RMA.

The Section 106 agreement associated with the outline planning permission references the Spine Road and sets out the required dimensions.

Paragraph 13 of Part 3, Schedule 2 states that prior to the 50th occupation, the developer must have constructed the Spine Road between Point A and Point B shown on the plan appended with the S106, securing construction of the Spine Road on a north/south axis through the westerly portion of the site.

Whilst no applications for RMA have been submitted to date, this site is currently being marketed and will shortly be sold to a housebuilder. Any housebuilder bringing forward development on the site will need to conform to the relevant planning conditions and S106 obligations regarding delivery of the Link/Spine Road.

UTT/18/0824/OP - Land East of Thaxted Road

On 12th April 2019 outline planning permission was granted under UTT/18/0824/OP for the development of up to 150 dwellings to Kier. Condition 1 of the Decision Notice requires future applications for RMA to include a strategic highway masterplan for the Spine Road. Similar to the previous two schemes, the S106 agreement contains clauses in paragraphs 14 and 15 of Part 4, Schedule 2 to require completion of the Spine Road to adoptable standards before more than 50 occupations. The broad route of the Spine Road is secured by a plan appended to the S106 agreement.

On 24th February 2020 an application for RMA was lodged under local planning reference UTT/19/2355/DFO for detailed approval of 150 dwellings by Bellway Homes. This application was refused by Uttlesford District Council for reasons unrelated to highways and Essex County Council as the Local Highway Authority recorded no objection. An appeal was lodged against this refusal of planning permission and on 29th January 2021 the appeal was allowed subject to planning conditions, one of which required the scheme to be built out in accordance with the approved plans. The approved Site Layout Plan (BW216 PL-02 REV B) shows the final leg of the Link Road connection through to Thaxted Road in accordance with the broad route specified in the S106.

Given the site has detailed planning permission and is in the control of a major national housebuilder, it is very likely the site will come forward and once it does, it will need to observe both the conditions subject to which planning permission was granted and the relevant legal agreement.

Conclusion

To summarise, all three schemes secure a Link/Spine Road running through the respective land parcels and this will have a minimum width of 6.75m, 2m footways and 3m shared footway/cycleway secured through both approved detailed layouts (where applicable) and legal agreements. Furthermore, the associated legal agreements specify that the respective portions of the Link/Spine Road will be delivered prior to more than 50 occupations in the case of the Bellway and Dianthus sites and prior to 100 occupations in the case of the Linden Homes site.

Based on the above, full delivery of the Saffron Walden Eastern Link Road has been secured through three committed schemes, all of which have been granted planning permission subject to delivery of their respective parts of the Spine/Link Road through both planning conditions and legal obligations.

Two out of three of the sites have secured detailed planning permission and the third will soon be sold to a housebuilder that will seek to do the same. Nonetheless, all the sites are committed with

implementable planning permissions and substantial provisions to secure the delivery of the Link Road, making it very likely to come forward within, at most, the next five years.

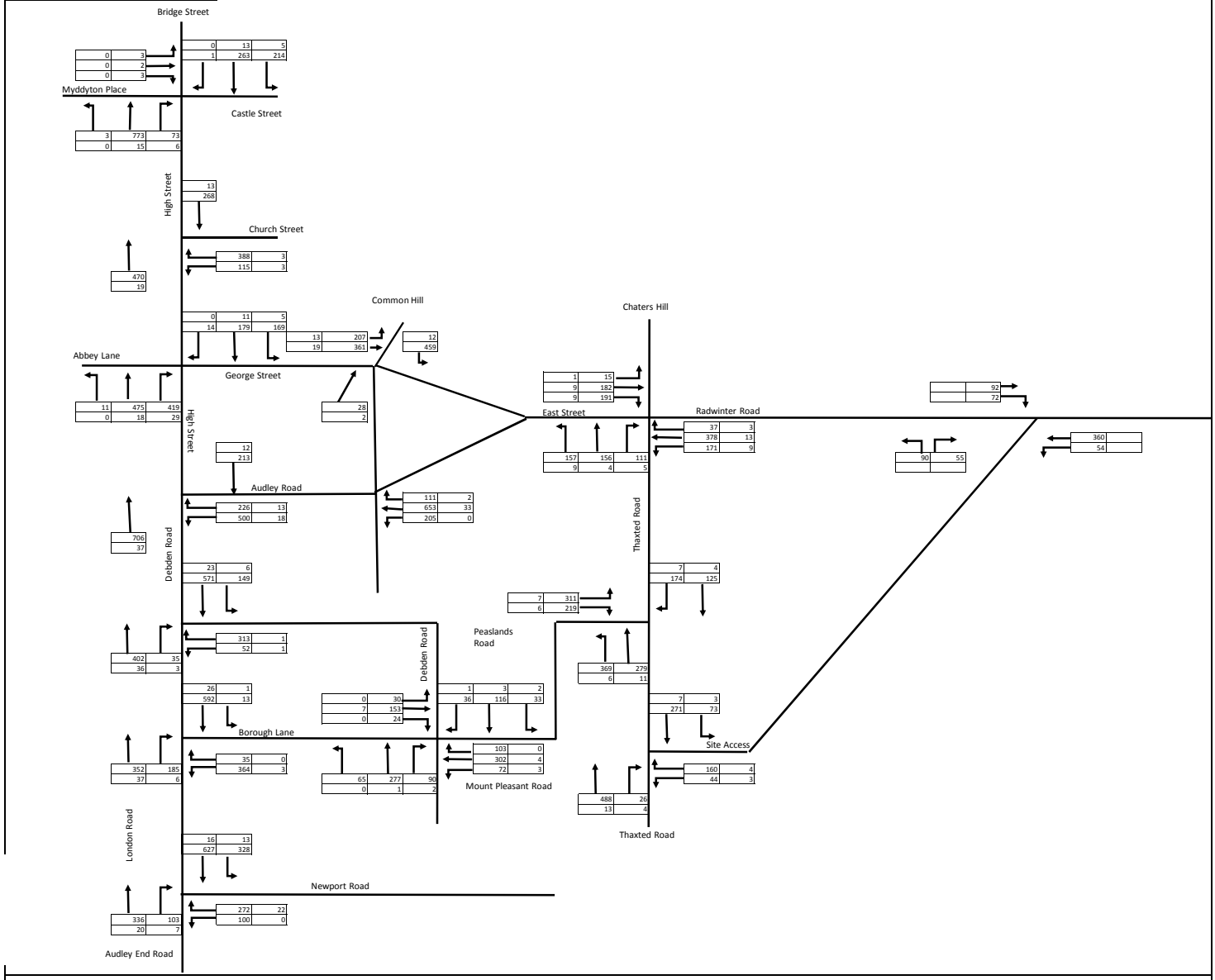
COTSWOLD TRANSPORT PLANNING

Appendix C

2023 Forecast Year Cumulative Link Road Scenario – PBA Base Flows

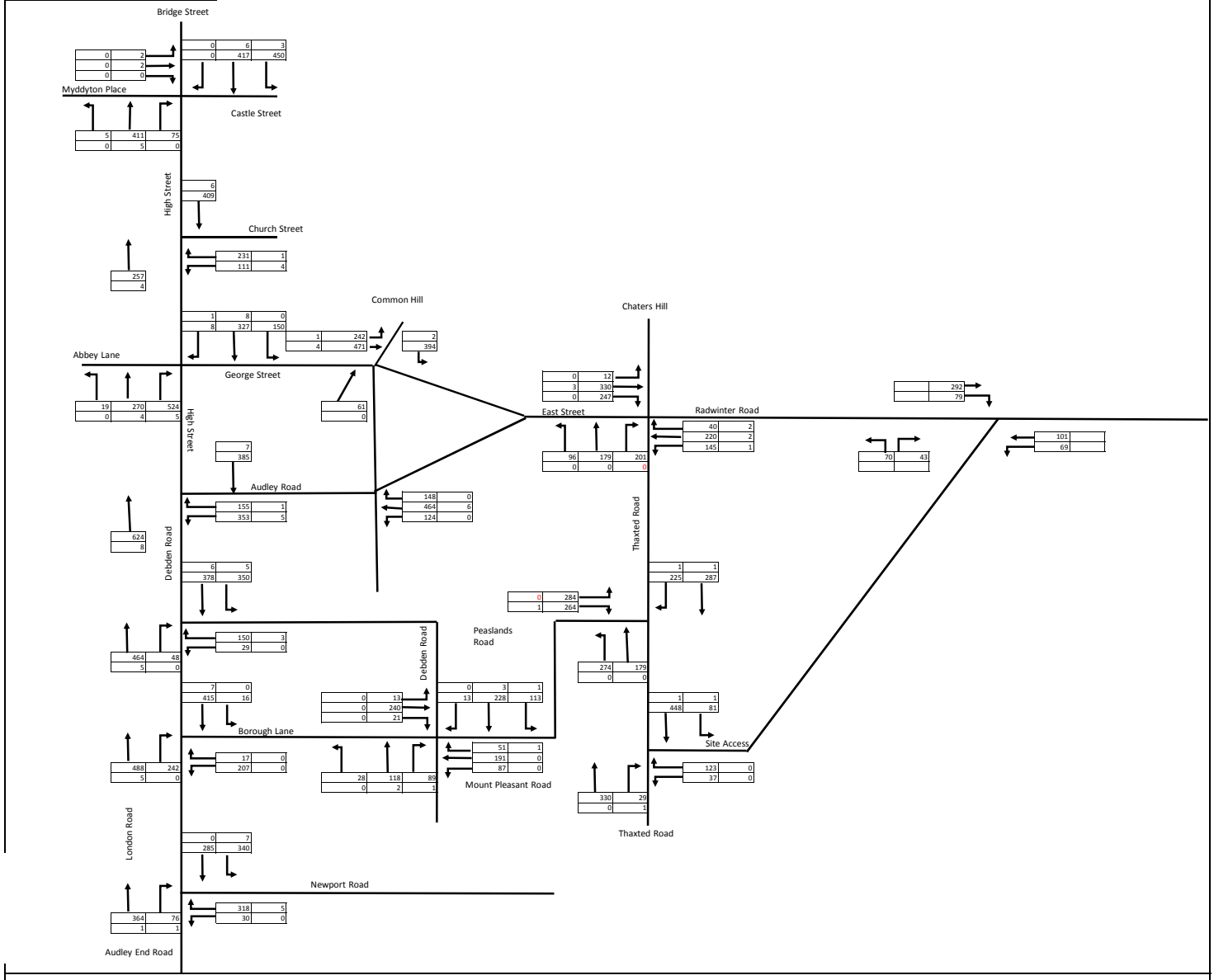
Appendix F Traffic Flow Diagram - 2023 Forecast Year Cumulative Link Road Scenario

2023 Future Base + Dev LR
07:45 - 08:45
Vehs



Land North of Thaxted Road, Saffron Walden	**2023 Future Base and Development Trips With Link Road AM Peak (Vehs)**		
	Date 10/01/2018	Drawn by JS	Client Kier Living

2023 Future Base + Dev LR
17:15 - 18:15
Vehs



Land North of Thaxted Road, Saffron Walden	**2023 Future Base and Development Trips with Link Road PM Peak (Vehs)**		
	Date 10/01/2018	Drawn by JS	Client Kier Living

COTSWOLD TRANSPORT PLANNING

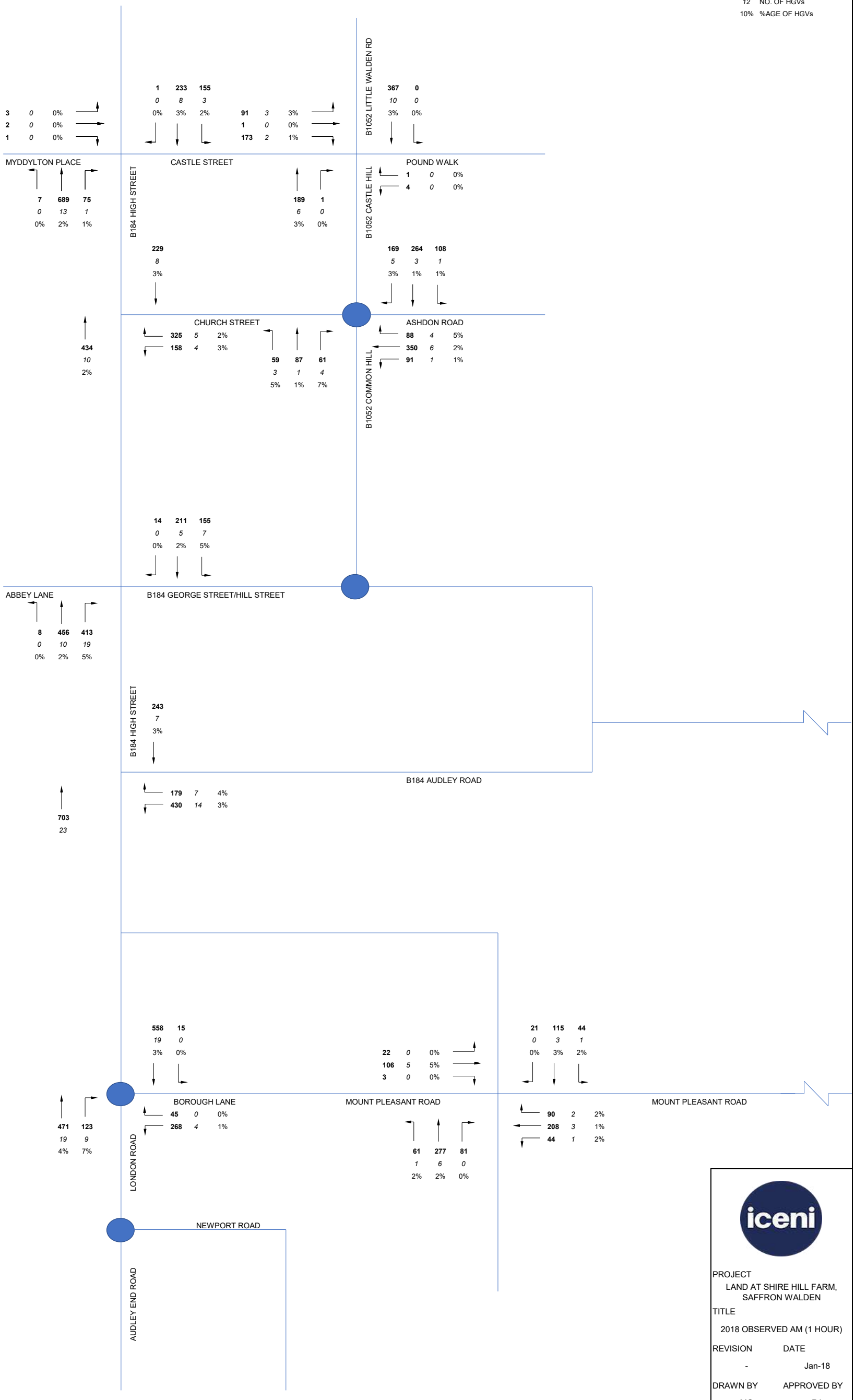
Appendix D

2018 Base Flows from Highways Impact Assessment (Iceni April 2018)

NOTES:

Key

123 TOTAL VEHICLES
12 NO. OF HGVs
10% %AGE OF HGVs



PROJECT
LAND AT SHIRE HILL FARM, SAFFRON WALDEN

TITLE
2018 OBSERVED AM (1 HOUR)

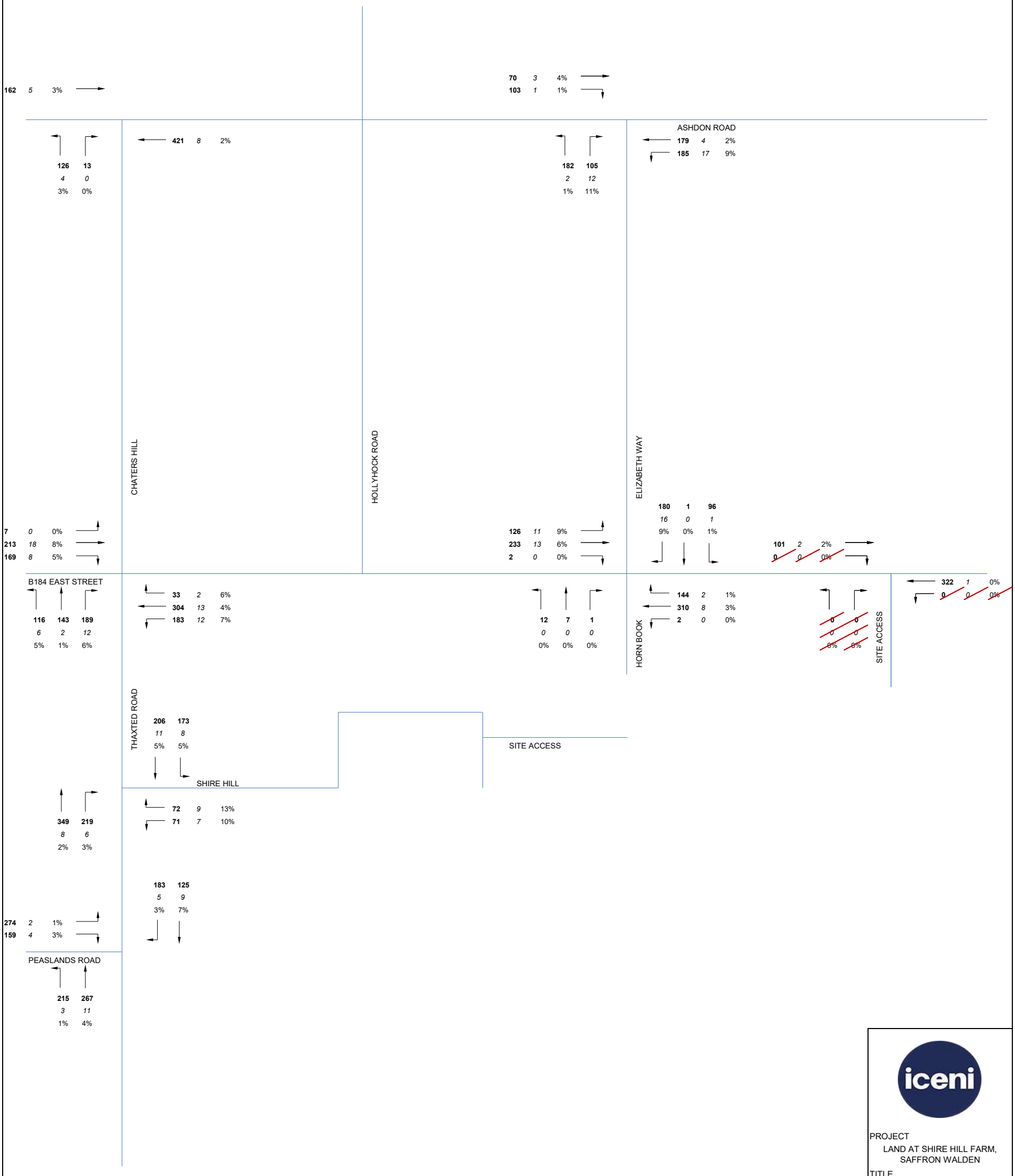
REVISION	DATE
-	Jan-18

DRAWN BY	APPROVED BY
MG	RA

NOTES:

Key

123 TOTAL VEHICLES
12 NO. OF HGVs
10% %AGE OF HGVs



PROJECT
LAND AT SHIRE HILL FARM, SAFFRON WALDEN

TITLE
2018 OBSERVED AM (1 HOUR)

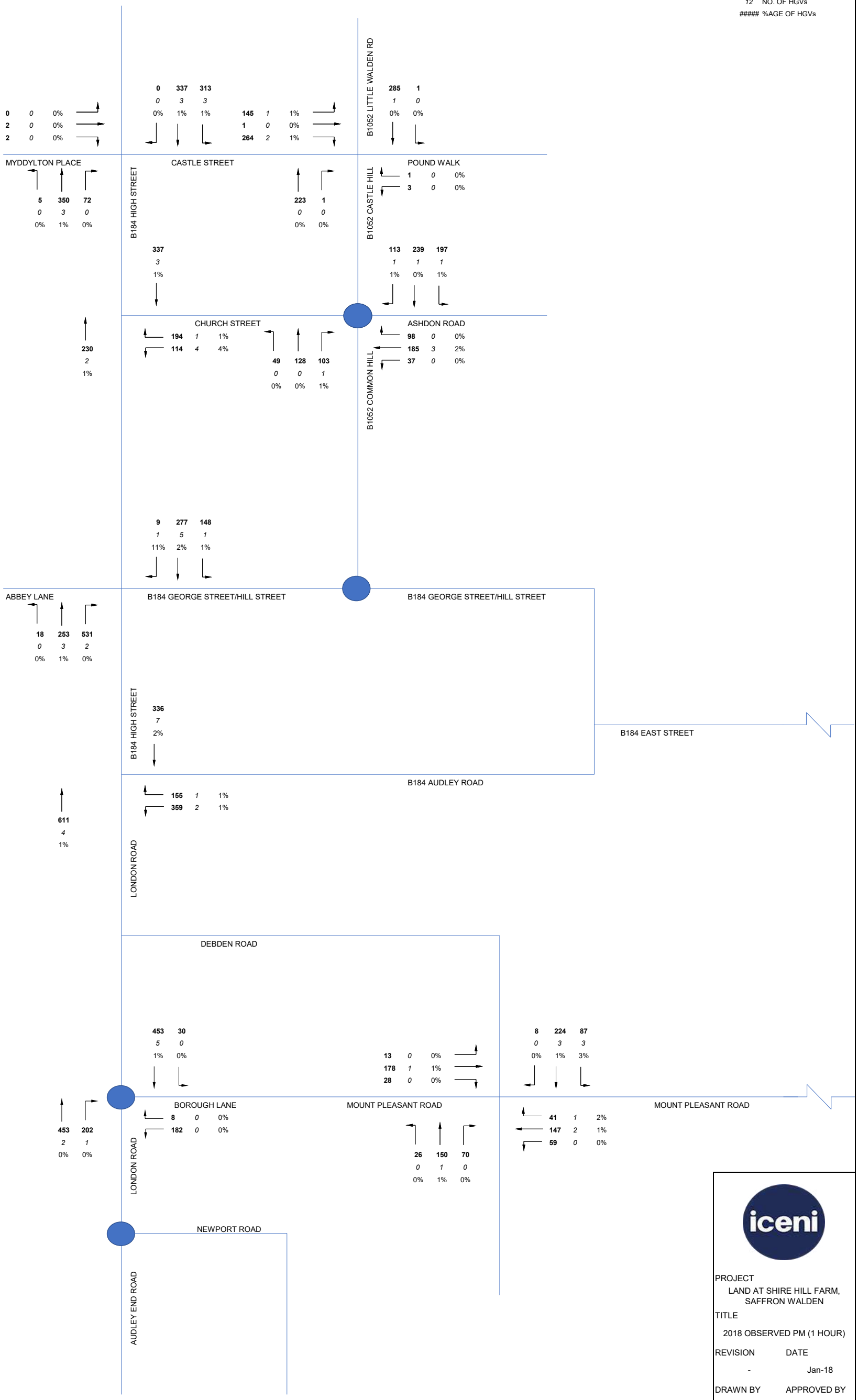
REVISION	DATE
-	Jan-18

DRAWN BY	APPROVED BY
MG	RA

NOTES:

Key

123	TOTAL VEHICLES
12	NO. OF HGVs
#####	%AGE OF HGVs



iceni

PROJECT
LAND AT SHIRE HILL FARM, SAFFRON WALDEN

TITLE
2018 OBSERVED PM (1 HOUR)

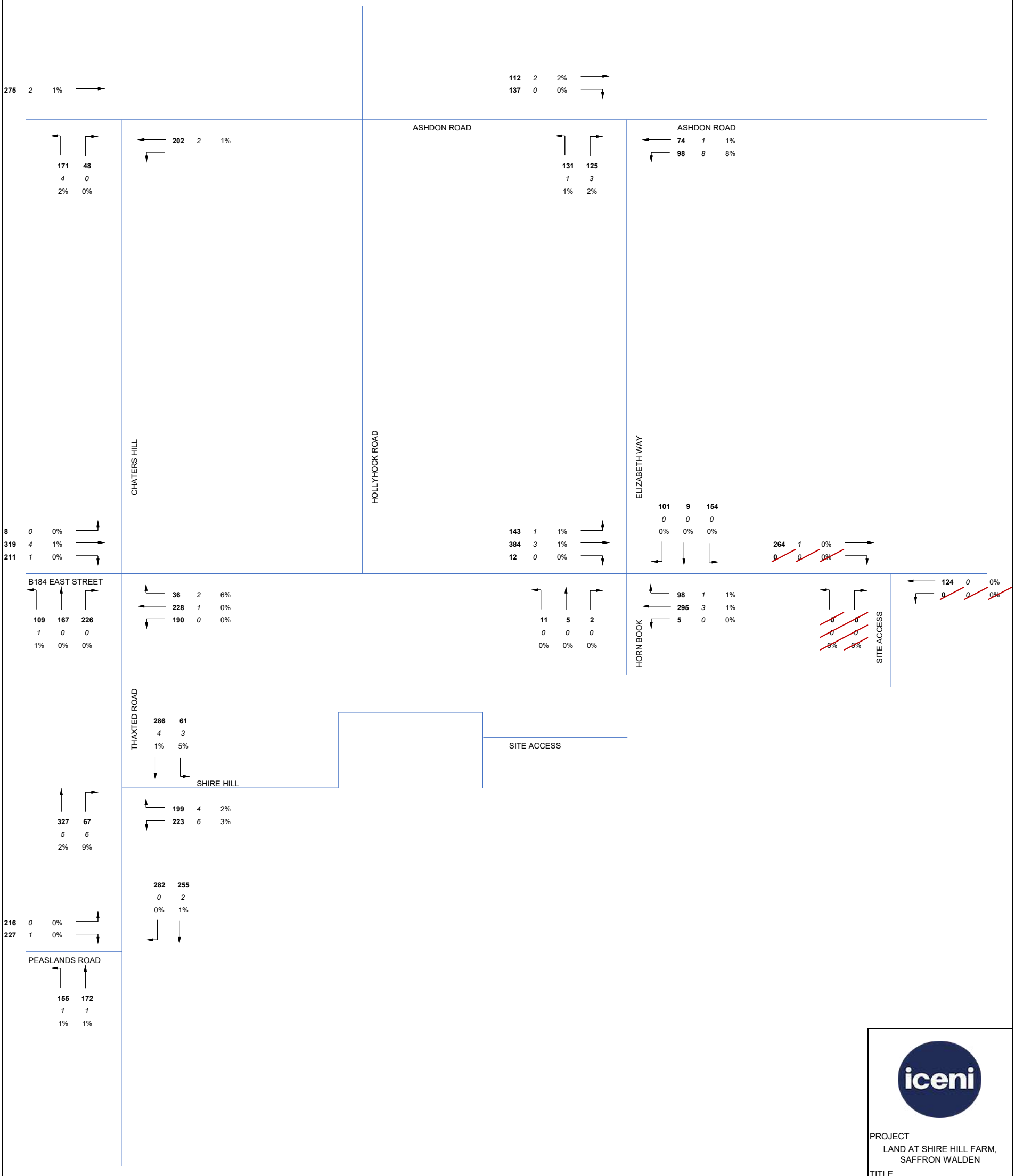
REVISION	DATE
-	Jan-18

DRAWN BY	APPROVED BY
MG	RA

NOTES:

Key

123 TOTAL VEHICLES
12 NO. OF HGVs
10% %AGE OF HGVs



PROJECT
LAND AT SHIRE HILL FARM, SAFFRON WALDEN

TITLE
2018 OBSERVED PM (1 HOUR)

REVISION	DATE
-	Jan-18

DRAWN BY	APPROVED BY
MG	RA

COTSWOLD TRANSPORT PLANNING

Appendix E

CTP Traffic Flow Diagrams

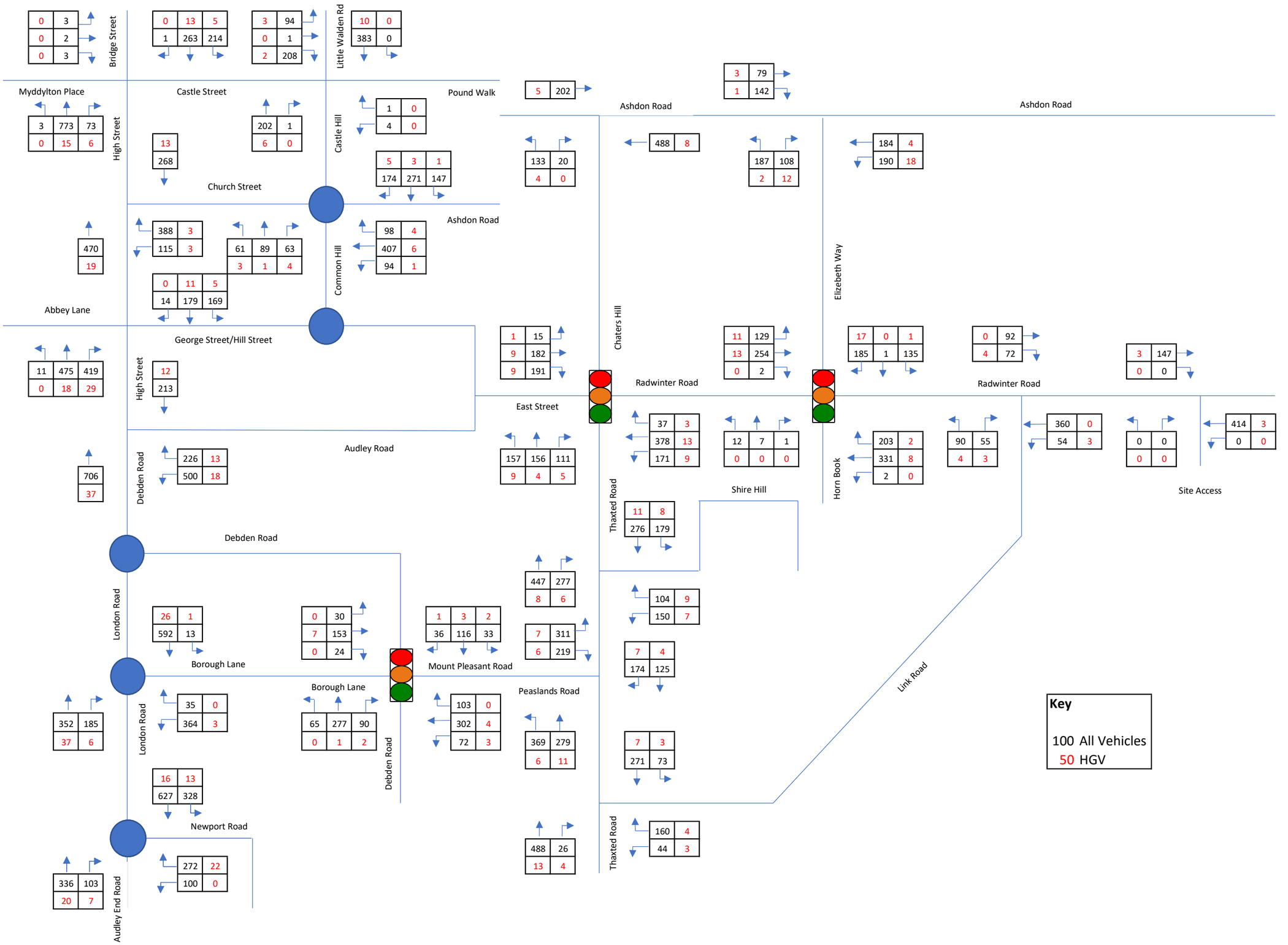


Figure 2.1: 2023 AM Base Flows With Link Road

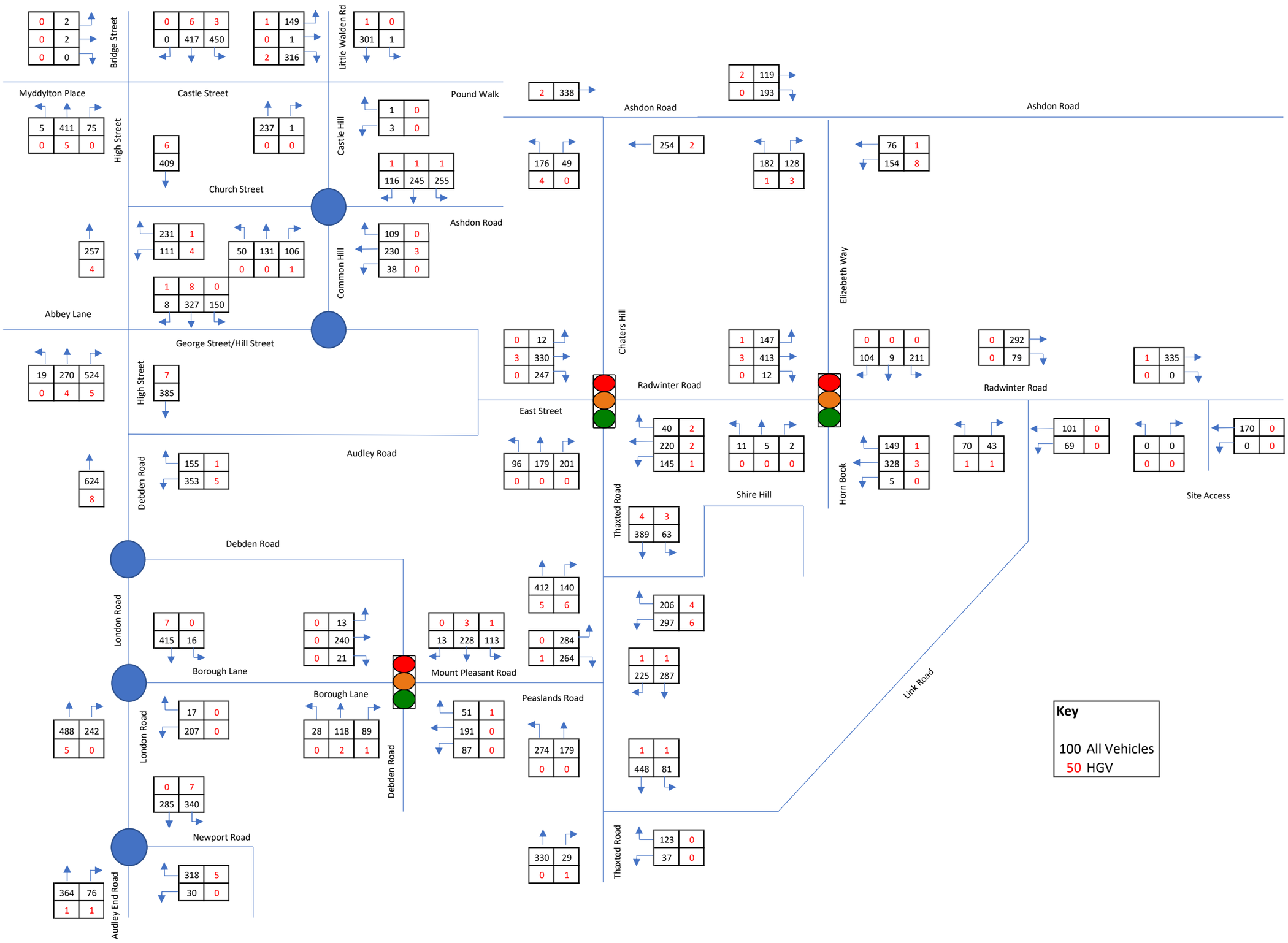


Figure 2.2: 2023 PM Base Flows With Link Road

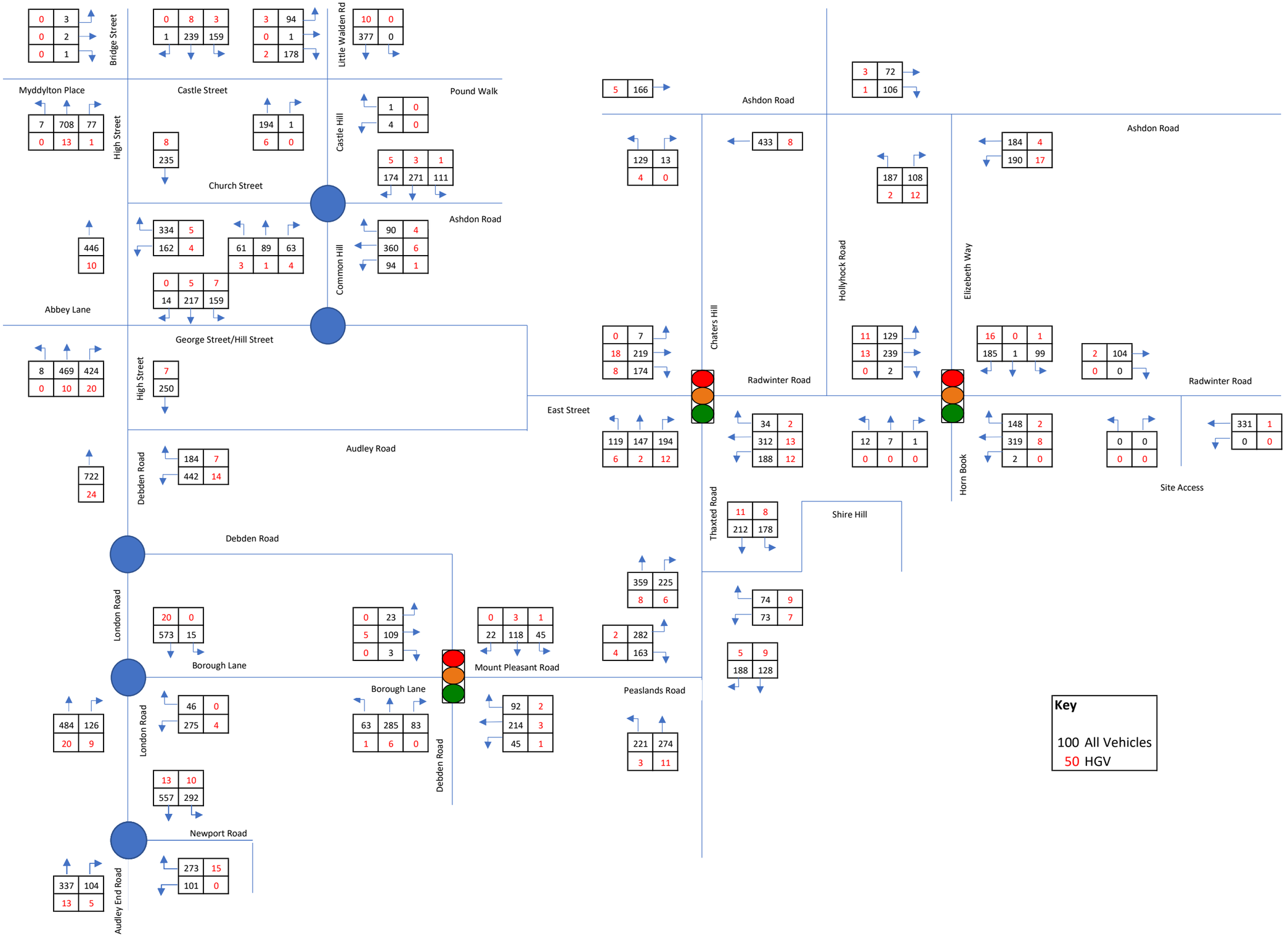


Figure 2.3: 2023 AM Base Flows Without Link Road

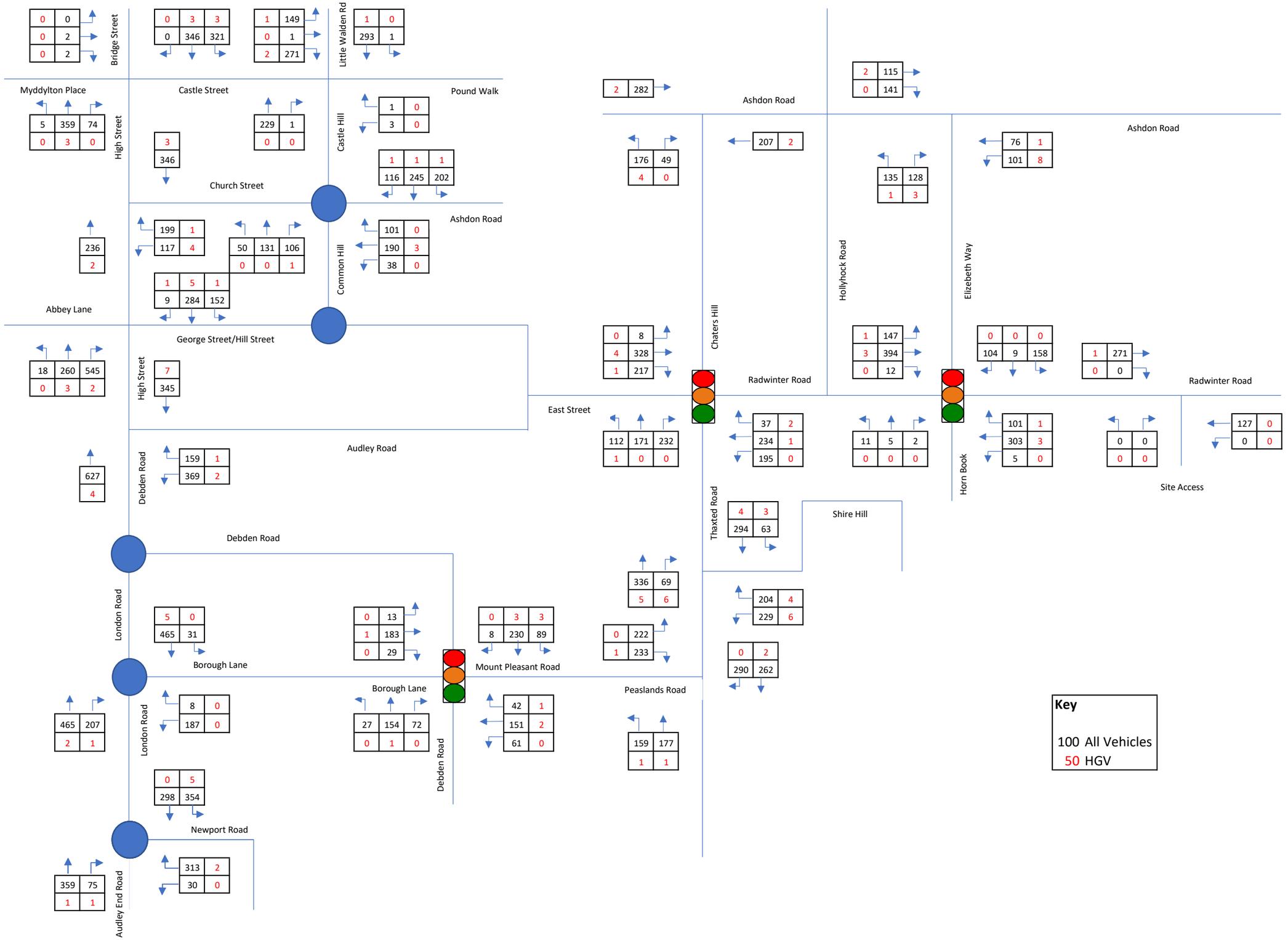


Figure 2.4: 2023 PM Base Flows Without Link Road

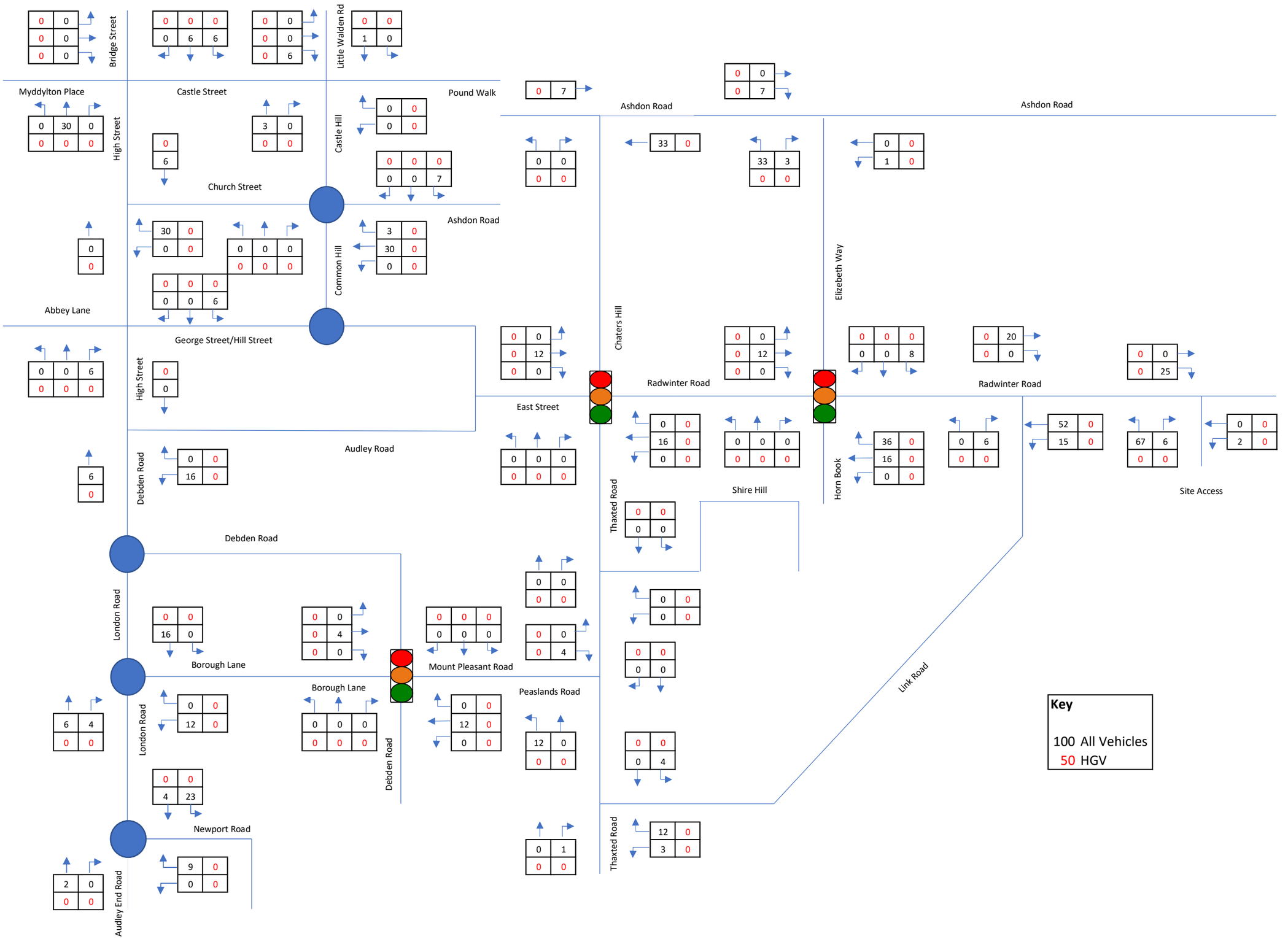


Figure 5.1: AM Peak External Trip Distribution - Proposed Development

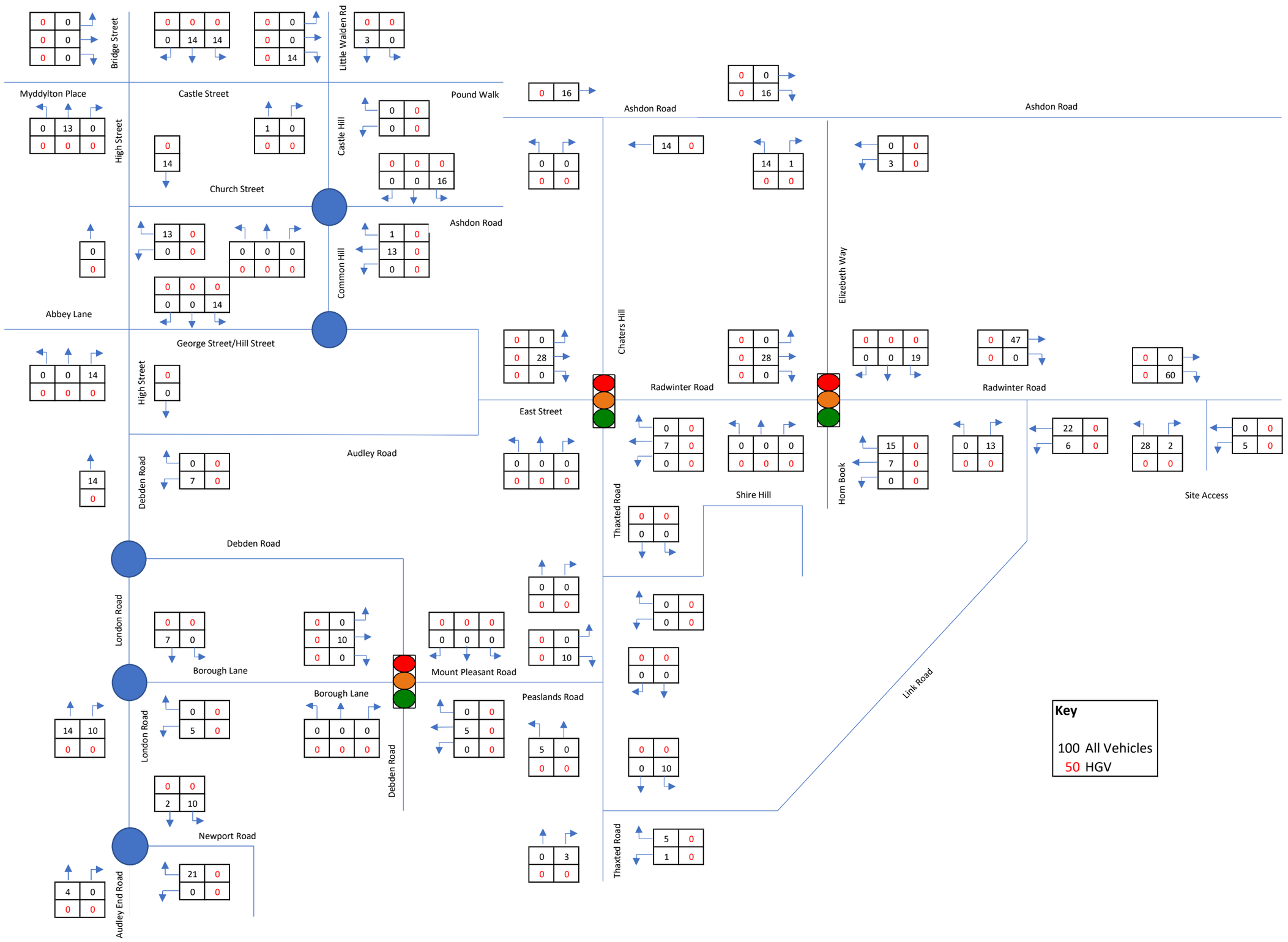


Figure 5.2: PM Peak External Trip Distribution - Proposed Development

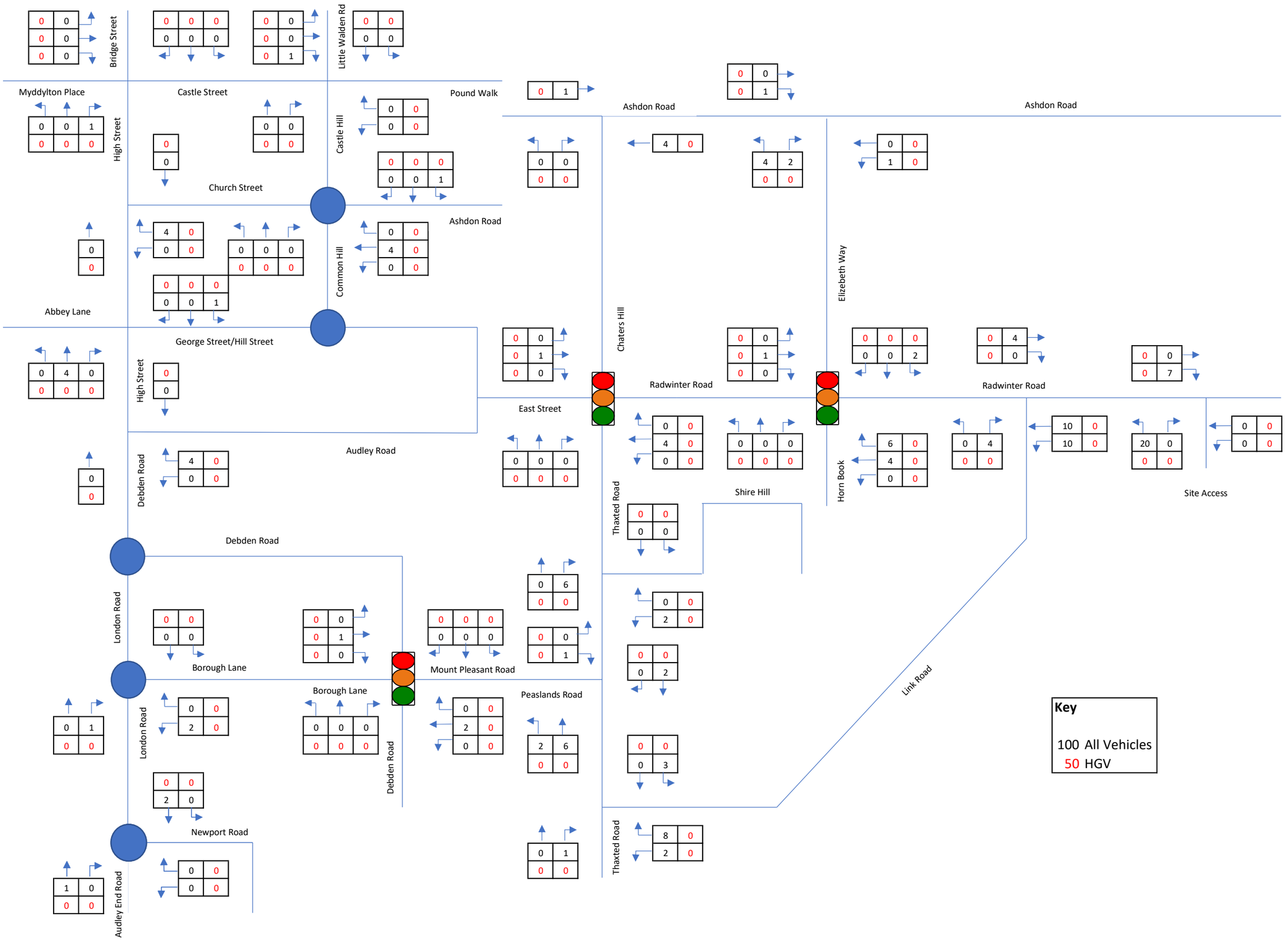


Figure 5.3: AM Peak Internal Trip Distribution - Proposed Development

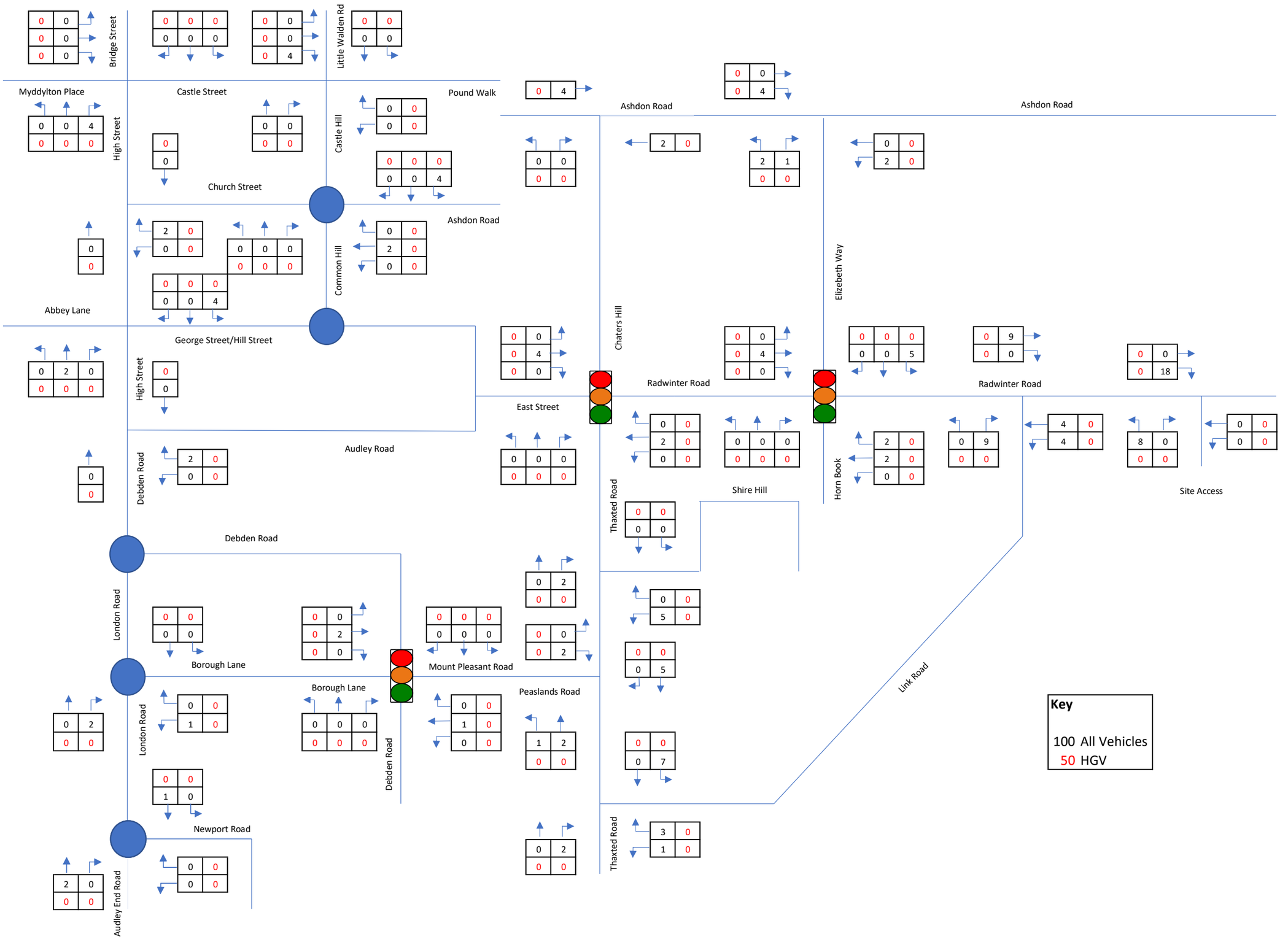


Figure 5.4: PM Peak Internal Trip Distribution - Proposed Development

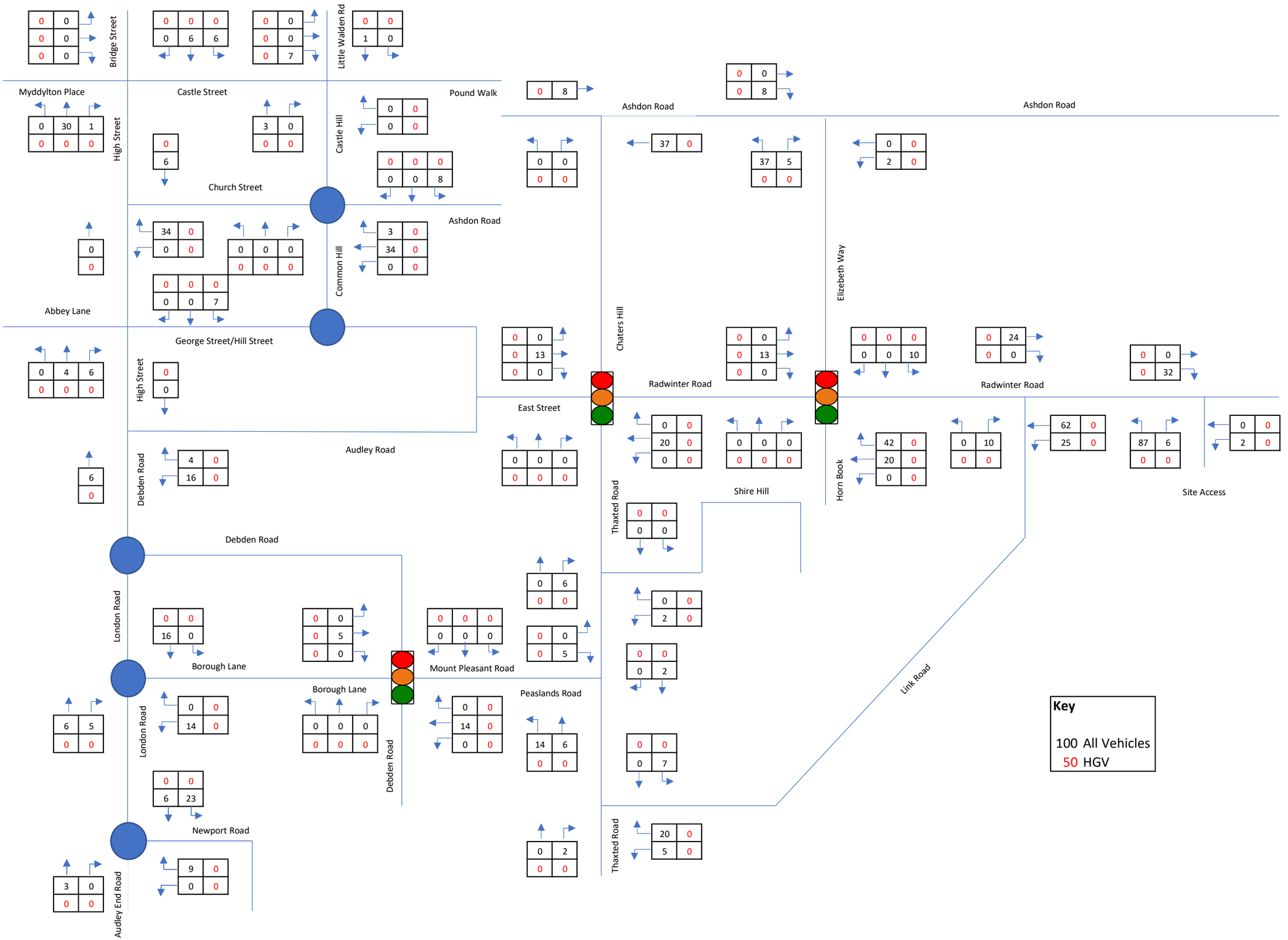


Figure 5.5: AM Peak Total Trip Distribution - Proposed Development

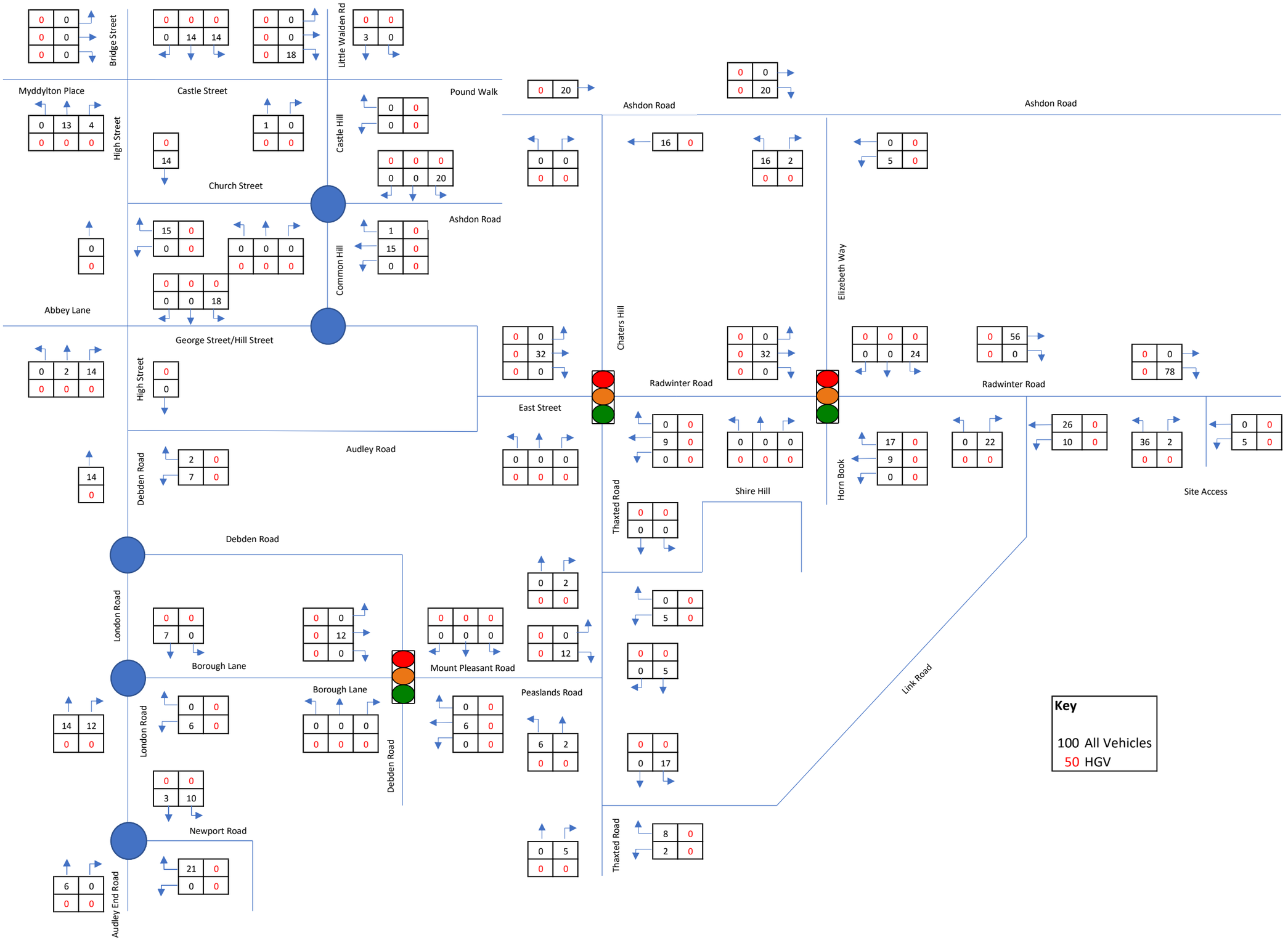


Figure 5.6: PM Peak Total Trip Distribution - Proposed Development

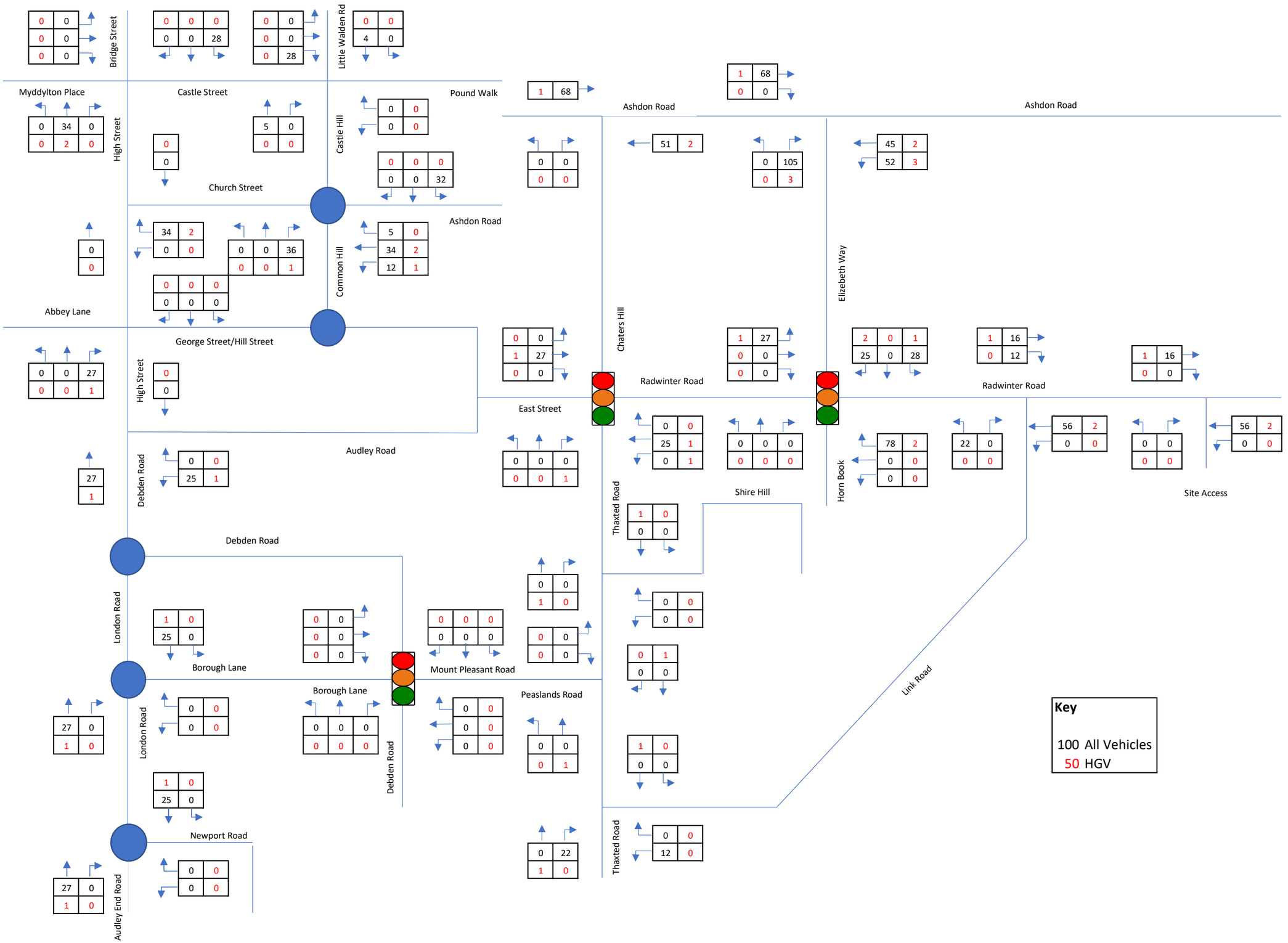


Figure 6.1: Committed Development - Land at Ashdon Road AM Peak

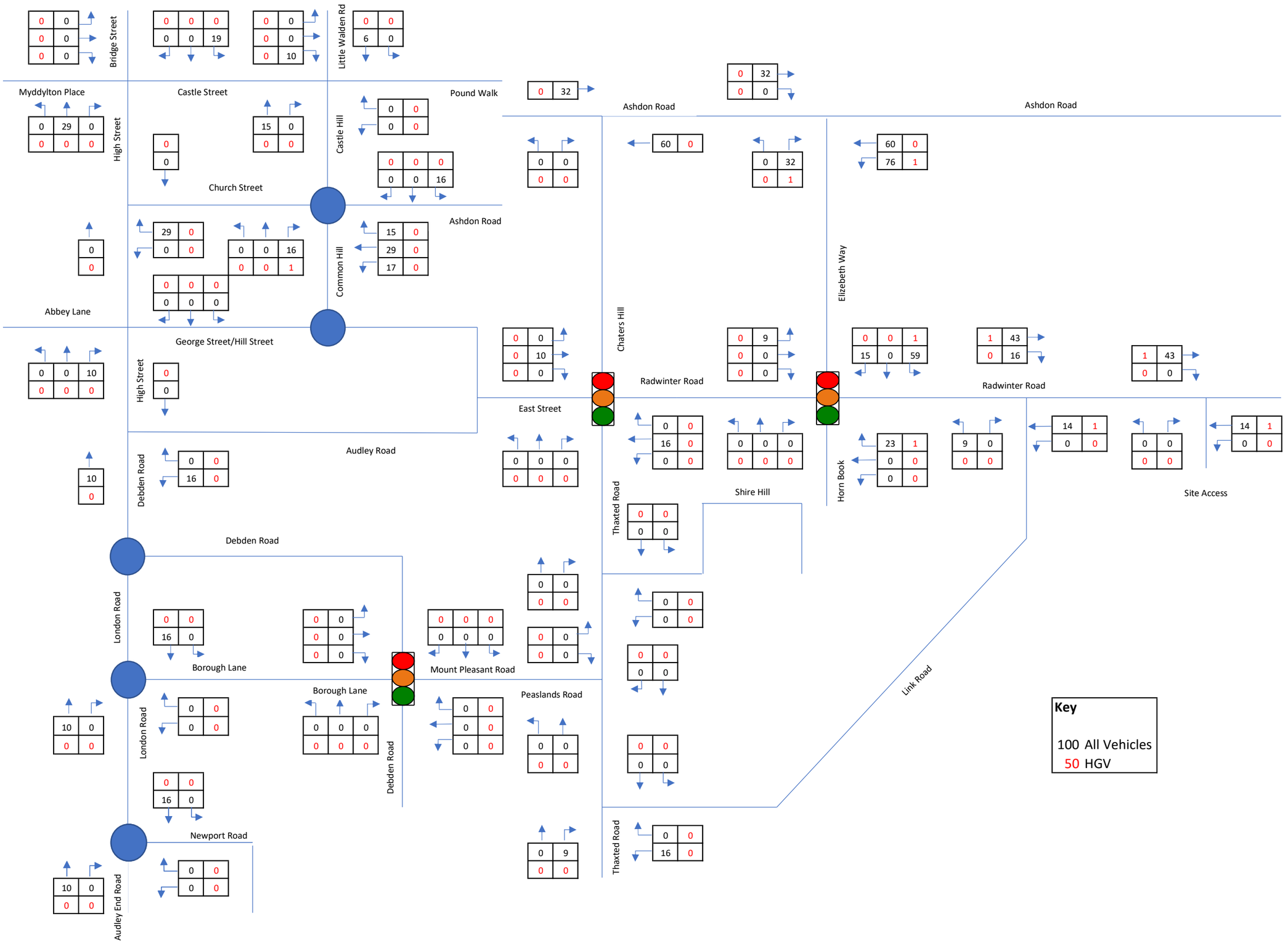


Figure 6.2: Committed Development - Land at Ashdon Road PM Peak

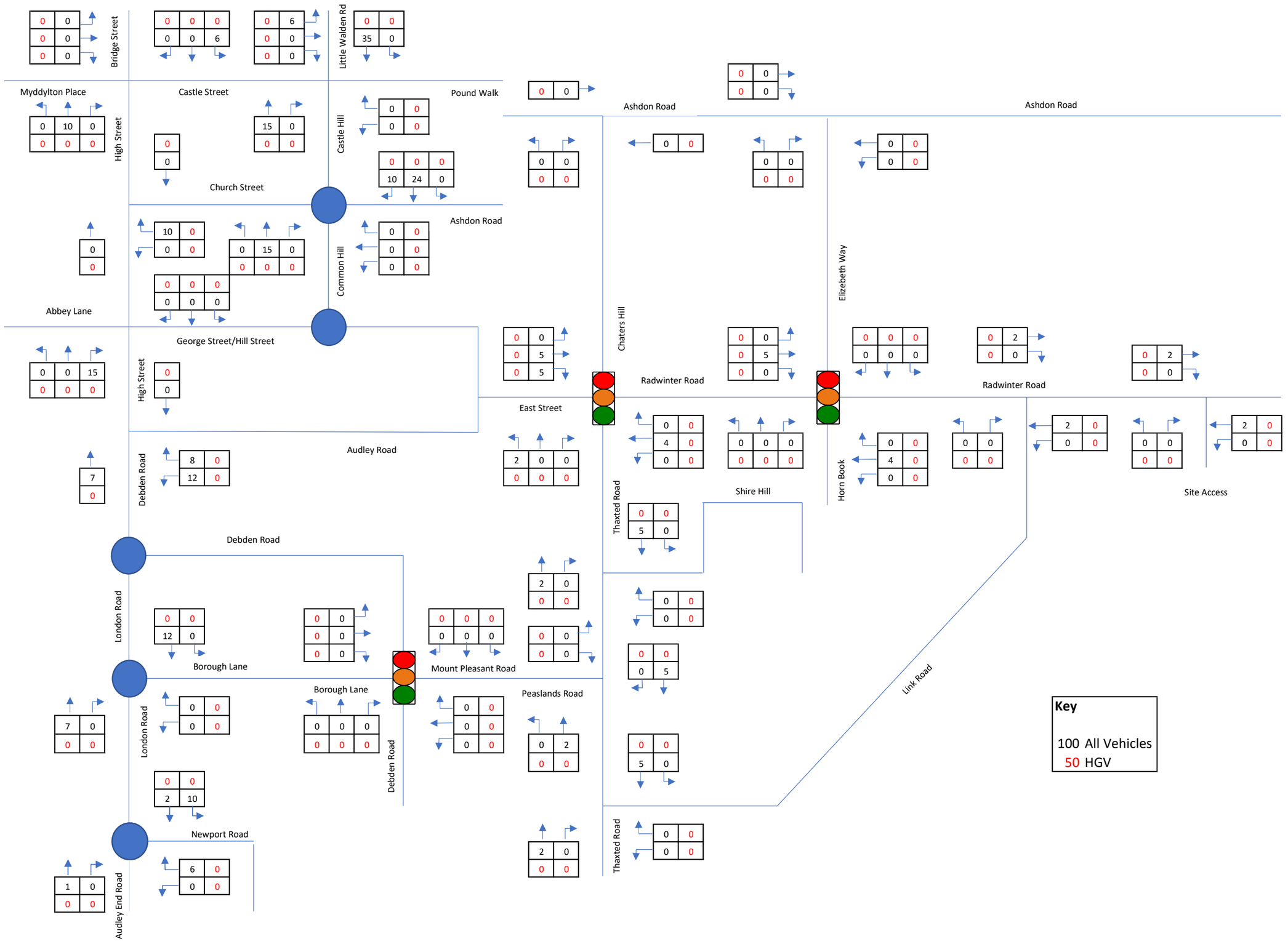


Figure 6.3: Committed Development - Land East of Little Walden Road AM Peak

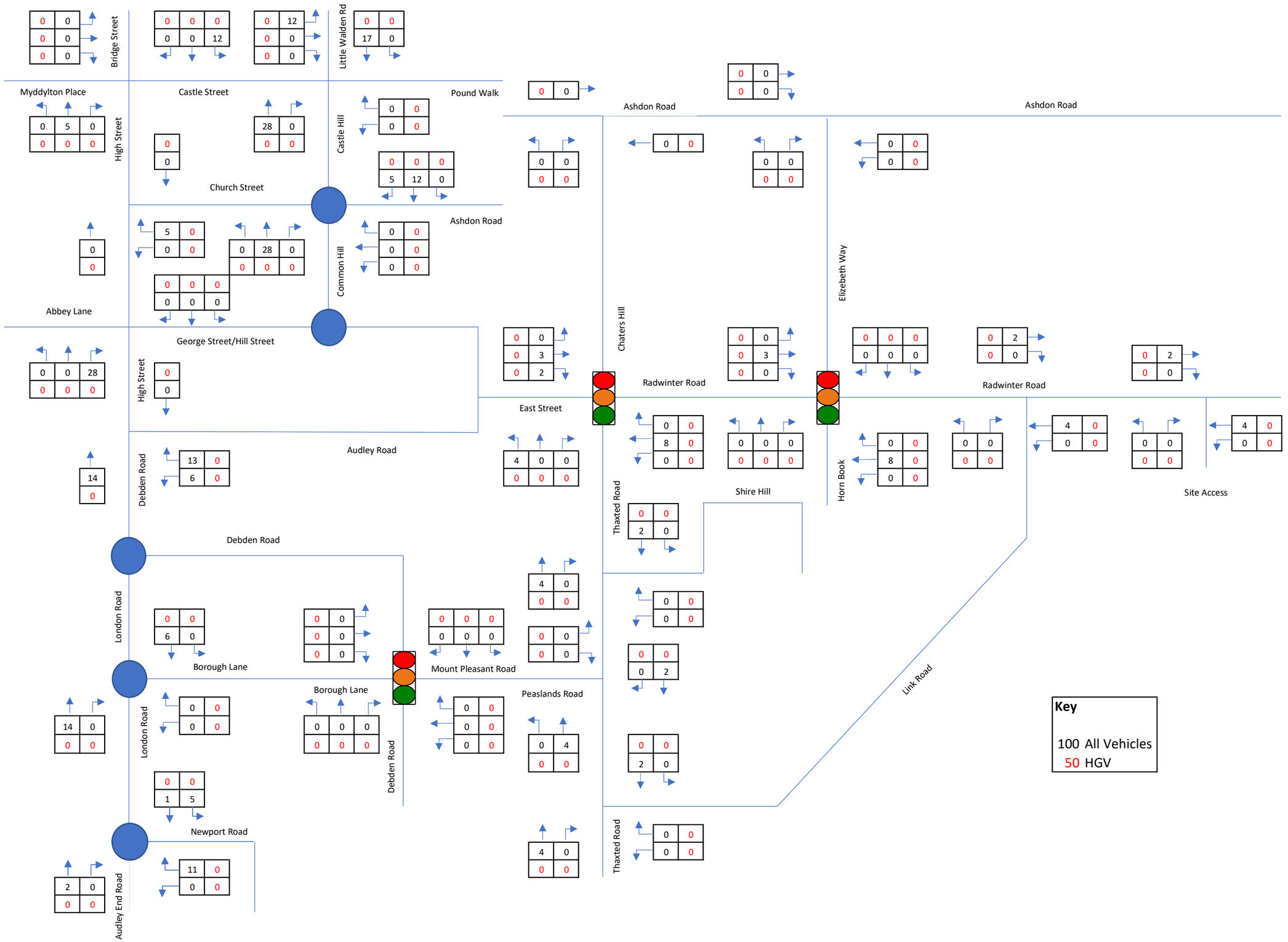


Figure 6.4: Committed Development - Land East of Little Walden Road PM Peak

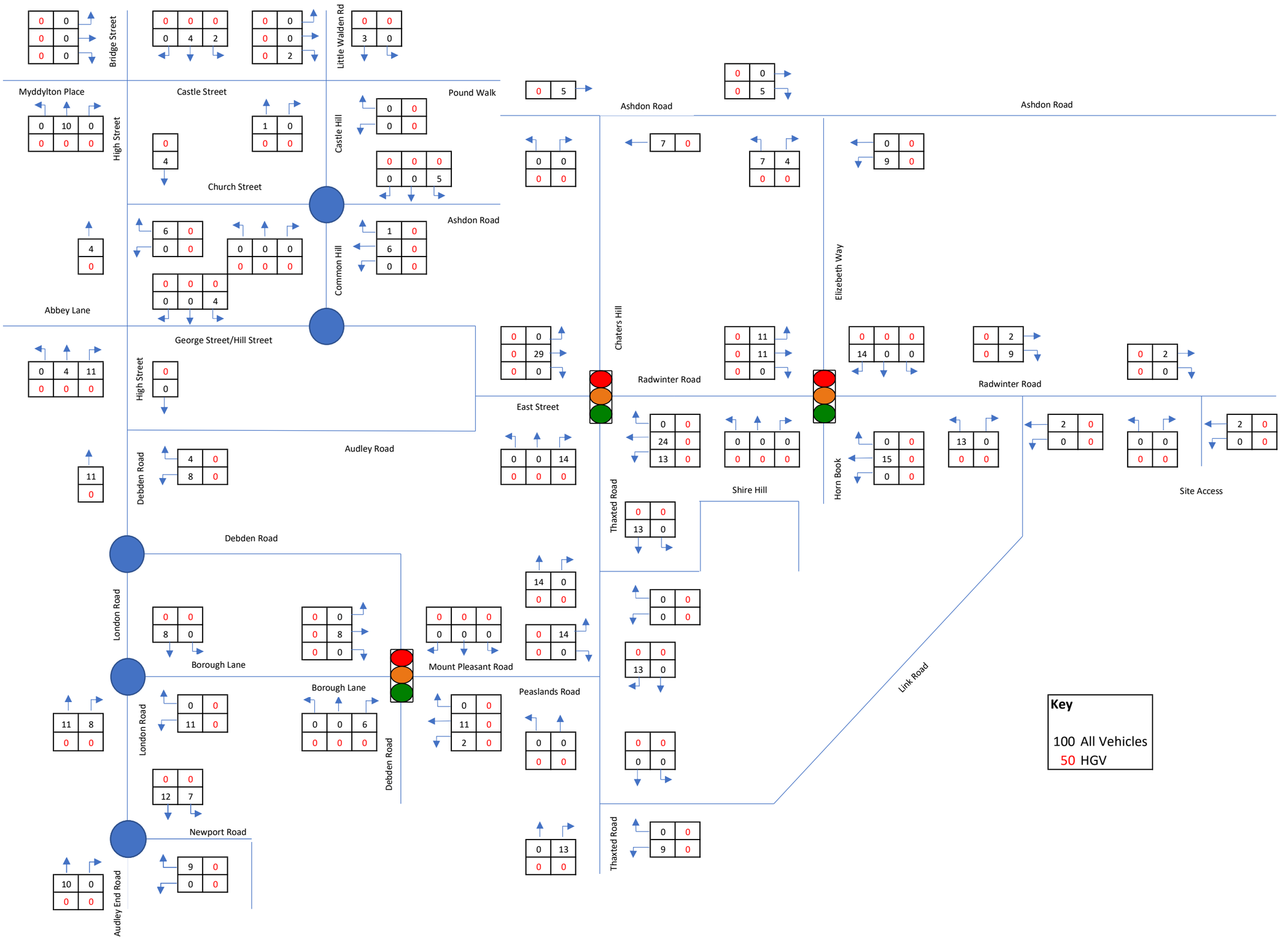


Figure 6.5: Committed Development - Former Pulse Packaging Site AM Peak

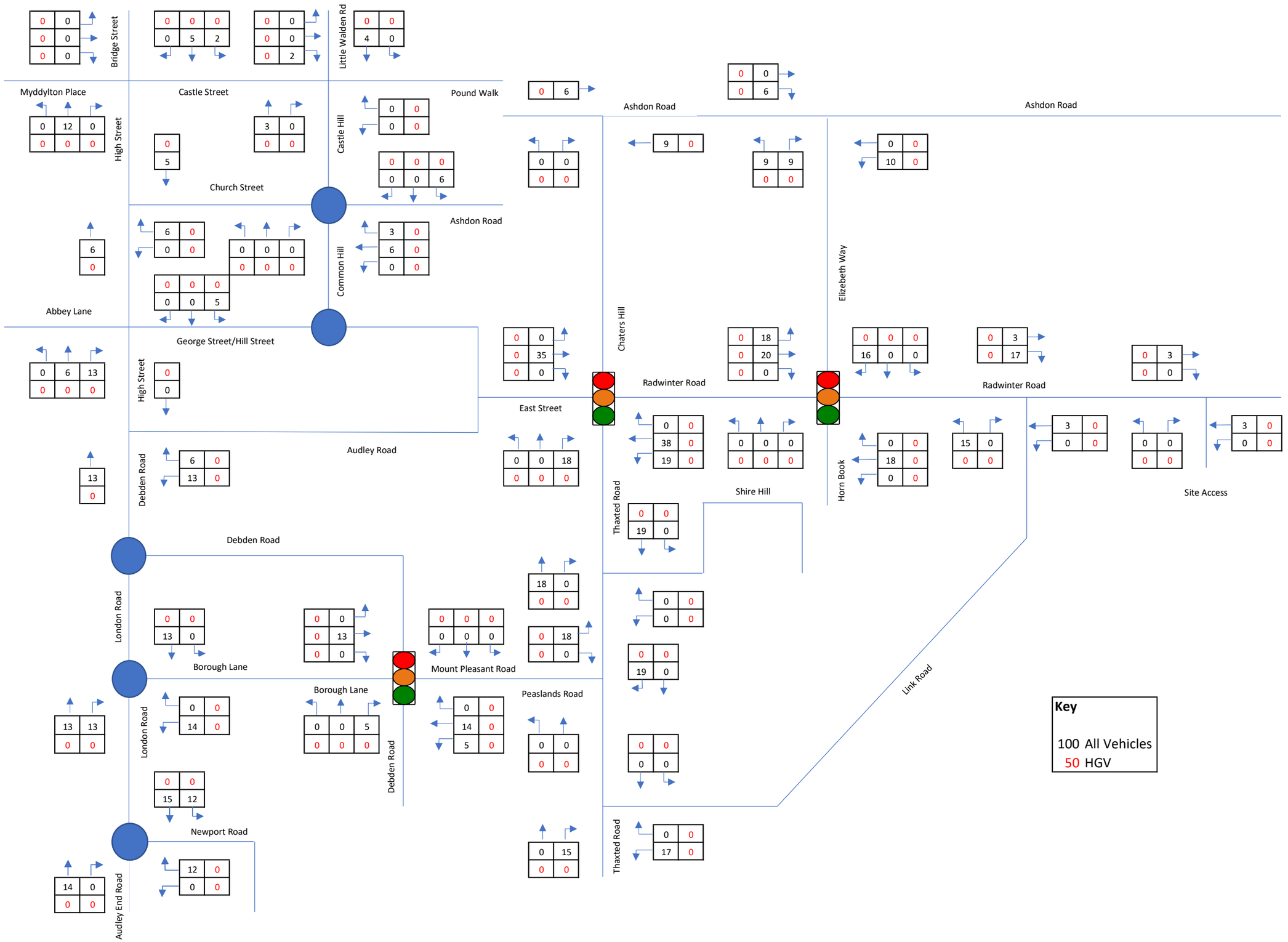


Figure 6.6: Committed Development - Former Pulse Packaging Site PM Peak

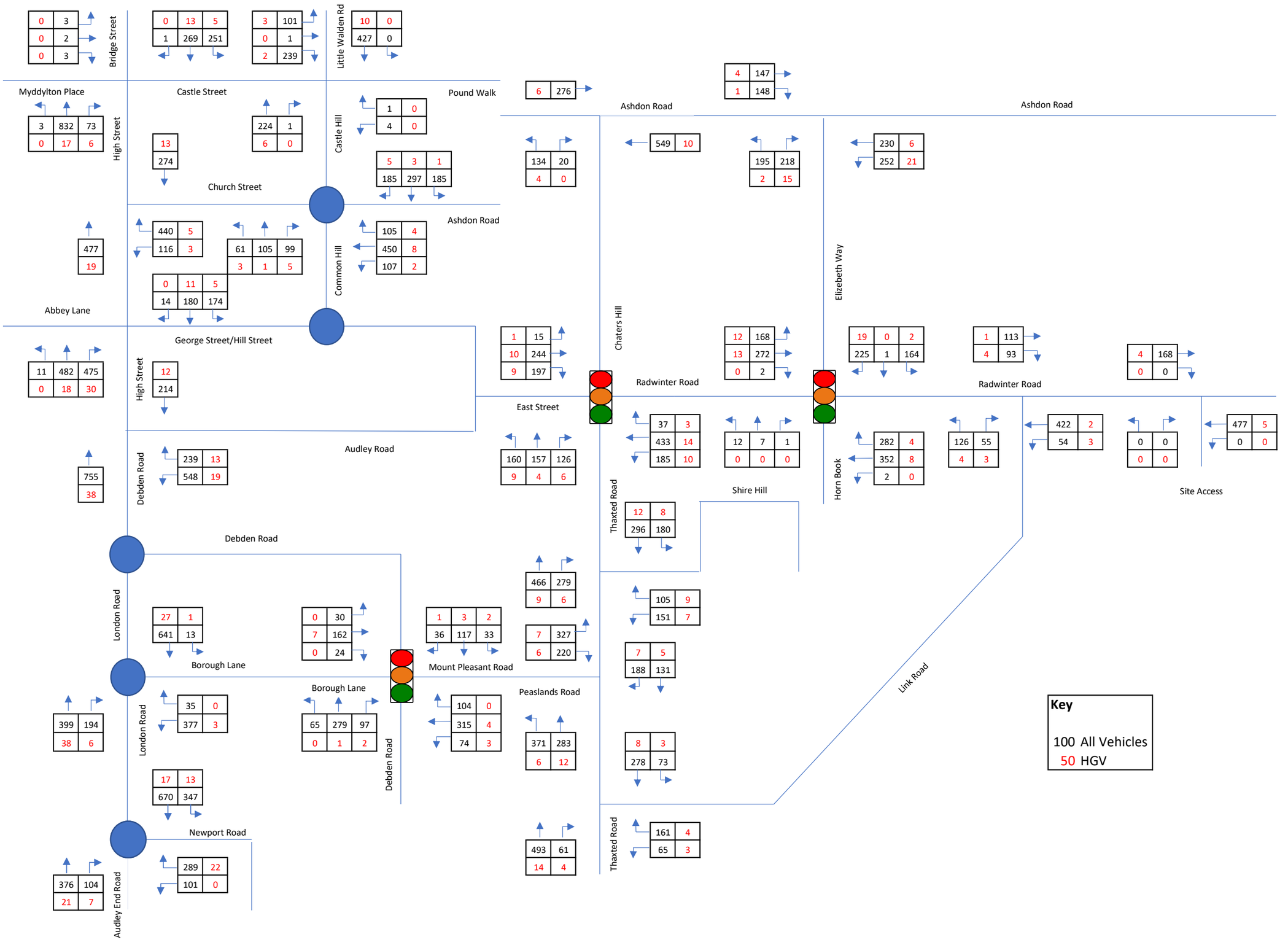


Figure 7.2: 2026 AM Peak Without Proposed Development - With Link Road

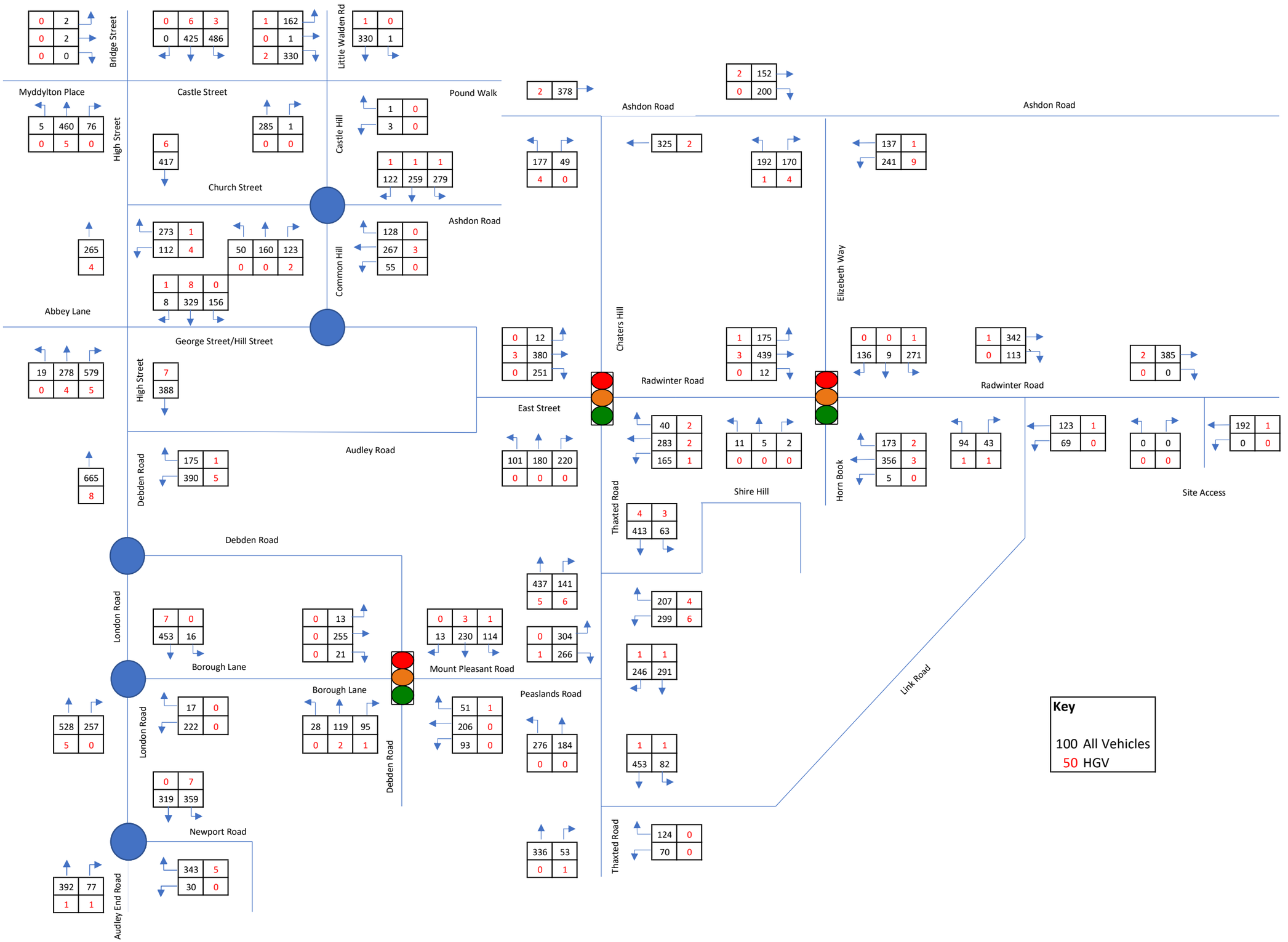


Figure 7.3: 2026 PM Peak Without Proposed Development - With Link Road

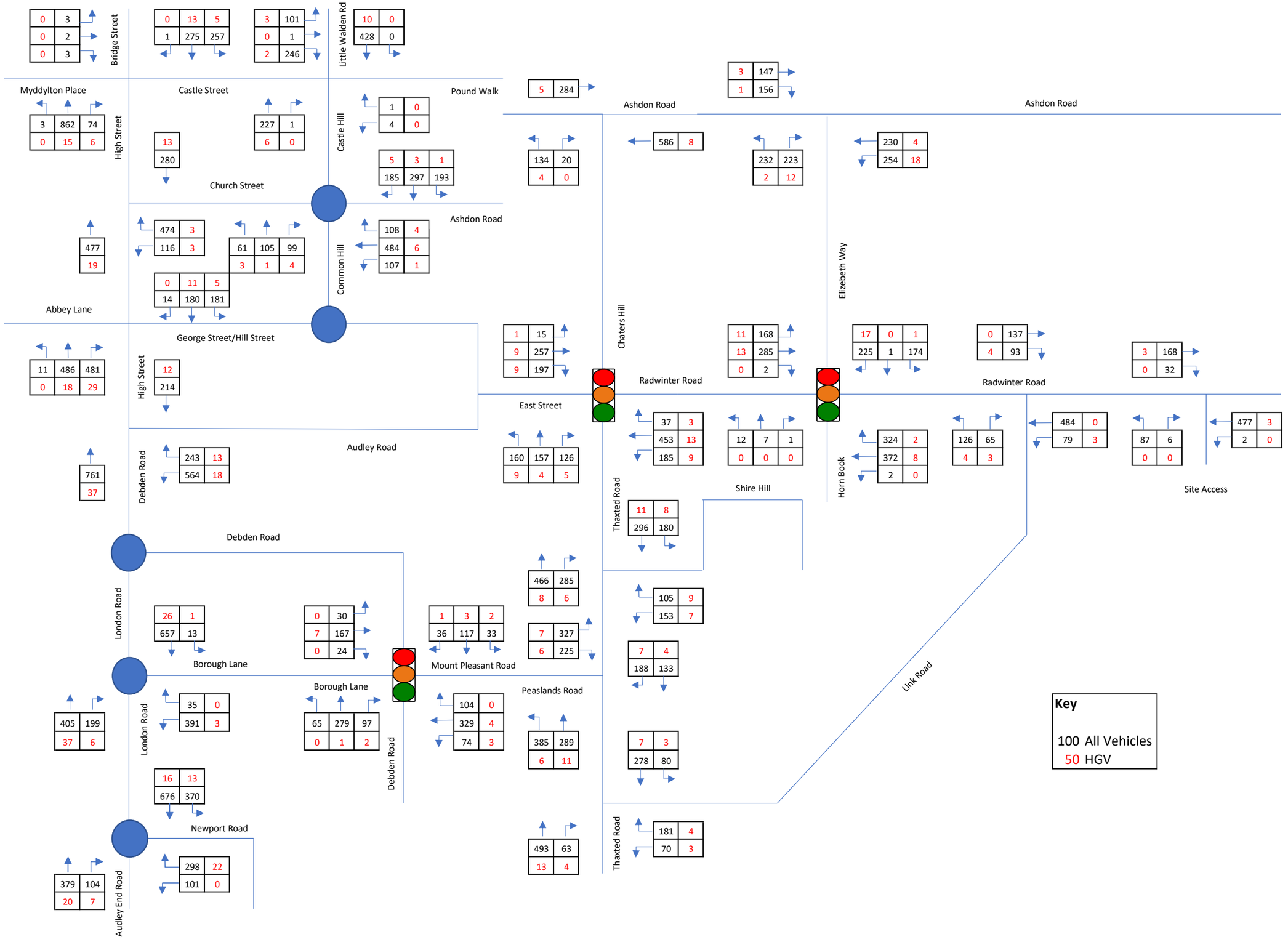


Figure 7.4: 2026 AM Peak With Proposed Development - With Link Road

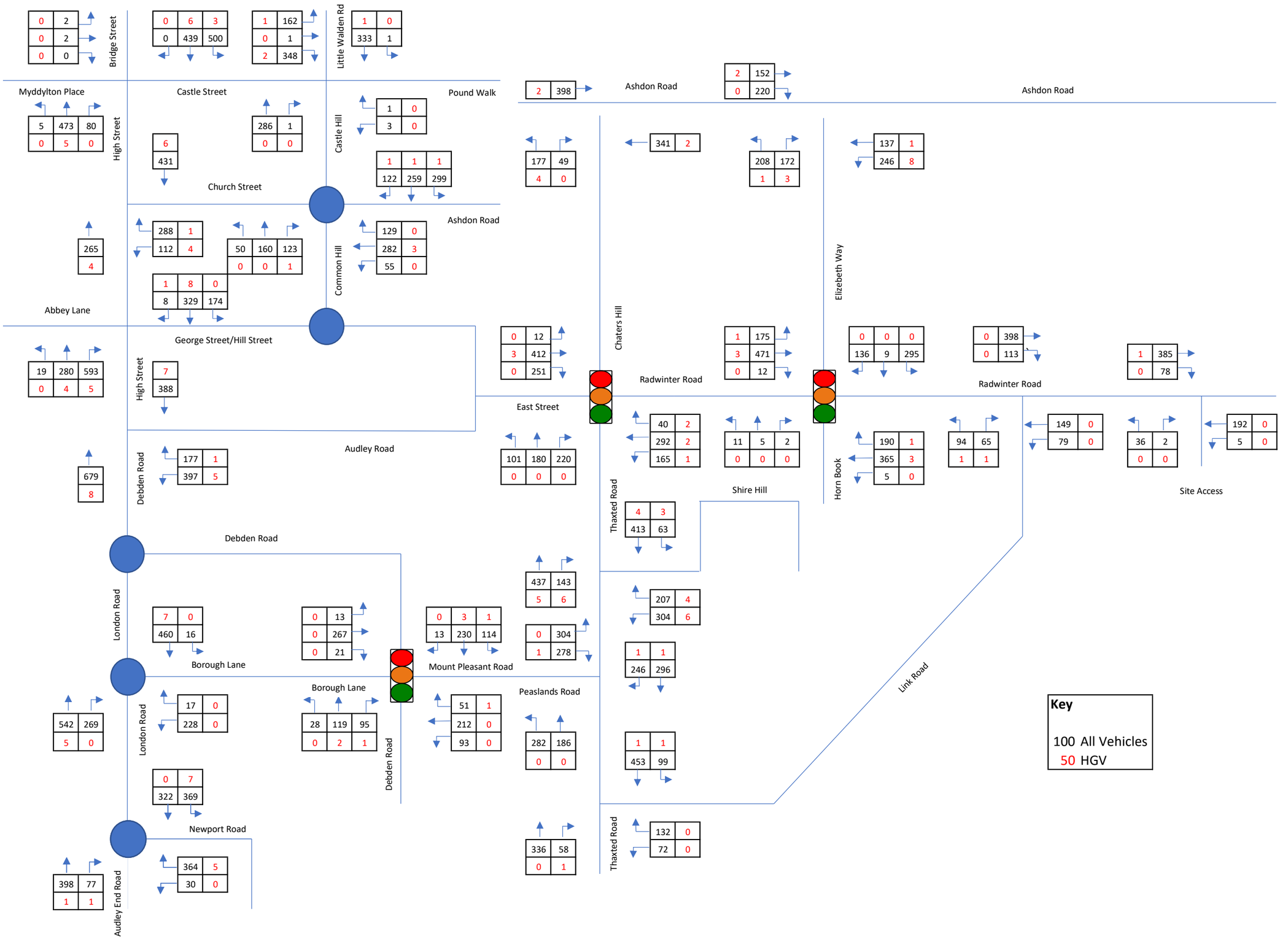


Figure 7.5: 2026 PM Peak With Proposed Development - With Link Road

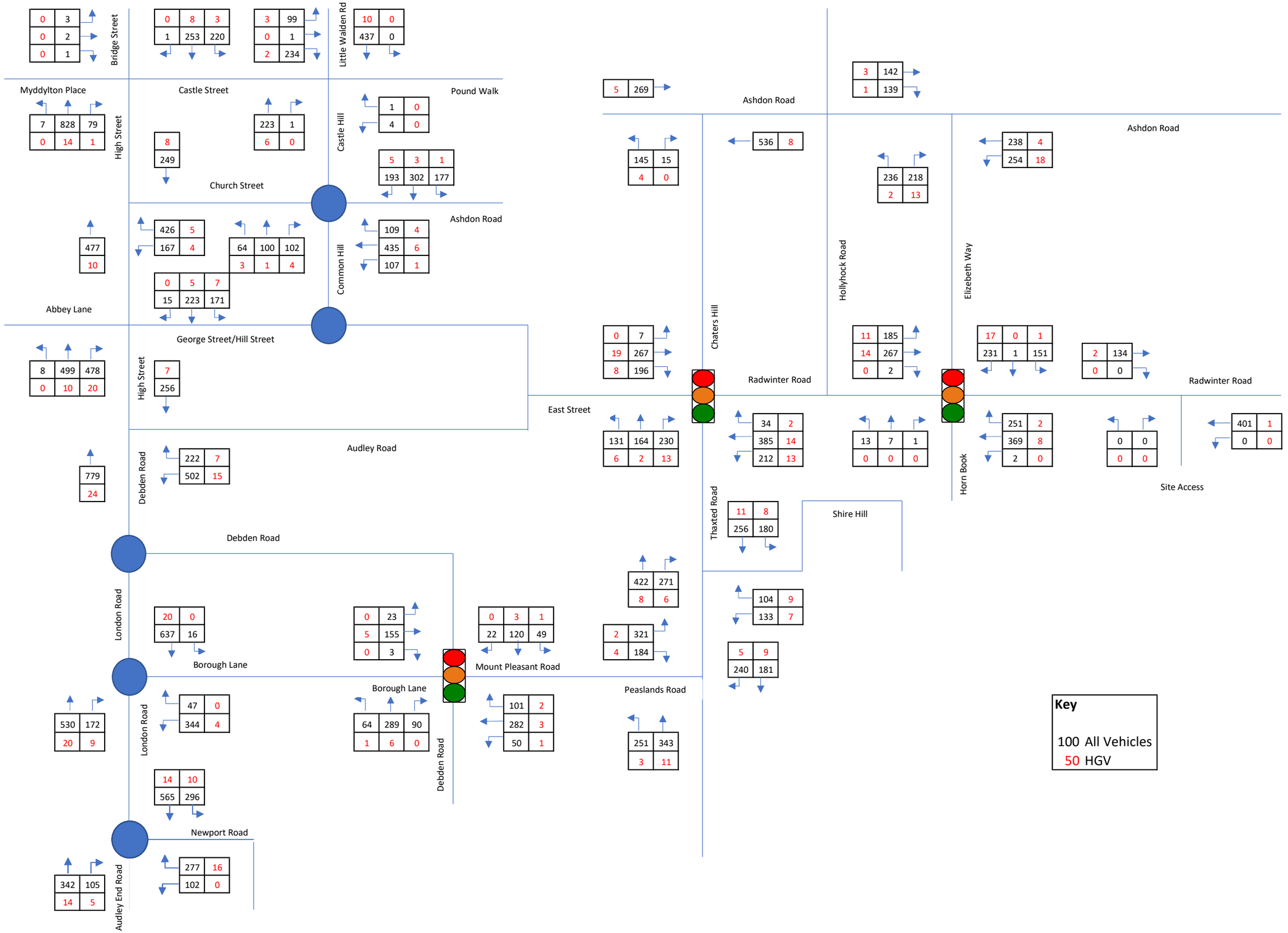


Figure 7.6: 2026 AM Peak Without Proposed Development - Without Link Road

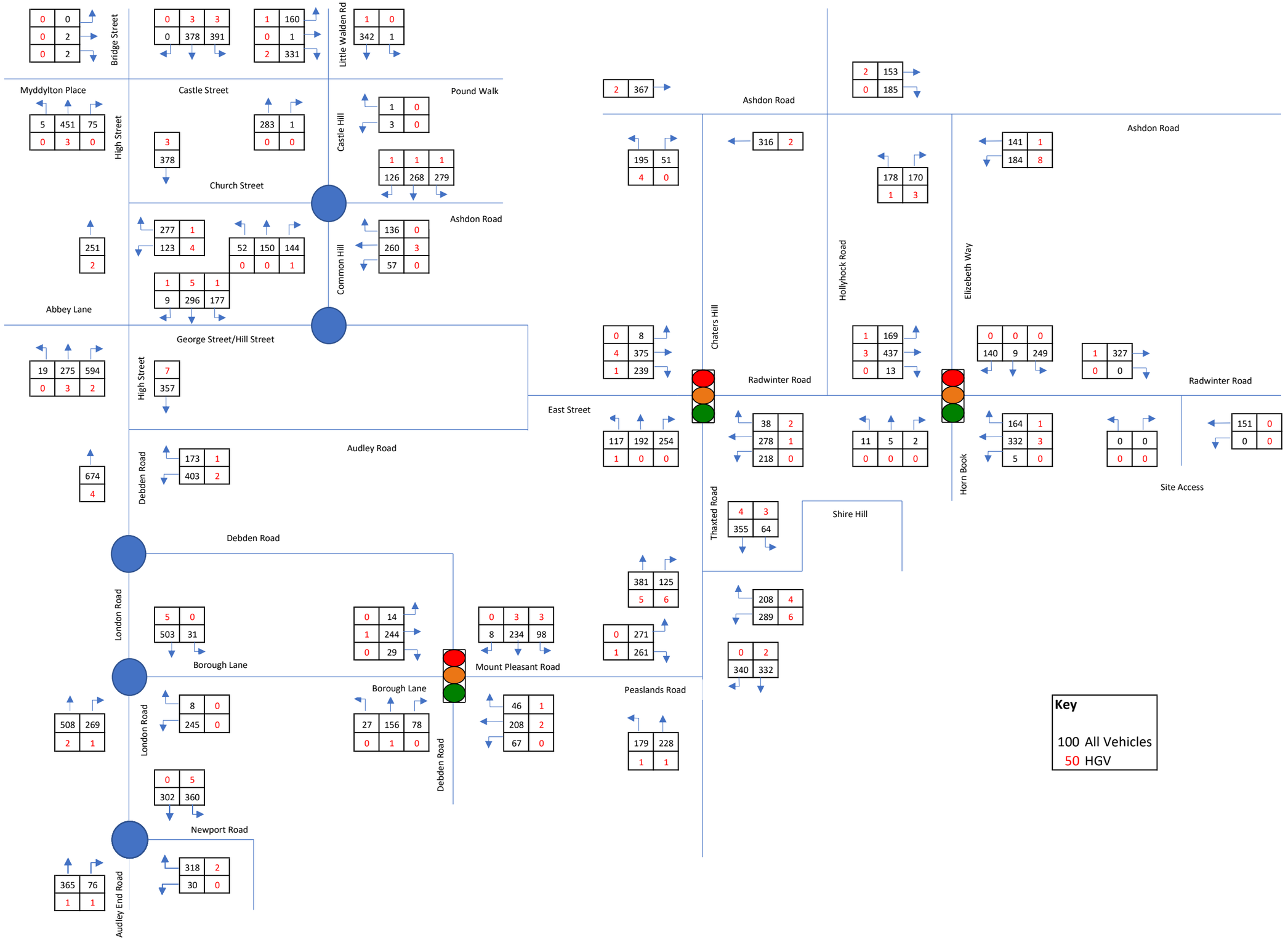


Figure 7.7: 2026 PM Peak Without Proposed Development - Without Link Road

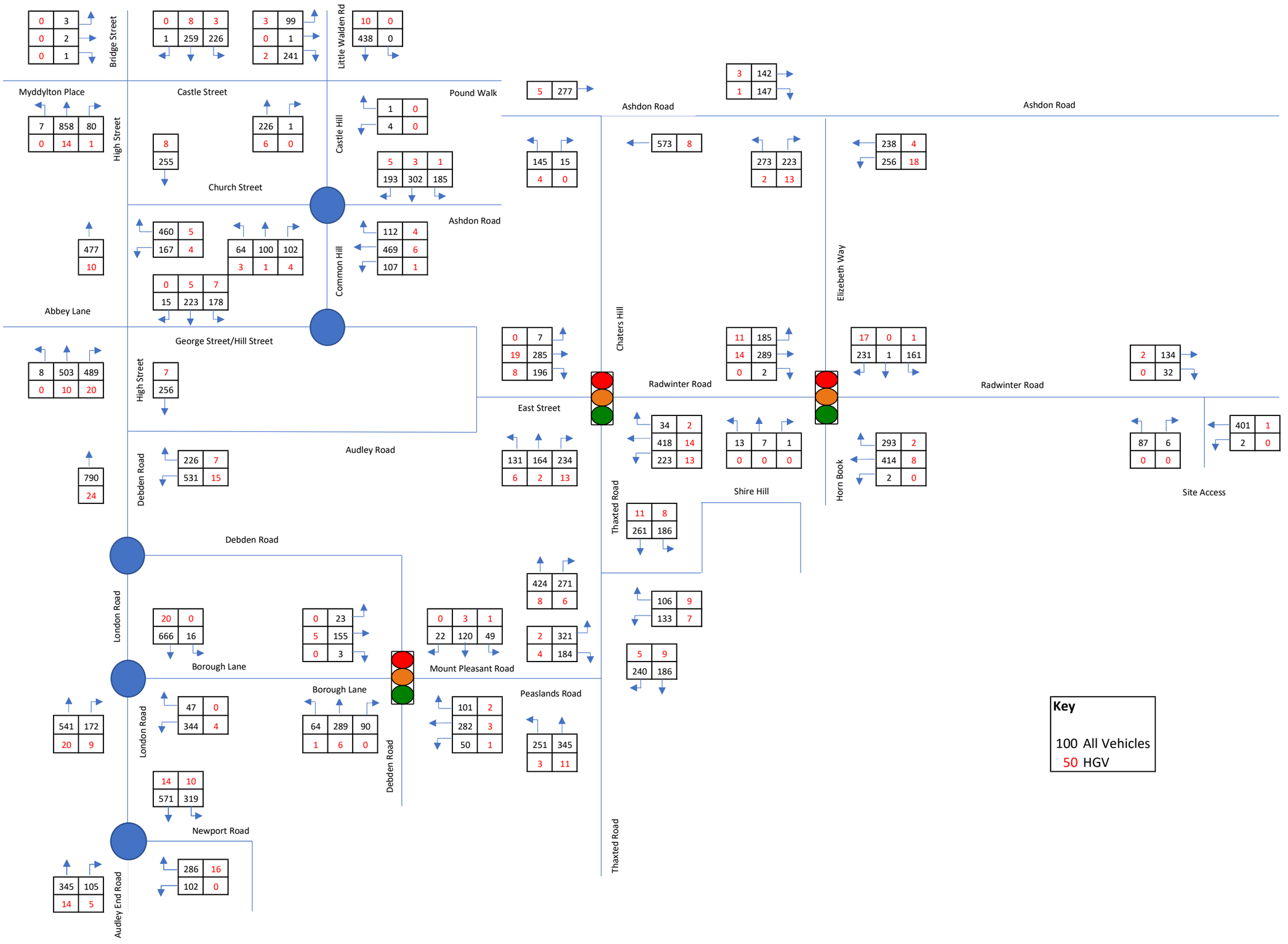


Figure 7.8: 2026 AM Peak With Proposed Development - Without Link Road

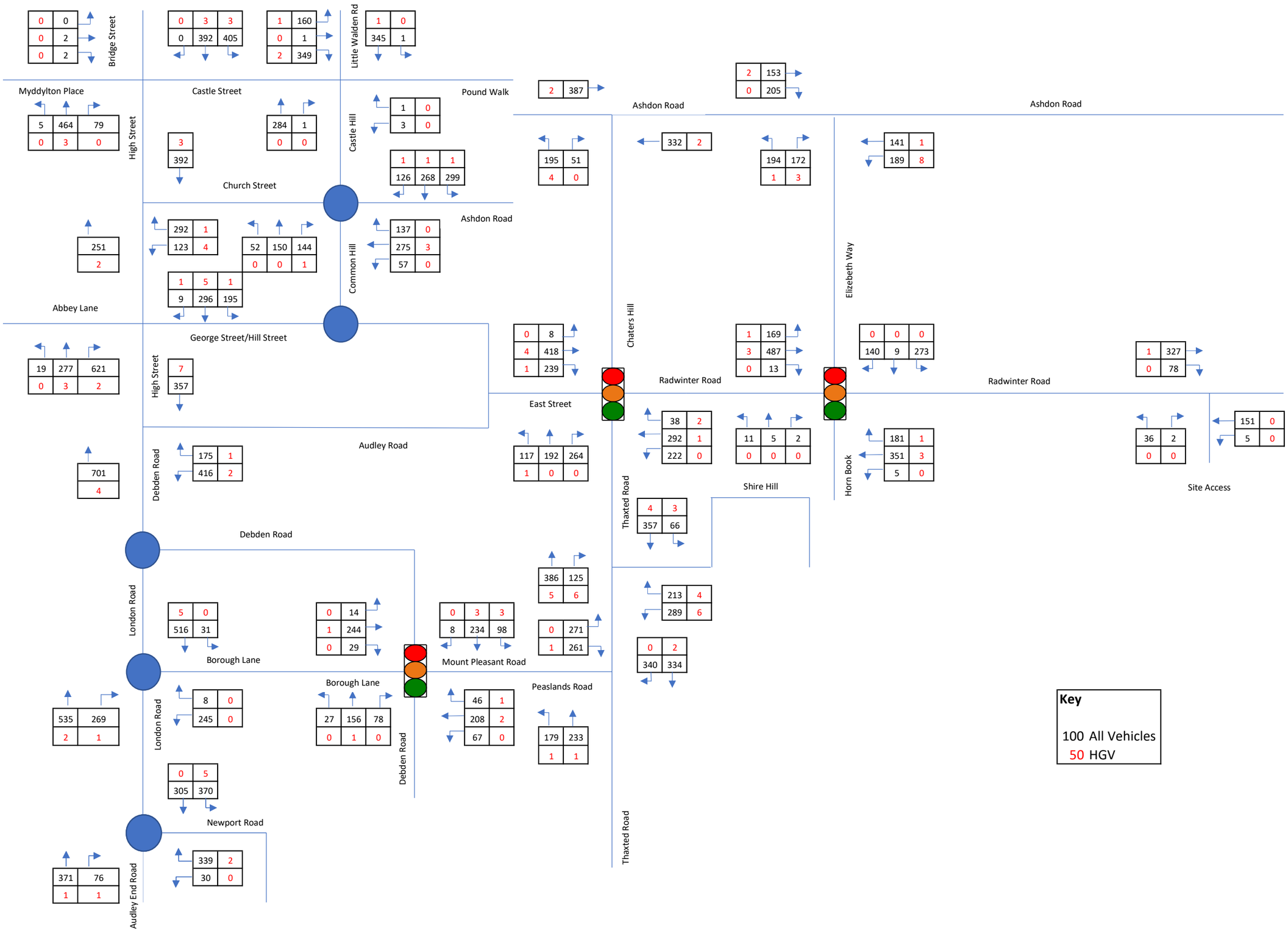


Figure 7.9: 2026 PM Peak With Proposed Development - Without Link Road

COTSWOLD TRANSPORT PLANNING

Appendix F

Personal Injury Collision Data

AccsMap version 6.1

Colour-coding by SEVERITY
Total Accidents (13)

Fatal	(0)
Serious	(8)
Slight	(5)

Total Casualties (17)

Fatal	(0)
Serious	(8)
Slight	(9)

Selected Range of Accidents between dates 01/04/2016 and 31/03/2021
Selected using Manual Selection

Essex Highways
Ringway Jacobs working in partnership with Essex County Council

DRAWING TITLE

1869 Jon Ashcroft

SCALE	1 : 14130
DATE	06/05/2021
DRAWING No.	
DRAWN BY	

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

16133854 25/11/2016 Time 0515 Vehicles 2 Casualties 1 Serious
E: 554399 N: 238473 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

I WAS DRIVING ALONG EAST STREET WHEN A WHITE SKODA VAN PULLED OUT OF SIDE STREET VANOLI CLOSE AND COLLIDED IN TO THE DRIVERS SIDE OF MY CAR. HE ADMITTED IT WAS HIS FAULT AND THAT HE HADN'T SEEN ME.

Occurred on EAST STREET UNSPECIFIED ROAD OR LOCATION VANOLI CLOSE

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Male
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SW to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 32 Male Driver/rider Severity: Serious
Postcode Seatbelt

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

16138242 15/12/2016 Time 2110 Vehicles 4 Casualties 4 Serious
E: 557313 N: 238407 First Road: B 1053 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 HAS BEEN TRAVELLING EAST ON RADWINTER ROAD AND HAS COLLIDED WITH THE REAR OF A PARKED AND UNATTENDED VEHICLE. THIS UNATTENDED VEHICLE HAS THEN HIT A FURTHER TWO PARKED AND UNATTENDED VEHICLES. VEH 1 HAS THEN SPUN AROUND IN THE ROAD AND LEFT THE C ARRIAGEWAY BACKWARDS BEFORE COMING TO REST IN A DITCH.

Occurred on 33 RADWINTER ROAD B1053 100 METRES EAST OF JUNCTION WITH WALDEN ROAD B1053

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Parked Vehicle Off road: Entered ditch
O/S Age of Driver 73 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 73 Female Driver/rider Severity: Slight
Postcode Seatbelt

Casualty Reference: 2 Vehicle: 1 Age: 82 Female Passenger Severity: Slight
Postcode Seatbelt
Back seat

Casualty Reference: 3 Vehicle: 1 Age: 82 Female Passenger Severity: Slight
Postcode Seatbelt
Front seat

Casualty Reference: 4 Vehicle: 1 Age: 92 Female Passenger Severity: Serious
Postcode Seatbelt
Back seat

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation
9 No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 3 Car Parked
Vehicle movement from Park to Parked No tow / articulation
9 No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 4 Car Parked
Vehicle movement from Park to Parked No tow / articulation
9 No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

18296500 28/05/2018 Time 1627 Vehicles 2 Casualties 1 Serious
E: 555787 N: 238361 First Road: B 1053 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

RED MITISUBISHI TOWING TRAILER TRAVELLING WEST TO EAST DOWN RADWINTER ROAD B1053 HAS COME ROUND A RIGHT HAND BEND, TO WHICH DRIVER HAS CLIPPED KERB CAUSING DRIVER TO LOSE CONTROL AND JACK KNIFE. THE DRIVER HAS THEN CROSSED INTO THE OTHER LANE, TO WHI
CH SKODA DRIVER TRAVELLING IN OPPOSITE DIRECTION HAS COLLIDED WITH TRAILER. TRAILER WAS COVERING LANE WITH THE FRONT OF SKODA IN BETWEEN THE REAR OF THE MITSUBISHI AND TRAILER TOW BAR. BOTH AIR BAGS OF SKODA HAVE DEPLOYED CAUSING INJURY TO DRIVER.O
TH PARTIES SEEN BY PARAMEDICS AND DEEMED OK. DRIVER OF MITSUBISHI WAS BREATHALYSED WHICH CAME BACK NEGATIVE. BOTH VEHICLES WERE PUT THROUGH PNC BEING ALL IN ORDER WITH HASH DL COMPLETED ALSO. VEHICLES RECOVERED AND ROAD CLEAR WITH HIGHWAYS INFORME

Occurred on RADWINTER ROAD B1053

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Nearside Age of Driver 77 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 77 Male Driver/rider Severity: Serious
Postcode Seatbelt

Vehicle Reference 2 Car Going ahead right bend
Vehicle movement from W to E Single trailer
On main carriageway Jack-knifed
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road Kerb Off road: None
O/S Age of Driver 40 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

18307928 05/07/2018 Time 1120 Vehicles 2 Casualties 1 Serious
E: 556403 N: 238190 First Road: B 1053 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CASUALTY 1 WAS CYCLING EAST ALONG THE B1053 RADWINTER ROAD HEADING INTO SEWARDS END. TRAVELLING BEHIND THE CYCLIST WAS A BLUE FORD C-MAX TITANIUM REGISTRATION AJ14TXD WHICH WAS BEING DRIVEN BY DRIVER 1. V1 COLLIDES INTO THE REAR OF THE CYCLIST CAUSI NG SEVERE HEAD INJURIES. IT IS UNDERSTOOD AT THIS EARLY STAGE THAT IS SUFFERING FROM WET MACULAR DEGENERATION (CHRONIC EYE DISEASE) BLURRED / TUNNEL VISION AND BLIND SPOTS IN HER EYESIGHT.

Occurred on RADWINTER ROAD B1053

Vehicle Reference 1 Car Going ahead right bend
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 76 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead right bend
Vehicle movement from W to E No tow / articulation
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 71 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 71 Male Driver/rider Severity: Serious
Postcode Seatbelt

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

18328090 18/09/2018 Time 1623 Vehicles 2 Casualties 1 Serious
E: 555482 N: 238408 First Road: B 1053 Road Type Single carriageway
Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEHICLE 2 WAS PROCEEDING ALONG RADWINTER ROAD WHEN A VEHICLE IN FRONT SLOWED AND THEN EVENTUALLY STOPPED AS IT WAS INTENDING TO TURN RIGHT INTO TURPIN HALL FARM. WHEN THIS VEHICLE TURNED VEHICLE 2 STARTED TO MOVE OFF AGAIN. VEHICLE 1 HAS APPROACHED V EHICLE 2 FROM BEHIND BUT HAS COLLIDED INTO THE REAR OF VEHICLE 2 NOT REALISING IT WAS TRAVELLING SLOWLY AFTER MOVING OFF.

Occurred on RADWINTER ROAD B1053 AT JN WITH TURPIN HALL FARM ENTRANCE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Vehicle Reference 2 Car Starting
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 89 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 88 Female Passenger Severity: Serious
Postcode Seatbelt
Front seat

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

19808618 17/01/2019 Time 0715 Vehicles 1 Casualties 1 Serious
E: 554363 N: 238461 First Road: B 1053 Road Type Single carriageway
Speed limit: 30 Junction Detail: Other Give way or controlled B 184
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Other
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE ONE WAS TRAVELLING ALONG B1053, RADWINTER ROAD. HAVING JUST PASSED HOLLYHOCK ROAD ON THE NEARSIDE, A PEDESTRIAN HAS FAILED TO LOOK PROPERLY AND STEPPED INTO THE MOVING VEHICLE AND COLLIDED WITH ITS N/S WING MIRROR.

Occurred on RADWINTER ROAD (B1053) NEAR JUNCTION WITH THAXTED ROAD (B184)

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Starting
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 28 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 12 Female Pedestrian Severity: Serious
Postcode Seatbelt
In carr elsewhere S bound
Driver's nearside

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

19838518 03/04/2019 Time 0645 Vehicles 2 Casualties 1 Slight
E: 554629 N: 238504 First Road: B 1053 Road Type Dual carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

I WAS CYCLING ALONG RADWINTER ROAD TOWARDS TOWN CENTRE WHEN I WAS PASSED BY A SILVER VAN (FORD I THINK) WITH REGISTRATION ET10 EYU. THE VEHICLE PASSED ME AT SPEED SO CLOSELY THAT THE DRIVER CLIPPED MY BIKE SO THAT I LOST CONTROL AND FLEW OVER THE HA NDLE BARS. THE VAN BREAKED AND STOPPED BEFORE DRIVING OFF, THIS VEHICLE USES THIS ROUTE ON A REGULAR BASIS AT THIS TIME OF DAY AS IT HAS PASSED ME SEVERAL TIMES ON MY CYCLE TO AUDLEY END STATION. ANOTHER VEHICLE BEHIND ME SAW ME LYING ON THE ROAD BUT CONSIDERED THIS TO BE INCONVENIENT, HONKED AND DROVE AROUND ME TO CONTINUE ITS JOURNEY

Occurred on RADWINTER ROAD (B1053) - 81 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Overtaking nearside
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Non-stop, not hit Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 49 Male
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 49 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months
Selection: **Notes:**
Selected using Manual Selection

19833642 23/04/2019 Time 2050 Vehicles 2 Casualties 1 Slight
E: 554481 N: 238490 First Road: B 1053 Road Type Single carriageway
Speed limit: 30 Junction Detail: Other Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE 002 HEADING EAST ALONG RADWINTER ROAD. AS DRIVER ALMOST GOT TO JUNCTION OF HOLLYHOCK ROAD ON LEFT, A CYCLIST VEH 001, WHO WAS RIDING ON THE PAVEMENT ON VEH 002 OFFSIDE, SUDDENLY VEERED OFF INTO THE CARRIAGEWAY WITHOUT LOOKING AND WENT INTO VE H 002 OFFSIDE PASSENGER FRONT DOOR. CYCLIST AND HIS BICYCLE WERE ENTIRELY BLACK. CYCLIST HAD RIDDEN ALONG PAVEMENT TO A DROPPED KERB OPPOSITE HOLLYHOCK ROAD AND NOT LOOKED BEFORE CROSSING. VEH 001 DID NOT STOP AND VEH 002 FOLLOWED VEH 001 TO CHECK TH T HE WAS OK AND TO GET HIS DETAILS.

Occurred on RADWINTER ROAD (B1053) NEAR JUNCTION WITH HOLLYHOCK ROAD

Vehicle Reference 1 Pedal Cycle Turning right
Vehicle movement from S to N No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
O/S Age of Driver 15 Male
Non-stop, not hit Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 15 Male Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 20 Male
Hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

19863719 30/07/2019 Time 2340 Vehicles 2 Casualties 1 Slight
E: 554351 N: 238455 First Road: B 184 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

V2 WAS TRAVELLING NORTH ON THE B184 THAXTED ROAD APPROACHING THE JUNCTION WITH RADWINTER ROAD TO TURN LEFT. V1 HAS COLLIDED WITH V2 CAUSING DAMAGE TO THE NSF PASSENGER DOOR. BOTH VEHICLES PULLED OVER TO EXCHANGE DETAILS WHERE THE DRIVER OF V1 SHOUT
ED ABUSE AND THEM DROVE OFF FAILING TO PROVIDE DETAILS.

Occurred on RADWINTER ROAD (B184) AT JUNCTION WITH CHATERS HILL

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 31 Female
Non-stop, not hit Breath test Driver not contacted
Driver Postcode: VRM:

Vehicle Reference 2 Car Turning left
Vehicle movement from N to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Male
Not hit and run Breath test Driver not contacted
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Passenger Severity: Slight
Postcode Seatbelt
Front seat

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

19907682 09/12/2019 Time 2146 Vehicles 1 Casualties 1 Serious
E: 555740 N: 238404 First Road: B 1053 Road Type Single carriageway
Speed limit: 60 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Darkness: no street lighting Fine with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Loss of control	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEHICLE ONE HAS LOST CONTROL ON A BEND AND ROLLED THE VEHICLE.

Occurred on WALDEN ROAD (B1053)

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway Skidded and overturned
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 62 Female
Not hit and run Breath test Not applicable
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 62 Female Driver/rider Severity: Serious
Postcode Seatbelt

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

20966253 21/07/2020 Time 1815 Vehicles 1 Casualties 1 Serious
E: 554470 N: 238486 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal B 1053
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

C1 WAS WALKING EAST ALONG RADWINTER ROAD TOWARDS SAFFRON WALDEN TOWN CENTRE WHEN C1 ON THE DRIVERS OFFSIDE WALKED INTO THE PATH OF V1 TRAVELLING WEST ALONG RADWINTER ROAD TOWARDS THE GENERAL DIRECTION OF RADWINTER, COLLIDING WITH V1

Occurred on UNCLASSIFIED ROAD NEAR JUNCTION WITH RADWINTER ROAD (B1053)

Vehicle Reference 1 Car Going ahead other
Vehicle movement from E to W No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 37 Male
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 15 Male Pedestrian Severity: Serious
Postcode Seatbelt
Within 50m ped crossing NW bound
Driver's nearside

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months
Selection: **Notes:**
Selected using Manual Selection

20966541 22/07/2020 Time 1312 Vehicles 1 Casualties 1 Slight
E: 554961 N: 238502 First Road: B 1053 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Dangerous action in carriageway	Casualty 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

V1 TRAVELLING EAST, IN THE GENERAL DIRECTION OF RADWINTER, ALONG RADWINTER ROAD SAFFRON WALDEN. PEDESTRIAN RUNS OUT FROM THE SPIKE ONTO RADWINTER ROAD RUNNING WEST TOWARDS SAFFRON TOWN CENTRE AND RUNS TOWARDS THE ONCOMING V1. DRIVER OF V1 REACTS AND
BRINGS V1 TO A STOP. PEDESTRIAN RUNS INTO V1 AND HITS THE BONNET, THEN FALLS ON THE FLOOR. THE PEDESTRIAN WAS DETAINED BY OFFICERS, WHO HAD ATTENDED AN INCIDENT IN THE SPIKE, WHERE THE PEDESTRIAN HAD RAN FROM. NO DAMAGE TO V1, MINOR INJURY TO PEDEST
AIN.

Occurred on RADWINTER ROAD (B1053) - 33 METRES FROM JUNCTION WITH ELIZABETH WAY

Vehicle Reference 1 Car Going ahead other
Vehicle movement from W to E No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 27 Female
Not hit and run Breath test Negative
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 34 Male Pedestrian Severity: Slight
Postcode Seatbelt
In carr not crossing W bound
Movement U/K

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months

Selection: **Notes:**

Selected using Manual Selection

20986718 04/10/2020 Time 0835 Vehicles 2 Casualties 2 Slight
E: 554929 N: 238509 First Road: B 1053 Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp
Daylight Raining without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

V1 WAS DRIVING FROM THE DIRECTION OF RADWINTER TOWARDS SAFFRON WALDEN AND V2 WAS DRIVING FROM SAFFRON WALDEN IN THE DIRECTION OF RADWINTER, V1 HAS PULLED ACROSS THE JUNCTION TOWARDS ELIZABETH WAY COLLIDING FRONT END OF V2 IN CENTRE OF JUNCTION.

Occurred on RADWINTER ROAD (B1053) AT JUNCTION WITH ELIZABETH WAY

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Turning right
Vehicle movement from E to NE No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 66 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 1 Vehicle: 1 Age: 66 Male Driver/rider Severity: Slight
Postcode Seatbelt

Vehicle Reference 2 Car Waiting to turn right
Vehicle movement from W to S No tow / articulation
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or i First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 53 Male
Not hit and run Breath test Not requested
Driver Postcode: VRM:

Casualty Reference: 2 Vehicle: 2 Age: 53 Male Driver/rider Severity: Slight
Postcode Seatbelt

Accidents between dates **01/04/2016** **and** **31/03/2021** (60) months

Selection:

Selected using Manual Selection

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	7	3	10
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	1	2	3
Horses & other	0	0	0	0
Total	0	8	5	13

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	3	3	6
Passenger	0	2	3	5
Motorcycle rider	0	0	0	0
Cyclist	0	1	2	3
Pedestrian	0	2	1	3
Other	0	0	0	0
Total	0	8	9	17

COTSWOLD TRANSPORT PLANNING

Appendix G

Bus Timetables

6 B1053 inside Tesco - Stansted Airport

Stephensons of Essex

Mondays to Fridays [1]

B1053 inside Tesco, Saffron Walden	*dep*			08:15	09:25	10:25	11:25	12:25	13:25	14:25		16:25	17:25	18:25	19:25
Saffron Walden, o/s Hospital				08:17	09:27	10:27	11:27	12:27	13:27	14:27		16:27	17:27	18:27	19:27
Saffron Walden, opp High School	*dep*			|	|	|	|	|	|	|	15:30	|	|	|	|
Saffron Walden, High Street (S-bound)		06:21	07:21	08:31	09:31	10:31	11:31	12:31	13:31	14:31	15:41	16:31	17:31	18:31	19:31
Saffron Walden, adj Station Road		06:23	07:23	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:43	16:33	17:33	18:33	19:33
Saffron Walden, adj South Road		06:25	07:25	08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:45	16:35	17:35	18:35	19:35
Saffron Walden, adj Cromwell Road Shops		06:28	07:28	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:48	16:38	17:38	18:38	19:38
Debden, opp Primary School		06:37	07:37	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:57	16:47	17:47	18:47	19:47
Debden, opp Henham Road		06:42	07:42	08:52	09:52	10:52	11:52	12:52	13:52	14:52	16:02	16:52	17:52	18:52	19:52
Thaxted, o/s Post Office		06:46	07:46	08:56	09:56	10:56	11:56	12:56	13:56	14:56	16:06	16:56	17:56	18:56	19:56
Broxted, adj Moor End Lane		06:56	07:56	09:06	10:06	11:06	12:06	13:06	14:06	15:06	16:16	17:06	18:06	19:06	20:06
Molehill Green, opp The Three Horseshoes		07:02	08:02	09:12	10:12	11:12	12:12	13:12	14:12	15:12	16:22	17:12	18:12	19:12	20:12
Stansted Airport, Coach Station (Bay 13)	*arr*	07:07	08:07	09:17	10:17	11:17	12:17	13:17	14:17	15:17	16:27	17:17	18:17	19:17	20:17
Notes											[Sch]				

[1] Doesn't run on Monday (Mon 31-May-2021)
[Sch] Schooldays Only - Check operator website (some journeys Student Only)
Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

6 B1053 inside Tesco - Stansted Airport

Stephensons of Essex

Saturdays

B1053 inside Tesco, Saffron Walden	*dep*			08:15	09:25	10:25	11:25	12:25	13:25	14:25	15:35	16:25	17:25	18:25	19:25
Saffron Walden, o/s Hospital				08:17	09:27	10:27	11:27	12:27	13:27	14:27	15:37	16:27	17:27	18:27	19:27
Saffron Walden, High Street (S-bound)		06:21	07:21	08:31	09:31	10:31	11:31	12:31	13:31	14:31	15:41	16:31	17:31	18:31	19:31
Saffron Walden, adj Station Road		06:23	07:23	08:33	09:33	10:33	11:33	12:33	13:33	14:33	15:43	16:33	17:33	18:33	19:33
Saffron Walden, adj South Road		06:25	07:25	08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:45	16:35	17:35	18:35	19:35
Saffron Walden, adj Cromwell Road Shops		06:28	07:28	08:38	09:38	10:38	11:38	12:38	13:38	14:38	15:48	16:38	17:38	18:38	19:38
Debden, opp Primary School		06:37	07:37	08:47	09:47	10:47	11:47	12:47	13:47	14:47	15:57	16:47	17:47	18:47	19:47
Debden, opp Henham Road		06:42	07:42	08:52	09:52	10:52	11:52	12:52	13:52	14:52	16:02	16:52	17:52	18:52	19:52
Thaxted, o/s Post Office		06:46	07:46	08:56	09:56	10:56	11:56	12:56	13:56	14:56	16:06	16:56	17:56	18:56	19:56
Broxted, adj Moor End Lane		06:56	07:56	09:06	10:06	11:06	12:06	13:06	14:06	15:06	16:16	17:06	18:06	19:06	20:06
Molehill Green, opp The Three Horseshoes		07:02	08:02	09:12	10:12	11:12	12:12	13:12	14:12	15:12	16:22	17:12	18:12	19:12	20:12
Stansted Airport, Coach Station (Bay 13)	*arr*	07:07	08:07	09:17	10:17	11:17	12:17	13:17	14:17	15:17	16:27	17:17	18:17	19:17	20:17

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

6 Stansted Airport - B1053 inside Tesco

Stephensons of Essex

Mondays to Fridays [1]

Stansted Airport, Coach Station (Bay 13)	*dep*	07:34	08:57	09:57	10:57	11:57	12:57	13:57	14:57	15:57	16:57	18:13	19:03	20:03	21:03
Molehill Green, o/s The Three Horseshoes		07:39	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:18	19:08	20:08	21:08
Broxted, opp Moor End Lane		07:45	09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:08	18:24	19:14	20:14	21:14
Thaxted, o/s The Guildhall		07:55	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:18	17:18	18:34	19:24	20:24	21:24
Debden, adj Henham Road		07:59	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:38	19:28	20:28	21:28
Debden, o/s Primary School		08:04	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:27	18:43	19:33	20:33	21:33
Saffron Walden, opp Cromwell Road Shops		08:13	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:52	19:42	20:42	21:42
Saffron Walden, opp South Road		08:16	09:39	10:39	11:39	12:39	13:39	14:39	15:39	16:39	17:39	18:55	19:45	20:45	21:45
Saffron Walden, adj Mandeville Road		08:18	|	|	|	|	|	|	|	|	|	|	|	|	|
Saffron Walden, o/s High School		08:20	|	|	|	|	|	|	|	|	|	|	|	|	|
Saffron Walden, opp Station Road		|	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:41	18:57	19:47	20:47	21:47
Saffron Walden, High Street (N-bound)		08:26	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43	18:59	19:49	20:49	21:49
Saffron Walden, o/s Hospital		08:32	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	19:03	19:53		
B1053 inside Tesco, Saffron Walden	*arr*	08:34	09:49	10:49	11:49	12:49	13:49	14:49	15:49	16:49	17:49	19:05	19:55		
Notes		[Sch]													

[1] Doesn't run on Monday (Mon 31-May-2021)
[Sch] Schooldays Only - Check operator website (some journeys Student Only)
Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

6 Stansted Airport - B1053 inside Tesco

Stephensons of Essex

Saturdays

Stansted Airport, Coach Station (Bay 13)	*dep*	07:34	08:57	09:57	10:57	11:57	12:57	13:57	14:57	15:57	16:57	18:13	19:03	20:03	21:03
Molehill Green, o/s The Three Horseshoes		07:39	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:18	19:08	20:08	21:08
Broxted, opp Moor End Lane		07:45	09:08	10:08	11:08	12:08	13:08	14:08	15:08	16:08	17:08	18:24	19:14	20:14	21:14
Thaxted, o/s The Guildhall		07:55	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:18	17:18	18:34	19:24	20:24	21:24
Debden, adj Henham Road		07:59	09:22	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:38	19:28	20:28	21:28
Debden, o/s Primary School		08:04	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:27	18:43	19:33	20:33	21:33
Saffron Walden, opp Cromwell Road Shops		08:13	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:52	19:42	20:42	21:42
Saffron Walden, opp South Road		08:16	09:39	10:39	11:39	12:39	13:39	14:39	15:39	16:39	17:39	18:55	19:45	20:45	21:45
Saffron Walden, opp Station Road		08:18	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41	17:41	18:57	19:47	20:47	21:47
Saffron Walden, High Street (N-bound)		08:26	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43	18:59	19:49	20:49	21:49
Saffron Walden, o/s Hospital		08:32	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	19:03	19:53		
B1053 inside Tesco, Saffron Walden	*arr*	08:34	09:49	10:49	11:49	12:49	13:49	14:49	15:49	16:49	17:49	19:05	19:55		

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

34 Saffron Walden - Saffron Walden

Stephensons of Essex

Mondays to Fridays [1]

Saffron Walden, High Street (S-bound)	*dep*	09:35	10:35	12:35	13:35	14:35
Saffron Walden, Rowntree Way (SE-bound)		09:40	10:40	12:40	13:40	14:40
Saffron Walden, opp Katherine Semar School		09:43	10:43	12:43	13:43	14:43
Saffron Walden, Winstanley Road (N-bound)		09:45	10:45	12:45	13:45	14:45
Saffron Walden, opp Bell School		09:48	10:48	12:48	13:48	14:48
Saffron Walden, High Street (N-bound)		09:55	10:55	12:55	13:55	14:55
Saffron Walden, Common Hill (N-bound)		09:58	10:58	12:58	13:58	14:58
Saffron Walden, Lambert Cross (E-bound)		10:00	11:00	13:00	14:00	15:00
Saffron Walden, Goddard Way (SE-bound)		10:02	11:02	13:02	14:02	15:02
Saffron Walden, Usterdale Road (E-bound)		10:04	11:04	13:04	14:04	15:04
Saffron Walden, Highfields (S-bound)		10:06	11:06	13:06	14:06	15:06
Saffron Walden, o/s The Axe		10:08	11:08	13:08	14:08	15:08
Saffron Walden, Elizabeth Way (SE-bound)		10:10	11:10	13:10	14:10	15:10
B1053 inside Tesco, Saffron Walden		10:13	11:13	13:13	14:13	15:13
Saffron Walden, High Street (S-bound)	*arr*	10:18	11:18	13:18	14:18	15:18

[1] Only runs on Tuesday, Thursday
Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021.

Stephensons of Essex

Mondays to Fridays [1]

Newport, o/s JF Academy	***dep***				**15:25**	
Audley End, o/s Railway Station	***dep***	**09:27**	**11:27**	**13:27**	**|**	**18:00**
Audley End, opp The Fighting Cocks		09:28	11:28	13:28	15:32	18:01
Saffron Walden, opp High School		**09:31**	**11:31**	**13:31**	**15:37**	**18:04**
Saffron Walden, opp Lower School Gate		09:31	11:31	13:31	15:37	18:05
Saffron Walden, High Street (N-bound)		**09:33**	**11:33**	**13:33**	**15:39**	**18:08**
Saffron Walden, Common Hill (N-bound)		09:35	11:35	13:35	15:41	18:10
Saffron Walden, o/s The Axe		**09:37**	**11:37**	**13:37**	**15:43**	**18:12**
Saffron Walden, Elizabeth Way (SE-bound)		09:37	11:37	13:37	15:43	18:12
Saffron Walden, opp Tesco Store		**09:38**	**11:38**	**13:38**	**15:44**	**18:13**
Sewards End, opp Dragons Green		09:40	11:40	13:40	15:46	18:15
Sewards End, opp Tylers		**09:41**	**11:41**	**13:41**	**15:47**	**18:16**
Sewards End, opp Village Hall		09:41	11:41	13:41	15:47	18:16
Radwinter, opp Maple Lane		09:45	11:45	13:45	15:52	18:20
Radwinter, opp Church		**09:46**	**11:46**	**13:46**	**15:53**	**18:21**
Hempstead, o/s Bluebell Inn		**09:50**	**11:50**	**13:50**	**15:57**	**18:25**
Steeple Bumpstead, opp Queen Edith Drive		09:57	11:57	13:57	16:04	18:32
Steeple Bumpstead, o/s Post Office		09:58	11:58	13:58	16:05	18:33
Steeple Bumpstead, opp Claywall Bridge		**09:58**	**11:58**	**13:58**	**16:05**	**18:33**
Steeple Bumpstead, opp Lion Meadow		|	|	|	16:06	|
Steeple Bumpstead, adj Chapel Street		|	|	|	16:08	|
Steeple Bumpstead, adj Edith Cavell Way		**|**	**|**	**|**	**16:09**	**|**
Helions Bumpstead, adj Steeple Bumpstead Road		|	|	|	16:12	|
Helions Bumpstead, o/s Recreation Ground		|	|	|	16:12	|
Helions Bumpstead, opp Church		|	|	|	16:12	|
Helions Bumpstead, opp Water Lane		|	|	|	16:13	|
Helions Bumpstead, o/s Church		|	|	|	16:13	|
Helions Bumpstead, opp Recreation Ground		|	|	|	16:13	|
Helions Bumpstead, opp Steeple Bumpstead Road		**|**	**|**	**|**	**16:13**	**|**
Helions Bumpstead, opp Pale Green		|	|	|	16:14	|
Helions Bumpstead, o/s Parsonage Farm		|	|	|	16:15	|
Helions Bumpstead, o/s Wiggens Hall		|	|	|	16:15	|
Helions Bumpstead, opp Copy Farm		|	|	|	16:16	|
Helions Bumpstead, o/s Horseham Hall		|	|	|	16:17	|
Haverhill, Cleves Road (opp)		**|**	**|**	**|**	**16:20**	**|**
Haverhill, opp Layer Road		|	|	|	16:22	|
Crowland Road Adjacent Castle Lane, Haverhill		|	|	|	16:22	|

Haverhill, adj Broad Street		|	|	|	16:24	|
Haverhill, adj Hamlet Road		10:04	12:04	14:04	|	18:39
Haverhill, Stour Valley Road (Opposite)		10:05	12:05	14:05	|	18:40
Haverhill, Bus Station (Arrivals)		**10:06**	**12:06**	**14:06**	**16:25**	**18:41**
Haverhill, opp Broad Street		10:08	12:08	14:08		
Haverhill, adj Cemetery		10:09	12:09	14:09		
Haverhill, adj Air Cadets		10:10	12:10	14:10		
Haverhill, opp Howe Road		10:11	12:11	14:11		
Haverhill, opp The Links		10:11	12:11	14:11		
Haverhill, Sainsburys (Adjacent)	*arr*	**10:14**	**12:14**	**14:14**		
Notes		[3]	[3]	[3]	[3][Sch]	[3]

[1] Doesn't run on Monday (Mon 31-May-2021)
[3] Sponsored by Essex County Council
[Sch] Schooldays only
Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021. Times not in bold are estimated by using the distance between the stops

Stephensons of Essex

Saturdays

Audley End, o/s Railway Station	***dep***	**09:00**	**13:30**	**17:10**
Audley End, opp The Fighting Cocks		09:01	13:31	17:11
Saffron Walden, opp High School		**09:04**	**13:34**	**17:14**
Saffron Walden, opp Lower School Gate		09:04	13:34	17:14
Saffron Walden, High Street (N-bound)		**09:06**	**13:36**	**17:16**
Saffron Walden, Common Hill (N-bound)		09:08	13:38	17:18
Saffron Walden, o/s The Axe		**09:10**	**13:40**	**17:20**
Saffron Walden, Elizabeth Way (SE-bound)		09:11	13:41	17:21
Saffron Walden, opp Tesco Store		09:11	13:41	17:21
Sewards End, opp Dragons Green		09:13	13:43	17:23
Sewards End, opp Tylers		**09:14**	**13:44**	**17:24**
Sewards End, opp Village Hall		09:14	13:44	17:24
Radwinter, opp Maple Lane		09:18	13:48	17:28
Radwinter, opp Church		**09:19**	**13:49**	**17:29**
Hempstead, o/s Bluebell Inn		**09:23**	**13:53**	**17:33**
Steeple Bumpstead, opp Queen Edith Drive		09:30	14:00	17:40
Steeple Bumpstead, o/s Post Office		09:31	14:01	17:41
Steeple Bumpstead, opp Claywall Bridge		**09:31**	**14:01**	**17:41**
Haverhill, adj Hamlet Road		09:37	14:07	17:47
Haverhill, Stour Valley Road (Opposite)		09:38	14:08	17:48
Haverhill, Bus Station (Arrivals)		**09:39**	**14:09**	**17:49**
Haverhill, opp Broad Street		09:41	14:11	17:51
Haverhill, adj Cemetery		09:42	14:12	17:52
Haverhill, adj Air Cadets		09:43	14:13	17:53
Haverhill, opp Howe Road		09:44	14:14	17:54
Haverhill, opp The Links		09:44	14:14	17:54
Haverhill, Sainsburys (Adjacent)	***arr***	**09:47**	**14:17**	**17:57**
Notes		[3]	[3]	[3]

[3] Sponsored by Essex County Council
Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021. Times not in bold are estimated by using the distance between the stops

Stephensons of Essex

Mondays to Fridays [1]

Haverhill, Sainsburys (Opposite)	***dep***		**09:30**	**11:30**	**13:30**	**16:57**
Haverhill, opp Park Road			09:31	11:31	13:31	16:58
Haverhill, adj The Links			09:33	11:33	13:33	17:00
Haverhill, adj Howe Road			09:34	11:34	13:34	17:01
Haverhill, opp Air Cadets			09:34	11:34	13:34	17:01
Haverhill, opp Cemetery			09:36	11:36	13:36	17:03
Haverhill, adj Broad Street			09:36	11:36	13:36	17:03
Haverhill, Bus Station (Stand 5)		**07:13**	**09:38**	**11:38**	**13:38**	**17:05**
Haverhill, adj Health Centre		07:14	|	|	|	|
Haverhill, adj Layer Road		07:16	|	|	|	|
Haverhill, Cleves Road (adj)		**07:18**	**|**	**|**	**|**	**|**
Haverhill, Stour Valley Road (Adjacent)		**|**	**09:39**	**11:39**	**13:39**	**17:07**
Haverhill, opp Hamlet Road		|	09:39	11:39	13:39	17:08
Hollands Road Opposite Bumpstead Road, Haverhill		|	|	|	|	17:09
Haverhill, Travis Perkins (Opposite)		**|**	**|**	**|**	**|**	**17:10**
Moon Hall Lane Adjacent Piperell Way, Haverhill		|	|	|	|	17:11
Helions Bumpstead, opp Horseham Hall		07:21	|	|	|	17:12
Helions Bumpstead, adj Copy Farm		07:22	|	|	|	17:13
Helions Bumpstead, opp Wiggens Hall		07:23	|	|	|	17:14
Helions Bumpstead, opp Parsonage Farm		07:23	|	|	|	17:14
Helions Bumpstead, adj Pale Green		07:24	|	|	|	17:15
Helions Bumpstead, adj Steeple Bumpstead Road		**07:25**	**|**	**|**	**|**	**17:15**
Steeple Bumpstead, opp Queen Edith Drive		**07:26**	**|**	**|**	**|**	**17:16**
Steeple Bumpstead, opp Edith Cavell Way		**07:30**	**|**	**|**	**|**	**17:20**
Steeple Bumpstead, opp Chapel Street		07:31	|	|	|	17:20
Steeple Bumpstead, adj Lion Meadow		07:34	|	|	|	|
Steeple Bumpstead, adj Claywall Bridge		**07:35**	**09:46**	**11:46**	**13:46**	**|**
Steeple Bumpstead, opp Post Office		07:35	09:46	11:46	13:46	|
Steeple Bumpstead, adj Queen Edith Drive		07:36	09:46	11:46	13:46	17:21
Hempstead, opp Bluebell Inn		**07:43**	**09:54**	**11:54**	**13:54**	**17:28**
Radwinter, o/s Church		**07:47**	**09:58**	**11:58**	**13:58**	**17:32**
Radwinter, adj Maple Lane		07:48	09:58	11:58	13:58	17:33
Sewards End, o/s Village Hall		07:52	10:02	12:02	14:02	17:37
Sewards End, adj Tylers		**07:52**	**10:03**	**12:03**	**14:03**	**17:37**
Sewards End, adj Dragons Green		07:52	10:03	12:03	14:03	17:37
Saffron Walden, o/s Tesco Store		**07:54**	**10:05**	**12:05**	**14:05**	**17:39**
Saffron Walden, opp The Spike		07:55	10:05	12:05	14:05	17:40

Saffron Walden, Elizabeth Way (NW-bound)		07:55	10:06	12:06	14:06	17:40
Saffron Walden, opp The Axe		**07:56**	**10:07**	**12:07**	**14:07**	**17:42**
Saffron Walden, Chaters Hill (W-bound)		07:57	10:08	12:08	14:08	17:43
Saffron Walden, Church Street (SW-bound)		07:58	10:09	12:09	14:09	17:44
Saffron Walden, High Street (S-bound)		**08:00**	**10:11**	**12:11**	**14:11**	**17:46**
Saffron Walden, opp Council Offices		08:01	10:11	12:11	14:11	17:47
Saffron Walden, o/s Lower School Gate		08:02	|	|	|	|
Saffron Walden, o/s High School		**08:02**	**|**	**|**	**|**	**|**
Audley End, o/s The Fighting Cocks		08:08	|	|	|	|
Wendens Ambo, adj Sparrowsend Hill		08:11	|	|	|	|
Newport, o/s The Coach & Horses		08:15	|	|	|	|
Newport, opp Gaces Acre		08:16	|	|	|	|
Newport, o/s JF Academy	*arr*	**08:17**	**|**	**|**	**|**	**|**
Saffron Walden, opp Adams Court			10:12	12:12	14:12	17:48
Wendens Ambo, opp Sparrowsend Hill			10:17	12:17	14:17	17:53
Audley End, o/s Railway Station	*arr*		**10:19**	**12:19**	**14:19**	**17:54**
Notes		[3][Sch]	[3]	[3]	[3]	[3]

[1] Doesn't run on Monday (Mon 31-May-2021)
[3] Sponsored by Essex County Council
[Sch] Schooldays only
Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021. Times not in bold are estimated by using the distance between the stops

Stephensons of Essex

Saturdays

Haverhill, Sainsburys (Opposite)	***dep***	**09:55**	**14:25**	**16:15**
Haverhill, opp Park Road		09:56	14:26	16:16
Haverhill, adj The Links		09:58	14:28	16:18
Haverhill, adj Howe Road		09:59	14:29	16:19
Haverhill, opp Air Cadets		09:59	14:29	16:19
Haverhill, opp Cemetery		10:01	14:31	16:21
Haverhill, adj Broad Street		10:01	14:31	16:21
Haverhill, Bus Station (Stand 5)		**10:03**	**14:33**	**16:23**
Haverhill, Stour Valley Road (Adjacent)		**10:04**	**14:34**	**16:24**
Haverhill, opp Hamlet Road		10:04	14:34	16:24
Steeple Bumpstead, adj Claywall Bridge		**10:11**	**14:41**	**16:31**
Steeple Bumpstead, opp Post Office		10:11	14:41	16:31
Steeple Bumpstead, adj Queen Edith Drive		10:11	14:41	16:31
Hempstead, opp Bluebell Inn		**10:19**	**14:49**	**16:39**
Radwinter, o/s Church		**10:23**	**14:53**	**16:43**
Radwinter, adj Maple Lane		10:23	14:53	16:43
Sewards End, o/s Village Hall		10:27	14:57	16:47
Sewards End, adj Tylers		**10:28**	**14:58**	**16:48**
Sewards End, adj Dragons Green		10:28	14:58	16:48
Saffron Walden, o/s Tesco Store		**10:30**	**15:00**	**16:50**
Saffron Walden, opp The Spike		10:30	15:00	16:50
Saffron Walden, Elizabeth Way (NW-bound)		10:31	15:01	16:51
Saffron Walden, opp The Axe		**10:32**	**15:02**	**16:52**
Saffron Walden, Chaters Hill (W-bound)		10:33	15:03	16:53
Saffron Walden, Church Street (SW-bound)		10:34	15:04	16:54
Saffron Walden, High Street (S-bound)		**10:36**	**15:06**	**16:56**
Saffron Walden, opp Council Offices		10:36	15:06	16:56
Saffron Walden, opp Adams Court		10:37	15:07	16:57
Wendens Ambo, opp Sparrowsend Hill		10:42	15:12	17:02
Audley End, o/s Railway Station	***arr***	**10:44**	**15:14**	**17:04**
Notes		[3]	[3]	[3]

[3] Sponsored by Essex County Council

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021. Times not in bold are estimated by using the distance between the stops

101 B1053 inside Tesco - Whittlesford

C G Myall & Son

Mondays to Fridays [1]

B1053 inside Tesco, Saffron Walden	*dep*	11:44
Saffron Walden, High Street (S-bound)		11:50
Littlebury, Cambridge Road (N-bound)		12:00
Great Chesterford, Station Turn (W-bound)		12:04
Ickleton, nr Coploe Road		12:07
Duxford, nr Petersfield Road		12:12
Whittlesford, nr Hill Farm		12:20
Whittlesford, nr Old School Lane		12:22
Whittlesford, nr Station Road West	*arr*	12:24

[1] Only runs on Tuesday (Tue 25-May-2021)
Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

101 Whittlesford - B1053 inside Tesco

C G Myall & Son

Mondays to Fridays [1]

Whittlesford, nr Hill Farm	*dep*	09:30
Whittlesford, nr Old School Lane		09:32
Duxford, opp Petersfield Road		09:37
Ickleton, opp Coploe Road		09:42
Great Chesterford, Station Turn (E-bound)		09:45
Littlebury, Cambridge Road (S-bound)		09:49
Saffron Walden, High Street (N-bound)		09:59
B1053 inside Tesco, Saffron Walden	*arr*	10:05

[1] Only runs on Tuesday (Tue 25-May-2021)
Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

301 Bishop's Stortford - B1053 inside Tesco

Stephensons of Essex

Mondays to Fridays [1]

Bishop's Stortford, nr Interchange	*dep*	07:38	08:55	09:55	10:55	11:55	12:55	13:55	14:55	16:20	17:20	18:20
Bishop's Stortford, Riverside (Stop R)		07:40	08:57	09:57	10:57	11:57	12:57	13:57	14:57	16:22	17:22	18:22
Stansted Mountfitchet, opp Clarence Road		07:50	09:07	10:07	11:07	12:07	13:07	14:07	15:07	16:32	17:32	18:32
Quendon, o/s Providence Cottage		07:57	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:39	17:39	18:39
Widdington, o/s Fleur-de-Lys		08:03	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:45	17:45	18:45
Newport, opp Station Road		08:10	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:52	17:52	18:52
Audley End, o/s Railway Station		08:15	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:57	17:57	18:57
Saffron Walden, High Street (N-bound)		08:25	09:42	10:42	11:42	12:42	13:42	14:42	15:42	17:07	18:07	19:07
Saffron Walden, o/s Hospital		08:31	09:48	10:48	11:48	12:48	13:48	14:48	15:48	17:13	18:13	19:13
B1053 inside Tesco, Saffron Walden	*arr*	08:34	09:51	10:51	11:51	12:51	13:51	14:51	15:51	17:16	18:16	19:16
Notes		[Sch]										

[1] Doesn't run on Monday (Mon 31-May-2021)
[Sch] Schooldays Only - Check operator website (some journeys Student Only)
Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

301 Bishop's Stortford - B1053 inside Tesco

Stephensons of Essex

Saturdays

Bishop's Stortford, nr Interchange	*dep*	07:38	08:55	09:55	10:55	11:55	12:55	13:55	14:55	16:20	17:20	18:20
Bishop's Stortford, Riverside (Stop R)		07:40	08:57	09:57	10:57	11:57	12:57	13:57	14:57	16:22	17:22	18:22
Stansted Mountfitchet, opp Clarence Road		07:50	09:07	10:07	11:07	12:07	13:07	14:07	15:07	16:32	17:32	18:32
Quendon, o/s Providence Cottage		07:57	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:39	17:39	18:39
Widdington, o/s Fleur-de-Lys		08:03	09:20	10:20	11:20	12:20	13:20	14:20	15:20	16:45	17:45	18:45
Newport, opp Station Road		08:10	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:52	17:52	18:52
Audley End, o/s Railway Station		08:15	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:57	17:57	18:57
Saffron Walden, High Street (N-bound)		08:25	09:42	10:42	11:42	12:42	13:42	14:42	15:42	17:07	18:07	19:07
Saffron Walden, o/s Hospital		08:31	09:48	10:48	11:48	12:48	13:48	14:48	15:48	17:13	18:13	19:13
B1053 inside Tesco, Saffron Walden	*arr*	08:34	09:51	10:51	11:51	12:51	13:51	14:51	15:51	17:16	18:16	19:16

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

301 B1053 inside Tesco - Bishop's Stortford

Stephensons of Essex

Mondays to Fridays [1]

B1053 inside Tesco, Saffron Walden	*dep*	07:12	08:56	09:56	10:56	11:56	12:56	13:56	15:22	16:22	17:22	18:22	19:21
Saffron Walden, o/s Hospital		07:14	08:58	09:58	10:58	11:58	12:58	13:58	15:24	16:24	17:24	18:24	19:23
Saffron Walden, High Street (S-bound)		07:19	09:04	10:04	11:04	12:04	13:04	14:04	15:30	16:30	17:30	18:30	19:26
Audley End, o/s Railway Station		07:30	09:14	10:14	11:14	12:14	13:14	14:14	15:40	16:41	17:41	18:41	19:35
Newport, adj Station Road		07:37	09:20	10:20	11:20	12:20	13:20	14:20	15:46	16:47	17:47	18:47	19:40
Widdington, o/s Fleur-de-Lys		|	09:25	10:25	11:25	12:25	13:25	14:25	15:51	16:52	17:52	18:52	19:45
Quendon, opp Providence Cottage		07:42	09:31	10:31	11:31	12:31	13:31	14:31	15:57	16:58	17:58	18:58	19:51
Stansted Mountfitchet, adj Clarence Road		07:50	09:37	10:37	11:37	12:37	13:37	14:37	16:03	17:04	18:04	19:04	19:57
Bishop's Stortford, nr Interchange	*arr*	08:02	09:49	10:49	11:49	12:49	13:49	14:49	16:15	17:18	18:18	19:18	20:08

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Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

301 B1053 inside Tesco - Bishop's Stortford

Stephensons of Essex

Saturdays

B1053 inside Tesco, Saffron Walden	*dep*	07:12	08:56	09:56	10:56	11:56	12:56	13:56	15:22	16:22	17:22	18:22	19:21
Saffron Walden, o/s Hospital		07:14	08:58	09:58	10:58	11:58	12:58	13:58	15:24	16:24	17:24	18:24	19:23
Saffron Walden, High Street (S-bound)		07:19	09:04	10:04	11:04	12:04	13:04	14:04	15:30	16:30	17:30	18:30	19:26
Audley End, o/s Railway Station		07:30	09:14	10:14	11:14	12:14	13:14	14:14	15:40	16:41	17:41	18:41	19:35
Newport, adj Station Road		07:37	09:20	10:20	11:20	12:20	13:20	14:20	15:46	16:47	17:47	18:47	19:40
Widdington, o/s Fleur-de-Lys		|	09:25	10:25	11:25	12:25	13:25	14:25	15:51	16:52	17:52	18:52	19:45
Quendon, opp Providence Cottage		07:42	09:31	10:31	11:31	12:31	13:31	14:31	15:57	16:58	17:58	18:58	19:51
Stansted Mountfitchet, adj Clarence Road		07:50	09:37	10:37	11:37	12:37	13:37	14:37	16:03	17:04	18:04	19:04	19:57
Bishop's Stortford, nr Interchange	*arr*	08:02	09:49	10:49	11:49	12:49	13:49	14:49	16:15	17:18	18:18	19:18	20:08

Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021

417 Rayne - Newport

Stephensons of Essex

Mondays to Fridays [1]

Rayne, opp The Welsh Princess	***dep***	**07:05**
Rayne, opp The Cock		07:05
Rayne, The Street (W-bound)		07:05
Rayne, opp Pods Lane		07:06
Rayne, opp Perkins Garage		07:07
Blake End, Graunt Courts (NW-bound)		07:08
Blake End, opp The Saling Oak		**07:09**
Stebbing, opp Newpasture Lane		07:11
Stebbing, opp Warehouse Villas		**07:12**
Stebbing, adj Ruffels Place		07:14
Stebbing, o/s The White Hart		**07:15**
Stebbing, opp Bran End		**07:18**
Lindsell, adj Lindsell Lane		07:21
Great Bardfield, opp Village Hall		07:26
Great Bardfield, o/s The Vine		**07:27**
Great Bardfield, adj Northampton Meadow		07:27
Great Bardfield, adj Beslyns Road		07:28
Great Bardfield, adj Northfield		07:29
Finchingfield, opp The Hopgrounds		**07:36**
Little Sampford, adj Hall Rd		07:41
Little Sampford, o/s Millfield Cottage		07:42
Little Sampford, o/s The Grange		07:43
Great Sampford, opp Parsonage Farm Lane		07:44
Great Sampford, adj Willetts Field		07:44
Great Sampford, opp The Red Lion		07:44
Great Sampford, opp Playing Field		07:45
Great Sampford, opp Howe Lane		07:45
Radwinter, opp Hill Farm		07:49
Radwinter, o/s Plough Inn		**07:51**
Radwinter, o/s Church		07:51
Radwinter, adj Maple Lane		07:52
Sewards End, o/s Village Hall		07:57
Sewards End, adj Tylers		**07:58**
Sewards End, adj Dragons Green		07:59
Saffron Walden, o/s Tesco Store		08:03
Saffron Walden, opp The Spike		08:04
Saffron Walden, opp Hatherley Court		08:05

Saffron Walden, opp Council Offices		08:08
Saffron Walden, o/s Lower School Gate		08:09
Saffron Walden, o/s High School		**08:10**
Saffron Walden, opp High School		08:10
Saffron Walden, opp Lower School Gate		08:10
Saffron Walden, opp Adams Court		08:12
Newport, o/s The Coach & Horses		08:21
Newport, opp Gaces Acre		08:22
Newport, School Lane (N-bound)		08:24
Newport, o/s JF Academy	*arr*	**08:25**
Notes		[P][Sch]

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417 Newport - Rayne

Stephensons of Essex

Mondays to Fridays [1]

Newport, o/s JF Academy	***dep***	**15:20**
Newport, opp The Coach & Horses		15:21
Wendens Ambo, opp Sparrowsend Hill		15:23
Audley End, opp The Fighting Cocks		15:25
Saffron Walden, Audley End Village (N-bound)		15:28
Saffron Walden, opp High School		**15:30**
Saffron Walden, opp Lower School Gate		15:30
Saffron Walden, o/s Council Offices		15:30
Saffron Walden, High Street (N-bound)		15:31
Saffron Walden, East Street (E-bound)		15:32
Saffron Walden, adj Hatherley Court		15:33
Saffron Walden, opp Tesco Store		15:34
Sewards End, opp Dragons Green		15:37
Sewards End, opp Tylers		**15:38**
Sewards End, opp Village Hall		15:38
Radwinter, opp Maple Lane		15:43
Radwinter, opp Church		15:44
Radwinter, opp Plough Inn		**15:45**
Radwinter, o/s Hill Farm		15:45
Great Sampford, adj Howe Lane		15:49
Great Sampford, adj Playing Field		15:50
Great Sampford, o/s The Red Lion		**15:51**
Great Sampford, opp Willetts Field		15:51
Great Sampford, adj Parsonage Farm Lane		15:51
Little Sampford, opp The Grange		15:52
Little Sampford, opp Millfield Cottage		15:52
Little Sampford, opp Hall Rd		**15:54**
Finchingfield, opp Stephen Marshall Ave		15:57
Finchingfield, adj The Hopgrounds		**15:58**
Great Bardfield, opp Northfield		16:02
Great Bardfield, opp Beslyns Road		16:02
Great Bardfield, opp Northampton Meadow		16:03
Great Bardfield, opp Vine Street		16:03
Great Bardfield, opp Crown Street		**16:04**
Great Bardfield, o/s Village Hall		16:04
Lindsell, opp Lindsell Lane		16:09
Stebbing, adj Bran End		**16:13**

Stebbing, Primary School (SE-bound)		16:15
Stebbing, opp The White Hart		**16:16**
Stebbing, opp Ruffels Place		16:16
Stebbing, o/s Warehouse Villas		**16:19**
Stebbing, adj Newpasture Lane		16:19
Blake End, o/s The Saling Oak		**16:22**
Blake End, Graunt Courts (SE-bound)		16:22
Rayne, o/s Perkins Garage		16:23
Rayne, adj Pods Lane		16:24
Rayne, The Street (E-bound)		16:24
Rayne, o/s The Cock		16:24
Rayne, o/s The Welsh Princess	*arr*	**16:25**
Notes		[P][Sch]

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419 Great Saling - Newport

Stephensons of Essex

Mondays to Fridays [1]

Great Saling, o/s Church	***dep***	**07:13**
Great Saling, opp Glebe Road		07:13
Shalford Green, o/s Bays Farm		07:18
Shalford Green, o/s Hubbard's Farm		07:20
Shalford, o/s School		07:21
Shalford, opp Village Hall		07:22
Shalford, opp Recycling Centre		07:23
Shalford, opp The George		**07:25**
Shalford, opp Cliffield		07:25
Shalford, opp Boydell's Farm		07:26
Wethersfield, opp Sand Hill		07:27
Wethersfield, opp Golden's Farm		07:28
Wethersfield, opp The Green		**07:30**
Wethersfield, opp Saffron Gardens		07:30
Wethersfield, opp Fire Station		07:30
Finchingfield, opp Justice's Farm		07:33
Finchingfield, Sampford Road (W-bound)		07:35
Finchingfield, adj Kempe Road		07:35
Finchingfield, opp The Fox		07:36
Little Sampford, adj Hall Rd		**07:43**
Little Sampford, o/s Millfield Cottage		07:44
Little Sampford, o/s The Grange		07:45
Great Sampford, opp Parsonage Farm Lane		07:46
Great Sampford, adj Willetts Field		07:46
Great Sampford, opp The Red Lion		**07:47**
Great Sampford, opp Playing Field		07:47
Great Sampford, opp Howe Lane		07:48
Radwinter, opp Hill Farm		07:52
Radwinter, o/s Plough Inn		**07:54**
Radwinter, o/s Church		07:54
Radwinter, adj Maple Lane		07:55
Sewards End, o/s Village Hall		07:59
Sewards End, adj Tylers		**08:00**
Sewards End, adj Dragons Green		08:00
Saffron Walden, o/s Tesco Store		08:04
Saffron Walden, opp The Spike		08:04
Saffron Walden, opp Hatherley Court		08:05
Saffron Walden, Chaters Hill (W-bound)		08:06

Saffron Walden, Church Street (SW-bound)		08:07
Saffron Walden, High Street (S-bound)		08:08
Saffron Walden, opp Council Offices		08:09
Saffron Walden, o/s Lower School Gate		08:09
Saffron Walden, o/s High School		**08:10**
Saffron Walden, opp High School		08:10
Saffron Walden, opp Lower School Gate		08:10
Saffron Walden, opp Adams Court		08:12
Newport, o/s The Coach & Horses		08:21
Newport, opp Gaces Acre		08:22
Newport, School Lane (N-bound)		08:24
Newport, o/s JF Academy	*arr*	**08:25**
Notes		[P][Sch]

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419 Newport - Great Saling

Stephensons of Essex

Mondays to Fridays [1]

Newport, o/s JF Academy	***dep***	**15:20**
Newport, opp The Coach & Horses		15:21
Wendens Ambo, opp Sparrowsend Hill		15:23
Audley End, opp The Fighting Cocks		15:25
Saffron Walden, Audley End Village (N-bound)		15:28
Saffron Walden, opp High School		**15:30**
Saffron Walden, opp Lower School Gate		15:30
Saffron Walden, o/s Council Offices		15:30
Saffron Walden, High Street (N-bound)		15:31
Saffron Walden, East Street (E-bound)		15:32
Saffron Walden, adj Hatherley Court		15:33
Saffron Walden, opp Tesco Store		15:34
Sewards End, opp Dragons Green		15:37
Sewards End, opp Tylers		**15:38**
Sewards End, opp Village Hall		15:38
Radwinter, opp Maple Lane		**15:45**
Radwinter, opp Church		15:45
Radwinter, opp Plough Inn		15:46
Radwinter, o/s Hill Farm		15:47
Great Sampford, adj Howe Lane		15:50
Great Sampford, adj Playing Field		15:50
Great Sampford, o/s The Red Lion		**15:51**
Great Sampford, opp Willetts Field		15:51
Great Sampford, adj Parsonage Farm Lane		15:51
Little Sampford, opp The Grange		15:52
Little Sampford, opp Millfield Cottage		15:52
Little Sampford, opp Hall Rd		**15:54**
Finchingfield, o/s The Fox		**15:58**
Finchingfield, opp Kempe Road		15:58
Finchingfield, Sampford Road (E-bound)		15:59
Finchingfield, o/s Justice's Farm		16:00
Wethersfield, o/s Fire Station		16:02
Wethersfield, adj Saffron Gardens		16:02
Wethersfield, adj The Green		**16:03**
Wethersfield, o/s Golden's Farm		16:04
Wethersfield, adj Sand Hill		16:04
Shalford, o/s Boydell's Farm		16:04

Shalford, adj Cliffield		16:05
Shalford, o/s The George		**16:06**
Shalford, o/s Recycling Centre		16:07
Shalford, o/s Village Hall		16:08
Shalford, opp School		16:09
Shalford Green, opp Hubbard's Farm		16:10
Shalford Green, opp Bays Farm		16:13
Great Saling, adj Glebe Road		16:18
Great Saling, opp Church	*arr*	**16:19**
Notes		[P][Sch]

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438 Great Yeldham - Newport

Stephensons of Essex

Mondays to Fridays [1]

Great Yeldham, opp The Green	*dep*	**07:15**
Ridgewell, adj Mill Road Post Office		07:19
Ridgewell, opp Church Lane		**07:20**
Ridgewell, adj The Memorial		07:20
Baythorne End, o/s Old Post Office		**07:24**
Baythorne End, opp Mill Road		07:24
New England, Rowley Hill (S-bound)		07:25
New England, adj Hunwick Cottage		07:26
Birdbrook, adj Daw Street		07:28
Birdbrook, opp Fell Road		**07:29**
Steeple Bumpstead, adj Broad Green		07:33
Steeple Bumpstead, adj Blois Meadows		07:35
Steeple Bumpstead, adj Claywall Bridge		**07:36**
Steeple Bumpstead, opp Post Office		07:36
Steeple Bumpstead, adj Queen Edith Drive		07:37
Hempstead, opp Bluebell Inn		**07:48**
Radwinter, o/s Church		**07:53**
Radwinter, adj Maple Lane		07:53
Sewards End, o/s Village Hall		07:57
Sewards End, adj Tylers		**07:58**
Sewards End, adj Dragons Green		07:59
Saffron Walden, o/s Tesco Store		08:03
Saffron Walden, opp The Spike		08:04
Saffron Walden, opp Hatherley Court		08:06
Saffron Walden, opp Council Offices		**08:09**
Saffron Walden, o/s Lower School Gate		08:11
Saffron Walden, o/s High School		**08:13**
Saffron Walden, opp High School		08:13
Saffron Walden, opp Lower School Gate		08:13
Saffron Walden, opp Adams Court		08:14
Newport, o/s The Coach & Horses		08:18
Newport, opp Gaces Acre		08:18
Newport, School Lane (N-bound)		08:19
Newport, o/s JF Academy	*arr*	**08:20**
Notes		[P][Sch]

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[Sch] Schooldays Only - Check operator website (some journeys Student Only)
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438 Newport - Great Yeldham

Stephensons of Essex

Mondays to Fridays [1]

Newport, o/s JF Academy	***dep***	**15:20**
Newport, opp The Coach & Horses		15:21
Wendens Ambo, opp Sparrowsend Hill		15:23
Audley End, opp The Fighting Cocks		15:25
Saffron Walden, Audley End Village (N-bound)		15:28
Saffron Walden, opp High School		**15:30**
Saffron Walden, opp Lower School Gate		15:31
Saffron Walden, o/s Council Offices		15:32
Saffron Walden, High Street (N-bound)		**15:35**
Saffron Walden, East Street (E-bound)		15:36
Saffron Walden, adj Hatherley Court		15:37
Saffron Walden, opp Tesco Store		15:39
Sewards End, opp Dragons Green		15:43
Sewards End, opp Tylers		**15:45**
Sewards End, opp Village Hall		15:45
Radwinter, opp Maple Lane		15:49
Radwinter, opp Church		**15:50**
Hempstead, o/s Bluebell Inn		**15:55**
Steeple Bumpstead, opp Queen Edith Drive		16:04
Steeple Bumpstead, o/s Post Office		**16:05**
Steeple Bumpstead, opp Blois Meadows		16:05
Steeple Bumpstead, opp Broad Green		16:06
Birdbrook, adj Fell Road		**16:11**
Birdbrook, opp Daw Street		16:11
New England, opp Hunwick Cottage		16:14
New England, Rowley Hill (E-bound)		16:15
Baythorne End, adj Mill Road		16:17
Baythorne End, opp Old Post Office		**16:18**
Ridgewell, opp The Memorial		16:21
Ridgewell, adj Church Lane		**16:22**
Ridgewell, opp Mill Road Post Office		16:22
Great Yeldham, adj The Green	***arr***	**16:27**
Notes		[P][Sch]

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F29 Saffron Walden - Saffron Walden

Essex & Suffolk DaRT

Mondays to Fridays [1]

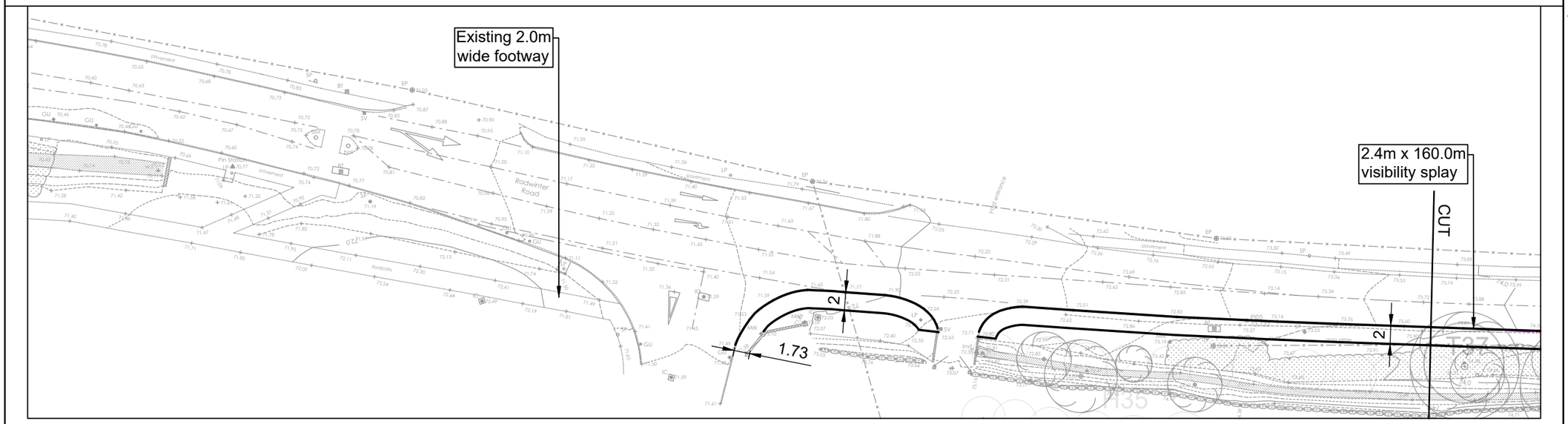
Saffron Walden, Common Hill (N-bound)	*dep*	08:40		
Saffron Walden, Goddard Way (SE-bound)		08:42		
Little Walden, opp Mitchells Cottages		08:48		
Hadstock, o/s The Kings Head		08:56		
Linton, opp Parsonage Way		09:00		
Linton, opp Hillway		09:01		
Bartlow, Bartlow Road (W-bound)		09:10		
Saffron Walden, Goddard Way (SE-bound)		09:28		
Saffron Walden, Common Hill (S-bound)		09:30		
Saffron Walden, o/s Hospital		09:36		
B1053 inside Tesco, Saffron Walden		09:38		
Saffron Walden, Aldi Store (SE-bound)	*arr*	09:45		
Saffron Walden, Aldi Store (SE-bound)	*dep*		10:45	13:00
B1053 inside Tesco, Saffron Walden			10:52	13:07
Saffron Walden, o/s Hospital			10:58	13:13
Saffron Walden, Common Hill (N-bound)			11:04	13:19
Saffron Walden, Goddard Way (SE-bound)			11:06	13:21
Little Walden, opp Mitchells Cottages			11:11	13:26
Hadstock, o/s The Kings Head			11:17	13:32
Linton, opp Parsonage Way			11:21	13:36
Linton, opp Hillway			11:23	13:38
Bartlow, Bartlow Road (W-bound)			11:31	13:46
Saffron Walden, Goddard Way (SE-bound)			11:50	14:05
Saffron Walden, Common Hill (S-bound)			11:52	14:07
Saffron Walden, o/s Hospital			11:58	14:13
B1053 inside Tesco, Saffron Walden			12:00	14:15
Saffron Walden, Aldi Store (SE-bound)	*arr*		12:07	
Notes		[a][DRTN]	[a][DRTN]	[a][DRTN]

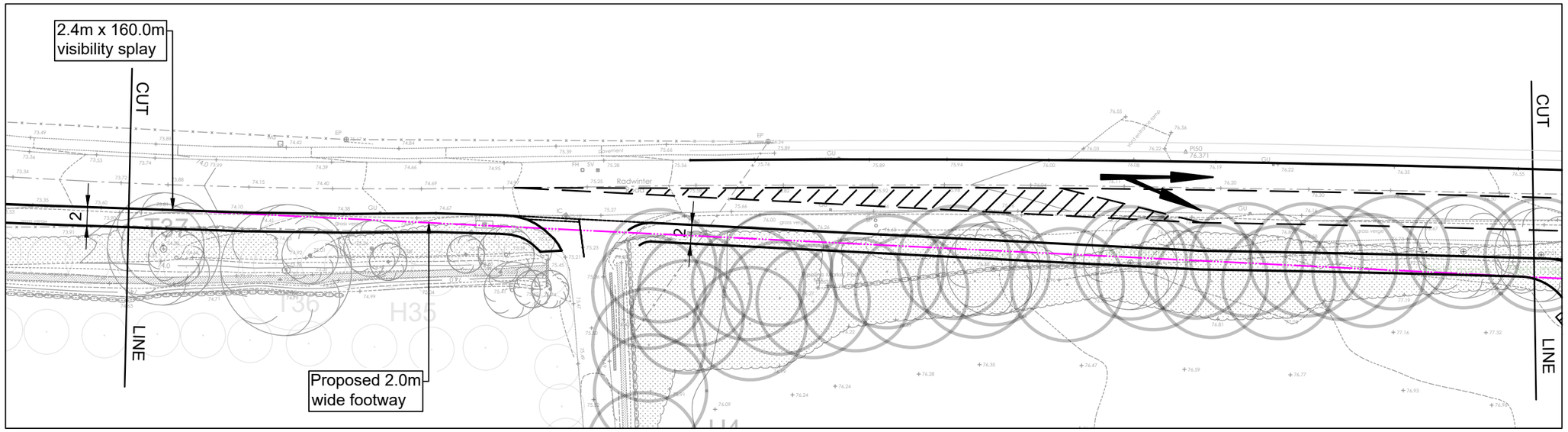
[1] Only runs on Tuesday (Tue 25-May-2021)
[DRTN] Must pre-book a minimum of 2 hours before departure (01621 874411)
[a] Most times are approximate.
Compiled from data for the period Tue 25-May-2021 to Mon 31-May-2021.

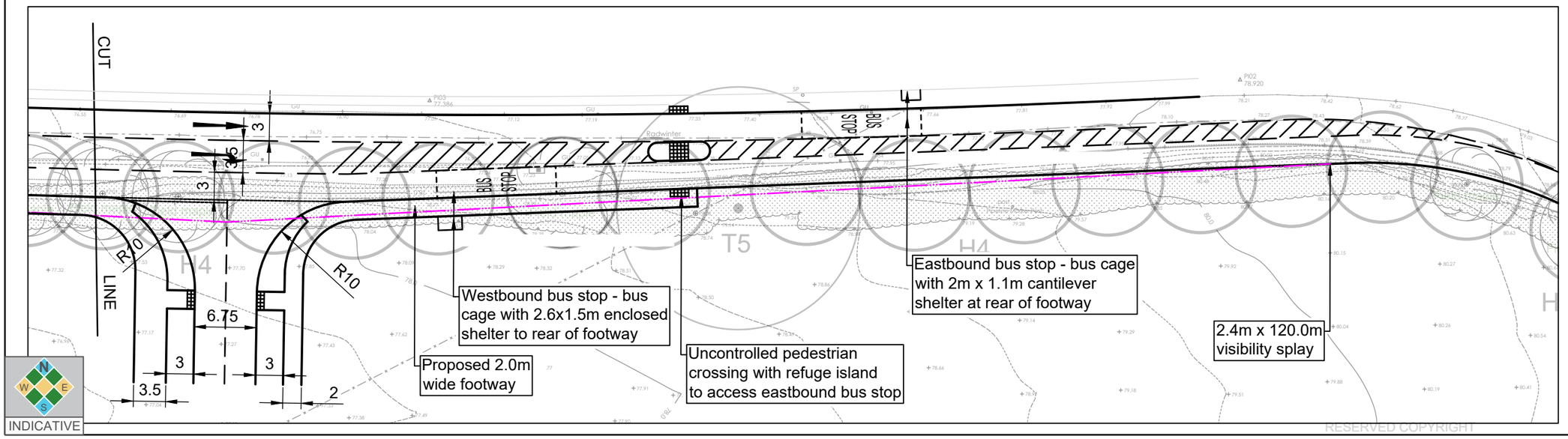
COTSWOLD TRANSPORT PLANNING

Appendix H

Proposed Site Access Arrangements







INDICATIVE

Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. Topographical Survey undertaken by Beacon Land Surveys dated January 2021.
3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.

Key

Extent of existing public highway from best fit overlay of Essex CC record drawing enquiry no. 2706257.

Rev	Date	Details	Drawn by	Checked by
C	27.04.21	Bus stops and crossing added. Access widths amended	MP	JA
B	08.03.21	Ghost island redesigned based on recorded speeds	MP	JA
A	28.01.21	Footway along southern side Radwinter Road added	KPS	JA

COTSWOLD TRANSPORT PLANNING

CLIENT:
Rosconn Group

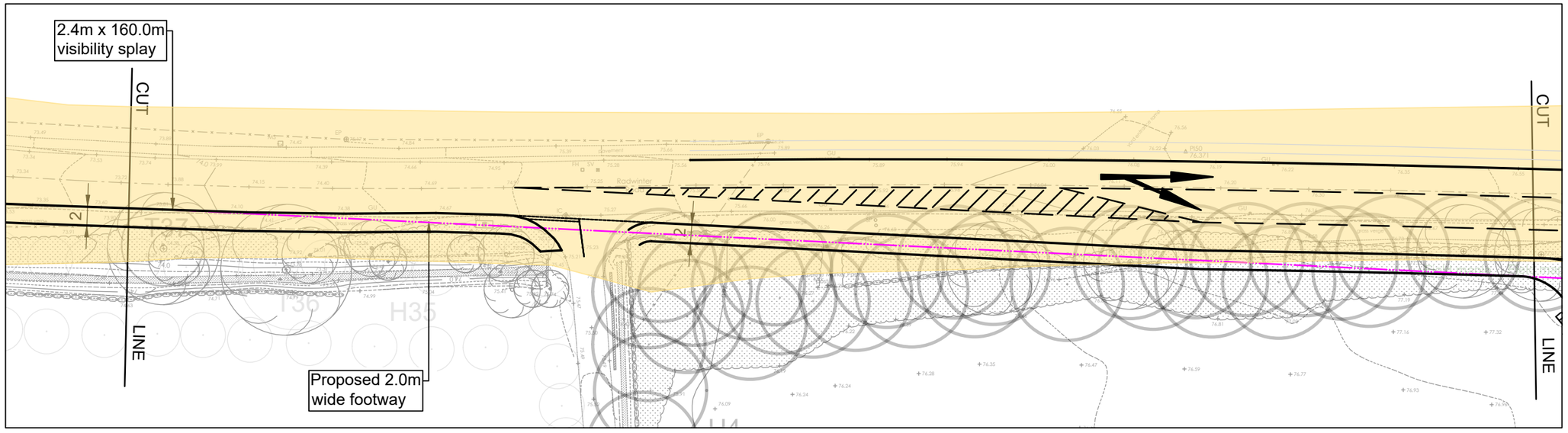
PROJECT:
Radwinter Road
Saffron Walden

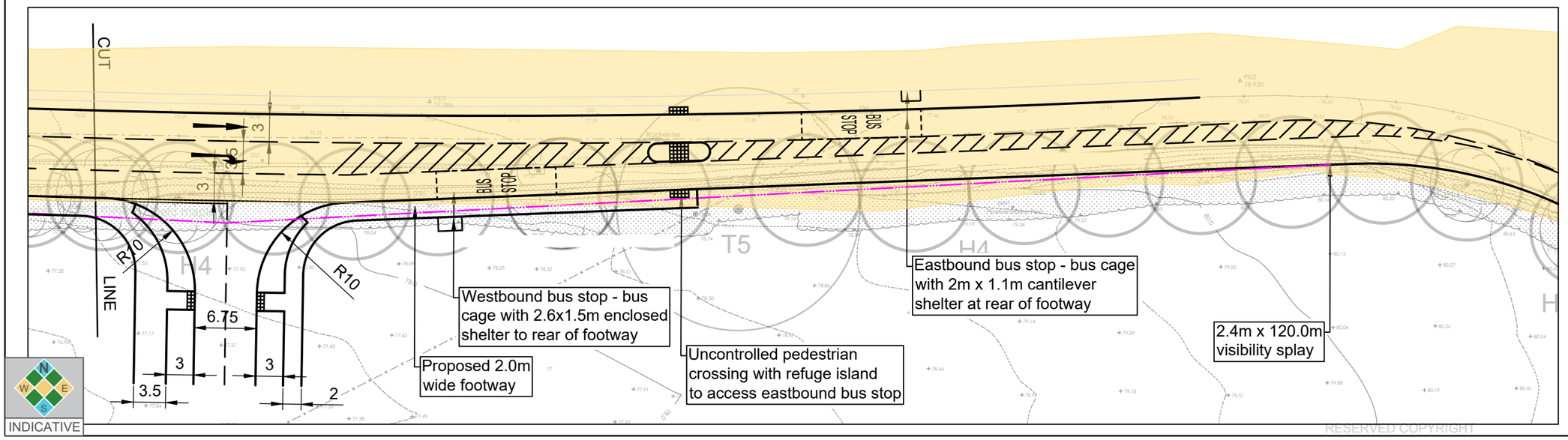
TITLE:
Proposed Means of Access Framework plan - Right Turn Ghost Island Junction

STATUS:
INFORMATION

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	26.11.20	AB	CE	CE

JOB NO:	DRAWING NO:	REVISION:
CTP-20-1142	SK01	C





INDICATIVE

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COTSWOLD TRANSPORT PLANNING

CLIENT:
Rosconn Group

PROJECT:
Radwinter Road
Saffron Walden

TITLE:
Proposed Means of Access Framework plan - Right Turn Ghost Island Junction

STATUS:
INFORMATION

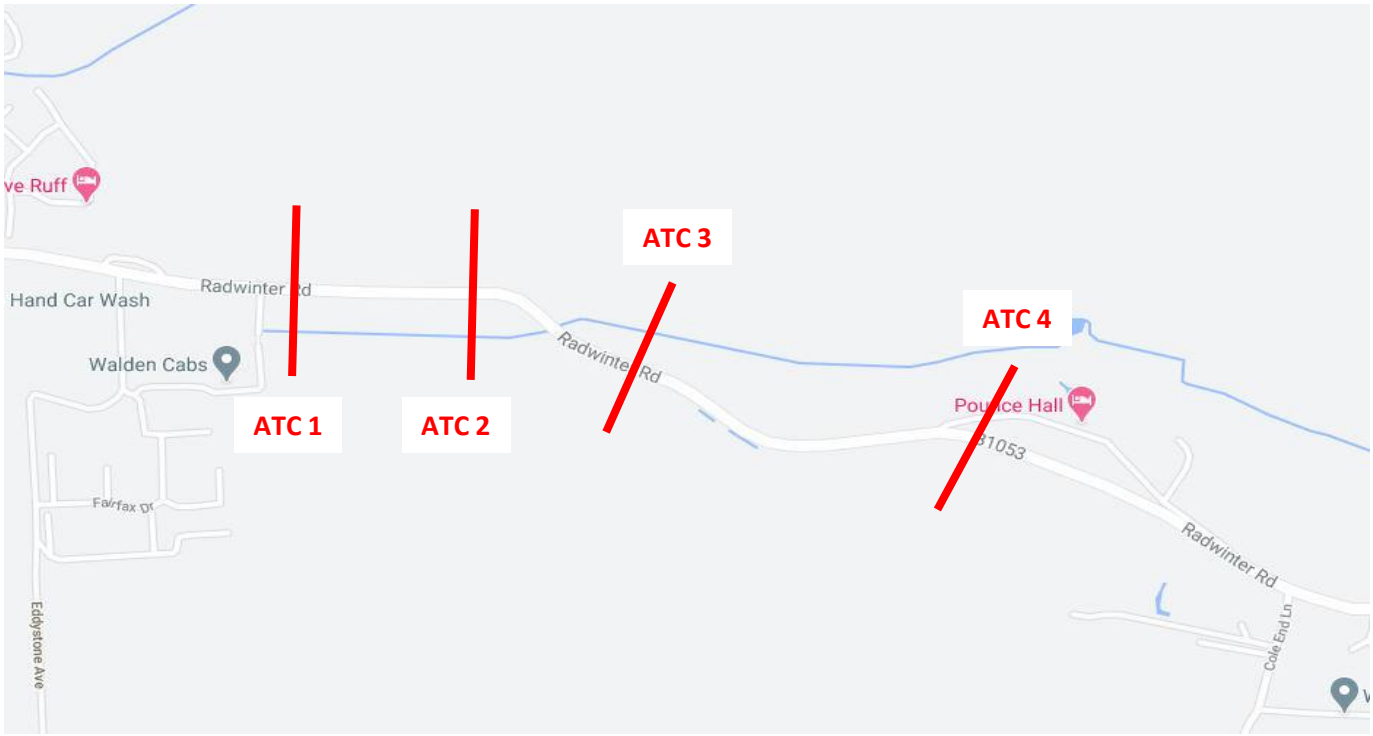
SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	26.11.20	AB	CE	CE

JOB NO:	DRAWING NO:	REVISION:
CTP-20-1142	SK01	C

COTSWOLD TRANSPORT PLANNING

Appendix I

Speed Survey Results


ATC 3
ATC 4
ATC 1
ATC 2
Hand Car Wash
Radwinter Rd
Walden Cabs
Radwinter Rd
Radwinter Rd
Cole End Ln
Eddystone Ave


ATC 1
SAFFRON WALDEN


ATC 2


ATC 3


ATC 4

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 1 LOCATION: attached to saffron walden sign

GRID REFERENCE: 52.022319, 0.265497 DIRECTION: EASTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	47.9	-
0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	42.1	-
0500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	39.7	-
0600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0700	49	41	0	8	0	0	0	0	0	0	0	0	0	0	0	40.2	46.5
0800	78	68	0	9	0	0	0	1	0	0	0	0	0	0	0	41.6	48.4
0900	69	52	1	16	0	0	0	0	0	0	0	0	0	0	0	40.4	46.1
1000	96	82	0	12	1	1	0	0	0	0	0	0	0	0	0	39.6	44.8
1100	113	96	0	16	0	1	0	0	0	0	0	0	0	0	0	39.8	46.6
1200	99	87	0	10	0	0	0	0	2	0	0	0	0	0	0	41.1	45.7
1300	131	122	0	9	0	0	0	0	0	0	0	0	0	0	0	41	46
1400	117	108	0	8	0	0	0	1	0	0	0	0	0	0	0	40.9	46.8
1500	154	141	2	11	0	0	0	0	0	0	0	0	0	0	0	41.2	46.7
1600	129	116	0	12	0	0	0	0	0	0	0	0	0	1	0	41.2	48.7
1700	147	138	1	8	0	0	0	0	0	0	0	0	0	0	0	40.9	46.9
1800	109	106	0	3	0	0	0	0	0	0	0	0	0	0	0	41.2	47.8
1900	65	58	1	6	0	0	0	0	0	0	0	0	0	0	0	40.1	47
2000	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	40.8	53.9
2100	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	44.6
2200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	42.5	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43.3	-
07-19	**1291**	**1157**	**4**	**122**	**1**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**40.8**	**46.7**
06-22	**1398**	**1256**	**5**	**129**	**1**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**40.8**	**46.8**
06-00	**1409**	**1267**	**5**	**129**	**1**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**40.8**	**46.8**
00-00	**1423**	**1277**	**5**	**133**	**1**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**40.8**	**46.8**

13 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	48.5	-
0300	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	29.9	-
0400	3	2	0	0	0	0	0	1	0	0	0	0	0	0	0	48.8	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	-
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-
0700	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	39.7	48.8
0800	33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	41.4	45.6
0900	99	94	0	5	0	0	0	0	0	0	0	0	0	0	0	41.3	47.4
1000	102	99	1	2	0	0	0	0	0	0	0	0	0	0	0	39.5	44.4
1100	134	125	4	4	0	0	0	0	0	0	0	0	0	1	0	40.5	46.2
1200	157	149	0	6	0	0	0	0	0	0	0	0	0	1	1	40.5	47
1300	160	147	0	10	0	0	0	0	0	0	0	0	0	1	2	39.8	45.7
1400	157	149	0	8	0	0	0	0	0	0	0	0	0	0	0	40.8	45.9
1500	138	130	2	6	0	0	0	0	0	0	0	0	0	0	0	41.6	46.9
1600	97	94	0	3	0	0	0	0	0	0	0	0	0	0	0	42	47.5
1700	96	89	0	7	0	0	0	0	0	0	0	0	0	0	0	41.3	48
1800	91	86	0	4	0	0	0	0	0	1	0	0	0	0	0	40.7	47.1
1900	51	48	0	3	0	0	0	0	0	0	0	0	0	0	0	41.2	47.8
2000	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	40.5	49.5
2100	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	42	59.6
2200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	39.9	-
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	-
07-19	**1285**	**1213**	**7**	**58**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**3**	**40.7**	**46.5**
06-22	**1376**	**1299**	**7**	**63**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**3**	**40.8**	**46.6**
06-00	**1388**	**1310**	**7**	**64**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**3**	**40.7**	**46.6**
00-00	**1401**	**1319**	**7**	**67**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**3**	**40.8**	**46.6**

14 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	46.5	-

0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.4	-	
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	37.6	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	58.5	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	42.6	-	
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	46.2	-	
0700	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	42.6	-	
0800	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	38.8		45.1
0900	37	29	1	6	0	0	0	0	0	0	0	0	0	0	1	40.4		48.2
1000	63	60	0	2	0	0	0	0	0	0	0	0	0	0	1	40.2		46.7
1100	91	82	0	7	0	1	0	0	0	0	0	0	0	0	1	39.5		46.6
1200	107	103	0	3	0	0	0	0	0	0	0	0	0	1	0	41.8		49.3
1300	121	111	0	8	0	0	0	0	0	0	0	0	0	1	1	40.1		45.5
1400	97	93	1	3	0	0	0	0	0	0	0	0	0	0	0	41.2		46.6
1500	87	85	0	2	0	0	0	0	0	0	0	0	0	0	0	41.2		47.8
1600	54	50	0	4	0	0	0	0	0	0	0	0	0	0	0	42.7		48.9
1700	50	46	0	3	0	0	1	0	0	0	0	0	0	0	0	42.5		50
1800	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	42.1		51.5
1900	25	20	0	4	0	0	1	0	0	0	0	0	0	0	0	40.6		45.8
2000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	39.1		47.8
2100	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	41.1		52
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	48	-	
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	51.4	-	
07-19	**763**	**710**	**2**	**43**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**41**		**47.6**
06-22	**818**	**758**	**2**	**49**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**41**		**47.6**
06-00	**822**	**762**	**2**	**49**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**41**		**47.6**
00-00	**831**	**770**	**2**	**50**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**41**		**47.6**

15 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	45.6	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	30.2	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	43.7	-
0600	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	41	50.8
0700	57	47	0	9	0	0	0	0	0	0	0	0	0	0	1	39.5	45

0800	62	50	4	7	0	0	1	0	0	0	0	0	0	0	0	41.3	46.6
0900	75	62	0	12	0	0	0	1	0	0	0	0	0	0	0	40	47
1000	81	70	1	10	0	0	0	0	0	0	0	0	0	0	0	40.1	45.7
1100	91	74	1	14	1	1	0	0	0	0	0	0	0	0	0	40.3	45.3
1200	104	96	0	8	0	0	0	0	0	0	0	0	0	0	0	42.1	48
1300	115	110	0	4	0	0	0	0	0	1	0	0	0	0	0	40.6	46.6
1400	110	93	2	12	1	1	0	0	0	0	0	0	0	0	1	40	46.2
1500	112	103	0	8	0	0	0	0	0	0	0	0	0	0	1	41.1	46.8
1600	143	126	0	12	1	0	0	0	0	0	0	0	0	3	1	41.7	48
1700	134	126	0	8	0	0	0	0	0	0	0	0	0	0	0	42.3	48
1800	83	79	0	4	0	0	0	0	0	0	0	0	0	0	0	44.5	53.3
1900	48	44	0	4	0	0	0	0	0	0	0	0	0	0	0	42.2	47.3
2000	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	41.2	50.2
2100	20	17	0	3	0	0	0	0	0	0	0	0	0	0	0	41.3	45.4
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	44.8	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	44.8	-
07-19	**1167**	**1036**	**8**	**108**	**3**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**4**	**41.2**	**47**
06-22	**1271**	**1131**	**8**	**117**	**3**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**4**	**41.3**	**47.1**
06-00	**1281**	**1141**	**8**	**117**	**3**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**4**	**41.3**	**47.1**
00-00	**1292**	**1151**	**8**	**118**	**3**	**2**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**4**	**41.3**	**47.1**

16 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	43.2	-
0600	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	47.8
0700	47	39	0	6	1	0	0	1	0	0	0	0	0	0	0	40.4	50.8
0800	64	55	0	9	0	0	0	0	0	0	0	0	0	0	0	40.3	46.4
0900	84	66	0	15	1	0	0	1	0	0	0	0	0	1	0	40.4	45.8
1000	92	75	0	14	0	0	0	0	0	0	0	0	0	2	1	40	45.7
1100	82	73	0	9	0	0	0	0	0	0	0	0	0	0	0	39.6	46.1
1200	106	93	1	11	1	0	0	0	0	0	0	0	0	0	0	41.1	47.1
1300	104	94	0	9	0	0	0	0	0	0	0	0	0	0	1	40.3	46.3
1400	121	109	0	12	0	0	0	0	0	0	0	0	0	0	0	40.4	45.9

1500	122	113	2	6	0	1	0	0	0	0	0	0	0	0	0	40.3	46.9
1600	131	123	0	6	0	0	0	0	0	0	0	0	0	1	1	41.9	47.2
1700	148	139	0	9	0	0	0	0	0	0	0	0	0	0	0	41.7	48.2
1800	91	86	0	5	0	0	0	0	0	0	0	0	0	0	0	43.1	48.8
1900	40	36	0	4	0	0	0	0	0	0	0	0	0	0	0	42.9	49.5
2000	28	27	0	1	0	0	0	0	0	0	0	0	0	0	0	42.9	53
2100	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	41.7	50.9
2200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	45.5	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	48.1	-
07-19	**1192**	**1065**	**3**	**111**	**3**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**40.9**	**46.8**
06-22	**1298**	**1164**	**3**	**118**	**3**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**41**	**46.9**
06-00	**1307**	**1172**	**3**	**119**	**3**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**41**	**47**
00-00	**1317**	**1181**	**3**	**120**	**3**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**41**	**46.9**

17 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42	-
0500	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	44.5	-
0600	19	16	0	3	0	0	0	0	0	0	0	0	0	0	0	40.3	47.3
0700	47	40	0	4	1	0	1	0	0	0	0	0	0	0	1	41.1	49.8
0800	79	59	1	13	2	1	0	1	1	0	0	0	0	0	1	40.1	46
0900	65	47	0	18	0	0	0	0	0	0	0	0	0	0	0	39	45
1000	59	48	0	11	0	0	0	0	0	0	0	0	0	0	0	41.8	48
1100	61	48	1	10	2	0	0	0	0	0	0	0	0	0	0	39.5	45.7
1200	75	65	0	9	0	0	0	0	0	0	0	0	0	0	1	40.6	48.1
1300	66	55	0	9	0	0	0	0	0	0	0	0	0	0	2	40.6	46.6
1400	90	80	2	8	0	0	0	0	0	0	0	0	0	0	0	40.2	46.2
1500	95	83	0	9	0	0	0	0	0	0	0	0	0	2	1	40.4	46.1
1600	106	94	0	11	0	0	0	0	0	0	0	0	0	1	0	41.6	47.7
1700	109	104	0	5	0	0	0	0	0	0	0	0	0	0	0	41.1	46.4
1800	80	74	0	6	0	0	0	0	0	0	0	0	0	0	0	42.2	50.7
1900	33	24	0	8	1	0	0	0	0	0	0	0	0	0	0	42.4	51.4
2000	23	20	0	3	0	0	0	0	0	0	0	0	0	0	0	42.2	49.2
2100	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	37.1	43.9

2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	43.2	-	
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	34.4	-	
07-19	**932**	**797**	**4**	**113**	**5**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**6**	**40.7**		**46.9**
06-22	**1018**	**865**	**4**	**130**	**6**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**6**	**40.8**		**47**
06-00	**1025**	**871**	**4**	**131**	**6**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**6**	**40.8**		**47**
00-00	**1038**	**882**	**4**	**133**	**6**	**1**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**6**	**40.8**		**47**

18 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	43.7	-
0600	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	-
0700	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	42.3	51.1
0800	25	21	0	4	0	0	0	0	0	0	0	0	0	0	0	41.1	48.2
0900	30	20	0	10	0	0	0	0	0	0	0	0	0	0	0	40	47.5
1000	36	30	0	5	0	0	0	1	0	0	0	0	0	0	0	36.6	42.8
1100	34	25	0	9	0	0	0	0	0	0	0	0	0	0	0	37.8	45.8
1200	38	32	0	6	0	0	0	0	0	0	0	0	0	0	0	40.8	49.5
1300	39	32	1	5	0	1	0	0	0	0	0	0	0	0	0	41.8	51.4
1400	39	33	0	6	0	0	0	0	0	0	0	0	0	0	0	39.9	45.7
1500	58	52	0	6	0	0	0	0	0	0	0	0	0	0	0	39.5	47.2
1600	58	52	0	2	0	1	0	0	0	0	0	0	0	1	2	41.3	48.5
1700	76	68	0	6	0	0	0	0	0	1	0	0	0	1	0	43.4	50.4
1800	53	51	0	2	0	0	0	0	0	0	0	0	0	0	0	43.1	51
1900	21	19	0	1	0	0	0	0	1	0	0	0	0	0	0	39.6	46.5
2000	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	50.9
2100	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	40.7	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.8	-
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-
07-19	**510**	**438**	**1**	**63**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**2**	**40.9**	**48.4**
06-22	**563**	**487**	**1**	**66**	**0**	**2**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**2**	**2**	**40.9**	**48.4**
06-00	**568**	**492**	**1**	**66**	**0**	**2**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**2**	**2**	**40.9**	**48.4**
00-00	**576**	**500**	**1**	**66**	**0**	**2**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**2**	**2**	**41**	**48.4**

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 1 LOCATION: attached to saffron walden sign

GRID REFERENCE: 52.022319, 0.265497 DIRECTION: EASTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	40.5	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	37	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.8	-
0300	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	47.9	-
0400	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	42.1	-
0500	6	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	39.7	-
0600	8	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	40.4	-
0700	49	0	0	0	2	16	19	8	4	0	0	0	0	0	0	0	40.2	46.5
0800	78	0	0	0	0	19	32	19	6	2	0	0	0	0	0	0	41.6	48.4
0900	69	0	0	1	1	17	29	18	3	0	0	0	0	0	0	0	40.4	46.1
1000	96	0	0	0	1	31	47	13	3	1	0	0	0	0	0	0	39.6	44.8
1100	113	0	0	1	3	36	43	25	5	0	0	0	0	0	0	0	39.8	46.6
1200	99	0	0	0	6	17	45	24	4	3	0	0	0	0	0	0	41.1	45.7
1300	131	0	1	0	0	30	61	31	5	3	0	0	0	0	0	0	41	46
1400	117	0	0	1	2	30	48	28	4	3	1	0	0	0	0	0	40.9	46.8
1500	154	0	0	0	2	41	65	34	9	0	2	1	0	0	0	0	41.2	46.7
1600	129	0	0	2	2	32	50	28	13	0	0	2	0	0	0	0	41.2	48.7
1700	147	0	0	0	4	38	64	29	10	1	0	1	0	0	0	0	40.9	46.9
1800	109	0	0	0	3	26	50	18	6	6	0	0	0	0	0	0	41.2	47.8
1900	65	0	0	0	5	21	21	11	5	0	2	0	0	0	0	0	40.1	47
2000	17	0	0	1	3	3	3	3	3	1	0	0	0	0	0	0	40.8	53.9
2100	17	0	0	1	0	6	7	2	0	1	0	0	0	0	0	0	39.2	44.6
2200	9	0	0	0	1	0	4	4	0	0	0	0	0	0	0	0	42.5	-
2300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	43.3	-
07-19	**1291**	**0**	**1**	**5**	**26**	**333**	**553**	**275**	**72**	**19**	**3**	**4**	**0**	**0**	**0**	**0**	**40.8**	**46.7**
06-22	**1398**	**0**	**1**	**7**	**34**	**365**	**588**	**293**	**80**	**21**	**5**	**4**	**0**	**0**	**0**	**0**	**40.8**	**46.8**
06-00	**1409**	**0**	**1**	**7**	**35**	**365**	**593**	**298**	**80**	**21**	**5**	**4**	**0**	**0**	**0**	**0**	**40.8**	**46.8**
00-00	**1423**	**0**	**1**	**7**	**36**	**369**	**597**	**302**	**81**	**21**	**5**	**4**	**0**	**0**	**0**	**0**	**40.8**	**46.8**

13 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	48.5	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	29.9	-
0400	3	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	48.8	-
0500	6	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0	39.7	-
0600	6	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	38.5	-
0700	21	0	1	0	2	3	8	5	2	0	0	0	0	0	0	0	39.7	48.8
0800	33	0	0	0	2	6	8	16	0	1	0	0	0	0	0	0	41.4	45.6
0900	99	0	0	1	3	21	36	29	9	0	0	0	0	0	0	0	41.3	47.4
1000	102	0	0	0	3	35	43	17	2	1	1	0	0	0	0	0	39.5	44.4
1100	134	0	0	0	5	39	56	24	6	3	1	0	0	0	0	0	40.5	46.2
1200	157	1	0	1	1	43	74	22	13	1	1	0	0	0	0	0	40.5	47
1300	160	1	2	0	7	44	66	30	7	3	0	0	0	0	0	0	39.8	45.7
1400	157	0	0	2	3	39	69	32	9	2	0	1	0	0	0	0	40.8	45.9
1500	138	0	0	0	4	27	66	28	7	4	2	0	0	0	0	0	41.6	46.9
1600	97	0	0	0	1	17	45	26	5	3	0	0	0	0	0	0	42	47.5
1700	96	0	0	0	2	25	38	22	9	0	0	0	0	0	0	0	41.3	48
1800	91	0	1	0	4	22	41	14	7	1	1	0	0	0	0	0	40.7	47.1
1900	51	0	0	0	2	10	22	12	4	1	0	0	0	0	0	0	41.2	47.8
2000	20	0	0	1	0	5	9	2	2	1	0	0	0	0	0	0	40.5	49.5
2100	14	0	0	0	1	5	4	2	0	0	2	0	0	0	0	0	42	59.6
2200	8	0	0	0	0	5	0	2	1	0	0	0	0	0	0	0	39.9	-
2300	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	39.5	-
07-19	**1285**	**2**	**4**	**4**	**37**	**321**	**550**	**265**	**76**	**19**	**6**	**1**	**0**	**0**	**0**	**0**	**40.7**	**46.5**
06-22	**1376**	**2**	**4**	**5**	**40**	**343**	**587**	**283**	**82**	**21**	**8**	**1**	**0**	**0**	**0**	**0**	**40.8**	**46.6**
06-00	**1388**	**2**	**4**	**5**	**40**	**349**	**589**	**286**	**83**	**21**	**8**	**1**	**0**	**0**	**0**	**0**	**40.7**	**46.6**
00-00	**1401**	**2**	**4**	**5**	**41**	**353**	**594**	**286**	**84**	**23**	**8**	**1**	**0**	**0**	**0**	**0**	**40.8**	**46.6**

14 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	46.5	-

0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.4	-	
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.6	-	
0300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	58.5	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		-
0500	4	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	42.6	-	
0600	5	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	46.2	-	
0700	8	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	42.6	-	
0800	18	0	0	0	0	8	7	2	1	0	0	0	0	0	0	0	38.8		45.1
0900	37	1	0	1	1	6	17	9	2	0	0	0	0	0	0	0	40.4		48.2
1000	63	1	0	0	4	17	25	12	1	2	1	0	0	0	0	0	40.2		46.7
1100	91	1	2	0	6	22	36	19	5	0	0	0	0	0	0	0	39.5		46.6
1200	107	0	0	0	4	22	45	24	8	3	0	0	1	0	0	0	41.8		49.3
1300	121	1	0	0	3	33	54	25	3	0	1	1	0	0	0	0	40.1		45.5
1400	97	0	0	0	4	21	44	20	6	2	0	0	0	0	0	0	41.2		46.6
1500	87	0	0	0	4	22	34	20	4	2	1	0	0	0	0	0	41.2		47.8
1600	54	0	0	0	1	12	19	15	3	3	1	0	0	0	0	0	42.7		48.9
1700	50	0	1	0	1	7	19	15	6	1	0	0	0	0	0	0	42.5		50
1800	30	0	0	0	1	9	10	4	4	2	0	0	0	0	0	0	42.1		51.5
1900	25	0	0	0	0	6	14	3	1	1	0	0	0	0	0	0	40.6		45.8
2000	12	0	0	1	1	1	7	2	0	0	0	0	0	0	0	0	39.1		47.8
2100	13	0	0	0	1	4	5	0	2	0	1	0	0	0	0	0	41.1		52
2200	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	48	-	
2300	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	51.4	-	
07-19	**763**	**4**	**3**	**1**	**29**	**180**	**314**	**168**	**43**	**15**	**4**	**1**	**1**	**0**	**0**	**0**	**41**		**47.6**
06-22	**818**	**4**	**3**	**2**	**31**	**191**	**341**	**177**	**46**	**16**	**5**	**1**	**1**	**0**	**0**	**0**	**41**		**47.6**
06-00	**822**	**4**	**3**	**2**	**31**	**191**	**342**	**178**	**46**	**18**	**5**	**1**	**1**	**0**	**0**	**0**	**41**		**47.6**
00-00	**831**	**4**	**3**	**2**	**31**	**191**	**346**	**182**	**46**	**19**	**5**	**1**	**1**	**0**	**0**	**0**	**41**		**47.6**

15 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	45.6	-	
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.2	-	
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.3	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	-	
0500	5	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	43.7	-	
0600	11	0	0	0	1	2	5	2	0	1	0	0	0	0	0	0	41		50.8
0700	57	1	0	1	2	18	22	8	3	2	0	0	0	0	0	0	39.5		45

0800	62	0	0	0	1	13	29	15	3	1	0	0	0	0	0	0	41.3	46.6
0900	75	0	0	0	2	25	30	16	2	0	0	0	0	0	0	0	40	47
1000	81	0	0	1	2	24	35	16	2	0	1	0	0	0	0	0	40.1	45.7
1100	91	0	1	0	3	23	38	22	3	0	0	1	0	0	0	0	40.3	45.3
1200	104	0	0	0	3	22	42	28	4	2	3	0	0	0	0	0	42.1	48
1300	115	0	0	4	1	27	44	30	7	2	0	0	0	0	0	0	40.6	46.6
1400	110	0	1	0	4	31	45	21	7	0	1	0	0	0	0	0	40	46.2
1500	112	0	1	0	5	26	44	26	8	1	0	1	0	0	0	0	41.1	46.8
1600	143	1	0	1	3	26	61	38	12	1	0	0	0	0	0	0	41.7	48
1700	134	0	0	0	2	23	59	33	14	2	0	1	0	0	0	0	42.3	48
1800	83	0	1	0	0	13	24	24	17	3	1	0	0	0	0	0	44.5	53.3
1900	48	0	0	0	1	12	17	14	1	0	1	2	0	0	0	0	42.2	47.3
2000	25	0	0	0	1	5	12	3	4	0	0	0	0	0	0	0	41.2	50.2
2100	20	0	0	0	0	4	11	4	1	0	0	0	0	0	0	0	41.3	45.4
2200	8	0	0	0	0	2	1	3	2	0	0	0	0	0	0	0	44.8	-
2300	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	44.8	-
07-19	**1167**	**2**	**4**	**7**	**28**	**271**	**473**	**277**	**82**	**14**	**6**	**3**	**0**	**0**	**0**	**0**	**41.2**	**47**
06-22	**1271**	**2**	**4**	**7**	**31**	**294**	**518**	**300**	**88**	**15**	**7**	**5**	**0**	**0**	**0**	**0**	**41.3**	**47.1**
06-00	**1281**	**2**	**4**	**7**	**31**	**297**	**519**	**303**	**91**	**15**	**7**	**5**	**0**	**0**	**0**	**0**	**41.3**	**47.1**
00-00	**1292**	**2**	**4**	**7**	**33**	**298**	**524**	**305**	**92**	**15**	**7**	**5**	**0**	**0**	**0**	**0**	**41.3**	**47.1**

16 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	37.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.2	-
0500	6	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	43.2	-
0600	14	0	0	0	2	2	6	3	1	0	0	0	0	0	0	0	39.7	47.8
0700	47	0	0	3	2	12	15	8	5	2	0	0	0	0	0	0	40.4	50.8
0800	64	0	0	0	5	13	26	19	1	0	0	0	0	0	0	0	40.3	46.4
0900	84	0	0	0	3	24	36	16	4	1	0	0	0	0	0	0	40.4	45.8
1000	92	1	1	0	1	22	40	25	1	1	0	0	0	0	0	0	40	45.7
1100	82	0	0	1	4	27	30	14	6	0	0	0	0	0	0	0	39.6	46.1
1200	106	0	0	1	3	26	37	30	8	1	0	0	0	0	0	0	41.1	47.1
1300	104	1	0	0	3	28	43	22	5	2	0	0	0	0	0	0	40.3	46.3
1400	121	0	0	0	7	23	60	26	4	1	0	0	0	0	0	0	40.4	45.9

1500	122	0	0	3	7	30	45	25	9	3	0	0	0	0	0	0	40.3	46.9
1600	131	1	0	1	5	17	55	42	7	2	1	0	0	0	0	0	41.9	47.2
1700	148	0	0	1	2	39	57	34	12	1	1	0	1	0	0	0	41.7	48.2
1800	91	0	0	1	1	8	37	32	10	1	0	1	0	0	0	0	43.1	48.8
1900	40	0	0	0	0	5	21	8	3	2	1	0	0	0	0	0	42.9	49.5
2000	28	0	0	0	1	5	11	6	4	1	0	0	0	0	0	0	42.9	53
2100	24	0	0	0	2	5	8	5	3	0	1	0	0	0	0	0	41.7	50.9
2200	7	0	0	0	0	0	3	2	2	0	0	0	0	0	0	0	45.5	-
2300	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	48.1	-
07-19	**1192**	**3**	**1**	**11**	**43**	**269**	**481**	**293**	**72**	**15**	**2**	**1**	**1**	**0**	**0**	**0**	**40.9**	**46.8**
06-22	**1298**	**3**	**1**	**11**	**48**	**286**	**527**	**315**	**83**	**18**	**4**	**1**	**1**	**0**	**0**	**0**	**41**	**46.9**
06-00	**1307**	**3**	**1**	**11**	**48**	**286**	**531**	**317**	**86**	**18**	**4**	**1**	**1**	**0**	**0**	**0**	**41**	**47**
00-00	**1317**	**3**	**1**	**11**	**48**	**289**	**535**	**319**	**87**	**18**	**4**	**1**	**1**	**0**	**0**	**0**	**41**	**46.9**

17 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	39.2	-
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42	-
0500	7	0	0	0	0	1	3	2	0	0	1	0	0	0	0	0	44.5	-
0600	19	0	0	0	1	6	6	5	0	1	0	0	0	0	0	0	40.3	47.3
0700	47	0	1	2	2	9	13	13	6	0	1	0	0	0	0	0	41.1	49.8
0800	79	1	0	1	3	19	32	19	3	1	0	0	0	0	0	0	40.1	46
0900	65	0	0	2	5	15	29	12	1	1	0	0	0	0	0	0	39	45
1000	59	0	0	0	3	13	20	17	5	0	0	1	0	0	0	0	41.8	48
1100	61	0	2	0	5	13	26	11	4	0	0	0	0	0	0	0	39.5	45.7
1200	75	0	1	0	3	21	27	18	3	2	0	0	0	0	0	0	40.6	48.1
1300	66	0	2	0	0	16	27	18	2	0	0	1	0	0	0	0	40.6	46.6
1400	90	0	0	1	1	27	37	18	6	0	0	0	0	0	0	0	40.2	46.2
1500	95	1	1	0	4	25	34	24	5	0	1	0	0	0	0	0	40.4	46.1
1600	106	0	0	0	4	28	40	21	11	2	0	0	0	0	0	0	41.6	47.7
1700	109	0	0	0	6	18	46	35	3	0	1	0	0	0	0	0	41.1	46.4
1800	80	0	1	1	1	16	27	22	8	3	1	0	0	0	0	0	42.2	50.7
1900	33	0	0	0	2	6	10	9	5	1	0	0	0	0	0	0	42.4	51.4
2000	23	0	0	0	0	3	14	3	2	1	0	0	0	0	0	0	42.2	49.2
2100	11	0	0	0	3	2	5	1	0	0	0	0	0	0	0	0	37.1	43.9

2200	6	0	0	0	0	2	2	0	1	1	0	0	0	0	0	0	43.2	-	
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.4	-	
07-19	**932**	**2**	**8**	**7**	**37**	**220**	**358**	**228**	**57**	**9**	**4**	**2**	**0**	**0**	**0**	**0**	**40.7**		**46.9**
06-22	**1018**	**2**	**8**	**7**	**43**	**237**	**393**	**246**	**64**	**12**	**4**	**2**	**0**	**0**	**0**	**0**	**40.8**		**47**
06-00	**1025**	**2**	**8**	**7**	**43**	**240**	**395**	**246**	**65**	**13**	**4**	**2**	**0**	**0**	**0**	**0**	**40.8**		**47**
00-00	**1038**	**2**	**8**	**7**	**44**	**243**	**401**	**248**	**65**	**13**	**5**	**2**	**0**	**0**	**0**	**0**	**40.8**		**47**

18 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.3	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	7	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	43.7	-	
0600	10	0	0	0	0	1	5	4	0	0	0	0	0	0	0	0	43.5	-	
0700	24	0	0	2	1	2	6	9	3	1	0	0	0	0	0	0	42.3		51.1
0800	25	0	0	0	0	6	13	4	2	0	0	0	0	0	0	0	41.1		48.2
0900	30	0	0	0	0	11	12	5	2	0	0	0	0	0	0	0	40		47.5
1000	36	0	0	2	6	13	11	2	1	1	0	0	0	0	0	0	36.6		42.8
1100	34	0	1	0	6	7	14	4	1	1	0	0	0	0	0	0	37.8		45.8
1200	38	0	0	0	1	15	13	4	3	2	0	0	0	0	0	0	40.8		49.5
1300	39	0	0	0	2	10	15	4	5	2	1	0	0	0	0	0	41.8		51.4
1400	39	0	0	0	1	11	18	8	0	1	0	0	0	0	0	0	39.9		45.7
1500	58	0	0	1	5	16	20	12	2	2	0	0	0	0	0	0	39.5		47.2
1600	58	3	0	0	0	5	28	17	4	1	0	0	0	0	0	0	41.3		48.5
1700	76	0	0	0	0	13	28	20	14	1	0	0	0	0	0	0	43.4		50.4
1800	53	0	1	0	0	10	19	11	10	2	0	0	0	0	0	0	43.1		51
1900	21	0	0	1	2	5	6	6	1	0	0	0	0	0	0	0	39.6		46.5
2000	14	0	0	0	0	6	1	4	3	0	0	0	0	0	0	0	42.9		50.9
2100	8	0	0	0	0	3	2	3	0	0	0	0	0	0	0	0	40.7	-	
2200	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45.8	-	
2300	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	38	-	
07-19	**510**	**3**	**2**	**5**	**22**	**119**	**197**	**100**	**47**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**40.9**		**48.4**
06-22	**563**	**3**	**2**	**6**	**24**	**134**	**211**	**117**	**51**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**40.9**		**48.4**
06-00	**568**	**3**	**2**	**6**	**24**	**137**	**212**	**118**	**51**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**40.9**		**48.4**
00-00	**576**	**3**	**2**	**6**	**24**	**138**	**215**	**121**	**52**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**41**		**48.4**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	7878	16	23	45	257	1881	3212	1763	507	123	35	14	2	0	0	0	40.9	47

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 1 LOCATION: attached to saffron walden sign

GRID REFERENCE: 52.022319, 0.265497 DIRECTION: EASTBOUND SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Feb	13-Feb	14-Feb	15-Feb	16-Feb	17-Feb	18-Feb	1-5.	1-7.
Hour									
0000-0100	2	0	2	2	3	3	1	2.2	1.9
0100-0200	1	0	1	1	0	2	0	0.8	0.7
0200-0300	1	2	1	2	0	0	0	0.6	0.9
0300-0400	2	2	1	0	0	0	0	0.4	0.7
0400-0500	2	3	0	1	1	1	0	1	1.1
0500-0600	6	6	4	5	6	7	7	6.2	5.9
0600-0700	8	6	5	11	14	19	10	12.4	10.4
0700-0800	49	21	8	57	47	47	24	44.8	36.1
0800-0900	78	33	18	62	64	79	25	61.6	51.3
0900-1000	69	99	37	75	84	65	30	64.6	65.6
1000-1100	96	102	63	81	92	59	36	72.8	75.6
1100-1200	113	134	91	91	82	61	34	76.2	86.6
1200-1300	99	157	107	104	106	75	38	84.4	98
1300-1400	131	160	121	115	104	66	39	91	105.1
1400-1500	117	157	97	110	121	90	39	95.4	104.4
1500-1600	154	138	87	112	122	95	58	108.2	109.4
1600-1700	129	97	54	143	131	106	58	113.4	102.6
1700-1800	147	96	50	134	148	109	76	122.8	108.6
1800-1900	109	91	30	83	91	80	53	83.2	76.7
1900-2000	65	51	25	48	40	33	21	41.4	40.4
2000-2100	17	20	12	25	28	23	14	21.4	19.9
2100-2200	17	14	13	20	24	11	8	16	15.3
2200-2300	9	8	2	8	7	6	1	6.2	5.9
2300-2400	2	4	2	2	2	1	4	2.2	2.4
Totals									
0700-1900	1291	1285	763	1167	1192	932	510	1018.4	1020
0600-2200	1398	1376	818	1271	1298	1018	563	1109.6	1106
0600-0000	1409	1388	822	1281	1307	1025	568	1118	1114.3
0000-0000	1423	1401	831	1292	1317	1038	576	1129.2	1125.4
AM Peak	1100	1100	1100	1100	1000	800	1000		
	113	134	91	91	92	79	36		
PM Peak	1500	1300	1300	1600	1700	1700	1700		
	154	160	121	143	148	109	76		

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 1 LOCATION: attached to saffron walden sign

GRID REFERENCE: 52.022319, 0.265497 DIRECTION: WESTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.9	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	6	4	0	1	0	0	0	0	0	0	0	0	0	1	0	43.4	-
0500	16	12	0	4	0	0	0	0	0	0	0	0	0	0	0	40.3	49.9
0600	40	35	0	5	0	0	0	0	0	0	0	0	0	0	0	39.8	47
0700	121	106	0	15	0	0	0	0	0	0	0	0	0	0	0	37.9	44.8
0800	140	128	0	11	0	0	0	1	0	0	0	0	0	0	0	38.4	43.8
0900	97	80	0	17	0	0	0	0	0	0	0	0	0	0	0	37	42.2
1000	101	86	1	14	0	0	0	0	0	0	0	0	0	0	0	36	41
1100	122	111	0	10	1	0	0	0	0	0	0	0	0	0	0	37.1	42.8
1200	139	119	0	18	1	0	0	0	1	0	0	0	0	0	0	36.4	42.1
1300	115	107	0	6	0	1	0	0	1	0	0	0	0	0	0	37.6	41.9
1400	109	95	2	12	0	0	0	0	0	0	0	0	0	0	0	36.9	42.5
1500	107	98	0	9	0	0	0	0	0	0	0	0	0	0	0	37.6	42.8
1600	113	100	0	12	1	0	0	0	0	0	0	0	0	0	0	38	42.5
1700	88	80	0	8	0	0	0	0	0	0	0	0	0	0	0	38.7	44.5
1800	65	60	0	5	0	0	0	0	0	0	0	0	0	0	0	38.7	47.1
1900	38	34	1	3	0	0	0	0	0	0	0	0	0	0	0	39	47.9
2000	22	19	1	2	0	0	0	0	0	0	0	0	0	0	0	38	54.6
2100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	49.9
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1317**	**1170**	**3**	**137**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**37.5**	**42.7**
06-22	**1428**	**1269**	**5**	**147**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**37.6**	**43.1**
06-00	**1433**	**1274**	**5**	**147**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**37.6**	**43.1**
00-00	**1457**	**1292**	**5**	**152**	**3**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**37.7**	**43.2**

13 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-
0400	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	43.3	-
0500	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	39.5	-
0600	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	44.9
0700	40	32	0	6	1	0	0	1	0	0	0	0	0	0	0	38.9	44.2
0800	80	75	0	4	0	0	0	0	0	0	0	0	0	0	1	38.2	44.9
0900	92	84	2	6	0	0	0	0	0	0	0	0	0	0	0	37.6	42.5
1000	146	135	1	10	0	0	0	0	0	0	0	0	0	0	0	36.9	42.6
1100	152	141	2	8	1	0	0	0	0	0	0	0	0	0	0	36.7	42.4
1200	121	117	2	2	0	0	0	0	0	0	0	0	0	0	0	37.4	41.6
1300	140	133	1	4	0	0	0	0	1	0	0	0	0	0	1	37.3	42.2
1400	109	104	0	5	0	0	0	0	0	0	0	0	0	0	0	36.3	40.6
1500	123	115	0	7	0	0	0	0	0	0	0	0	0	0	1	36.1	40.4
1600	81	79	0	2	0	0	0	0	0	0	0	0	0	0	0	38.2	42.9
1700	76	73	0	3	0	0	0	0	0	0	0	0	0	0	0	35.8	41.6
1800	59	53	0	6	0	0	0	0	0	0	0	0	0	0	0	39.2	45.7
1900	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	39.6	46.8
2000	22	18	1	3	0	0	0	0	0	0	0	0	0	0	0	35.4	42.4
2100	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	39.2	47
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	-
07-19	**1219**	**1141**	**8**	**63**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**37.2**	**42.2**
06-22	**1305**	**1220**	**9**	**69**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**37.2**	**42.3**
06-00	**1314**	**1229**	**9**	**69**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**37.2**	**42.3**
00-00	**1329**	**1242**	**9**	**70**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**3**	**37.2**	**42.5**

14 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-

0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	55.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	43.7	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	39	-
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
0700	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	-
0800	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	39.7	46.6
0900	42	39	0	3	0	0	0	0	0	0	0	0	0	0	0	39.4	44.4
1000	70	62	0	7	0	0	0	0	0	0	0	0	0	0	1	36.9	40.9
1100	104	98	1	3	0	0	0	0	0	0	0	0	0	0	2	37.6	42.8
1200	110	105	0	5	0	0	0	0	0	0	0	0	0	0	0	37.2	41.9
1300	103	97	1	2	0	0	0	0	0	0	0	0	0	1	2	36.1	42.4
1400	90	84	0	5	0	0	0	0	0	0	0	0	0	0	1	37.1	43.1
1500	78	77	1	0	0	0	0	0	0	0	0	0	0	0	0	38.7	44.8
1600	59	55	0	4	0	0	0	0	0	0	0	0	0	0	0	37.6	44.1
1700	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	40.3	46.6
1800	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	47.8
1900	31	25	0	4	0	0	2	0	0	0	0	0	0	0	0	37.2	45.2
2000	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	38.4	43.4
2100	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	37	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**744**	**703**	**3**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**37.7**	**43.3**
06-22	**801**	**750**	**3**	**39**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**37.7**	**43.4**
06-00	**805**	**754**	**3**	**39**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**37.7**	**43.4**
00-00	**815**	**763**	**3**	**39**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**37.7**	**43.4**

15 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	58.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	39.7	-
0400	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	41.5	-
0500	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	42.2	50.2
0600	33	29	0	4	0	0	0	0	0	0	0	0	0	0	0	38.8	45
0700	127	107	1	18	0	0	0	0	0	0	0	0	0	0	1	38.7	44.4

0800	128	115	0	10	0	0	1	2	0	0	0	0	0	0	0	38.4	43.4
0900	85	71	1	12	0	0	0	1	0	0	0	0	0	0	0	39.4	46
1000	105	89	0	15	1	0	0	0	0	0	0	0	0	0	0	37.4	42.1
1100	99	82	0	17	0	0	0	0	0	0	0	0	0	0	0	38.7	45
1200	103	92	2	7	1	1	0	0	0	0	0	0	0	0	0	37.2	43.7
1300	94	83	1	8	0	0	0	0	0	1	0	0	0	0	1	37.8	45.9
1400	87	70	0	14	0	0	0	0	0	0	0	0	0	0	3	38	43.3
1500	90	80	0	6	1	0	2	0	0	0	0	0	0	0	1	37.2	43.1
1600	95	85	1	8	1	0	0	0	0	0	0	0	0	0	0	38.5	42.8
1700	101	87	0	11	0	0	0	0	0	0	0	0	0	0	3	36.6	42.7
1800	49	44	0	3	0	0	0	0	0	0	0	0	0	0	2	37.9	43.6
1900	35	34	0	0	0	1	0	0	0	0	0	0	0	0	0	39.9	45.6
2000	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	40.7	49.5
2100	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	38.7	45.3
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1163**	**1005**	**6**	**129**	**4**	**1**	**3**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**11**	**38**	**43.4**
06-22	**1271**	**1104**	**6**	**137**	**4**	**2**	**3**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**11**	**38.1**	**43.7**
06-00	**1275**	**1108**	**6**	**137**	**4**	**2**	**3**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**11**	**38.1**	**43.7**
00-00	**1295**	**1125**	**6**	**139**	**4**	**2**	**3**	**3**	**0**	**1**	**0**	**0**	**0**	**1**	**11**	**38.2**	**43.7**

16 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	36.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.3	-
0400	6	4	0	1	0	0	0	0	0	0	0	0	0	1	0	40.9	-
0500	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	42.1	47.2
0600	42	35	0	7	0	0	0	0	0	0	0	0	0	0	0	40.4	47
0700	109	90	0	15	1	0	0	0	0	0	0	0	0	1	2	39.3	43.6
0800	134	120	0	12	0	0	0	2	0	0	0	0	0	0	0	38.6	43
0900	92	82	0	10	0	0	0	0	0	0	0	0	0	0	0	37.2	44.1
1000	94	78	0	15	1	0	0	0	0	0	0	0	0	0	0	36.3	41
1100	99	88	0	10	0	0	0	0	1	0	0	0	0	0	0	36.8	41.4
1200	103	89	0	11	1	0	1	0	0	0	0	0	0	0	1	37.3	41.7
1300	122	104	2	14	0	0	0	1	0	1	0	0	0	0	0	37.8	42.9
1400	90	79	1	10	0	0	0	0	0	0	0	0	0	0	0	38.2	45.9

1500	100	91	1	7	0	0	0	0	0	0	0	0	0	0	1	38	43.5
1600	96	88	0	8	0	0	0	0	0	0	0	0	0	0	0	39.6	46.7
1700	75	68	0	6	0	0	0	0	0	0	0	0	0	1	0	38.4	43
1800	55	48	0	7	0	0	0	0	0	0	0	0	0	0	0	37.5	43.1
1900	33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	38.9	47.5
2000	21	19	1	1	0	0	0	0	0	0	0	0	0	0	0	37.8	44.8
2100	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	37.1	43.9
2200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	46.1	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8	-
07-19	**1169**	**1025**	**4**	**125**	**3**	**0**	**1**	**3**	**1**	**1**	**0**	**0**	**0**	**2**	**4**	**38**	**43.2**
06-22	**1281**	**1126**	**5**	**135**	**3**	**0**	**1**	**3**	**1**	**1**	**0**	**0**	**0**	**2**	**4**	**38.1**	**43.4**
06-00	**1290**	**1133**	**5**	**137**	**3**	**0**	**1**	**3**	**1**	**1**	**0**	**0**	**0**	**2**	**4**	**38.1**	**43.5**
00-00	**1313**	**1151**	**5**	**141**	**3**	**0**	**1**	**3**	**1**	**1**	**0**	**0**	**0**	**3**	**4**	**38.2**	**43.6**

17 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	46.6	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	42.3	-
0500	17	13	0	4	0	0	0	0	0	0	0	0	0	0	0	42.7	50.8
0600	41	34	0	7	0	0	0	0	0	0	0	0	0	0	0	39.6	47.9
0700	131	106	1	22	0	0	0	0	1	0	0	0	0	0	1	38.5	43.5
0800	104	90	0	13	0	0	0	0	1	0	0	0	0	0	0	38.6	44.2
0900	54	39	0	15	0	0	0	0	0	0	0	0	0	0	0	39.5	45.5
1000	53	39	0	12	1	0	0	1	0	0	0	0	0	0	0	36.8	40.9
1100	41	33	0	6	1	0	0	0	0	0	0	0	0	0	1	37.8	44.7
1200	52	41	1	9	0	0	0	0	0	0	0	0	0	0	1	39	45.9
1300	44	40	0	4	0	0	0	0	0	0	0	0	0	0	0	37.4	43.3
1400	70	59	0	10	0	0	1	0	0	0	0	0	0	0	0	40.4	45.3
1500	66	58	0	7	0	0	0	0	0	0	0	0	0	0	1	38.6	44.5
1600	59	51	0	7	0	0	0	0	0	0	0	0	0	1	0	39.5	46
1700	74	71	0	2	0	0	0	0	0	0	0	0	0	0	1	39.5	45.1
1800	43	39	0	4	0	0	0	0	0	0	0	0	0	0	0	38.8	46.9
1900	11	7	0	4	0	0	0	0	0	0	0	0	0	0	0	37.3	48.4
2000	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	39.1	47.2
2100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	35.5	-

2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	50.3	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	53.4	-
07-19	**791**	**666**	**2**	**111**	**2**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**5**	**38.8**	**44.6**
06-22	**865**	**727**	**2**	**124**	**2**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**5**	**38.8**	**44.9**
06-00	**868**	**729**	**2**	**125**	**2**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**5**	**38.8**	**44.9**
00-00	**894**	**749**	**2**	**130**	**2**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**2**	**5**	**38.9**	**45.1**

18 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	20	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	43.7	-
0500	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	49.3	54.2
0600	30	25	0	4	0	0	0	0	0	0	0	0	0	1	0	40.7	46.5
0700	54	45	0	8	0	0	0	0	0	0	0	0	0	1	0	42.8	50.8
0800	38	33	0	5	0	0	0	0	0	0	0	0	0	0	0	41	46.2
0900	23	19	0	4	0	0	0	0	0	0	0	0	0	0	0	39.7	45.2
1000	34	29	0	5	0	0	0	0	0	0	0	0	0	0	0	37.2	44
1100	36	23	1	11	0	1	0	0	0	0	0	0	0	0	0	36.9	40.9
1200	35	25	0	10	0	0	0	0	0	0	0	0	0	0	0	38.9	45.5
1300	39	33	1	5	0	0	0	0	0	0	0	0	0	0	0	38.7	42.5
1400	30	27	0	2	0	0	0	0	0	0	0	0	0	0	1	38.4	44.7
1500	38	28	0	8	0	0	0	0	0	0	0	0	0	0	2	39.5	47.4
1600	39	34	0	4	0	0	0	0	0	0	0	0	0	0	1	40.1	47.8
1700	59	54	0	1	0	0	0	0	0	1	0	0	0	1	2	40.2	47.1
1800	31	29	0	2	0	0	0	0	0	0	0	0	0	0	0	39.5	47.2
1900	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	42.5
2000	12	8	0	3	0	0	0	0	1	0	0	0	0	0	0	38.9	47.6
2100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	38.8	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44.3	-
07-19	**456**	**379**	**2**	**65**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**6**	**39.6**	**46.6**
06-22	**518**	**431**	**2**	**73**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**6**	**39.6**	**46.5**
06-00	**520**	**433**	**2**	**73**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**6**	**39.6**	**46.5**
00-00	**539**	**450**	**2**	**75**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**6**	**39.8**	**46.8**

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 1 LOCATION: attached to saffron walden sign

GRID REFERENCE: 52.022319, 0.265497 DIRECTION: WESTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	43.9	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	43.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	6	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	43.4	-
0500	16	0	0	0	2	5	4	3	1	1	0	0	0	0	0	0	40.3	49.9
0600	40	0	0	0	4	11	14	9	2	0	0	0	0	0	0	0	39.8	47
0700	121	0	0	2	7	56	32	20	3	0	1	0	0	0	0	0	37.9	44.8
0800	140	0	0	0	7	57	55	18	2	1	0	0	0	0	0	0	38.4	43.8
0900	97	0	0	1	8	44	37	6	0	1	0	0	0	0	0	0	37	42.2
1000	101	0	0	0	16	42	39	2	2	0	0	0	0	0	0	0	36	41
1100	122	0	2	1	10	52	44	12	1	0	0	0	0	0	0	0	37.1	42.8
1200	139	0	0	4	18	57	46	13	0	1	0	0	0	0	0	0	36.4	42.1
1300	115	0	0	0	2	60	44	8	1	0	0	0	0	0	0	0	37.6	41.9
1400	109	0	0	3	13	42	39	9	3	0	0	0	0	0	0	0	36.9	42.5
1500	107	0	0	1	14	35	45	9	3	0	0	0	0	0	0	0	37.6	42.8
1600	113	0	0	0	6	50	43	11	2	1	0	0	0	0	0	0	38	42.5
1700	88	0	0	0	5	36	32	10	4	1	0	0	0	0	0	0	38.7	44.5
1800	65	0	0	0	9	19	23	11	3	0	0	0	0	0	0	0	38.7	47.1
1900	38	0	0	0	5	12	11	5	5	0	0	0	0	0	0	0	39	47.9
2000	22	0	1	0	3	11	2	1	2	2	0	0	0	0	0	0	38	54.6
2100	11	0	0	0	1	3	4	2	1	0	0	0	0	0	0	0	40.7	49.9
2200	5	0	0	0	0	1	3	0	1	0	0	0	0	0	0	0	41.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1317**	**0**	**2**	**12**	**115**	**550**	**479**	**129**	**24**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**37.5**	**42.7**
06-22	**1428**	**0**	**3**	**12**	**128**	**587**	**510**	**146**	**34**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**37.6**	**43.1**
06-00	**1433**	**0**	**3**	**12**	**128**	**588**	**513**	**146**	**35**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**37.6**	**43.1**
00-00	**1457**	**0**	**3**	**12**	**130**	**593**	**521**	**153**	**36**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**37.7**	**43.2**

13 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.2	-
0400	4	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	43.3	-
0500	10	0	0	0	1	5	1	2	0	1	0	0	0	0	0	0	39.5	-
0600	11	0	0	0	3	2	4	2	0	0	0	0	0	0	0	0	37.5	44.9
0700	40	0	0	0	2	14	17	6	1	0	0	0	0	0	0	0	38.9	44.2
0800	80	0	1	0	5	35	24	12	3	0	0	0	0	0	0	0	38.2	44.9
0900	92	0	0	1	3	43	37	7	1	0	0	0	0	0	0	0	37.6	42.5
1000	146	0	0	0	15	71	44	14	2	0	0	0	0	0	0	0	36.9	42.6
1100	152	0	0	1	17	77	38	16	3	0	0	0	0	0	0	0	36.7	42.4
1200	121	0	0	0	6	55	52	7	1	0	0	0	0	0	0	0	37.4	41.6
1300	140	0	0	2	12	57	54	13	1	0	0	1	0	0	0	0	37.3	42.2
1400	109	0	0	1	14	54	31	7	2	0	0	0	0	0	0	0	36.3	40.6
1500	123	0	0	4	11	60	41	6	0	1	0	0	0	0	0	0	36.1	40.4
1600	81	0	0	0	5	29	41	6	0	0	0	0	0	0	0	0	38.2	42.9
1700	76	3	1	1	6	36	23	4	0	1	1	0	0	0	0	0	35.8	41.6
1800	59	0	0	0	3	21	24	7	4	0	0	0	0	0	0	0	39.2	45.7
1900	38	0	0	0	3	13	13	6	1	1	1	0	0	0	0	0	39.6	46.8
2000	22	0	0	0	5	12	3	0	2	0	0	0	0	0	0	0	35.4	42.4
2100	15	0	0	1	0	4	7	2	1	0	0	0	0	0	0	0	39.2	47
2200	7	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	37.1	-
2300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	29.2	-
07-19	**1219**	**3**	**2**	**10**	**99**	**552**	**426**	**105**	**18**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**37.2**	**42.2**
06-22	**1305**	**3**	**2**	**11**	**110**	**583**	**453**	**115**	**22**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**37.2**	**42.3**
06-00	**1314**	**3**	**2**	**11**	**113**	**586**	**455**	**116**	**22**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**37.2**	**42.3**
00-00	**1329**	**3**	**2**	**11**	**114**	**592**	**459**	**119**	**22**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**37.2**	**42.5**

14 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.4	-

0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	55.7	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	43.7	-	
0500	6	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	39	-	
0600	6	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	38.3	-	
0700	9	0	0	0	0	5	2	2	0	0	0	0	0	0	0	0	37.8	-	
0800	17	0	0	0	1	6	6	3	1	0	0	0	0	0	0	0	39.7	46.6	
0900	42	0	0	0	0	18	16	7	0	1	0	0	0	0	0	0	39.4	44.4	
1000	70	0	1	1	3	32	28	5	0	0	0	0	0	0	0	0	36.9	40.9	
1100	104	0	1	1	4	51	39	6	2	0	0	0	0	0	0	0	37.6	42.8	
1200	110	0	0	0	10	56	32	9	2	0	1	0	0	0	0	0	37.2	41.9	
1300	103	0	0	2	21	40	26	12	1	0	1	0	0	0	0	0	36.1	42.4	
1400	90	0	1	0	4	48	27	8	2	0	0	0	0	0	0	0	37.1	43.1	
1500	78	0	0	0	6	32	27	7	6	0	0	0	0	0	0	0	38.7	44.8	
1600	59	0	0	1	6	23	18	10	1	0	0	0	0	0	0	0	37.6	44.1	
1700	36	0	0	0	2	12	11	8	1	2	0	0	0	0	0	0	40.3	46.6	
1800	26	0	0	0	1	8	10	5	2	0	0	0	0	0	0	0	40.3	47.8	
1900	31	0	0	1	5	12	6	5	1	1	0	0	0	0	0	0	37.2	45.2	
2000	12	0	0	0	0	5	6	1	0	0	0	0	0	0	0	0	38.4	43.4	
2100	8	0	0	0	1	2	5	0	0	0	0	0	0	0	0	0	37	-	
2200	4	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	36.2	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	**744**	**0**	**3**	**5**	**58**	**331**	**242**	**82**	**18**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**37.7**	**43.3**	
06-22	**801**	**0**	**3**	**6**	**65**	**351**	**262**	**89**	**19**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**37.7**	**43.4**	
06-00	**805**	**0**	**3**	**6**	**66**	**352**	**263**	**90**	**19**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**37.7**	**43.4**	
00-00	**815**	**0**	**3**	**6**	**66**	**354**	**268**	**92**	**20**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**37.7**	**43.4**	

15 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	58.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	3	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	39.7	-
0400	3	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	41.5	-
0500	13	0	0	0	0	3	4	4	2	0	0	0	0	0	0	0	42.2	50.2
0600	33	0	0	1	2	8	16	6	0	0	0	0	0	0	0	0	38.8	45
0700	127	0	1	1	4	43	56	20	2	0	0	0	0	0	0	0	38.7	44.4

0800	128	0	0	0	2	61	46	17	2	0	0	0	0	0	0	0	38.4	43.4
0900	85	0	0	0	3	35	29	12	5	1	0	0	0	0	0	0	39.4	46
1000	105	0	0	0	6	48	40	8	3	0	0	0	0	0	0	0	37.4	42.1
1100	99	0	0	0	3	45	34	11	6	0	0	0	0	0	0	0	38.7	45
1200	103	0	0	1	20	29	37	13	2	1	0	0	0	0	0	0	37.2	43.7
1300	94	0	0	1	10	35	32	11	5	0	0	0	0	0	0	0	37.8	45.9
1400	87	0	0	3	7	25	40	10	2	0	0	0	0	0	0	0	38	43.3
1500	90	0	0	1	6	42	29	11	1	0	0	0	0	0	0	0	37.2	43.1
1600	95	0	0	0	2	43	39	8	2	1	0	0	0	0	0	0	38.5	42.8
1700	101	0	1	2	17	28	43	7	3	0	0	0	0	0	0	0	36.6	42.7
1800	49	0	2	0	0	20	20	5	2	0	0	0	0	0	0	0	37.9	43.6
1900	35	0	1	0	1	9	16	5	2	0	0	1	0	0	0	0	39.9	45.6
2000	24	0	0	0	1	8	9	3	2	0	1	0	0	0	0	0	40.7	49.5
2100	16	0	0	0	1	6	5	3	1	0	0	0	0	0	0	0	38.7	45.3
2200	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	39.6	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1163**	**0**	**4**	**9**	**80**	**454**	**445**	**133**	**35**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**43.4**
06-22	**1271**	**0**	**5**	**10**	**85**	**485**	**491**	**150**	**40**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**38.1**	**43.7**
06-00	**1275**	**0**	**5**	**10**	**85**	**487**	**492**	**151**	**40**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**38.1**	**43.7**
00-00	**1295**	**0**	**5**	**10**	**85**	**493**	**497**	**155**	**44**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**38.2**	**43.7**

16 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	36.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	47.3	-
0400	6	0	0	0	1	0	3	1	1	0	0	0	0	0	0	0	40.9	-
0500	14	0	0	0	0	2	8	4	0	0	0	0	0	0	0	0	42.1	47.2
0600	42	0	0	0	2	10	18	10	0	2	0	0	0	0	0	0	40.4	47
0700	109	0	1	1	1	29	61	10	6	0	0	0	0	0	0	0	39.3	43.6
0800	134	0	0	0	6	51	58	15	3	1	0	0	0	0	0	0	38.6	43
0900	92	0	0	0	10	41	25	14	2	0	0	0	0	0	0	0	37.2	44.1
1000	94	0	0	3	13	41	29	7	0	0	1	0	0	0	0	0	36.3	41
1100	99	0	0	3	9	41	37	7	1	1	0	0	0	0	0	0	36.8	41.4
1200	103	0	1	0	1	55	37	6	3	0	0	0	0	0	0	0	37.3	41.7
1300	122	0	0	0	9	46	50	15	1	1	0	0	0	0	0	0	37.8	42.9
1400	90	0	0	1	5	46	22	9	5	2	0	0	0	0	0	0	38.2	45.9

1500	100	0	0	1	7	43	34	13	2	0	0	0	0	0	0	0	38	43.5
1600	96	0	0	2	3	30	40	14	7	0	0	0	0	0	0	0	39.6	46.7
1700	75	0	0	0	5	27	33	8	1	1	0	0	0	0	0	0	38.4	43
1800	55	0	0	0	8	24	16	5	1	1	0	0	0	0	0	0	37.5	43.1
1900	33	0	0	0	5	11	10	4	2	1	0	0	0	0	0	0	38.9	47.5
2000	21	0	0	0	3	10	4	3	0	0	0	0	1	0	0	0	37.8	44.8
2100	16	0	0	1	2	4	6	2	1	0	0	0	0	0	0	0	37.1	43.9
2200	8	0	0	0	0	2	1	3	0	1	1	0	0	0	0	0	46.1	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.8	-
07-19	**1169**	**0**	**2**	**11**	**77**	**474**	**442**	**123**	**32**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**38**	**43.2**
06-22	**1281**	**0**	**2**	**12**	**89**	**509**	**480**	**142**	**35**	**10**	**1**	**0**	**1**	**0**	**0**	**0**	**38.1**	**43.4**
06-00	**1290**	**0**	**2**	**12**	**90**	**511**	**481**	**145**	**35**	**11**	**2**	**0**	**1**	**0**	**0**	**0**	**38.1**	**43.5**
00-00	**1313**	**0**	**2**	**12**	**91**	**514**	**493**	**151**	**36**	**11**	**2**	**0**	**1**	**0**	**0**	**0**	**38.2**	**43.6**

17 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	46.6	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	7	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	42.3	-
0500	17	0	0	0	1	2	7	4	3	0	0	0	0	0	0	0	42.7	50.8
0600	41	0	0	1	4	12	14	7	1	2	0	0	0	0	0	0	39.6	47.9
0700	131	0	0	1	4	55	50	17	3	1	0	0	0	0	0	0	38.5	43.5
0800	104	0	0	0	5	39	41	15	3	1	0	0	0	0	0	0	38.6	44.2
0900	54	0	0	0	7	7	26	12	2	0	0	0	0	0	0	0	39.5	45.5
1000	53	0	0	0	7	20	23	1	2	0	0	0	0	0	0	0	36.8	40.9
1100	41	0	0	2	2	15	16	5	1	0	0	0	0	0	0	0	37.8	44.7
1200	52	0	1	1	4	13	22	8	2	1	0	0	0	0	0	0	39	45.9
1300	44	0	0	0	5	19	14	5	1	0	0	0	0	0	0	0	37.4	43.3
1400	70	0	0	0	0	19	34	13	2	2	0	0	0	0	0	0	40.4	45.3
1500	66	1	1	0	5	17	30	9	3	0	0	0	0	0	0	0	38.6	44.5
1600	59	0	0	0	2	20	23	12	2	0	0	0	0	0	0	0	39.5	46
1700	74	0	0	1	2	22	35	10	4	0	0	0	0	0	0	0	39.5	45.1
1800	43	0	0	2	4	15	9	11	2	0	0	0	0	0	0	0	38.8	46.9
1900	11	0	0	0	3	4	1	2	1	0	0	0	0	0	0	0	37.3	48.4
2000	17	0	0	0	1	6	5	5	0	0	0	0	0	0	0	0	39.1	47.2
2100	5	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	35.5	-

2200	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	50.3	-	
2300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	53.4	-	
07-19	**791**	**1**	**2**	**7**	**47**	**261**	**323**	**118**	**27**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**38.8**		**44.6**
06-22	**865**	**1**	**2**	**8**	**57**	**283**	**345**	**133**	**29**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**38.8**		**44.9**
06-00	**868**	**1**	**2**	**8**	**57**	**283**	**346**	**133**	**30**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**38.8**		**44.9**
00-00	**894**	**1**	**2**	**8**	**59**	**287**	**355**	**140**	**34**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**38.9**		**45.1**

18 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.8	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	5	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	43.7	-	
0500	12	0	0	0	0	1	1	5	4	0	0	1	0	0	0	0	49.3		54.2
0600	30	0	0	0	2	4	13	9	2	0	0	0	0	0	0	0	40.7		46.5
0700	54	0	0	0	0	11	21	12	8	2	0	0	0	0	0	0	42.8		50.8
0800	38	0	0	1	1	5	17	14	0	0	0	0	0	0	0	0	41		46.2
0900	23	0	1	0	0	3	14	5	0	0	0	0	0	0	0	0	39.7		45.2
1000	34	0	0	0	7	12	8	5	1	1	0	0	0	0	0	0	37.2		44
1100	36	0	0	0	6	14	14	1	1	0	0	0	0	0	0	0	36.9		40.9
1200	35	0	0	0	2	16	11	3	2	1	0	0	0	0	0	0	38.9		45.5
1300	39	0	0	0	3	14	17	1	2	2	0	0	0	0	0	0	38.7		42.5
1400	30	0	1	0	3	9	11	4	1	1	0	0	0	0	0	0	38.4		44.7
1500	38	0	1	1	3	8	11	13	1	0	0	0	0	0	0	0	39.5		47.4
1600	39	0	1	0	2	10	15	7	4	0	0	0	0	0	0	0	40.1		47.8
1700	59	0	3	0	3	10	22	17	4	0	0	0	0	0	0	0	40.2		47.1
1800	31	0	0	1	1	7	17	3	2	0	0	0	0	0	0	0	39.5		47.2
1900	15	0	0	0	0	8	6	1	0	0	0	0	0	0	0	0	37.9		42.5
2000	12	0	0	0	2	2	5	3	0	0	0	0	0	0	0	0	38.9		47.6
2100	5	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	38.8	-	
2200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.7	-	
2300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	44.3	-	
07-19	**456**	**0**	**7**	**3**	**31**	**119**	**178**	**85**	**26**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**39.6**		**46.6**
06-22	**518**	**0**	**7**	**3**	**36**	**134**	**204**	**98**	**29**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**39.6**		**46.5**
06-00	**520**	**0**	**7**	**3**	**36**	**134**	**205**	**99**	**29**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**39.6**		**46.5**
00-00	**539**	**0**	**7**	**5**	**36**	**135**	**208**	**107**	**33**	**7**	**0**	**1**	**0**	**0**	**0**	**0**	**39.8**		**46.8**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	7642	4	24	64	581	2968	2801	917	225	46	8	3	1	0	0	0	38.1	43.7

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 1 LOCATION: attached to saffron walden sign

GRID REFERENCE: 52.022319, 0.265497 DIRECTION: WESTBOUND SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Feb	13-Feb	14-Feb	15-Feb	16-Feb	17-Feb	18-Feb	1-5.	1-7.
Hour									
0000-0100	1	0	1	0	0	0	1	0.4	0.4
0100-0200	1	0	1	1	2	1	0	1	0.9
0200-0300	0	0	0	0	0	1	1	0.4	0.3
0300-0400	0	1	0	3	1	0	0	0.8	0.7
0400-0500	6	4	2	3	6	7	5	5.4	4.7
0500-0600	16	10	6	13	14	17	12	14.4	12.6
0600-0700	40	11	6	33	42	41	30	37.2	29
0700-0800	121	40	9	127	109	131	54	108.4	84.4
0800-0900	140	80	17	128	134	104	38	108.8	91.6
0900-1000	97	92	42	85	92	54	23	70.2	69.3
1000-1100	101	146	70	105	94	53	34	77.4	86.1
1100-1200	122	152	104	99	99	41	36	79.4	93.3
1200-1300	139	121	110	103	103	52	35	86.4	94.7
1300-1400	115	140	103	94	122	44	39	82.8	93.9
1400-1500	109	109	90	87	90	70	30	77.2	83.6
1500-1600	107	123	78	90	100	66	38	80.2	86
1600-1700	113	81	59	95	96	59	39	80.4	77.4
1700-1800	88	76	36	101	75	74	59	79.4	72.7
1800-1900	65	59	26	49	55	43	31	48.6	46.9
1900-2000	38	38	31	35	33	11	15	26.4	28.7
2000-2100	22	22	12	24	21	17	12	19.2	18.6
2100-2200	11	15	8	16	16	5	5	10.6	10.9
2200-2300	5	7	4	4	8	2	1	4	4.4
2300-2400	0	2	0	0	1	1	1	0.6	0.7
Totals									
0700-1900	1317	1219	744	1163	1169	791	456	979.2	979.9
0600-2200	1428	1305	801	1271	1281	865	518	1072.6	1067
0600-0000	1433	1314	805	1275	1290	868	520	1077.2	1072.1
0000-0000	1457	1329	815	1295	1313	894	539	1099.6	1091.7
AM Peak	800	1100	1100	800	800	700	700		
	140	152	104	128	134	131	54		
PM Peak	1200	1300	1200	1200	1300	1700	1700		
	139	140	110	103	122	74	59		

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 2 LOCATION: attached to tree

GRID REFERENCE: 52.022275, 0.267924 DIRECTION: EASTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.2	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	41	-
0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	42	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-
0600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-
0700	48	41	0	7	0	0	0	0	0	0	0	0	0	0	0	38.5	42.5
0800	76	65	0	9	0	0	0	1	0	0	0	0	0	1	0	39.3	45.1
0900	67	50	1	15	1	0	0	0	0	0	0	0	0	0	0	38.3	42.6
1000	96	81	0	12	1	2	0	0	0	0	0	0	0	0	0	37.7	42.1
1100	112	97	0	15	0	0	0	0	0	0	0	0	0	0	0	38.2	43.7
1200	96	85	0	10	0	0	0	0	1	0	0	0	0	0	0	38.4	42.2
1300	131	123	0	8	0	0	0	0	0	0	0	0	0	0	0	39.2	43.5
1400	112	104	0	7	0	0	0	1	0	0	0	0	0	0	0	39.3	43.5
1500	153	143	2	8	0	0	0	0	0	0	0	0	0	0	0	38.8	42.9
1600	130	119	0	9	1	0	0	0	0	0	0	0	0	1	0	39.5	44.6
1700	146	139	1	6	0	0	0	0	0	0	0	0	0	0	0	39.1	44.3
1800	109	104	0	3	2	0	0	0	0	0	0	0	0	0	0	38.9	44.3
1900	65	59	1	5	0	0	0	0	0	0	0	0	0	0	0	39.2	43.9
2000	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	38.1	47.6
2100	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	45.5
2200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	40.8	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	-
07-19	**1276**	**1151**	**4**	**109**	**5**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**38.8**	**43.6**
06-22	**1383**	**1251**	**5**	**115**	**5**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**38.8**	**43.6**
06-00	**1394**	**1262**	**5**	**115**	**5**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**38.9**	**43.6**
00-00	**1408**	**1273**	**5**	**118**	**5**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**38.9**	**43.6**

13 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	48.4	-
0300	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	31.3	-
0400	3	2	0	0	0	0	0	0	1	0	0	0	0	0	0	43.4	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-
0700	21	18	0	2	1	0	0	0	0	0	0	0	0	0	0	38.3	44.9
0800	33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	40.2	43.8
0900	99	94	0	5	0	0	0	0	0	0	0	0	0	0	0	38.5	43.4
1000	100	97	1	2	0	0	0	0	0	0	0	0	0	0	0	37.3	41.8
1100	133	124	4	3	1	0	0	0	0	0	0	0	0	1	0	38.4	43.5
1200	155	146	0	6	1	0	0	0	0	0	0	0	0	1	1	38.9	43.5
1300	158	143	0	12	0	0	0	0	0	0	0	0	0	1	2	38.1	42.9
1400	157	151	0	5	1	0	0	0	0	0	0	0	0	0	0	38.9	43.5
1500	140	135	0	4	0	0	0	1	0	0	0	0	0	0	0	39.5	44
1600	99	97	0	2	0	0	0	0	0	0	0	0	0	0	0	39.7	43.7
1700	96	90	0	6	0	0	0	0	0	0	0	0	0	0	0	38.8	44
1800	92	88	0	4	0	0	0	0	0	0	0	0	0	0	0	40.3	46.4
1900	51	48	0	3	0	0	0	0	0	0	0	0	0	0	0	39.2	45.9
2000	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	46.3
2100	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	40.3	55.2
2200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	38.3	-
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	-
07-19	**1283**	**1215**	**5**	**52**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**38.8**	**43.6**
06-22	**1374**	**1301**	**5**	**57**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**38.9**	**43.6**
06-00	**1386**	**1312**	**5**	**58**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**38.9**	**43.6**
00-00	**1399**	**1321**	**5**	**61**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**3**	**3**	**38.9**	**43.7**

14 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	44.5	-

0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	42.5	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	55	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	-
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	43.8	-
0700	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0800	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	40.5	48.3
0900	37	30	0	4	1	0	0	0	0	0	0	0	0	0	2	38	44.1
1000	63	61	0	1	0	0	0	0	0	0	0	0	0	0	1	37.8	42.8
1100	93	86	0	6	0	0	0	0	0	0	0	0	0	0	1	37.9	43.2
1200	107	103	0	3	0	0	0	0	0	0	0	0	0	1	0	40.1	45.3
1300	121	112	0	7	0	0	0	0	0	0	0	0	0	1	1	38.3	42.5
1400	96	93	0	3	0	0	0	0	0	0	0	0	0	0	0	39.2	44.3
1500	90	88	0	1	0	0	0	0	0	0	0	0	0	0	1	38.8	44.1
1600	54	51	0	2	1	0	0	0	0	0	0	0	0	0	0	39.5	43.5
1700	50	47	0	2	0	0	1	0	0	0	0	0	0	0	0	40.7	46.7
1800	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	40.3	47
1900	25	20	0	4	0	0	0	0	1	0	0	0	0	0	0	39.8	43.5
2000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	36	41.1
2100	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	37.8	44.4
2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	44.7	-
07-19	**767**	**723**	**0**	**33**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**39**	**44.1**
06-22	**822**	**771**	**0**	**39**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**6**	**39**	**44**
06-00	**826**	**775**	**0**	**39**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**6**	**39**	**44.1**
00-00	**835**	**783**	**0**	**40**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**6**	**39.1**	**44.1**

15 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.2	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	31.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.2	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40.6	-
0600	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	46.5
0700	55	49	0	5	0	0	0	0	0	0	0	0	0	0	1	37.8	42.7

0800	62	52	3	6	0	0	1	0	0	0	0	0	0	0	0	38.9	43.6
0900	74	62	0	10	1	0	0	1	0	0	0	0	0	0	0	38.5	43.8
1000	79	68	1	10	0	0	0	0	0	0	0	0	0	0	0	38.5	43.6
1100	90	76	0	13	0	0	0	0	1	0	0	0	0	0	0	38.7	43
1200	101	94	0	7	0	0	0	0	0	0	0	0	0	0	0	39.5	44.4
1300	116	111	0	4	0	0	0	0	0	1	0	0	0	0	0	39	44.5
1400	112	94	1	13	1	1	0	0	1	0	0	0	0	0	1	38.1	43.5
1500	112	98	0	12	1	0	0	0	0	0	0	0	0	0	1	39.5	44.1
1600	142	125	0	13	0	0	0	0	0	0	0	0	0	3	1	39.5	45
1700	134	128	0	6	0	0	0	0	0	0	0	0	0	0	0	39.6	45.1
1800	84	80	0	4	0	0	0	0	0	0	0	0	0	0	0	41.5	47.7
1900	48	43	0	5	0	0	0	0	0	0	0	0	0	0	0	40.2	45.3
2000	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	40.6	45.4
2100	20	18	0	2	0	0	0	0	0	0	0	0	0	0	0	39.5	42.9
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	40.4	-
07-19	**1161**	**1037**	**5**	**103**	**3**	**1**	**1**	**1**	**2**	**1**	**0**	**0**	**0**	**3**	**4**	**39.2**	**44.1**
06-22	**1265**	**1132**	**5**	**112**	**3**	**1**	**1**	**1**	**2**	**1**	**0**	**0**	**0**	**3**	**4**	**39.2**	**44.1**
06-00	**1275**	**1142**	**5**	**112**	**3**	**1**	**1**	**1**	**2**	**1**	**0**	**0**	**0**	**3**	**4**	**39.2**	**44.1**
00-00	**1286**	**1152**	**5**	**113**	**3**	**1**	**1**	**1**	**2**	**1**	**0**	**0**	**0**	**3**	**4**	**39.2**	**44.1**

16 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	37	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-
0500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	40.6	-
0600	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	47.6
0700	47	42	0	4	0	0	0	1	0	0	0	0	0	0	0	39	45.7
0800	64	54	0	10	0	0	0	0	0	0	0	0	0	0	0	38.5	44.3
0900	83	66	0	14	1	0	0	1	0	0	0	0	0	1	0	38.4	43.2
1000	92	73	0	16	0	0	0	0	0	0	0	0	0	2	1	38.4	43.1
1100	82	73	0	9	0	0	0	0	0	0	0	0	0	0	0	37.6	42.1
1200	107	92	1	13	1	0	0	0	0	0	0	0	0	0	0	38.9	44.1
1300	105	97	0	7	0	0	0	0	0	0	0	0	0	0	1	38.9	44.4
1400	120	109	0	11	0	0	0	0	0	0	0	0	0	0	0	38.3	42.7

1500	123	115	1	6	0	0	0	1	0	0	0	0	0	0	0	38.7	44
1600	130	122	0	6	0	0	0	0	0	0	0	0	0	1	1	40.1	44.9
1700	148	139	0	8	1	0	0	0	0	0	0	0	0	0	0	39.8	45.1
1800	91	86	0	5	0	0	0	0	0	0	0	0	0	0	0	41.2	46
1900	41	37	0	4	0	0	0	0	0	0	0	0	0	0	0	41.6	48.8
2000	29	28	0	0	1	0	0	0	0	0	0	0	0	0	0	40.6	45.4
2100	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	38.2	44.2
2200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	42.1	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	45.4	-
07-19	**1192**	**1068**	**2**	**109**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**39.1**	**44.2**
06-22	**1300**	**1169**	**2**	**115**	**4**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**39.2**	**44.3**
06-00	**1309**	**1177**	**2**	**116**	**4**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**39.2**	**44.3**
00-00	**1319**	**1185**	**2**	**118**	**4**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**3**	**39.2**	**44.3**

17 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	41.5	-
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0500	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	45.1	-
0600	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5	43.4
0700	48	42	0	4	0	0	1	0	0	0	0	0	0	0	1	38.6	46.2
0800	78	58	1	13	2	1	0	1	1	0	0	0	0	0	1	38.4	43.4
0900	65	46	0	19	0	0	0	0	0	0	0	0	0	0	0	38	43.5
1000	59	47	0	11	0	1	0	0	0	0	0	0	0	0	0	39.8	45.1
1100	61	51	0	10	0	0	0	0	0	0	0	0	0	0	0	38.3	43.3
1200	76	66	0	9	0	0	0	0	0	0	0	0	0	1	0	38.3	44
1300	66	55	0	9	0	0	0	0	0	0	0	0	0	1	1	38	42.4
1400	90	80	2	7	0	0	1	0	0	0	0	0	0	0	0	38.6	43.3
1500	96	85	0	8	0	0	0	0	0	0	0	0	0	2	1	39.5	44.3
1600	107	95	0	11	0	0	0	0	0	0	0	0	0	1	0	39.2	43.4
1700	109	103	0	6	0	0	0	0	0	0	0	0	0	0	0	39.1	43.6
1800	80	74	0	6	0	0	0	0	0	0	0	0	0	0	0	40.6	46.7
1900	33	24	0	8	1	0	0	0	0	0	0	0	0	0	0	40.6	47.8
2000	23	20	0	3	0	0	0	0	0	0	0	0	0	0	0	40.2	45.4
2100	11	8	0	3	0	0	0	0	0	0	0	0	0	0	0	36.7	42

2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	41	-	
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	40.4	-	
07-19	**935**	**802**	**3**	**113**	**2**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**5**	**4**	**38.9**		**44**
06-22	**1020**	**872**	**3**	**127**	**3**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**5**	**4**	**39**		**44.1**
06-00	**1027**	**878**	**3**	**128**	**3**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**5**	**4**	**39**		**44.1**
00-00	**1040**	**889**	**3**	**130**	**3**	**2**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**5**	**4**	**39**		**44.1**

18 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean		Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.2	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.4	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-	
0600	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	-	
0700	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	41.4		46.8
0800	25	21	0	3	1	0	0	0	0	0	0	0	0	0	0	39.1		42.5
0900	30	21	0	9	0	0	0	0	0	0	0	0	0	0	0	38.2		42.6
1000	36	31	0	4	0	0	0	1	0	0	0	0	0	0	0	36.4		40.5
1100	34	26	0	8	0	0	0	0	0	0	0	0	0	0	0	35.6		42.3
1200	38	32	0	6	0	0	0	0	0	0	0	0	0	0	0	38		44.1
1300	37	30	1	5	0	1	0	0	0	0	0	0	0	0	0	39.5		46.3
1400	38	31	0	7	0	0	0	0	0	0	0	0	0	0	0	37.9		41.8
1500	58	52	0	6	0	0	0	0	0	0	0	0	0	0	0	38.3		44
1600	57	52	0	2	0	0	0	0	0	0	0	0	0	1	2	39.4		46.4
1700	76	68	0	6	0	0	0	0	0	1	0	0	0	1	0	40.5		45.3
1800	52	49	0	3	0	0	0	0	0	0	0	0	0	0	0	41.5		48.7
1900	22	21	0	1	0	0	0	0	0	0	0	0	0	0	0	39.1		43.3
2000	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	41.9		52
2100	9	7	0	2	0	0	0	0	0	0	0	0	0	0	0	40.7	-	
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-	
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-	
07-19	**505**	**435**	**1**	**61**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**2**	**39**		**44.5**
06-22	**559**	**486**	**1**	**64**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**2**	**39.2**		**44.6**
06-00	**564**	**491**	**1**	**64**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**2**	**39.1**		**44.6**
00-00	**573**	**500**	**1**	**64**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**2**	**39.2**		**44.6**

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 2 LOCATION: attached to tree

GRID REFERENCE: 52.022275, 0.267924 DIRECTION: EASTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	34.4	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.2	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.4	-
0300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	41	-
0400	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	42	-
0500	6	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	39.3	-
0600	8	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	38.2	-
0700	48	0	0	0	0	23	20	2	3	0	0	0	0	0	0	0	38.5	42.5
0800	76	0	0	0	1	31	24	18	2	0	0	0	0	0	0	0	39.3	45.1
0900	67	0	0	0	1	27	32	6	1	0	0	0	0	0	0	0	38.3	42.6
1000	96	0	0	0	9	36	40	10	0	1	0	0	0	0	0	0	37.7	42.1
1100	112	0	0	0	9	39	44	20	0	0	0	0	0	0	0	0	38.2	43.7
1200	96	0	0	0	3	36	50	6	1	0	0	0	0	0	0	0	38.4	42.2
1300	131	0	0	0	4	38	69	18	2	0	0	0	0	0	0	0	39.2	43.5
1400	112	0	0	0	2	36	58	11	5	0	0	0	0	0	0	0	39.3	43.5
1500	153	0	0	0	4	59	70	15	4	0	1	0	0	0	0	0	38.8	42.9
1600	130	0	0	0	2	41	62	24	1	0	0	0	0	0	0	0	39.5	44.6
1700	146	0	0	0	3	53	62	25	3	0	0	0	0	0	0	0	39.1	44.3
1800	109	0	0	0	3	41	48	13	2	2	0	0	0	0	0	0	38.9	44.3
1900	65	0	0	0	4	22	29	5	4	0	1	0	0	0	0	0	39.2	43.9
2000	17	0	0	1	2	7	3	3	1	0	0	0	0	0	0	0	38.1	47.6
2100	17	0	0	0	2	6	5	3	0	1	0	0	0	0	0	0	39.2	45.5
2200	9	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	40.8	-
2300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	42.9	-
07-19	**1276**	**0**	**0**	**0**	**41**	**460**	**579**	**168**	**24**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**38.8**	**43.6**
06-22	**1383**	**0**	**0**	**1**	**49**	**497**	**621**	**180**	**29**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**38.8**	**43.6**
06-00	**1394**	**0**	**0**	**1**	**49**	**497**	**630**	**182**	**29**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**38.9**	**43.6**
00-00	**1408**	**0**	**0**	**1**	**49**	**503**	**636**	**184**	**29**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**38.9**	**43.6**

13 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	48.4	-
0300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.3	-
0400	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	43.4	-
0500	6	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	37.4	-
0600	6	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	37.4	-
0700	21	0	0	0	2	6	9	4	0	0	0	0	0	0	0	0	38.3	44.9
0800	33	0	0	0	1	6	21	5	0	0	0	0	0	0	0	0	40.2	43.8
0900	99	0	0	0	4	38	43	12	2	0	0	0	0	0	0	0	38.5	43.4
1000	100	0	0	0	8	39	45	8	0	0	0	0	0	0	0	0	37.3	41.8
1100	133	0	0	2	0	58	53	16	4	0	0	0	0	0	0	0	38.4	43.5
1200	155	0	1	1	3	48	80	20	2	0	0	0	0	0	0	0	38.9	43.5
1300	158	1	1	0	11	53	70	19	3	0	0	0	0	0	0	0	38.1	42.9
1400	157	0	0	0	5	48	81	19	4	0	0	0	0	0	0	0	38.9	43.5
1500	140	0	0	0	4	43	67	19	7	0	0	0	0	0	0	0	39.5	44
1600	99	0	0	0	1	29	54	11	4	0	0	0	0	0	0	0	39.7	43.7
1700	96	0	0	0	3	35	41	17	0	0	0	0	0	0	0	0	38.8	44
1800	92	0	0	0	0	28	42	17	4	0	1	0	0	0	0	0	40.3	46.4
1900	51	0	0	0	2	20	18	10	1	0	0	0	0	0	0	0	39.2	45.9
2000	20	0	0	0	1	6	9	4	0	0	0	0	0	0	0	0	39.2	46.3
2100	14	0	0	1	0	6	4	1	0	2	0	0	0	0	0	0	40.3	55.2
2200	7	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	38.3	-
2300	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	38.3	-
07-19	**1283**	**1**	**2**	**3**	**42**	**431**	**606**	**167**	**30**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**38.8**	**43.6**
06-22	**1374**	**1**	**2**	**4**	**45**	**467**	**638**	**183**	**31**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**38.9**	**43.6**
06-00	**1386**	**1**	**2**	**4**	**45**	**473**	**642**	**185**	**31**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**38.9**	**43.6**
00-00	**1399**	**1**	**2**	**4**	**46**	**479**	**644**	**187**	**33**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**38.9**	**43.7**

14 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	44.5	-

0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.7	-	
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.5	-	
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	55	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	40.3	-	
0600	5	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	43.8	-	
0700	8	0	0	0	0	2	3	3	0	0	0	0	0	0	0	0	41.3	-	
0800	18	0	0	0	0	6	6	5	1	0	0	0	0	0	0	0	40.5	48.3	
0900	37	1	0	0	2	10	17	6	1	0	0	0	0	0	0	0	38	44.1	
1000	63	1	0	0	6	18	33	2	3	0	0	0	0	0	0	0	37.8	42.8	
1100	93	1	1	0	5	33	44	7	2	0	0	0	0	0	0	0	37.9	43.2	
1200	107	0	0	0	1	33	48	21	4	0	0	0	0	0	0	0	40.1	45.3	
1300	121	1	0	0	1	54	52	11	1	1	0	0	0	0	0	0	38.3	42.5	
1400	96	0	0	0	4	28	44	18	2	0	0	0	0	0	0	0	39.2	44.3	
1500	90	1	0	0	1	30	41	14	2	1	0	0	0	0	0	0	38.8	44.1	
1600	54	0	0	0	1	16	28	8	1	0	0	0	0	0	0	0	39.5	43.5	
1700	50	0	0	0	1	16	16	14	2	1	0	0	0	0	0	0	40.7	46.7	
1800	30	0	0	0	1	8	12	7	2	0	0	0	0	0	0	0	40.3	47	
1900	25	0	0	0	0	7	15	2	1	0	0	0	0	0	0	0	39.8	43.5	
2000	12	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	36	41.1	
2100	13	0	0	0	2	5	4	1	0	1	0	0	0	0	0	0	37.8	44.4	
2200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	45.3	-	
2300	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	44.7	-	
07-19	**767**	**5**	**1**	**0**	**23**	**254**	**344**	**116**	**21**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**44.1**	
06-22	**822**	**5**	**1**	**0**	**27**	**271**	**370**	**122**	**22**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**44**	
06-00	**826**	**5**	**1**	**0**	**27**	**271**	**372**	**123**	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**44.1**	
00-00	**835**	**5**	**1**	**0**	**27**	**271**	**379**	**124**	**24**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**39.1**	**44.1**	

15 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	42.7	-	
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	43.2	-	
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.1	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31.2	-	
0500	5	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	40.6	-	
0600	11	0	0	0	0	6	3	2	0	0	0	0	0	0	0	0	38.7	46.5	
0700	55	1	0	0	3	18	27	5	1	0	0	0	0	0	0	0	37.8	42.7	

0800	62	0	0	0	1	21	31	9	0	0	0	0	0	0	0	0	38.9	43.6
0900	74	0	0	0	0	36	26	11	1	0	0	0	0	0	0	0	38.5	43.8
1000	79	0	0	0	4	29	34	11	0	1	0	0	0	0	0	0	38.5	43.6
1100	90	0	0	0	5	29	44	11	1	0	0	0	0	0	0	0	38.7	43
1200	101	0	0	0	3	32	49	13	4	0	0	0	0	0	0	0	39.5	44.4
1300	116	0	0	1	4	35	56	17	3	0	0	0	0	0	0	0	39	44.5
1400	112	1	2	0	6	35	52	13	3	0	0	0	0	0	0	0	38.1	43.5
1500	112	0	1	0	4	33	52	18	3	0	0	1	0	0	0	0	39.5	44.1
1600	142	1	0	0	3	41	73	20	4	0	0	0	0	0	0	0	39.5	45
1700	134	0	0	0	7	39	59	26	2	1	0	0	0	0	0	0	39.6	45.1
1800	84	0	0	0	1	20	35	19	9	0	0	0	0	0	0	0	41.5	47.7
1900	48	0	0	0	1	12	24	8	1	2	0	0	0	0	0	0	40.2	45.3
2000	25	0	0	0	1	6	13	3	2	0	0	0	0	0	0	0	40.6	45.4
2100	20	0	0	0	0	4	14	2	0	0	0	0	0	0	0	0	39.5	42.9
2200	8	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	41.9	-
2300	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	40.4	-
07-19	**1161**	**3**	**3**	**1**	**41**	**368**	**538**	**173**	**31**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**39.2**	**44.1**
06-22	**1265**	**3**	**3**	**1**	**43**	**396**	**592**	**188**	**34**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**39.2**	**44.1**
06-00	**1275**	**3**	**3**	**1**	**43**	**399**	**594**	**193**	**34**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**39.2**	**44.1**
00-00	**1286**	**3**	**3**	**1**	**44**	**403**	**598**	**195**	**34**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**39.2**	**44.1**

16 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	37	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.7	-
0500	6	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	40.6	-
0600	14	0	0	0	1	6	4	2	1	0	0	0	0	0	0	0	39.2	47.6
0700	47	0	0	2	3	14	16	10	2	0	0	0	0	0	0	0	39	45.7
0800	64	2	0	0	2	17	30	12	1	0	0	0	0	0	0	0	38.5	44.3
0900	83	0	0	0	5	33	34	10	1	0	0	0	0	0	0	0	38.4	43.2
1000	92	1	0	0	3	28	50	7	3	0	0	0	0	0	0	0	38.4	43.1
1100	82	0	0	0	5	36	32	8	1	0	0	0	0	0	0	0	37.6	42.1
1200	107	0	0	0	4	42	42	17	2	0	0	0	0	0	0	0	38.9	44.1
1300	105	0	1	0	1	40	45	15	3	0	0	0	0	0	0	0	38.9	44.4
1400	120	0	0	0	6	42	59	13	0	0	0	0	0	0	0	0	38.3	42.7

1500	123	0	0	0	10	39	51	21	2	0	0	0	0	0	0	0	38.7	44
1600	130	1	0	1	2	24	71	27	3	1	0	0	0	0	0	0	40.1	44.9
1700	148	0	0	0	1	52	60	30	3	2	0	0	0	0	0	0	39.8	45.1
1800	91	0	0	0	1	18	41	27	3	1	0	0	0	0	0	0	41.2	46
1900	41	0	0	0	1	4	27	6	2	1	0	0	0	0	0	0	41.6	48.8
2000	29	0	0	0	1	5	19	3	1	0	0	0	0	0	0	0	40.6	45.4
2100	24	0	0	0	2	9	9	3	1	0	0	0	0	0	0	0	38.2	44.2
2200	7	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	42.1	-
2300	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	45.4	-
07-19	**1192**	**4**	**1**	**3**	**43**	**385**	**531**	**197**	**24**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**39.1**	**44.2**
06-22	**1300**	**4**	**1**	**3**	**48**	**409**	**590**	**211**	**29**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**39.2**	**44.3**
06-00	**1309**	**4**	**1**	**3**	**48**	**409**	**595**	**215**	**29**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**39.2**	**44.3**
00-00	**1319**	**4**	**1**	**3**	**48**	**413**	**600**	**216**	**29**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**39.2**	**44.3**

17 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	41.5	-
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.3	-
0500	7	0	0	0	0	0	4	2	0	0	1	0	0	0	0	0	45.1	-
0600	18	0	0	0	0	4	12	2	0	0	0	0	0	0	0	0	39.5	43.4
0700	48	0	1	2	2	15	16	11	0	1	0	0	0	0	0	0	38.6	46.2
0800	78	0	1	0	2	31	33	11	0	0	0	0	0	0	0	0	38.4	43.4
0900	65	0	0	1	2	30	23	8	1	0	0	0	0	0	0	0	38	43.5
1000	59	0	0	0	4	17	23	11	3	1	0	0	0	0	0	0	39.8	45.1
1100	61	0	0	0	1	27	25	7	1	0	0	0	0	0	0	0	38.3	43.3
1200	76	0	1	0	6	24	30	15	0	0	0	0	0	0	0	0	38.3	44
1300	66	0	2	0	1	27	30	5	1	0	0	0	0	0	0	0	38	42.4
1400	90	0	0	1	1	35	41	10	2	0	0	0	0	0	0	0	38.6	43.3
1500	96	0	1	0	3	22	50	17	3	0	0	0	0	0	0	0	39.5	44.3
1600	107	0	0	0	1	38	53	14	1	0	0	0	0	0	0	0	39.2	43.4
1700	109	0	0	0	1	39	51	17	1	0	0	0	0	0	0	0	39.1	43.6
1800	80	0	0	0	2	20	36	17	5	0	0	0	0	0	0	0	40.6	46.7
1900	33	0	0	0	4	7	11	7	4	0	0	0	0	0	0	0	40.6	47.8
2000	23	0	0	0	0	5	13	5	0	0	0	0	0	0	0	0	40.2	45.4
2100	11	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0	36.7	42

2200	6	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	41	-	
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.4	-	
07-19	**935**	**0**	**6**	**4**	**26**	**325**	**411**	**143**	**18**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**38.9**		**44**
06-22	**1020**	**0**	**6**	**4**	**30**	**347**	**452**	**157**	**22**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**39**		**44.1**
06-00	**1027**	**0**	**6**	**4**	**30**	**349**	**455**	**158**	**23**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**39**		**44.1**
00-00	**1040**	**0**	**6**	**4**	**31**	**350**	**462**	**161**	**23**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**39**		**44.1**

18 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.4	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	7	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	41.6	-
0600	10	0	0	0	0	2	2	5	1	0	0	0	0	0	0	0	43.1	-
0700	24	0	0	0	1	5	10	6	2	0	0	0	0	0	0	0	41.4	46.8
0800	25	0	0	0	1	5	16	2	1	0	0	0	0	0	0	0	39.1	42.5
0900	30	0	0	0	2	10	16	2	0	0	0	0	0	0	0	0	38.2	42.6
1000	36	0	0	0	5	19	8	3	0	1	0	0	0	0	0	0	36.4	40.5
1100	34	0	1	0	8	10	13	1	1	0	0	0	0	0	0	0	35.6	42.3
1200	38	0	0	0	1	18	12	6	1	0	0	0	0	0	0	0	38	44.1
1300	37	0	0	0	0	16	12	8	1	0	0	0	0	0	0	0	39.5	46.3
1400	38	0	0	0	1	19	14	4	0	0	0	0	0	0	0	0	37.9	41.8
1500	58	0	0	0	8	19	21	8	2	0	0	0	0	0	0	0	38.3	44
1600	57	2	0	1	1	14	23	15	1	0	0	0	0	0	0	0	39.4	46.4
1700	76	0	0	0	0	16	42	16	2	0	0	0	0	0	0	0	40.5	45.3
1800	52	0	0	0	0	11	26	13	2	0	0	0	0	0	0	0	41.5	48.7
1900	22	0	0	0	1	6	12	3	0	0	0	0	0	0	0	0	39.1	43.3
2000	13	0	0	0	0	5	3	3	2	0	0	0	0	0	0	0	41.9	52
2100	9	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	40.7	-
2200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.5	-
2300	4	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	37.1	-
07-19	**505**	**2**	**1**	**1**	**28**	**162**	**213**	**84**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**39**		**44.5**
06-22	**559**	**2**	**1**	**1**	**29**	**176**	**236**	**97**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**39.2**		**44.6**
06-00	**564**	**2**	**1**	**1**	**29**	**179**	**237**	**98**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**39.1**		**44.6**
00-00	**573**	**2**	**1**	**1**	**29**	**180**	**242**	**101**	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**39.2**		**44.6**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	7860	15	14	14	274	2599	3561	1168	188	22	4	1	0	0	0	0	39	44

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 2 LOCATION: attached to tree

GRID REFERENCE: 52.022275, 0.267924 DIRECTION: EASTBOUND SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Feb	13-Feb	14-Feb	15-Feb	16-Feb	17-Feb	18-Feb	1-5.	1-7.
Hour									
0000-0100	2	0	2	2	3	3	1	2.2	1.9
0100-0200	1	0	1	1	0	2	0	0.8	0.7
0200-0300	1	2	1	2	0	0	1	0.8	1
0300-0400	2	2	1	0	0	0	0	0.4	0.7
0400-0500	2	3	0	1	1	1	0	1	1.1
0500-0600	6	6	4	5	6	7	7	6.2	5.9
0600-0700	8	6	5	11	14	18	10	12.2	10.3
0700-0800	48	21	8	55	47	48	24	44.4	35.9
0800-0900	76	33	18	62	64	78	25	61	50.9
0900-1000	67	99	37	74	83	65	30	63.8	65
1000-1100	96	100	63	79	92	59	36	72.4	75
1100-1200	112	133	93	90	82	61	34	75.8	86.4
1200-1300	96	155	107	101	107	76	38	83.6	97.1
1300-1400	131	158	121	116	105	66	37	91	104.9
1400-1500	112	157	96	112	120	90	38	94.4	103.6
1500-1600	153	140	90	112	123	96	58	108.4	110.3
1600-1700	130	99	54	142	130	107	57	113.2	102.7
1700-1800	146	96	50	134	148	109	76	122.6	108.4
1800-1900	109	92	30	84	91	80	52	83.2	76.9
1900-2000	65	51	25	48	41	33	22	41.8	40.7
2000-2100	17	20	12	25	29	23	13	21.4	19.9
2100-2200	17	14	13	20	24	11	9	16.2	15.4
2200-2300	9	7	2	8	7	6	1	6.2	5.7
2300-2400	2	5	2	2	2	1	4	2.2	2.6
Totals									
0700-1900	1276	1283	767	1161	1192	935	505	1013.8	1017
0600-2200	1383	1374	822	1265	1300	1020	559	1105.4	1103.3
0600-0000	1394	1386	826	1275	1309	1027	564	1113.8	1111.6
0000-0000	1408	1399	835	1286	1319	1040	573	1125.2	1122.9
AM Peak	1100	1100	1100	1100	1000	800	1000		
	112	133	93	90	92	78	36		
PM Peak	1500	1300	1300	1600	1700	1700	1700		
	153	158	121	142	148	109	76		

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 2 LOCATION: attached to tree

GRID REFERENCE: 52.022275, 0.267924 DIRECTION: WESTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	49.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	39.1	-
0500	16	12	0	4	0	0	0	0	0	0	0	0	0	0	0	36.9	43
0600	40	36	0	4	0	0	0	0	0	0	0	0	0	0	0	36.7	40.9
0700	122	108	0	14	0	0	0	0	0	0	0	0	0	0	0	35.3	40.4
0800	140	128	0	11	0	0	0	1	0	0	0	0	0	0	0	35.3	38.9
0900	97	83	0	13	1	0	0	0	0	0	0	0	0	0	0	34.9	39
1000	102	88	1	13	0	0	0	0	0	0	0	0	0	0	0	33.8	37.9
1100	122	115	0	7	0	0	0	0	0	0	0	0	0	0	0	35.4	39.5
1200	139	119	0	16	1	1	0	0	1	1	0	0	0	0	0	33.9	39
1300	116	109	0	6	0	0	0	0	1	0	0	0	0	0	0	35.1	39.5
1400	107	92	2	11	0	1	0	0	0	1	0	0	0	0	0	34.8	39.2
1500	109	100	0	9	0	0	0	0	0	0	0	0	0	0	0	35.4	39.4
1600	114	103	0	11	0	0	0	0	0	0	0	0	0	0	0	35.6	39.3
1700	91	85	0	6	0	0	0	0	0	0	0	0	0	0	0	35.8	39.3
1800	67	63	0	4	0	0	0	0	0	0	0	0	0	0	0	34.8	39.6
1900	43	39	1	3	0	0	0	0	0	0	0	0	0	0	0	35.7	43.2
2000	22	19	1	2	0	0	0	0	0	0	0	0	0	0	0	35.1	43.9
2100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	42.7
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1326**	**1193**	**3**	**121**	**2**	**2**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**35**	**39.3**
06-22	**1442**	**1298**	**5**	**130**	**2**	**2**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**35.1**	**39.4**
06-00	**1447**	**1303**	**5**	**130**	**2**	**2**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**35.1**	**39.5**
00-00	**1471**	**1322**	**5**	**134**	**2**	**2**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**1**	**0**	**35.1**	**39.5**

13 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
0400	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	37	-
0500	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0600	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	39.3
0700	40	32	0	6	1	0	0	1	0	0	0	0	0	0	0	36.2	40.5
0800	80	75	0	4	0	0	0	0	0	0	0	0	0	0	1	35.6	41.3
0900	94	89	2	3	0	0	0	0	0	0	0	0	0	0	0	34.9	38.5
1000	148	142	1	5	0	0	0	0	0	0	0	0	0	0	0	35	39.1
1100	154	144	1	8	1	0	0	0	0	0	0	0	0	0	0	34	38.4
1200	126	122	2	1	0	0	1	0	0	0	0	0	0	0	0	34.8	38.3
1300	139	134	1	3	0	0	0	0	1	0	0	0	0	0	0	34.4	37.9
1400	110	106	1	3	0	0	0	0	0	0	0	0	0	0	0	34.4	38.6
1500	125	117	0	7	0	0	0	0	0	0	0	0	0	0	1	34.2	38.3
1600	84	83	0	1	0	0	0	0	0	0	0	0	0	0	0	36	39.2
1700	78	75	0	3	0	0	0	0	0	0	0	0	0	0	0	33.1	37.5
1800	62	58	0	4	0	0	0	0	0	0	0	0	0	0	0	36.5	39.9
1900	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	36.8	42.5
2000	23	19	1	3	0	0	0	0	0	0	0	0	0	0	0	33.8	37.7
2100	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	36	41.9
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	30.7	-
07-19	**1240**	**1177**	**8**	**48**	**2**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**34.8**	**38.7**
06-22	**1327**	**1257**	**9**	**54**	**2**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**34.8**	**38.8**
06-00	**1336**	**1266**	**9**	**54**	**2**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**34.8**	**38.8**
00-00	**1351**	**1280**	**9**	**54**	**2**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**34.8**	**38.8**

14 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	-

0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	52.1	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	2	1	0	0	0	0	0	0	0	0	0	0	0	1	40.6	-	
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	37.2	-	
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-	
0700	9	9	0	0	0	0	0	0	0	0	0	0	0	0	35.1	-	
0800	20	19	0	1	0	0	0	0	0	0	0	0	0	0	36.9		41.5
0900	39	37	0	2	0	0	0	0	0	0	0	0	0	0	36.6		40.9
1000	70	62	0	7	0	0	0	0	0	0	0	0	0	1	35		38.7
1100	105	100	1	2	0	0	0	0	0	0	0	0	0	2	34.8		38.3
1200	109	106	0	3	0	0	0	0	0	0	0	0	0	0	35.2		39
1300	102	96	1	2	0	0	0	0	0	0	0	0	1	2	34		39.3
1400	90	85	0	4	0	0	0	0	0	0	0	0	0	1	35.3		39.1
1500	78	77	1	0	0	0	0	0	0	0	0	0	0	0	36.1		41
1600	59	56	0	3	0	0	0	0	0	0	0	0	0	0	35.6		41.3
1700	36	35	0	1	0	0	0	0	0	0	0	0	0	0	37.2		42.4
1800	27	27	0	0	0	0	0	0	0	0	0	0	0	0	37.6		42.6
1900	31	26	0	3	0	0	2	0	0	0	0	0	0	0	36.2		45.1
2000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	35.6		39.4
2100	8	7	0	1	0	0	0	0	0	0	0	0	0	0	35.6	-	
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	**744**	**709**	**3**	**25**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**35.4**	**39.7**
06-22	**801**	**759**	**3**	**30**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**35.4**	**39.8**
06-00	**805**	**763**	**3**	**30**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**35.4**	**39.8**
00-00	**815**	**772**	**3**	**30**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**35.5**	**39.9**

15 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	-
0400	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	38.2	-
0500	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	38.1	43.2
0600	33	31	0	2	0	0	0	0	0	0	0	0	0	0	0	37.4	42.2
0700	128	114	1	12	0	0	0	0	0	0	0	0	0	0	1	36.6	40.4

0800	131	118	1	10	0	0	1	1	0	0	0	0	0	0	0	36	40
0900	85	71	2	11	0	0	0	1	0	0	0	0	0	0	0	36.3	41.5
1000	106	92	0	13	1	0	0	0	0	0	0	0	0	0	0	35.1	39.1
1100	102	85	0	17	0	0	0	0	0	0	0	0	0	0	0	36.1	40.2
1200	104	94	2	7	1	0	0	0	0	0	0	0	0	0	0	34.9	40.3
1300	93	81	0	8	1	1	0	0	1	0	0	0	0	0	1	35	40.2
1400	86	75	0	9	0	0	0	0	0	0	0	0	0	0	2	35.2	39.7
1500	90	79	0	7	1	0	2	0	0	0	0	0	0	0	1	35	39.7
1600	95	83	1	9	2	0	0	0	0	0	0	0	0	0	0	36	39.8
1700	103	90	0	10	0	0	0	0	0	0	0	0	0	0	3	34.3	39
1800	49	44	0	3	0	0	0	0	0	0	0	0	0	0	2	35.7	40.8
1900	35	34	0	0	0	0	0	0	0	1	0	0	0	0	0	37.7	41.8
2000	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	38.4	45.1
2100	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	35.9	42.8
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1172**	**1026**	**7**	**116**	**6**	**1**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**35.5**	**39.9**
06-22	**1280**	**1127**	**7**	**122**	**6**	**1**	**3**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**10**	**35.7**	**40.2**
06-00	**1284**	**1131**	**7**	**122**	**6**	**1**	**3**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**10**	**35.7**	**40.2**
00-00	**1304**	**1149**	**7**	**123**	**6**	**1**	**3**	**2**	**1**	**1**	**0**	**0**	**0**	**1**	**10**	**35.7**	**40.3**

16 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	33.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	-
0400	6	4	0	1	0	0	0	0	0	0	0	0	0	1	0	36.8	-
0500	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	39	42.1
0600	43	39	0	4	0	0	0	0	0	0	0	0	0	0	0	38.4	43.5
0700	109	97	0	9	0	0	0	0	0	0	0	0	0	1	2	37.1	41.4
0800	134	122	0	10	0	0	0	2	0	0	0	0	0	0	0	36.4	40
0900	93	83	1	9	0	0	0	0	0	0	0	0	0	0	0	35.4	39.4
1000	94	77	0	16	1	0	0	0	0	0	0	0	0	0	0	34.1	38.2
1100	99	89	0	9	0	0	0	0	1	0	0	0	0	0	0	34.7	38.9
1200	104	92	0	10	0	0	1	0	0	0	0	0	0	0	1	35.3	39.6
1300	121	104	1	15	0	0	0	0	0	1	0	0	0	0	0	35.4	39.4
1400	89	80	0	8	1	0	0	0	0	0	0	0	0	0	0	36	41.2

1500	101	92	0	9	0	0	0	0	0	0	0	0	0	0	0	35.3	39.4
1600	97	91	0	5	1	0	0	0	0	0	0	0	0	0	0	37.3	42.6
1700	74	67	0	6	0	0	0	0	0	0	0	0	0	1	0	35.8	40.7
1800	55	50	0	5	0	0	0	0	0	0	0	0	0	0	0	34.9	40.3
1900	32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	36.9	43.5
2000	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	35.7	42.1
2100	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	35.3	40.8
2200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	43	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.7	-
07-19	**1170**	**1044**	**2**	**111**	**3**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**2**	**3**	**35.7**	**39.9**
06-22	**1282**	**1149**	**2**	**118**	**3**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**2**	**3**	**35.8**	**40.2**
06-00	**1291**	**1156**	**2**	**120**	**3**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**2**	**3**	**35.9**	**40.3**
00-00	**1314**	**1174**	**2**	**124**	**3**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**3**	**3**	**35.9**	**40.3**

17 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	38.6	-
0500	17	13	0	4	0	0	0	0	0	0	0	0	0	0	0	38.8	43.5
0600	42	38	0	4	0	0	0	0	0	0	0	0	0	0	0	37.6	42.2
0700	132	112	1	17	0	0	0	0	1	0	0	0	0	0	1	36	41.2
0800	104	91	1	11	1	0	0	0	0	0	0	0	0	0	0	36.7	40.9
0900	54	43	0	10	1	0	0	0	0	0	0	0	0	0	0	36.4	41.5
1000	52	39	0	11	1	0	0	1	0	0	0	0	0	0	0	34.8	38.4
1100	43	36	0	5	1	0	0	0	0	0	0	0	0	0	1	35.5	39.6
1200	52	44	0	6	1	0	0	0	0	0	0	0	0	0	1	36.3	41.7
1300	44	40	0	4	0	0	0	0	0	0	0	0	0	0	0	35.1	39.8
1400	69	61	0	7	0	0	1	0	0	0	0	0	0	0	0	36.6	40.8
1500	66	59	0	6	0	0	0	0	0	0	0	0	0	0	1	36.5	41
1600	58	51	0	6	0	0	0	0	0	0	0	0	0	1	0	37	40.5
1700	74	72	0	1	0	0	0	0	0	0	0	0	0	0	1	36.9	41.8
1800	43	40	0	3	0	0	0	0	0	0	0	0	0	0	0	37.5	44
1900	11	7	0	4	0	0	0	0	0	0	0	0	0	0	0	34.2	40.5
2000	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	36.9	41.6
2100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	34.1	-

2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8	-	
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	44.8	-	
07-19	**791**	**688**	**2**	**87**	**5**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	**36.3**		**41.2**
06-22	**866**	**753**	**2**	**97**	**5**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	**36.3**		**41.2**
06-00	**869**	**755**	**2**	**98**	**5**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	**36.4**		**41.2**
00-00	**895**	**775**	**2**	**103**	**5**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**5**	**36.4**		**41.3**

18 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean		Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	23.3	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.9	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	40.1	-	
0500	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4		47.1
0600	30	27	0	2	0	0	0	0	0	0	0	0	0	1	0	37.8		42.4
0700	54	46	0	7	0	0	0	0	0	0	0	0	0	1	0	39.2		44.9
0800	38	33	0	5	0	0	0	0	0	0	0	0	0	0	0	38.1		42.5
0900	23	19	0	4	0	0	0	0	0	0	0	0	0	0	0	35.1		39
1000	34	29	0	5	0	0	0	0	0	0	0	0	0	0	0	34.4		39.6
1100	36	25	1	9	0	1	0	0	0	0	0	0	0	0	0	34.5		39.7
1200	35	27	0	8	0	0	0	0	0	0	0	0	0	0	0	36.2		42
1300	39	32	1	5	0	1	0	0	0	0	0	0	0	0	0	35		39.6
1400	31	27	0	2	0	0	0	0	0	0	0	0	0	0	2	34.5		41.5
1500	38	31	0	6	0	0	0	0	0	0	0	0	0	0	1	36.6		41.4
1600	38	34	0	3	0	0	0	0	0	0	0	0	0	0	1	37		42.9
1700	58	53	0	2	0	0	0	0	0	1	0	0	0	1	1	37.5		42.8
1800	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	36.4		40.3
1900	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5		41.2
2000	12	9	0	2	0	0	0	0	1	0	0	0	0	0	0	35.2		41.9
2100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	38.6	-	
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	-	
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.6	-	
07-19	**454**	**384**	**2**	**58**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**5**	**36.4**		**41.6**
06-22	**518**	**441**	**2**	**63**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**5**	**36.5**		**41.7**
06-00	**520**	**443**	**2**	**63**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**5**	**36.5**		**41.7**
00-00	**539**	**461**	**2**	**64**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**5**	**36.6**		**42.2**

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 2 LOCATION: attached to tree

GRID REFERENCE: 52.022275, 0.267924 DIRECTION: WESTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.7	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	49.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	6	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	39.1	-
0500	16	0	0	0	2	6	6	2	0	0	0	0	0	0	0	0	36.9	43
0600	40	0	0	0	5	18	13	2	2	0	0	0	0	0	0	0	36.7	40.9
0700	122	0	0	3	23	52	38	6	0	0	0	0	0	0	0	0	35.3	40.4
0800	140	0	0	0	20	79	35	4	2	0	0	0	0	0	0	0	35.3	38.9
0900	97	0	0	0	14	58	23	2	0	0	0	0	0	0	0	0	34.9	39
1000	102	0	1	1	18	64	17	1	0	0	0	0	0	0	0	0	33.8	37.9
1100	122	0	0	1	12	75	30	4	0	0	0	0	0	0	0	0	35.4	39.5
1200	139	0	0	1	44	61	31	2	0	0	0	0	0	0	0	0	33.9	39
1300	116	0	0	0	24	60	29	3	0	0	0	0	0	0	0	0	35.1	39.5
1400	107	0	1	5	15	58	23	4	0	1	0	0	0	0	0	0	34.8	39.2
1500	109	0	0	1	14	62	26	5	1	0	0	0	0	0	0	0	35.4	39.4
1600	114	0	0	0	11	66	34	2	1	0	0	0	0	0	0	0	35.6	39.3
1700	91	0	0	0	11	50	25	4	1	0	0	0	0	0	0	0	35.8	39.3
1800	67	0	0	3	14	28	20	1	1	0	0	0	0	0	0	0	34.8	39.6
1900	43	0	0	0	10	17	10	6	0	0	0	0	0	0	0	0	35.7	43.2
2000	22	0	1	0	6	9	3	2	0	1	0	0	0	0	0	0	35.1	43.9
2100	11	0	0	0	1	5	4	1	0	0	0	0	0	0	0	0	37.5	42.7
2200	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	40.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1326**	**0**	**2**	**15**	**220**	**713**	**331**	**38**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**39.3**
06-22	**1442**	**0**	**3**	**15**	**242**	**762**	**361**	**49**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**35.1**	**39.4**
06-00	**1447**	**0**	**3**	**15**	**242**	**763**	**364**	**50**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**35.1**	**39.5**
00-00	**1471**	**0**	**3**	**15**	**244**	**770**	**376**	**53**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**35.1**	**39.5**

13 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.2	-
0400	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	37	-
0500	10	0	0	0	1	5	3	1	0	0	0	0	0	0	0	0	36.5	-
0600	11	0	0	0	3	4	4	0	0	0	0	0	0	0	0	0	34.2	39.3
0700	40	0	0	0	3	24	11	2	0	0	0	0	0	0	0	0	36.2	40.5
0800	80	0	1	0	12	37	26	4	0	0	0	0	0	0	0	0	35.6	41.3
0900	94	0	0	1	15	52	24	2	0	0	0	0	0	0	0	0	34.9	38.5
1000	148	0	0	0	22	85	38	3	0	0	0	0	0	0	0	0	35	39.1
1100	154	0	0	1	35	83	32	3	0	0	0	0	0	0	0	0	34	38.4
1200	126	0	0	2	14	78	30	2	0	0	0	0	0	0	0	0	34.8	38.3
1300	139	0	0	1	26	85	23	3	1	0	0	0	0	0	0	0	34.4	37.9
1400	110	0	0	1	17	63	26	3	0	0	0	0	0	0	0	0	34.4	38.6
1500	125	0	0	3	23	73	23	3	0	0	0	0	0	0	0	0	34.2	38.3
1600	84	0	0	0	8	45	29	2	0	0	0	0	0	0	0	0	36	39.2
1700	78	3	2	1	12	48	8	2	2	0	0	0	0	0	0	0	33.1	37.5
1800	62	0	0	0	5	32	22	3	0	0	0	0	0	0	0	0	36.5	39.9
1900	38	0	0	0	4	19	10	3	2	0	0	0	0	0	0	0	36.8	42.5
2000	23	0	0	0	8	11	3	1	0	0	0	0	0	0	0	0	33.8	37.7
2100	15	0	0	1	1	9	3	1	0	0	0	0	0	0	0	0	36	41.9
2200	7	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	35.5	-
2300	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.7	-
07-19	**1240**	**3**	**3**	**10**	**192**	**705**	**292**	**32**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.8**	**38.7**
06-22	**1327**	**3**	**3**	**11**	**208**	**748**	**312**	**37**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.8**	**38.8**
06-00	**1336**	**3**	**3**	**11**	**210**	**752**	**314**	**38**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.8**	**38.8**
00-00	**1351**	**3**	**3**	**11**	**211**	**760**	**319**	**39**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.8**	**38.8**

14 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.5	-

0100	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	52.1	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	40.6	-	
0500	6	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	37.2	-	
0600	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	35.4	-	
0700	9	0	0	0	2	4	2	1	0	0	0	0	0	0	0	0	35.1	-	
0800	20	0	0	0	2	10	7	1	0	0	0	0	0	0	0	0	36.9	41.5	
0900	39	0	0	0	3	18	17	1	0	0	0	0	0	0	0	0	36.6	40.9	
1000	70	0	1	0	9	37	22	1	0	0	0	0	0	0	0	0	35	38.7	
1100	105	0	1	1	7	70	23	3	0	0	0	0	0	0	0	0	34.8	38.3	
1200	109	0	0	0	16	66	17	10	0	0	0	0	0	0	0	0	35.2	39	
1300	102	0	0	2	27	50	19	3	1	0	0	0	0	0	0	0	34	39.3	
1400	90	0	0	1	7	54	26	2	0	0	0	0	0	0	0	0	35.3	39.1	
1500	78	0	0	0	9	39	23	7	0	0	0	0	0	0	0	0	36.1	41	
1600	59	0	0	1	12	22	22	1	1	0	0	0	0	0	0	0	35.6	41.3	
1700	36	0	0	0	4	16	13	2	1	0	0	0	0	0	0	0	37.2	42.4	
1800	27	0	0	0	3	10	12	1	1	0	0	0	0	0	0	0	37.6	42.6	
1900	31	0	0	1	6	13	6	3	2	0	0	0	0	0	0	0	36.2	45.1	
2000	12	0	0	0	1	7	4	0	0	0	0	0	0	0	0	0	35.6	39.4	
2100	8	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	35.6	-	
2200	4	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	35.3	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	**744**	**0**	**2**	**5**	**101**	**396**	**203**	**33**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.4**	**39.7**	
06-22	**801**	**0**	**2**	**6**	**110**	**424**	**217**	**36**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.4**	**39.8**	
06-00	**805**	**0**	**2**	**6**	**110**	**427**	**218**	**36**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.4**	**39.8**	
00-00	**815**	**0**	**2**	**6**	**111**	**429**	**224**	**36**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.5**	**39.9**	

15 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45.3	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	39.9	-
0400	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	38.2	-
0500	13	0	0	0	0	7	5	1	0	0	0	0	0	0	0	0	38.1	43.2
0600	33	0	0	1	2	15	12	3	0	0	0	0	0	0	0	0	37.4	42.2
0700	128	0	0	1	12	62	48	4	1	0	0	0	0	0	0	0	36.6	40.4

0800	131	0	0	1	3	80	45	2	0	0	0	0	0	0	0	0	36	40
0900	85	0	0	0	9	46	23	5	1	0	1	0	0	0	0	0	36.3	41.5
1000	106	0	0	0	15	69	18	4	0	0	0	0	0	0	0	0	35.1	39.1
1100	102	0	0	0	6	63	27	5	1	0	0	0	0	0	0	0	36.1	40.2
1200	104	0	0	8	15	45	32	2	1	1	0	0	0	0	0	0	34.9	40.3
1300	93	0	0	1	23	40	21	8	0	0	0	0	0	0	0	0	35	40.2
1400	86	1	0	2	14	37	30	1	1	0	0	0	0	0	0	0	35.2	39.7
1500	90	0	0	1	15	44	29	1	0	0	0	0	0	0	0	0	35	39.7
1600	95	0	0	0	5	57	29	3	1	0	0	0	0	0	0	0	36	39.8
1700	103	0	0	6	18	49	26	4	0	0	0	0	0	0	0	0	34.3	39
1800	49	0	1	1	3	27	16	0	1	0	0	0	0	0	0	0	35.7	40.8
1900	35	0	1	1	0	15	14	3	0	1	0	0	0	0	0	0	37.7	41.8
2000	24	0	0	0	1	11	8	3	1	0	0	0	0	0	0	0	38.4	45.1
2100	16	0	0	0	2	7	7	0	0	0	0	0	0	0	0	0	35.9	42.8
2200	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	38	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1172**	**1**	**1**	**21**	**138**	**619**	**344**	**39**	**7**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**35.5**	**39.9**
06-22	**1280**	**1**	**2**	**23**	**143**	**667**	**385**	**48**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**35.7**	**40.2**
06-00	**1284**	**1**	**2**	**23**	**143**	**669**	**387**	**48**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**35.7**	**40.2**
00-00	**1304**	**1**	**2**	**23**	**143**	**679**	**393**	**52**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**35.7**	**40.3**

16 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	33.9	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.2	-
0400	6	0	0	1	0	2	2	1	0	0	0	0	0	0	0	0	36.8	-
0500	14	0	0	0	0	5	9	0	0	0	0	0	0	0	0	0	39	42.1
0600	43	0	0	0	5	16	16	4	1	1	0	0	0	0	0	0	38.4	43.5
0700	109	0	1	1	4	58	38	7	0	0	0	0	0	0	0	0	37.1	41.4
0800	134	0	0	0	10	74	43	6	1	0	0	0	0	0	0	0	36.4	40
0900	93	0	0	1	12	50	26	3	1	0	0	0	0	0	0	0	35.4	39.4
1000	94	1	1	0	20	53	15	3	1	0	0	0	0	0	0	0	34.1	38.2
1100	99	0	0	2	15	57	22	3	0	0	0	0	0	0	0	0	34.7	38.9
1200	104	0	1	0	9	66	27	1	0	0	0	0	0	0	0	0	35.3	39.6
1300	121	0	0	1	15	65	37	3	0	0	0	0	0	0	0	0	35.4	39.4
1400	89	0	0	1	17	41	21	7	2	0	0	0	0	0	0	0	36	41.2

1500	101	0	0	0	15	56	27	3	0	0	0	0	0	0	0	0	35.3	39.4
1600	97	0	0	0	5	47	33	11	1	0	0	0	0	0	0	0	37.3	42.6
1700	74	0	0	0	12	38	18	5	1	0	0	0	0	0	0	0	35.8	40.7
1800	55	0	0	0	13	23	16	2	1	0	0	0	0	0	0	0	34.9	40.3
1900	32	0	0	0	4	15	9	3	1	0	0	0	0	0	0	0	36.9	43.5
2000	21	0	0	1	2	10	7	0	0	1	0	0	0	0	0	0	35.7	42.1
2100	16	0	0	0	3	7	6	0	0	0	0	0	0	0	0	0	35.3	40.8
2200	8	0	0	0	0	2	3	1	1	1	0	0	0	0	0	0	43	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.7	-
07-19	**1170**	**1**	**3**	**6**	**147**	**628**	**323**	**54**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.7**	**39.9**
06-22	**1282**	**1**	**3**	**7**	**161**	**676**	**361**	**61**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**35.8**	**40.2**
06-00	**1291**	**1**	**3**	**7**	**162**	**678**	**364**	**62**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**35.9**	**40.3**
00-00	**1314**	**1**	**3**	**8**	**162**	**687**	**376**	**63**	**11**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**35.9**	**40.3**

17 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.3	-
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	7	0	0	0	0	4	2	1	0	0	0	0	0	0	0	0	38.6	-
0500	17	0	0	0	1	5	9	2	0	0	0	0	0	0	0	0	38.8	43.5
0600	42	0	0	0	1	22	15	3	1	0	0	0	0	0	0	0	37.6	42.2
0700	132	0	0	1	16	67	42	6	0	0	0	0	0	0	0	0	36	41.2
0800	104	0	0	0	11	57	27	9	0	0	0	0	0	0	0	0	36.7	40.9
0900	54	0	0	3	5	20	22	3	1	0	0	0	0	0	0	0	36.4	41.5
1000	52	0	0	0	8	32	10	2	0	0	0	0	0	0	0	0	34.8	38.4
1100	43	0	0	1	5	24	12	1	0	0	0	0	0	0	0	0	35.5	39.6
1200	52	0	0	1	8	19	20	4	0	0	0	0	0	0	0	0	36.3	41.7
1300	44	0	0	0	12	16	12	4	0	0	0	0	0	0	0	0	35.1	39.8
1400	69	0	0	1	6	36	22	2	2	0	0	0	0	0	0	0	36.6	40.8
1500	66	0	1	0	4	28	31	2	0	0	0	0	0	0	0	0	36.5	41
1600	58	0	0	0	2	33	19	4	0	0	0	0	0	0	0	0	37	40.5
1700	74	0	0	2	2	36	29	5	0	0	0	0	0	0	0	0	36.9	41.8
1800	43	0	0	0	6	18	12	5	2	0	0	0	0	0	0	0	37.5	44
1900	11	0	0	0	3	6	1	1	0	0	0	0	0	0	0	0	34.2	40.5
2000	17	0	0	1	0	6	9	1	0	0	0	0	0	0	0	0	36.9	41.6
2100	5	0	0	1	1	0	3	0	0	0	0	0	0	0	0	0	34.1	-

2200	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	42.8	-	
2300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	44.8	-	
07-19	**791**	**0**	**1**	**9**	**85**	**386**	**258**	**47**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.3**		**41.2**
06-22	**866**	**0**	**1**	**11**	**90**	**420**	**286**	**52**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.3**		**41.2**
06-00	**869**	**0**	**1**	**11**	**90**	**421**	**286**	**54**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.4**		**41.2**
00-00	**895**	**0**	**1**	**11**	**92**	**430**	**298**	**57**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.4**		**41.3**

18 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	23.3	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	40.1	-
0500	12	0	0	0	2	0	5	4	0	1	0	0	0	0	0	0	42.4	47.1
0600	30	0	0	0	2	12	14	2	0	0	0	0	0	0	0	0	37.8	42.4
0700	54	0	0	0	2	17	21	13	1	0	0	0	0	0	0	0	39.2	44.9
0800	38	0	0	0	2	13	19	4	0	0	0	0	0	0	0	0	38.1	42.5
0900	23	0	1	1	1	12	8	0	0	0	0	0	0	0	0	0	35.1	39
1000	34	0	0	0	11	14	8	1	0	0	0	0	0	0	0	0	34.4	39.6
1100	36	0	0	0	8	22	4	2	0	0	0	0	0	0	0	0	34.5	39.7
1200	35	0	0	0	6	18	8	1	2	0	0	0	0	0	0	0	36.2	42
1300	39	0	0	0	8	21	8	2	0	0	0	0	0	0	0	0	35	39.6
1400	31	0	1	1	6	14	6	2	1	0	0	0	0	0	0	0	34.5	41.5
1500	38	0	0	1	5	10	19	3	0	0	0	0	0	0	0	0	36.6	41.4
1600	38	0	1	1	3	13	16	4	0	0	0	0	0	0	0	0	37	42.9
1700	58	0	2	0	4	18	30	4	0	0	0	0	0	0	0	0	37.5	42.8
1800	30	0	0	1	1	18	8	2	0	0	0	0	0	0	0	0	36.4	40.3
1900	17	0	0	0	2	11	3	1	0	0	0	0	0	0	0	0	35.5	41.2
2000	12	0	0	0	4	3	4	1	0	0	0	0	0	0	0	0	35.2	41.9
2100	5	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	38.6	-
2200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.9	-
2300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.6	-
07-19	**454**	**0**	**5**	**5**	**57**	**190**	**155**	**38**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.4**		**41.6**
06-22	**518**	**0**	**5**	**5**	**66**	**217**	**178**	**43**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.5**		**41.7**
06-00	**520**	**0**	**5**	**5**	**66**	**217**	**180**	**43**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.5**		**41.7**
00-00	**539**	**0**	**5**	**6**	**68**	**219**	**187**	**49**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**36.6**		**42.2**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	7689	5	19	80	1031	3974	2173	349	49	8	1	0	0	0	0	0	35.6	40.2

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 2 LOCATION: attached to tree

GRID REFERENCE: 52.022275, 0.267924 DIRECTION: WESTBOUND SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Feb	13-Feb	14-Feb	15-Feb	16-Feb	17-Feb	18-Feb	1-5.	1-7.
Hour									
0000-0100	1	0	1	0	0	0	1	0.4	0.4
0100-0200	1	0	1	1	2	1	0	1	0.9
0200-0300	0	0	0	0	0	1	1	0.4	0.3
0300-0400	0	1	0	3	1	0	0	0.8	0.7
0400-0500	6	4	2	3	6	7	5	5.4	4.7
0500-0600	16	10	6	13	14	17	12	14.4	12.6
0600-0700	40	11	6	33	43	42	30	37.6	29.3
0700-0800	122	40	9	128	109	132	54	109	84.9
0800-0900	140	80	20	131	134	104	38	109.4	92.4
0900-1000	97	94	39	85	93	54	23	70.4	69.3
1000-1100	102	148	70	106	94	52	34	77.6	86.6
1100-1200	122	154	105	102	99	43	36	80.4	94.4
1200-1300	139	126	109	104	104	52	35	86.8	95.6
1300-1400	116	139	102	93	121	44	39	82.6	93.4
1400-1500	107	110	90	86	89	69	31	76.4	83.1
1500-1600	109	125	78	90	101	66	38	80.8	86.7
1600-1700	114	84	59	95	97	58	38	80.4	77.9
1700-1800	91	78	36	103	74	74	58	80	73.4
1800-1900	67	62	27	49	55	43	30	48.8	47.6
1900-2000	43	38	31	35	32	11	17	27.6	29.6
2000-2100	22	23	12	24	21	17	12	19.2	18.7
2100-2200	11	15	8	16	16	5	5	10.6	10.9
2200-2300	5	7	4	4	8	2	1	4	4.4
2300-2400	0	2	0	0	1	1	1	0.6	0.7
Totals									
0700-1900	1326	1240	744	1172	1170	791	454	982.6	985.3
0600-2200	1442	1327	801	1280	1282	866	518	1077.6	1073.7
0600-0000	1447	1336	805	1284	1291	869	520	1082.2	1078.9
0000-0000	1471	1351	815	1304	1314	895	539	1104.6	1098.4
AM Peak	800	1100	1100	800	800	700	700		
	140	154	105	131	134	132	54		
PM Peak	1200	1300	1200	1200	1300	1700	1700		
	139	139	109	104	121	74	58		

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 3 LOCATION: attached to equestrian warning sign

GRID REFERENCE: 52.021650, 0.269759 DIRECTION: EASTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.4	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	37	-
0400	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	34.2	-
0500	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	36.8	-
0600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	33.4	-
0700	48	40	0	8	0	0	0	0	0	0	0	0	0	0	0	34.9	39.3
0800	77	65	0	10	0	0	0	1	0	0	0	0	0	1	0	35	39.6
0900	67	49	1	17	0	0	0	0	0	0	0	0	0	0	0	34.6	38
1000	95	79	0	14	1	1	0	0	0	0	0	0	0	0	0	33.7	38.5
1100	112	95	0	16	0	1	0	0	0	0	0	0	0	0	0	34.7	38.5
1200	95	83	0	10	0	0	0	0	2	0	0	0	0	0	0	35.2	39.8
1300	131	122	0	9	0	0	0	0	0	0	0	0	0	0	0	35.2	38.7
1400	113	104	0	8	0	0	0	1	0	0	0	0	0	0	0	35.8	39.8
1500	152	140	2	10	0	0	0	0	0	0	0	0	0	0	0	35.5	39.8
1600	127	115	0	11	0	0	0	0	0	0	0	0	0	1	0	35.9	40.3
1700	147	137	1	9	0	0	0	0	0	0	0	0	0	0	0	35.4	39.6
1800	109	105	0	4	0	0	0	0	0	0	0	0	0	0	0	35.2	39.4
1900	65	58	1	6	0	0	0	0	0	0	0	0	0	0	0	35.2	40
2000	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	34.2	42
2100	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	39.6
2200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-
07-19	**1273**	**1134**	**4**	**126**	**1**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**35.2**	**39.4**
06-22	**1380**	**1233**	**5**	**133**	**1**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**35.2**	**39.4**
06-00	**1391**	**1244**	**5**	**133**	**1**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**35.2**	**39.4**
00-00	**1405**	**1254**	**5**	**137**	**1**	**2**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**35.2**	**39.4**

13 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	41.1	-
0300	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	25.8	-
0400	3	2	0	0	0	0	0	1	0	0	0	0	0	0	0	38	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
0700	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	33.6	38.3
0800	34	32	0	1	0	0	0	0	0	0	0	0	0	0	1	33.9	37.7
0900	98	91	0	7	0	0	0	0	0	0	0	0	0	0	0	35.1	39.1
1000	100	97	0	3	0	0	0	0	0	0	0	0	0	0	0	34.6	38.7
1100	132	124	3	4	0	0	0	0	0	0	0	0	0	1	0	35.8	40.2
1200	155	147	0	6	0	0	0	0	0	0	0	0	0	1	1	35.2	39.4
1300	160	146	0	11	0	0	0	0	0	0	0	0	0	1	2	35	39.9
1400	158	150	0	8	0	0	0	0	0	0	0	0	0	0	0	35.8	40
1500	139	131	2	6	0	0	0	0	0	0	0	0	0	0	0	36.2	40.5
1600	100	97	0	3	0	0	0	0	0	0	0	0	0	0	0	36.9	41.1
1700	96	89	0	7	0	0	0	0	0	0	0	0	0	0	0	34.9	39.7
1800	91	85	0	5	1	0	0	0	0	0	0	0	0	0	0	35	39.9
1900	50	47	0	3	0	0	0	0	0	0	0	0	0	0	0	36.3	40.5
2000	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	42.8
2100	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	36.6	44.4
2200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	34.3	-
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	-
07-19	**1284**	**1208**	**5**	**63**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**35.4**	**39.7**
06-22	**1375**	**1294**	**5**	**68**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**35.5**	**39.7**
06-00	**1387**	**1305**	**5**	**69**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**35.5**	**39.7**
00-00	**1400**	**1314**	**5**	**72**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**4**	**35.5**	**39.7**

14 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.8	-

0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-	
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	37.9	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	50.3	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		-
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	-	
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	-	
0700	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	37.1	-	
0800	18	17	0	1	0	0	0	0	0	0	0	0	0	0	0	36.3		42.5
0900	37	29	1	6	0	0	0	0	0	0	0	0	0	0	1	34.9		39.7
1000	62	59	0	2	0	0	0	0	0	0	0	0	0	0	1	34.8		39.1
1100	91	82	0	7	0	1	0	0	0	0	0	0	0	0	1	35.4		40.2
1200	107	103	0	3	0	0	0	0	0	0	0	0	0	1	0	37.2		42.1
1300	121	110	0	9	0	0	0	0	0	0	0	0	0	1	1	35.5		39.3
1400	96	92	1	3	0	0	0	0	0	0	0	0	0	0	0	35.9		39.8
1500	89	86	0	2	0	0	0	0	0	0	0	0	0	0	1	36.5		40.3
1600	55	51	0	4	0	0	0	0	0	0	0	0	0	0	0	36.5		40.8
1700	50	46	0	3	0	0	1	0	0	0	0	0	0	0	0	36.9		41.3
1800	30	28	0	2	0	0	0	0	0	0	0	0	0	0	0	35.8		41.2
1900	25	20	0	4	0	0	1	0	0	0	0	0	0	0	0	35.5		41.3
2000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	34.7		39.3
2100	12	11	0	1	0	0	0	0	0	0	0	0	0	0	0	34.9		40.7
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-	
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.1	-	
07-19	**764**	**709**	**2**	**44**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**36**		**40.4**
06-22	**818**	**756**	**2**	**50**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**36**		**40.4**
06-00	**823**	**761**	**2**	**50**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**36**		**40.4**
00-00	**832**	**769**	**2**	**51**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**36**		**40.5**

15 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39.5 -	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27.3 -	
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2 -	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4 -	
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4 -	
0600	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	35.1	41.7
0700	55	45	0	9	0	0	0	0	0	0	0	0	0	0	1	35.5	41

0800	62	49	3	8	0	0	1	1	0	0	0	0	0	0	0	35.4	40.2
0900	75	62	0	12	0	0	0	1	0	0	0	0	0	0	0	34.8	39.4
1000	79	68	1	10	0	0	0	0	0	0	0	0	0	0	0	35.5	39
1100	90	73	1	14	1	1	0	0	0	0	0	0	0	0	0	35.5	40
1200	100	92	0	8	0	0	0	0	0	0	0	0	0	0	0	36.1	39.9
1300	115	109	0	5	0	0	0	0	0	1	0	0	0	0	0	35.7	39.7
1400	110	90	1	14	1	1	0	0	1	0	0	0	0	0	2	35	39.7
1500	112	99	0	12	0	0	0	0	0	0	0	0	0	0	1	36.4	40.2
1600	143	126	0	13	1	0	0	0	0	0	0	0	0	3	0	36.4	41.2
1700	132	123	0	9	0	0	0	0	0	0	0	0	0	0	0	36.2	41.2
1800	83	78	0	5	0	0	0	0	0	0	0	0	0	0	0	37.3	42
1900	50	45	0	5	0	0	0	0	0	0	0	0	0	0	0	36.8	40.8
2000	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	37.4	43.6
2100	20	17	0	3	0	0	0	0	0	0	0	0	0	0	0	35.5	40.5
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
07-19	**1156**	**1014**	**6**	**119**	**3**	**2**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**3**	**4**	**35.9**	**40.2**
06-22	**1262**	**1110**	**6**	**129**	**3**	**2**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**3**	**4**	**35.9**	**40.2**
06-00	**1272**	**1120**	**6**	**129**	**3**	**2**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**3**	**4**	**36**	**40.3**
00-00	**1283**	**1130**	**6**	**130**	**3**	**2**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**3**	**4**	**35.9**	**40.3**

16 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	31.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-
0600	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	41.5
0700	47	42	1	3	1	0	0	0	0	0	0	0	0	0	0	31.6	40.2
0800	30	26	0	0	0	0	0	0	0	0	0	0	0	2	2	16.4	21.9
0900	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-
1000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
1100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-

1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**86**	**77**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**24.7**	**36.9**
06-22	**100**	**91**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**26.3**	**37.9**
06-00	**100**	**91**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**26.3**	**37.9**
00-00	**110**	**100**	**1**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**27.2**	**38.6**

17 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.6**	**-**
06-22	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.6**	**-**
06-00	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.6**	**-**
00-00	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.6**	**-**

18 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**
06-22	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**
06-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 3 LOCATION: attached to equestrian warning sign

GRID REFERENCE: 52.021650, 0.269759 DIRECTION: EASTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	35	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.1	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.4	-
0300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	37	-
0400	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	34.2	-
0500	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	36.8	-
0600	8	0	0	0	1	7	0	0	0	0	0	0	0	0	0	0	33.4	-
0700	48	0	0	1	6	29	11	1	0	0	0	0	0	0	0	0	34.9	39.3
0800	77	0	0	0	10	45	21	1	0	0	0	0	0	0	0	0	35	39.6
0900	67	0	0	0	11	45	11	0	0	0	0	0	0	0	0	0	34.6	38
1000	95	0	0	2	29	41	21	2	0	0	0	0	0	0	0	0	33.7	38.5
1100	112	0	0	1	24	57	29	1	0	0	0	0	0	0	0	0	34.7	38.5
1200	95	0	0	0	14	55	25	1	0	0	0	0	0	0	0	0	35.2	39.8
1300	131	0	0	1	17	75	34	4	0	0	0	0	0	0	0	0	35.2	38.7
1400	113	0	0	1	9	65	34	4	0	0	0	0	0	0	0	0	35.8	39.8
1500	152	0	0	0	23	77	47	4	0	1	0	0	0	0	0	0	35.5	39.8
1600	127	0	0	0	12	72	40	3	0	0	0	0	0	0	0	0	35.9	40.3
1700	147	0	0	0	22	86	31	7	1	0	0	0	0	0	0	0	35.4	39.6
1800	109	0	0	0	23	53	29	4	0	0	0	0	0	0	0	0	35.2	39.4
1900	65	0	0	0	14	32	15	2	2	0	0	0	0	0	0	0	35.2	40
2000	17	0	0	1	5	7	3	1	0	0	0	0	0	0	0	0	34.2	42
2100	17	0	0	1	3	8	4	0	1	0	0	0	0	0	0	0	35.2	39.6
2200	9	0	0	0	1	3	5	0	0	0	0	0	0	0	0	0	37.1	-
2300	2	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	37.9	-
07-19	**1273**	**0**	**0**	**6**	**200**	**700**	**333**	**32**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35.2**	**39.4**
06-22	**1380**	**0**	**0**	**8**	**223**	**754**	**355**	**35**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35.2**	**39.4**
06-00	**1391**	**0**	**0**	**8**	**225**	**757**	**360**	**36**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35.2**	**39.4**
00-00	**1405**	**0**	**0**	**8**	**227**	**766**	**363**	**36**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35.2**	**39.4**

13 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	41.1	-
0300	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	25.8	-
0400	3	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	38	-
0500	6	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	36.4	-
0600	6	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	33.1	-
0700	21	0	0	1	5	12	3	0	0	0	0	0	0	0	0	0	33.6	38.3
0800	34	1	0	0	5	23	5	0	0	0	0	0	0	0	0	0	33.9	37.7
0900	98	0	0	0	14	55	28	1	0	0	0	0	0	0	0	0	35.1	39.1
1000	100	0	0	2	13	64	19	2	0	0	0	0	0	0	0	0	34.6	38.7
1100	132	0	0	0	12	74	44	2	0	0	0	0	0	0	0	0	35.8	40.2
1200	155	0	2	1	14	95	38	4	1	0	0	0	0	0	0	0	35.2	39.4
1300	160	1	1	1	25	78	52	1	1	0	0	0	0	0	0	0	35	39.9
1400	158	0	0	0	19	90	40	8	1	0	0	0	0	0	0	0	35.8	40
1500	139	0	0	1	11	69	51	7	0	0	0	0	0	0	0	0	36.2	40.5
1600	100	0	0	0	6	50	39	4	1	0	0	0	0	0	0	0	36.9	41.1
1700	96	0	0	1	17	51	25	2	0	0	0	0	0	0	0	0	34.9	39.7
1800	91	1	1	1	12	50	24	1	1	0	0	0	0	0	0	0	35	39.9
1900	50	0	0	0	6	23	18	3	0	0	0	0	0	0	0	0	36.3	40.5
2000	21	0	0	1	0	13	4	3	0	0	0	0	0	0	0	0	36.4	42.8
2100	14	0	0	0	3	7	2	1	1	0	0	0	0	0	0	0	36.6	44.4
2200	7	0	0	0	3	3	1	0	0	0	0	0	0	0	0	0	34.3	-
2300	5	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	35.5	-
07-19	**1284**	**3**	**4**	**8**	**153**	**711**	**368**	**32**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.4**	**39.7**
06-22	**1375**	**3**	**4**	**9**	**163**	**759**	**392**	**39**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.5**	**39.7**
06-00	**1387**	**3**	**4**	**9**	**167**	**764**	**395**	**39**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.5**	**39.7**
00-00	**1400**	**3**	**4**	**10**	**169**	**768**	**399**	**41**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.5**	**39.7**

14 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	39.8	-

0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.3	-	
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.9	-	
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	50.3	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		-
0500	4	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	36.4	-	
0600	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	38.5	-	
0700	8	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	37.1	-	
0800	18	0	0	0	3	8	5	2	0	0	0	0	0	0	0	0	36.3		42.5
0900	37	0	1	0	5	16	14	1	0	0	0	0	0	0	0	0	34.9		39.7
1000	62	1	0	1	10	33	14	3	0	0	0	0	0	0	0	0	34.8		39.1
1100	91	1	1	0	12	40	31	5	1	0	0	0	0	0	0	0	35.4		40.2
1200	107	0	0	0	10	49	38	8	2	0	0	0	0	0	0	0	37.2		42.1
1300	121	1	0	0	9	70	40	1	0	0	0	0	0	0	0	0	35.5		39.3
1400	96	0	0	0	12	47	34	3	0	0	0	0	0	0	0	0	35.9		39.8
1500	89	1	0	0	3	49	31	5	0	0	0	0	0	0	0	0	36.5		40.3
1600	55	0	0	0	4	29	18	3	1	0	0	0	0	0	0	0	36.5		40.8
1700	50	0	0	1	4	26	14	3	2	0	0	0	0	0	0	0	36.9		41.3
1800	30	0	1	0	4	14	9	1	0	1	0	0	0	0	0	0	35.8		41.2
1900	25	0	0	0	3	16	3	3	0	0	0	0	0	0	0	0	35.5		41.3
2000	12	0	0	1	0	8	3	0	0	0	0	0	0	0	0	0	34.7		39.3
2100	12	0	0	0	4	6	1	0	0	1	0	0	0	0	0	0	34.9		40.7
2200	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	35.8	-	
2300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	41.1	-	
07-19	**764**	**4**	**3**	**2**	**76**	**386**	**251**	**35**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**36**		**40.4**
06-22	**818**	**4**	**3**	**3**	**83**	**418**	**260**	**39**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**36**		**40.4**
06-00	**823**	**4**	**3**	**3**	**83**	**420**	**263**	**39**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**36**		**40.4**
00-00	**832**	**4**	**3**	**3**	**84**	**421**	**269**	**39**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**36**		**40.5**

15 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	39.5	-	
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	27.3	-	
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31.2	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.4	-	
0500	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	37.4	-	
0600	11	0	0	1	1	6	3	0	0	0	0	0	0	0	0	0	35.1		41.7
0700	55	1	0	1	6	27	15	5	0	0	0	0	0	0	0	0	35.5		41

0800	62	0	0	0	10	32	17	3	0	0	0	0	0	0	0	0	35.4	40.2
0900	75	0	0	1	11	42	20	1	0	0	0	0	0	0	0	0	34.8	39.4
1000	79	0	0	0	7	52	15	5	0	0	0	0	0	0	0	0	35.5	39
1100	90	0	1	0	11	52	23	3	0	0	0	0	0	0	0	0	35.5	40
1200	100	0	0	0	11	54	31	4	0	0	0	0	0	0	0	0	36.1	39.9
1300	115	0	0	2	9	71	31	2	0	0	0	0	0	0	0	0	35.7	39.7
1400	110	0	2	0	16	61	28	1	2	0	0	0	0	0	0	0	35	39.7
1500	112	0	1	0	11	55	36	7	2	0	0	0	0	0	0	0	36.4	40.2
1600	143	0	1	1	9	74	49	9	0	0	0	0	0	0	0	0	36.4	41.2
1700	132	0	0	3	19	56	47	5	2	0	0	0	0	0	0	0	36.2	41.2
1800	83	0	0	0	8	34	34	6	1	0	0	0	0	0	0	0	37.3	42
1900	50	0	0	0	5	23	17	4	1	0	0	0	0	0	0	0	36.8	40.8
2000	25	0	0	0	2	14	6	3	0	0	0	0	0	0	0	0	37.4	43.6
2100	20	0	0	1	3	8	8	0	0	0	0	0	0	0	0	0	35.5	40.5
2200	8	0	0	0	1	1	4	2	0	0	0	0	0	0	0	0	39.3	-
2300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	35.6	-
07-19	**1156**	**1**	**5**	**8**	**128**	**610**	**346**	**51**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.9**	**40.2**
06-22	**1262**	**1**	**5**	**10**	**139**	**661**	**380**	**58**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.9**	**40.2**
06-00	**1272**	**1**	**5**	**10**	**140**	**663**	**385**	**60**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**40.3**
00-00	**1283**	**1**	**5**	**10**	**143**	**666**	**390**	**60**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.9**	**40.3**

16 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	31.2	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.7	-
0500	6	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	37.9	-
0600	14	0	0	0	2	8	3	1	0	0	0	0	0	0	0	0	36.2	41.5
0700	47	0	1	9	13	12	11	1	0	0	0	0	0	0	0	0	31.6	40.2
0800	30	0	24	6	0	0	0	0	0	0	0	0	0	0	0	0	16.4	21.9
0900	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-
1000	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.6	-
1100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	19.3	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-

1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	**86**	**0**	**32**	**17**	**13**	**12**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.7**	**36.9**	
06-22	**100**	**0**	**32**	**17**	**15**	**20**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.3**	**37.9**	
06-00	**100**	**0**	**32**	**17**	**15**	**20**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26.3**	**37.9**	
00-00	**110**	**0**	**32**	**17**	**16**	**25**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27.2**	**38.6**	

17 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0900	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	-	
07-19	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.6**	**-**	
06-22	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.6**	**-**	
06-00	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.6**	**-**	
00-00	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14.6**	**-**	

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	**5032**	**8**	**46**	**48**	**639**	**2646**	**1438**	**179**	**25**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**35.4**	**39.9**

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 3 LOCATION: attached to equestrian warning sign

GRID REFERENCE: 52.021650, 0.269759 DIRECTION: EASTBOUND SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Feb	13-Feb	14-Feb	15-Feb	16-Feb	17-Feb	18-Feb	1-5.	1-7.
Hour									
0000-0100	2	0	2	2	3	0	0	1.4	1.3
0100-0200	1	0	1	1	0	0	0	0.4	0.4
0200-0300	1	2	1	2	0	0	0	0.6	0.9
0300-0400	2	2	1	0	0	0	0	0.4	0.7
0400-0500	2	3	0	1	1	0	0	0.8	1
0500-0600	6	6	4	5	6	0	0	3.4	3.9
0600-0700	8	6	5	11	14	0	0	6.6	6.3
0700-0800	48	21	8	55	47	0	0	30	25.6
0800-0900	77	34	18	62	30	0	0	33.8	31.6
0900-1000	67	98	37	75	4	2	0	29.6	40.4
1000-1100	95	100	62	79	2	0	0	35.2	48.3
1100-1200	112	132	91	90	2	0	0	40.8	61
1200-1300	95	155	107	100	0	0	0	39	65.3
1300-1400	131	160	121	115	0	0	0	49.2	75.3
1400-1500	113	158	96	110	1	0	0	44.8	68.3
1500-1600	152	139	89	112	0	0	0	52.8	70.3
1600-1700	127	100	55	143	0	0	0	54	60.7
1700-1800	147	96	50	132	0	0	0	55.8	60.7
1800-1900	109	91	30	83	0	0	0	38.4	44.7
1900-2000	65	50	25	50	0	0	0	23	27.1
2000-2100	17	21	12	25	0	0	0	8.4	10.7
2100-2200	17	14	12	20	0	0	0	7.4	9
2200-2300	9	7	3	8	0	0	0	3.4	3.9
2300-2400	2	5	2	2	0	0	0	0.8	1.6
Totals									
0700-1900	1273	1284	764	1156	86	2	0	503.4	652.1
0600-2200	1380	1375	818	1262	100	2	0	548.8	705.3
0600-0000	1391	1387	823	1272	100	2	0	553	710.7
0000-0000	1405	1400	832	1283	110	2	0	560	718.9
AM Peak	1100	1100	1100	1100	700	900	1100		
	112	132	91	90	47	2	0		
PM Peak	1500	1300	1300	1600	1400	2300	2300		
	152	160	121	143	1	0	0		

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 3 LOCATION: attached to equestrian warning sign

GRID REFERENCE: 52.021650, 0.269759 DIRECTION: WESTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.3	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	35.7	-
0500	16	12	0	4	0	0	0	0	0	0	0	0	0	0	0	32	38.2
0600	40	36	0	4	0	0	0	0	0	0	0	0	0	0	0	32.3	38
0700	121	108	0	13	0	0	0	0	0	0	0	0	0	0	0	31.1	36.5
0800	141	128	0	12	0	0	0	1	0	0	0	0	0	0	0	30.9	35.2
0900	97	83	0	13	1	0	0	0	0	0	0	0	0	0	0	30.9	35.5
1000	101	86	2	13	0	0	0	0	0	0	0	0	0	0	0	30.3	35.3
1100	122	113	0	8	1	0	0	0	0	0	0	0	0	0	0	31.1	35.7
1200	138	118	0	16	1	1	0	0	1	1	0	0	0	0	0	30.9	35.1
1300	114	106	0	5	0	1	0	0	1	0	0	0	0	0	1	31.3	35.8
1400	107	92	2	12	0	0	0	0	0	1	0	0	0	0	0	31.8	36.8
1500	107	97	0	10	0	0	0	0	0	0	0	0	0	0	0	31.7	36.8
1600	113	99	1	12	1	0	0	0	0	0	0	0	0	0	0	32.3	35.9
1700	88	82	0	6	0	0	0	0	0	0	0	0	0	0	0	31.7	35.8
1800	65	60	0	5	0	0	0	0	0	0	0	0	0	0	0	31.5	37.9
1900	38	34	1	3	0	0	0	0	0	0	0	0	0	0	0	33.8	39.2
2000	22	19	1	2	0	0	0	0	0	0	0	0	0	0	0	32	35.5
2100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	43.5
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1314**	**1172**	**5**	**125**	**4**	**2**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**31.3**	**35.8**
06-22	**1425**	**1272**	**7**	**134**	**4**	**2**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**31.4**	**36**
06-00	**1430**	**1277**	**7**	**134**	**4**	**2**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**31.4**	**36**
00-00	**1454**	**1296**	**7**	**138**	**4**	**2**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**1**	**1**	**31.4**	**36.1**

13 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.3	-
0400	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	34.7	-
0500	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	33.8	-
0600	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	37.5
0700	40	33	0	5	1	0	0	1	0	0	0	0	0	0	0	33.2	37.7
0800	80	75	0	4	0	0	0	0	0	0	0	0	0	0	1	31.8	36.6
0900	92	85	2	5	0	0	0	0	0	0	0	0	0	0	0	31.1	35.6
1000	145	137	0	8	0	0	0	0	0	0	0	0	0	0	0	31.2	36.5
1100	152	142	2	7	1	0	0	0	0	0	0	0	0	0	0	31.5	36
1200	119	117	0	1	0	0	1	0	0	0	0	0	0	0	0	31.9	36.8
1300	140	135	1	3	0	0	0	0	0	0	0	0	0	0	1	31.1	35.6
1400	110	107	0	3	0	0	0	0	0	0	0	0	0	0	0	31.8	36.6
1500	124	116	0	7	0	0	0	0	0	0	0	0	0	0	1	31.9	36.4
1600	83	81	0	2	0	0	0	0	0	0	0	0	0	0	0	32.9	37.3
1700	77	74	0	3	0	0	0	0	0	0	0	0	0	0	0	29.9	35.5
1800	57	52	0	5	0	0	0	0	0	0	0	0	0	0	0	32.8	37.6
1900	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	33	39.1
2000	22	18	1	3	0	0	0	0	0	0	0	0	0	0	0	33	38.7
2100	15	14	0	1	0	0	0	0	0	0	0	0	0	0	0	33.4	40
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	32.2	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26.6	-
07-19	**1219**	**1154**	**5**	**53**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**31.6**	**36.4**
06-22	**1305**	**1233**	**6**	**59**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**31.7**	**36.5**
06-00	**1314**	**1242**	**6**	**59**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**31.7**	**36.5**
00-00	**1329**	**1255**	**6**	**60**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**31.7**	**36.6**

14 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-

0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	36.4	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	-
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
0700	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	32	-
0800	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	35	38.3
0900	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	34.3	38.9
1000	70	62	1	6	0	0	0	0	0	0	0	0	0	0	1	32.5	37
1100	106	100	1	3	0	0	0	0	0	0	0	0	0	0	2	32.3	36.4
1200	112	108	1	3	0	0	0	0	0	0	0	0	0	0	0	32.3	36.2
1300	100	94	1	2	0	0	0	0	0	0	0	0	0	1	2	31.6	36.3
1400	89	83	0	5	0	0	0	0	0	0	0	0	0	0	1	33.3	37.8
1500	78	77	1	0	0	0	0	0	0	0	0	0	0	0	0	33.2	38.1
1600	59	56	0	3	0	0	0	0	0	0	0	0	0	0	0	33.8	40.4
1700	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	33.7	39.4
1800	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	43
1900	31	25	0	4	0	0	2	0	0	0	0	0	0	0	0	33.2	39.5
2000	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	35.1	40
2100	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	32	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**744**	**706**	**5**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**32.9**	**37.7**
06-22	**801**	**754**	**5**	**33**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**33**	**37.8**
06-00	**805**	**758**	**5**	**33**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**33**	**37.7**
00-00	**815**	**767**	**5**	**33**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**33**	**37.8**

15 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	36.3	-
0400	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	32.6	-
0500	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	36.1	42.4
0600	34	31	0	3	0	0	0	0	0	0	0	0	0	0	0	34.4	39.9
0700	125	110	1	13	0	0	0	0	0	0	0	0	0	0	1	34	38

0800	128	116	0	9	0	0	1	2	0	0	0	0	0	0	0	33.7	38
0900	85	71	1	12	0	0	0	1	0	0	0	0	0	0	0	33	37
1000	105	91	0	13	1	0	0	0	0	0	0	0	0	0	0	32.9	36.9
1100	100	83	0	17	0	0	0	0	0	0	0	0	0	0	0	34.1	37.6
1200	102	91	2	7	1	1	0	0	0	0	0	0	0	0	0	32.3	38.7
1300	93	80	0	8	1	1	0	0	1	1	0	0	0	0	1	32.9	39
1400	88	73	0	12	0	0	0	0	0	0	0	0	0	0	3	32.8	37.9
1500	88	78	0	7	1	0	2	0	0	0	0	0	0	0	0	32.9	37.7
1600	95	84	1	8	2	0	0	0	0	0	0	0	0	0	0	32.4	37.4
1700	102	87	0	11	0	1	0	0	0	0	0	0	0	0	3	32.2	36.9
1800	48	43	0	3	0	0	0	0	0	0	0	0	0	0	2	32	36.4
1900	34	34	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	39.9
2000	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	35.8	43.5
2100	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	34.5	38.6
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	33.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1159**	**1007**	**5**	**120**	**6**	**3**	**3**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**10**	**33**	**37.8**
06-22	**1267**	**1108**	**5**	**127**	**6**	**3**	**3**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**10**	**33.2**	**38**
06-00	**1271**	**1112**	**5**	**127**	**6**	**3**	**3**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**10**	**33.2**	**38**
00-00	**1291**	**1129**	**5**	**129**	**6**	**3**	**3**	**3**	**1**	**1**	**0**	**0**	**0**	**1**	**10**	**33.2**	**38**

16 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	31	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.9	-
0400	6	4	0	1	0	0	0	0	0	0	0	0	0	1	0	34.7	-
0500	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	36	39.6
0600	43	38	0	5	0	0	0	0	0	0	0	0	0	0	0	35.9	41.4
0700	109	94	0	7	0	0	0	0	0	0	0	0	0	5	3	30.3	37.7
0800	120	42	0	0	0	5	0	0	0	0	0	0	0	62	11	18	22
0900	81	12	0	1	0	3	0	0	0	0	0	0	0	36	29	14.7	17.3
1000	87	14	0	3	0	5	0	0	0	0	0	0	0	27	38	14.9	17.9
1100	48	7	0	0	0	3	0	0	0	0	0	0	0	5	33	13.2	15.4
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	12.2	-
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-

1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**447**	**170**	**0**	**11**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**135**	**114**	**19.3**	**27.6**
06-22	**490**	**208**	**0**	**16**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**135**	**114**	**20.7**	**33.9**
06-00	**490**	**208**	**0**	**16**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**135**	**114**	**20.7**	**33.9**
00-00	**513**	**226**	**0**	**20**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**136**	**114**	**21.4**	**34.7**

17 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12.9	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-

2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.6**	**-**
06-22	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11.8**	**-**
06-00	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11.8**	**-**
00-00	**5**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11.8**	**-**

18 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**
06-22	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**
06-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**
00-00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 3 LOCATION: attached to equestrian warning sign

GRID REFERENCE: 52.021650, 0.269759 DIRECTION: WESTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	31.3	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	45.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	35.7	-
0500	16	0	0	2	4	8	2	0	0	0	0	0	0	0	0	0	32	38.2
0600	40	0	0	3	16	14	7	0	0	0	0	0	0	0	0	0	32.3	38
0700	121	0	1	7	55	45	13	0	0	0	0	0	0	0	0	0	31.1	36.5
0800	141	0	1	11	60	59	9	1	0	0	0	0	0	0	0	0	30.9	35.2
0900	97	0	0	7	45	38	6	1	0	0	0	0	0	0	0	0	30.9	35.5
1000	101	2	1	8	46	40	3	1	0	0	0	0	0	0	0	0	30.3	35.3
1100	122	0	1	9	51	50	11	0	0	0	0	0	0	0	0	0	31.1	35.7
1200	138	0	0	9	65	50	14	0	0	0	0	0	0	0	0	0	30.9	35.1
1300	114	0	0	10	51	40	12	1	0	0	0	0	0	0	0	0	31.3	35.8
1400	107	0	1	9	34	52	9	2	0	0	0	0	0	0	0	0	31.8	36.8
1500	107	0	0	10	32	51	13	1	0	0	0	0	0	0	0	0	31.7	36.8
1600	113	0	0	2	47	53	9	2	0	0	0	0	0	0	0	0	32.3	35.9
1700	88	0	0	3	40	37	6	2	0	0	0	0	0	0	0	0	31.7	35.8
1800	65	0	2	7	21	23	12	0	0	0	0	0	0	0	0	0	31.5	37.9
1900	38	0	0	2	10	16	8	1	1	0	0	0	0	0	0	0	33.8	39.2
2000	22	0	0	1	9	10	1	0	1	0	0	0	0	0	0	0	32	35.5
2100	11	0	0	0	3	4	3	1	0	0	0	0	0	0	0	0	35.2	43.5
2200	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	33	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1314**	**2**	**7**	**92**	**547**	**538**	**117**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.3**	**35.8**
06-22	**1425**	**2**	**7**	**98**	**585**	**582**	**136**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.4**	**36**
06-00	**1430**	**2**	**7**	**98**	**586**	**585**	**137**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.4**	**36**
00-00	**1454**	**2**	**7**	**100**	**591**	**597**	**141**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.4**	**36.1**

13 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.3	-
0400	4	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	34.7	-
0500	10	0	0	1	3	3	3	0	0	0	0	0	0	0	0	0	33.8	-
0600	11	0	0	3	3	4	1	0	0	0	0	0	0	0	0	0	30.8	37.5
0700	40	0	0	2	9	23	5	1	0	0	0	0	0	0	0	0	33.2	37.7
0800	80	0	0	6	27	38	9	0	0	0	0	0	0	0	0	0	31.8	36.6
0900	92	0	1	3	44	37	7	0	0	0	0	0	0	0	0	0	31.1	35.6
1000	145	0	0	12	62	55	16	0	0	0	0	0	0	0	0	0	31.2	36.5
1100	152	0	1	6	70	61	14	0	0	0	0	0	0	0	0	0	31.5	36
1200	119	0	0	5	48	55	11	0	0	0	0	0	0	0	0	0	31.9	36.8
1300	140	0	5	10	50	68	7	0	0	0	0	0	0	0	0	0	31.1	35.6
1400	110	0	0	3	51	49	7	0	0	0	0	0	0	0	0	0	31.8	36.6
1500	124	0	0	5	48	57	12	2	0	0	0	0	0	0	0	0	31.9	36.4
1600	83	0	0	2	28	41	12	0	0	0	0	0	0	0	0	0	32.9	37.3
1700	77	1	4	5	32	28	7	0	0	0	0	0	0	0	0	0	29.9	35.5
1800	57	0	1	2	14	30	9	1	0	0	0	0	0	0	0	0	32.8	37.6
1900	38	0	0	3	9	19	6	1	0	0	0	0	0	0	0	0	33	39.1
2000	22	0	0	1	6	11	4	0	0	0	0	0	0	0	0	0	33	38.7
2100	15	0	1	0	3	8	2	1	0	0	0	0	0	0	0	0	33.4	40
2200	7	0	0	1	2	3	1	0	0	0	0	0	0	0	0	0	32.2	-
2300	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	26.6	-
07-19	**1219**	**1**	**12**	**61**	**483**	**542**	**116**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.6**	**36.4**
06-22	**1305**	**1**	**13**	**68**	**504**	**584**	**129**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.7**	**36.5**
06-00	**1314**	**1**	**13**	**69**	**508**	**587**	**130**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.7**	**36.5**
00-00	**1329**	**1**	**13**	**70**	**512**	**593**	**134**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**31.7**	**36.6**

14 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.9	-

0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17.4	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	36.4	-	
0500	6	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	34.2	-	
0600	6	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	33.1	-	
0700	9	0	0	1	2	4	2	0	0	0	0	0	0	0	0	0	32	-	
0800	21	0	0	0	4	11	4	2	0	0	0	0	0	0	0	0	35	38.3	
0900	38	0	0	0	11	17	9	0	1	0	0	0	0	0	0	0	34.3	38.9	
1000	70	0	1	3	22	35	8	1	0	0	0	0	0	0	0	0	32.5	37	
1100	106	0	1	4	32	58	11	0	0	0	0	0	0	0	0	0	32.3	36.4	
1200	112	0	0	2	44	53	11	2	0	0	0	0	0	0	0	0	32.3	36.2	
1300	100	0	0	6	44	39	11	0	0	0	0	0	0	0	0	0	31.6	36.3	
1400	89	0	0	2	25	47	13	2	0	0	0	0	0	0	0	0	33.3	37.8	
1500	78	0	0	0	26	38	13	1	0	0	0	0	0	0	0	0	33.2	38.1	
1600	59	0	0	1	19	25	13	1	0	0	0	0	0	0	0	0	33.8	40.4	
1700	36	0	0	1	9	18	7	1	0	0	0	0	0	0	0	0	33.7	39.4	
1800	26	0	0	0	4	9	10	3	0	0	0	0	0	0	0	0	36.9	43	
1900	31	0	0	1	13	10	5	1	1	0	0	0	0	0	0	0	33.2	39.5	
2000	12	0	0	0	3	5	4	0	0	0	0	0	0	0	0	0	35.1	40	
2100	8	0	0	0	4	3	1	0	0	0	0	0	0	0	0	0	32	-	
2200	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	32.7	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	**744**	**0**	**2**	**20**	**242**	**354**	**112**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**32.9**	**37.7**	
06-22	**801**	**0**	**2**	**21**	**264**	**374**	**124**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**37.8**	
06-00	**805**	**0**	**2**	**21**	**265**	**377**	**124**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**37.7**	
00-00	**815**	**0**	**3**	**21**	**266**	**383**	**126**	**14**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**37.8**	

15 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	36.3	-
0400	3	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	32.6	-
0500	13	0	0	0	2	5	6	0	0	0	0	0	0	0	0	0	36.1	42.4
0600	34	0	0	3	6	13	12	0	0	0	0	0	0	0	0	0	34.4	39.9
0700	125	0	1	3	19	78	22	2	0	0	0	0	0	0	0	0	34	38

0800	128	0	0	3	23	77	24	1	0	0	0	0	0	0	0	0	33.7	38
0900	85	0	0	1	26	46	10	2	0	0	0	0	0	0	0	0	33	37
1000	105	0	0	0	39	52	14	0	0	0	0	0	0	0	0	0	32.9	36.9
1100	100	0	0	0	27	57	13	3	0	0	0	0	0	0	0	0	34.1	37.6
1200	102	0	1	12	28	39	20	1	0	1	0	0	0	0	0	0	32.3	38.7
1300	93	0	1	4	31	38	15	4	0	0	0	0	0	0	0	0	32.9	39
1400	88	0	0	9	19	45	12	3	0	0	0	0	0	0	0	0	32.8	37.9
1500	88	0	1	1	26	46	13	1	0	0	0	0	0	0	0	0	32.9	37.7
1600	95	0	0	7	29	45	12	2	0	0	0	0	0	0	0	0	32.4	37.4
1700	102	0	0	8	32	49	10	3	0	0	0	0	0	0	0	0	32.2	36.9
1800	48	0	2	0	16	25	3	2	0	0	0	0	0	0	0	0	32	36.4
1900	34	0	0	0	11	12	9	2	0	0	0	0	0	0	0	0	34.8	39.9
2000	24	0	0	1	5	9	6	2	1	0	0	0	0	0	0	0	35.8	43.5
2100	16	0	0	0	3	9	3	0	1	0	0	0	0	0	0	0	34.5	38.6
2200	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	33.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1159**	**0**	**6**	**48**	**315**	**597**	**168**	**24**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**37.8**
06-22	**1267**	**0**	**6**	**52**	**340**	**640**	**198**	**28**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.2**	**38**
06-00	**1271**	**0**	**6**	**52**	**340**	**644**	**198**	**28**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.2**	**38**
00-00	**1291**	**0**	**6**	**52**	**344**	**652**	**205**	**29**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.2**	**38**

16 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	31	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.9	-
0400	6	0	0	1	1	1	3	0	0	0	0	0	0	0	0	0	34.7	-
0500	14	0	0	0	2	6	6	0	0	0	0	0	0	0	0	0	36	39.6
0600	43	0	0	1	5	20	15	2	0	0	0	0	0	0	0	0	35.9	41.4
0700	109	1	2	28	25	33	19	1	0	0	0	0	0	0	0	0	30.3	37.7
0800	120	1	71	46	2	0	0	0	0	0	0	0	0	0	0	0	18	22
0900	81	11	65	5	0	0	0	0	0	0	0	0	0	0	0	0	14.7	17.3
1000	87	18	58	10	1	0	0	0	0	0	0	0	0	0	0	0	14.9	17.9
1100	48	18	26	4	0	0	0	0	0	0	0	0	0	0	0	0	13.2	15.4
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
1300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12.2	-
1400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.3	-

1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	**447**	**51**	**222**	**93**	**28**	**33**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.3**	**27.6**	
06-22	**490**	**51**	**222**	**94**	**33**	**53**	**34**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**33.9**	
06-00	**490**	**51**	**222**	**94**	**33**	**53**	**34**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**33.9**	
00-00	**513**	**51**	**222**	**95**	**37**	**61**	**44**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21.4**	**34.7**	

17 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0600	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12.9	-	
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0900	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
1200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	-	
07-19	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.6**	**-**	
06-22	**5**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.8**	**-**	
06-00	**5**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.8**	**-**	
00-00	**5**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11.8**	**-**	

Grand Total

Time	Total	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Vbin	Mean	Vpp

[--		6 12	12 19	19 25	25 31	31 37	37 43	43 50	50 56	56 62	62 68	68 75	75 81	81 87	87 93	93 99		85
--	5407	58	252	338	1750	2286	650	66	6	1	0	0	0	0	0	0	31.2	36.9

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 3 LOCATION: attached to equestrian warning sign

GRID REFERENCE: 52.021650, 0.269759 DIRECTION: WESTBOUND SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Feb	13-Feb	14-Feb	15-Feb	16-Feb	17-Feb	18-Feb	1-5.	1-7.
Hour									
0000-0100	1	0	1	0	0	0	0	0.2	0.3
0100-0200	1	0	1	1	2	0	0	0.8	0.7
0200-0300	0	0	0	0	0	0	0	0	0
0300-0400	0	1	0	3	1	0	0	0.8	0.7
0400-0500	6	4	2	3	6	0	0	3	3
0500-0600	16	10	6	13	14	0	0	8.6	8.4
0600-0700	40	11	6	34	43	1	0	23.6	19.3
0700-0800	121	40	9	125	109	0	0	71	57.7
0800-0900	141	80	21	128	120	0	0	77.8	70
0900-1000	97	92	38	85	81	3	0	53.2	56.6
1000-1100	101	145	70	105	87	0	0	58.6	72.6
1100-1200	122	152	106	100	48	0	0	54	75.4
1200-1300	138	119	112	102	0	1	0	48.2	67.4
1300-1400	114	140	100	93	1	0	0	41.6	64
1400-1500	107	110	89	88	1	0	0	39.2	56.4
1500-1600	107	124	78	88	0	0	0	39	56.7
1600-1700	113	83	59	95	0	0	0	41.6	50
1700-1800	88	77	36	102	0	0	0	38	43.3
1800-1900	65	57	26	48	0	0	0	22.6	28
1900-2000	38	38	31	34	0	0	0	14.4	20.1
2000-2100	22	22	12	24	0	0	0	9.2	11.4
2100-2200	11	15	8	16	0	0	0	5.4	7.1
2200-2300	5	7	4	4	0	0	0	1.8	2.9
2300-2400	0	2	0	0	0	0	0	0	0.3
Totals									
0700-1900	1314	1219	744	1159	447	4	0	584.8	698.1
0600-2200	1425	1305	801	1267	490	5	0	637.4	756.1
0600-0000	1430	1314	805	1271	490	5	0	639.2	759.3
0000-0000	1454	1329	815	1291	513	5	0	652.6	772.4
AM Peak	800	1100	1100	800	800	900	1100		
	141	152	106	128	120	3	0		
PM Peak	1200	1300	1200	1700	1400	1200	2300		
	138	140	112	102	1	1	0		

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 4 LOCATION: attached to pedestrian safety barrier

GRID REFERENCE: 52.020824, 0.275288 DIRECTION: EASTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	39	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	36.2	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0700	47	40	0	7	0	0	0	0	0	0	0	0	0	0	0	33	37.6
0800	70	61	0	7	0	0	0	1	0	0	0	0	0	1	0	34	38.8
0900	65	49	1	15	0	0	0	0	0	0	0	0	0	0	0	33.7	37.8
1000	90	75	0	13	1	1	0	0	0	0	0	0	0	0	0	32.8	37.1
1100	112	95	0	16	0	1	0	0	0	0	0	0	0	0	0	33.8	38
1200	94	82	1	10	0	0	0	0	1	0	0	0	0	0	0	33.5	37.9
1300	130	123	0	7	0	0	0	0	0	0	0	0	0	0	0	33.5	37.5
1400	113	103	1	8	0	0	0	1	0	0	0	0	0	0	0	34.5	38.6
1500	150	139	2	9	0	0	0	0	0	0	0	0	0	0	0	34.1	37.7
1600	125	114	0	10	0	0	0	0	0	0	0	0	0	1	0	33.9	38.8
1700	148	140	1	7	0	0	0	0	0	0	0	0	0	0	0	33.2	38.4
1800	107	103	0	4	0	0	0	0	0	0	0	0	0	0	0	33.8	38.2
1900	68	61	1	6	0	0	0	0	0	0	0	0	0	0	0	34.1	40.8
2000	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	33	38.8
2100	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	38.3
2200	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	36	-
07-19	**1251**	**1124**	**6**	**113**	**1**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**33.7**	**37.9**
06-22	**1361**	**1226**	**7**	**120**	**1**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**33.7**	**37.9**
06-00	**1372**	**1237**	**7**	**120**	**1**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**33.7**	**38**
00-00	**1384**	**1247**	**7**	**122**	**1**	**2**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**33.7**	**38.1**

13 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	41.9	-
0300	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	24.6	-
0400	3	2	0	0	0	0	0	1	0	0	0	0	0	0	0	36	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	-
0600	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	-
0700	21	19	0	2	0	0	0	0	0	0	0	0	0	0	0	32.7	37.8
0800	32	31	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	36.2
0900	94	91	0	3	0	0	0	0	0	0	0	0	0	0	0	32.7	36.7
1000	98	96	0	2	0	0	0	0	0	0	0	0	0	0	0	31.6	36.9
1100	131	123	3	4	0	0	0	0	0	0	0	0	0	1	0	33.7	38.6
1200	150	143	0	5	0	0	0	0	0	0	0	0	0	1	1	33.5	38.4
1300	155	144	0	9	0	0	0	0	0	0	0	0	0	1	1	33.5	39
1400	154	146	1	7	0	0	0	0	0	0	0	0	0	0	0	34.5	38.7
1500	140	131	1	7	0	0	0	1	0	0	0	0	0	0	0	34.9	40.4
1600	99	96	0	3	0	0	0	0	0	0	0	0	0	0	0	35.4	39.5
1700	93	86	0	7	0	0	0	0	0	0	0	0	0	0	0	33.8	39.2
1800	88	84	0	3	0	0	0	0	0	1	0	0	0	0	0	33.5	37.9
1900	52	49	0	3	0	0	0	0	0	0	0	0	0	0	0	35	39.4
2000	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	38.3
2100	13	11	0	2	0	0	0	0	0	0	0	0	0	0	0	36.2	45.2
2200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	34	-
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-
07-19	**1255**	**1190**	**5**	**53**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**33.7**	**38.5**
06-22	**1349**	**1279**	**5**	**58**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**33.8**	**38.5**
06-00	**1360**	**1289**	**5**	**59**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**33.8**	**38.5**
00-00	**1370**	**1295**	**5**	**62**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**3**	**2**	**33.8**	**38.6**

14 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-

0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	35.5	-	
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	49.3	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	2	2	0	0	0	0	0	0	0	0	0	0	0	0	32.7	-	
0600	5	5	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-	
0700	8	6	0	2	0	0	0	0	0	0	0	0	0	0	35.2	-	
0800	18	17	0	1	0	0	0	0	0	0	0	0	0	0	33.9		39.9
0900	37	30	1	5	0	0	0	0	0	0	0	0	0	1	34.1		38
1000	60	57	0	2	0	0	0	0	0	0	0	0	0	1	34.1		38.7
1100	90	82	0	5	0	0	0	0	0	0	0	0	0	3	34.4		40.2
1200	106	103	0	2	0	0	0	0	0	0	0	0	1	0	35.4		40.6
1300	121	114	0	6	0	0	0	0	0	0	0	0	1	0	34.5		38.5
1400	96	91	2	3	0	0	0	0	0	0	0	0	0	0	35.1		40.2
1500	86	84	0	2	0	0	0	0	0	0	0	0	0	0	36.1		40.8
1600	53	50	0	3	0	0	0	0	0	0	0	0	0	0	35.9		39.9
1700	49	45	0	3	0	0	1	0	0	0	0	0	0	0	34.5		39.5
1800	30	28	0	2	0	0	0	0	0	0	0	0	0	0	36.3		42.2
1900	25	20	0	4	0	0	1	0	0	0	0	0	0	0	35.8		39.9
2000	12	11	0	1	0	0	0	0	0	0	0	0	0	0	32.7		37.4
2100	12	11	0	1	0	0	0	0	0	0	0	0	0	0	37.2		44.9
2200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	38	-	
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-	
07-19	**754**	**707**	**3**	**36**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**35**	**39.7**
06-22	**808**	**754**	**3**	**42**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**35**	**39.7**
06-00	**813**	**759**	**3**	**42**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**35**	**39.8**
00-00	**819**	**764**	**3**	**43**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**5**	**35**	**39.8**

15 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	38.4	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28.6	-
0200	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.1	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.6	-
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0600	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	39.5
0700	54	45	0	8	0	0	0	0	0	0	0	0	0	0	1	35.5	40.6

0800	60	48	4	7	0	0	1	0	0	0	0	0	0	0	0	35.3	39.4
0900	74	61	0	12	0	0	1	0	0	0	0	0	0	0	0	34.6	39.2
1000	77	65	1	11	0	0	0	0	0	0	0	0	0	0	0	34.7	39.3
1100	90	73	1	14	1	1	0	0	0	0	0	0	0	0	0	35.2	40
1200	97	92	0	5	0	0	0	0	0	0	0	0	0	0	0	35.5	40.1
1300	112	109	0	3	0	0	0	0	0	0	0	0	0	0	0	35.3	39.5
1400	108	91	1	12	1	1	0	0	1	0	0	0	0	0	1	34.8	39.8
1500	114	102	0	10	0	0	0	0	0	0	0	0	0	0	2	35.2	40.3
1600	140	124	0	12	1	0	0	0	0	0	0	0	0	3	0	36.2	41.7
1700	131	124	0	7	0	0	0	0	0	0	0	0	0	0	0	35.8	41
1800	83	80	0	3	0	0	0	0	0	0	0	0	0	0	0	37.3	43
1900	50	46	0	4	0	0	0	0	0	0	0	0	0	0	0	36.9	41.1
2000	26	24	0	2	0	0	0	0	0	0	0	0	0	0	0	36.9	46.3
2100	19	17	0	2	0	0	0	0	0	0	0	0	0	0	0	37.2	41.4
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	35	-
07-19	**1140**	**1014**	**7**	**104**	**3**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**4**	**35.5**	**40.3**
06-22	**1246**	**1112**	**7**	**112**	**3**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**4**	**35.6**	**40.3**
06-00	**1256**	**1122**	**7**	**112**	**3**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**4**	**35.6**	**40.4**
00-00	**1265**	**1130**	**7**	**113**	**3**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**4**	**35.6**	**40.3**

16 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	33.6	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0500	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0600	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	37	42.9
0700	45	40	0	4	0	0	0	1	0	0	0	0	0	0	0	35.4	42.7
0800	64	53	1	10	0	0	0	0	0	0	0	0	0	0	0	35.4	39.9
0900	79	63	0	13	1	0	0	1	0	0	0	0	0	1	0	35.1	39.7
1000	88	70	0	15	0	0	0	0	0	0	0	0	0	2	1	34.5	38
1100	86	77	0	9	0	0	0	0	0	0	0	0	0	0	0	34.8	39.8
1200	107	93	1	12	1	0	0	0	0	0	0	0	0	0	0	35.7	40.3
1300	101	95	0	6	0	0	0	0	0	0	0	0	0	0	0	35.4	40.7
1400	122	110	0	11	0	0	0	0	0	0	0	0	0	0	1	34.6	39.5

1500	119	113	2	4	0	0	0	0	0	0	0	0	0	0	0	35.6	39.8
1600	128	122	0	5	0	0	0	0	0	0	0	0	0	1	0	36.5	41
1700	147	139	0	8	0	0	0	0	0	0	0	0	0	0	0	36.1	40
1800	92	87	0	5	0	0	0	0	0	0	0	0	0	0	0	36.7	42.5
1900	39	35	0	4	0	0	0	0	0	0	0	0	0	0	0	36.9	41.9
2000	30	29	0	1	0	0	0	0	0	0	0	0	0	0	0	35	39.3
2100	24	22	0	2	0	0	0	0	0	0	0	0	0	0	0	35.1	41
2200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	38.9	-
2300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6	-
07-19	**1178**	**1062**	**4**	**102**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**35.5**	**40**
06-22	**1285**	**1162**	**4**	**109**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**35.6**	**40.2**
06-00	**1294**	**1170**	**4**	**110**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**35.6**	**40.2**
00-00	**1302**	**1177**	**4**	**111**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**2**	**35.6**	**40.2**

17 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
0100	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	29.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	-
0500	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	37.2	-
0600	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	34.8	41.1
0700	46	40	0	4	0	0	1	0	0	0	0	0	0	0	1	36.6	41.1
0800	74	55	2	13	1	1	0	1	0	0	0	0	0	0	1	34.7	39.6
0900	64	46	1	16	1	0	0	0	0	0	0	0	0	0	0	34.2	39.6
1000	57	48	0	8	1	0	0	0	0	0	0	0	0	0	0	35.7	39.8
1100	58	49	0	8	1	0	0	0	0	0	0	0	0	0	0	35	40.4
1200	75	65	0	9	0	0	0	0	0	0	0	0	0	0	1	35.3	40.3
1300	65	55	0	9	0	0	0	0	0	0	0	0	0	0	1	35.7	41.4
1400	85	78	1	5	0	0	1	0	0	0	0	0	0	0	0	35.5	40.1
1500	94	80	1	10	0	0	0	0	0	0	0	0	0	2	1	35.8	40.2
1600	105	95	0	9	0	0	0	0	0	0	0	0	0	1	0	35.8	39.9
1700	107	102	0	5	0	0	0	0	0	0	0	0	0	0	0	36	40.5
1800	78	72	0	6	0	0	0	0	0	0	0	0	0	0	0	37.3	41.3
1900	34	25	0	8	1	0	0	0	0	0	0	0	0	0	0	36	43.5
2000	22	19	0	3	0	0	0	0	0	0	0	0	0	0	0	37.1	43.6
2100	12	9	0	3	0	0	0	0	0	0	0	0	0	0	0	34.4	40.7

2200	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-
07-19	**908**	**785**	**5**	**102**	**4**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**35.6**	**40.3**
06-22	**994**	**854**	**5**	**118**	**5**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**35.7**	**40.5**
06-00	**1001**	**860**	**5**	**119**	**5**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**35.7**	**40.5**
00-00	**1012**	**869**	**5**	**121**	**5**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**35.7**	**40.5**

18 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
0600	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	-
0700	23	22	0	1	0	0	0	0	0	0	0	0	0	0	0	38.7	44
0800	24	20	0	4	0	0	0	0	0	0	0	0	0	0	0	35.6	38.6
0900	29	20	0	9	0	0	0	0	0	0	0	0	0	0	0	35.5	39.8
1000	34	28	0	5	0	0	0	1	0	0	0	0	0	0	0	34.1	38.1
1100	32	27	0	5	0	0	0	0	0	0	0	0	0	0	0	34.5	41.5
1200	31	29	0	2	0	0	0	0	0	0	0	0	0	0	0	35.9	41.5
1300	35	28	1	5	0	1	0	0	0	0	0	0	0	0	0	35.3	41.5
1400	37	31	0	6	0	0	0	0	0	0	0	0	0	0	0	34.2	38.8
1500	54	50	0	4	0	0	0	0	0	0	0	0	0	0	0	34.7	40.7
1600	56	52	0	2	0	0	0	0	0	0	0	0	0	1	1	37.3	43.4
1700	75	67	0	5	1	0	0	0	0	1	0	0	0	1	0	37.2	42.4
1800	51	48	0	3	0	0	0	0	0	0	0	0	0	0	0	37.6	42.1
1900	20	18	0	1	0	0	0	0	1	0	0	0	0	0	0	35	39.6
2000	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	35.6	43.2
2100	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	36.4	39.5
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
2300	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	38.8	-
07-19	**481**	**422**	**1**	**51**	**1**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**36**	**41.3**
06-22	**534**	**471**	**1**	**54**	**1**	**1**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**2**	**1**	**36**	**41.2**
06-00	**539**	**476**	**1**	**54**	**1**	**1**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**2**	**1**	**36**	**41.2**
00-00	**545**	**482**	**1**	**54**	**1**	**1**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**2**	**1**	**36**	**41.2**

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 4 LOCATION: attached to pedestrian safety barrier

GRID REFERENCE: 52.020824, 0.275288 DIRECTION: EASTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	35.9	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.9	-
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	32.4	-
0300	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	39	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.2	-
0500	5	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	34.8	-
0600	8	0	0	0	1	5	2	0	0	0	0	0	0	0	0	0	34.5	-
0700	47	0	0	4	13	22	8	0	0	0	0	0	0	0	0	0	33	37.6
0800	70	0	0	0	17	39	14	0	0	0	0	0	0	0	0	0	34	38.8
0900	65	0	0	0	16	38	11	0	0	0	0	0	0	0	0	0	33.7	37.8
1000	90	0	0	2	25	50	13	0	0	0	0	0	0	0	0	0	32.8	37.1
1100	112	0	0	0	36	52	23	1	0	0	0	0	0	0	0	0	33.8	38
1200	94	0	0	4	24	47	18	1	0	0	0	0	0	0	0	0	33.5	37.9
1300	130	0	0	2	27	80	21	0	0	0	0	0	0	0	0	0	33.5	37.5
1400	113	0	0	2	18	66	24	3	0	0	0	0	0	0	0	0	34.5	38.6
1500	150	0	0	2	31	92	22	2	0	1	0	0	0	0	0	0	34.1	37.7
1600	125	0	0	4	33	58	30	0	0	0	0	0	0	0	0	0	33.9	38.8
1700	148	0	0	6	42	68	29	3	0	0	0	0	0	0	0	0	33.2	38.4
1800	107	0	0	1	26	62	16	2	0	0	0	0	0	0	0	0	33.8	38.2
1900	68	0	0	3	13	35	15	1	1	0	0	0	0	0	0	0	34.1	40.8
2000	16	0	0	1	6	7	1	1	0	0	0	0	0	0	0	0	33	38.8
2100	18	0	0	1	3	11	3	0	0	0	0	0	0	0	0	0	33.1	38.3
2200	9	0	0	0	2	2	5	0	0	0	0	0	0	0	0	0	36.3	-
2300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	36	-
07-19	**1251**	**0**	**0**	**27**	**308**	**674**	**229**	**12**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.7**	**37.9**
06-22	**1361**	**0**	**0**	**32**	**331**	**732**	**250**	**14**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.7**	**37.9**
06-00	**1372**	**0**	**0**	**32**	**333**	**735**	**256**	**14**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.7**	**38**
00-00	**1384**	**0**	**0**	**32**	**335**	**741**	**260**	**14**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**33.7**	**38.1**

13 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	41.9	-
0300	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	24.6	-
0400	3	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	36	-
0500	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	35.2	-
0600	8	0	0	1	5	1	1	0	0	0	0	0	0	0	0	0	30.5	-
0700	21	0	0	1	7	10	3	0	0	0	0	0	0	0	0	0	32.7	37.8
0800	32	0	0	1	8	21	2	0	0	0	0	0	0	0	0	0	32.9	36.2
0900	94	0	0	0	31	53	10	0	0	0	0	0	0	0	0	0	32.7	36.7
1000	98	0	0	8	35	42	13	0	0	0	0	0	0	0	0	0	31.6	36.9
1100	131	0	0	1	38	65	25	2	0	0	0	0	0	0	0	0	33.7	38.6
1200	150	1	1	5	37	75	28	3	0	0	0	0	0	0	0	0	33.5	38.4
1300	155	2	0	5	40	72	33	3	0	0	0	0	0	0	0	0	33.5	39
1400	154	0	0	1	26	89	37	1	0	0	0	0	0	0	0	0	34.5	38.7
1500	140	0	0	1	32	64	37	6	0	0	0	0	0	0	0	0	34.9	40.4
1600	99	0	0	0	14	54	26	4	1	0	0	0	0	0	0	0	35.4	39.5
1700	93	0	1	1	30	40	20	1	0	0	0	0	0	0	0	0	33.8	39.2
1800	88	0	0	2	20	50	15	1	0	0	0	0	0	0	0	0	33.5	37.9
1900	52	0	0	0	8	31	11	2	0	0	0	0	0	0	0	0	35	39.4
2000	21	0	0	1	2	14	3	1	0	0	0	0	0	0	0	0	34.4	38.3
2100	13	0	1	0	1	6	3	1	1	0	0	0	0	0	0	0	36.2	45.2
2200	7	0	0	0	3	1	3	0	0	0	0	0	0	0	0	0	34	-
2300	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	36.7	-
07-19	**1255**	**3**	**2**	**26**	**318**	**635**	**249**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.7**	**38.5**
06-22	**1349**	**3**	**3**	**28**	**334**	**687**	**267**	**25**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.8**	**38.5**
06-00	**1360**	**3**	**3**	**28**	**337**	**690**	**272**	**25**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.8**	**38.5**
00-00	**1370**	**3**	**3**	**29**	**339**	**693**	**275**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33.8**	**38.6**

14 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	38.1	-

0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.5	-	
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	49.3	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0500	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	32.7	-	
0600	5	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	38.4	-	
0700	8	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	35.2	-	
0800	18	0	0	0	5	9	3	1	0	0	0	0	0	0	0	0	33.9	39.9	
0900	37	1	0	0	4	23	8	1	0	0	0	0	0	0	0	0	34.1	38	
1000	60	1	0	2	10	31	13	3	0	0	0	0	0	0	0	0	34.1	38.7	
1100	90	3	0	0	19	40	26	2	0	0	0	0	0	0	0	0	34.4	40.2	
1200	106	0	1	1	20	48	31	5	0	0	0	0	0	0	0	0	35.4	40.6	
1300	121	0	0	0	27	63	30	1	0	0	0	0	0	0	0	0	34.5	38.5	
1400	96	0	0	1	20	42	32	1	0	0	0	0	0	0	0	0	35.1	40.2	
1500	86	0	0	2	14	34	30	5	1	0	0	0	0	0	0	0	36.1	40.8	
1600	53	0	0	0	7	26	16	4	0	0	0	0	0	0	0	0	35.9	39.9	
1700	49	0	0	0	13	21	13	2	0	0	0	0	0	0	0	0	34.5	39.5	
1800	30	0	0	0	6	14	6	3	1	0	0	0	0	0	0	0	36.3	42.2	
1900	25	0	0	0	3	13	8	1	0	0	0	0	0	0	0	0	35.8	39.9	
2000	12	0	0	0	4	6	2	0	0	0	0	0	0	0	0	0	32.7	37.4	
2100	12	0	0	0	2	4	4	1	1	0	0	0	0	0	0	0	37.2	44.9	
2200	3	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	38	-	
2300	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	39.2	-	
07-19	**754**	**5**	**1**	**6**	**146**	**355**	**211**	**28**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**39.7**	
06-22	**808**	**5**	**1**	**6**	**155**	**380**	**227**	**31**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**39.7**	
06-00	**813**	**5**	**1**	**6**	**155**	**383**	**228**	**32**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**39.8**	
00-00	**819**	**5**	**1**	**6**	**156**	**386**	**229**	**33**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**39.8**	

15 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85	
0000	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	38.4	-	
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.6	-	
0200	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	30.1	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.6	-	
0500	3	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	35.6	-	
0600	11	0	1	0	0	5	4	1	0	0	0	0	0	0	0	0	34.6	39.5	
0700	54	1	0	1	6	26	15	5	0	0	0	0	0	0	0	0	35.5	40.6	

0800	60	0	0	0	6	36	17	1	0	0	0	0	0	0	0	0	35.3	39.4
0900	74	0	0	1	14	41	18	0	0	0	0	0	0	0	0	0	34.6	39.2
1000	77	0	0	1	9	52	13	2	0	0	0	0	0	0	0	0	34.7	39.3
1100	90	0	0	0	13	53	22	2	0	0	0	0	0	0	0	0	35.2	40
1200	97	0	0	0	13	53	25	6	0	0	0	0	0	0	0	0	35.5	40.1
1300	112	0	0	1	15	65	27	4	0	0	0	0	0	0	0	0	35.3	39.5
1400	108	1	0	0	16	63	25	3	0	0	0	0	0	0	0	0	34.8	39.8
1500	114	1	1	4	14	56	33	4	1	0	0	0	0	0	0	0	35.2	40.3
1600	140	0	0	0	18	70	45	7	0	0	0	0	0	0	0	0	36.2	41.7
1700	131	0	0	0	23	59	41	6	2	0	0	0	0	0	0	0	35.8	41
1800	83	0	0	0	9	36	28	9	1	0	0	0	0	0	0	0	37.3	43
1900	50	0	0	0	6	17	25	1	1	0	0	0	0	0	0	0	36.9	41.1
2000	26	0	0	0	5	10	7	4	0	0	0	0	0	0	0	0	36.9	46.3
2100	19	0	0	0	3	6	8	2	0	0	0	0	0	0	0	0	37.2	41.4
2200	8	0	0	0	1	1	4	2	0	0	0	0	0	0	0	0	38.6	-
2300	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	35	-
07-19	**1140**	**3**	**1**	**8**	**156**	**610**	**309**	**49**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.5**	**40.3**
06-22	**1246**	**3**	**2**	**8**	**170**	**648**	**353**	**57**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.6**	**40.3**
06-00	**1256**	**3**	**2**	**8**	**172**	**649**	**358**	**59**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.6**	**40.4**
00-00	**1265**	**3**	**2**	**8**	**175**	**652**	**361**	**59**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.6**	**40.3**

16 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	33.6	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	36.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39.2	-
0500	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	39.1	-
0600	14	0	0	0	2	5	6	1	0	0	0	0	0	0	0	0	37	42.9
0700	45	0	0	3	10	11	16	5	0	0	0	0	0	0	0	0	35.4	42.7
0800	64	0	0	0	9	33	21	1	0	0	0	0	0	0	0	0	35.4	39.9
0900	79	0	0	2	9	46	20	2	0	0	0	0	0	0	0	0	35.1	39.7
1000	88	1	0	0	13	56	15	2	1	0	0	0	0	0	0	0	34.5	38
1100	86	0	0	4	12	45	21	4	0	0	0	0	0	0	0	0	34.8	39.8
1200	107	0	0	0	11	63	28	5	0	0	0	0	0	0	0	0	35.7	40.3
1300	101	0	0	0	14	60	23	4	0	0	0	0	0	0	0	0	35.4	40.7
1400	122	1	0	1	21	61	37	1	0	0	0	0	0	0	0	0	34.6	39.5

1500	119	0	0	0	16	66	32	4	1	0	0	0	0	0	0	0	35.6	39.8
1600	128	0	0	1	14	56	52	3	2	0	0	0	0	0	0	0	36.5	41
1700	147	0	0	0	18	72	52	4	0	1	0	0	0	0	0	0	36.1	40
1800	92	0	0	1	13	35	34	9	0	0	0	0	0	0	0	0	36.7	42.5
1900	39	0	0	0	4	16	16	3	0	0	0	0	0	0	0	0	36.9	41.9
2000	30	0	0	0	6	11	12	1	0	0	0	0	0	0	0	0	35	39.3
2100	24	0	0	1	4	10	8	1	0	0	0	0	0	0	0	0	35.1	41
2200	7	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	38.9	-
2300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	41.6	-
07-19	**1178**	**2**	**0**	**12**	**160**	**604**	**351**	**44**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35.5**	**40**
06-22	**1285**	**2**	**0**	**13**	**176**	**646**	**393**	**50**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35.6**	**40.2**
06-00	**1294**	**2**	**0**	**13**	**176**	**648**	**399**	**51**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35.6**	**40.2**
00-00	**1302**	**2**	**0**	**13**	**177**	**651**	**403**	**51**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**35.6**	**40.2**

17 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	35.9	-
0100	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	29.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.3	-
0500	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	37.2	-
0600	18	0	0	2	1	9	5	1	0	0	0	0	0	0	0	0	34.8	41.1
0700	46	1	0	0	4	18	21	2	0	0	0	0	0	0	0	0	36.6	41.1
0800	74	1	0	1	12	37	19	4	0	0	0	0	0	0	0	0	34.7	39.6
0900	64	0	0	2	12	29	21	0	0	0	0	0	0	0	0	0	34.2	39.6
1000	57	0	0	0	7	31	17	2	0	0	0	0	0	0	0	0	35.7	39.8
1100	58	0	0	1	9	30	17	1	0	0	0	0	0	0	0	0	35	40.4
1200	75	1	0	2	11	31	28	1	1	0	0	0	0	0	0	0	35.3	40.3
1300	65	0	1	1	7	34	18	2	2	0	0	0	0	0	0	0	35.7	41.4
1400	85	0	0	0	13	46	22	3	1	0	0	0	0	0	0	0	35.5	40.1
1500	94	1	0	1	9	50	28	4	1	0	0	0	0	0	0	0	35.8	40.2
1600	105	0	0	0	16	51	36	2	0	0	0	0	0	0	0	0	35.8	39.9
1700	107	0	0	0	12	61	29	5	0	0	0	0	0	0	0	0	36	40.5
1800	78	0	0	0	3	38	29	8	0	0	0	0	0	0	0	0	37.3	41.3
1900	34	0	0	0	7	16	6	5	0	0	0	0	0	0	0	0	36	43.5
2000	22	0	0	0	3	9	7	3	0	0	0	0	0	0	0	0	37.1	43.6
2100	12	0	0	0	4	4	4	0	0	0	0	0	0	0	0	0	34.4	40.7

2200	6	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	37.2	-	
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-	
07-19	**908**	**4**	**1**	**8**	**115**	**456**	**285**	**34**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.6**		**40.3**
06-22	**994**	**4**	**1**	**10**	**130**	**494**	**307**	**43**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.7**		**40.5**
06-00	**1001**	**4**	**1**	**10**	**131**	**499**	**307**	**44**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.7**		**40.5**
00-00	**1012**	**4**	**1**	**10**	**133**	**505**	**310**	**44**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35.7**		**40.5**

18 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.8	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	37.1	-
0600	10	0	0	0	1	4	4	1	0	0	0	0	0	0	0	0	37.9	-
0700	23	0	0	0	1	9	9	4	0	0	0	0	0	0	0	0	38.7	44
0800	24	0	0	0	3	14	7	0	0	0	0	0	0	0	0	0	35.6	38.6
0900	29	0	0	0	5	14	9	1	0	0	0	0	0	0	0	0	35.5	39.8
1000	34	0	0	1	5	22	4	2	0	0	0	0	0	0	0	0	34.1	38.1
1100	32	0	0	0	11	10	10	1	0	0	0	0	0	0	0	0	34.5	41.5
1200	31	0	0	0	4	17	8	1	1	0	0	0	0	0	0	0	35.9	41.5
1300	35	0	0	1	3	22	7	2	0	0	0	0	0	0	0	0	35.3	41.5
1400	37	0	0	0	7	21	8	1	0	0	0	0	0	0	0	0	34.2	38.8
1500	54	0	0	3	13	22	12	4	0	0	0	0	0	0	0	0	34.7	40.7
1600	56	1	0	0	3	23	21	8	0	0	0	0	0	0	0	0	37.3	43.4
1700	75	0	0	0	6	36	27	5	1	0	0	0	0	0	0	0	37.2	42.4
1800	51	0	0	0	5	17	24	5	0	0	0	0	0	0	0	0	37.6	42.1
1900	20	0	0	0	3	11	6	0	0	0	0	0	0	0	0	0	35	39.6
2000	12	0	0	1	1	6	3	0	1	0	0	0	0	0	0	0	35.6	43.2
2100	11	0	0	0	1	5	5	0	0	0	0	0	0	0	0	0	36.4	39.5
2200	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.7	-
2300	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	38.8	-
07-19	**481**	**1**	**0**	**5**	**66**	**227**	**146**	**34**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**41.3**
06-22	**534**	**1**	**0**	**6**	**72**	**253**	**164**	**35**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**41.2**
06-00	**539**	**1**	**0**	**6**	**72**	**255**	**167**	**35**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**41.2**
00-00	**545**	**1**	**0**	**6**	**72**	**259**	**169**	**35**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**41.2**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	7697	18	7	104	1387	3887	2007	262	23	2	0	0	0	0	0	0	34.9	39.7

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 4 LOCATION: attached to pedestrian safety barrier

GRID REFERENCE: 52.020824, 0.275288 DIRECTION: EASTBOUND SPEED LIMIT: NSL

	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Feb	13-Feb	14-Feb	15-Feb	16-Feb	17-Feb	18-Feb	1-5.	1-7.
Hour									
0000-0100	2	0	2	2	2	3	1	2	1.7
0100-0200	1	0	0	1	1	2	0	1	0.7
0200-0300	1	2	1	2	0	0	0	0.6	0.9
0300-0400	2	2	1	0	0	0	0	0.4	0.7
0400-0500	1	3	0	1	1	1	0	0.8	1
0500-0600	5	3	2	3	4	5	5	4.4	3.9
0600-0700	8	8	5	11	14	18	10	12.2	10.6
0700-0800	47	21	8	54	45	46	23	43	34.9
0800-0900	70	32	18	60	64	74	24	58.4	48.9
0900-1000	65	94	37	74	79	64	29	62.2	63.1
1000-1100	90	98	60	77	88	57	34	69.2	72
1100-1200	112	131	90	90	86	58	32	75.6	85.6
1200-1300	94	150	106	97	107	75	31	80.8	94.3
1300-1400	130	155	121	112	101	65	35	88.6	102.7
1400-1500	113	154	96	108	122	85	37	93	102.1
1500-1600	150	140	86	114	119	94	54	106.2	108.1
1600-1700	125	99	53	140	128	105	56	110.8	100.9
1700-1800	148	93	49	131	147	107	75	121.6	107.1
1800-1900	107	88	30	83	92	78	51	82.2	75.6
1900-2000	68	52	25	50	39	34	20	42.2	41.1
2000-2100	16	21	12	26	30	22	12	21.2	19.9
2100-2200	18	13	12	19	24	12	11	16.8	15.6
2200-2300	9	7	3	8	7	6	1	6.2	5.9
2300-2400	2	4	2	2	2	1	4	2.2	2.4
Totals									
0700-1900	1251	1255	754	1140	1178	908	481	991.6	995.3
0600-2200	1361	1349	808	1246	1285	994	534	1084	1082.4
0600-0000	1372	1360	813	1256	1294	1001	539	1092.4	1090.7
0000-0000	1384	1370	819	1265	1302	1012	545	1101.6	1099.6
AM Peak	1100	1100	1100	1100	1000	800	1000		
	112	131	90	90	88	74	34		
PM Peak	1500	1300	1300	1600	1700	1700	1700		
	150	155	121	140	147	107	75		

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 4 LOCATION: attached to pedestrian safety barrier

GRID REFERENCE: 52.020824, 0.275288 DIRECTION: WESTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	42.4	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	6	5	0	0	0	0	0	0	0	0	0	0	0	1	0	38.2	-
0500	16	13	0	3	0	0	0	0	0	0	0	0	0	0	0	35.6	39.5
0600	41	37	0	4	0	0	0	0	0	0	0	0	0	0	0	34.9	41.4
0700	119	105	0	14	0	0	0	0	0	0	0	0	0	0	0	33.5	39.8
0800	140	127	0	12	0	0	0	0	0	0	0	0	0	0	1	34.4	39.7
0900	97	84	0	12	1	0	0	0	0	0	0	0	0	0	0	33.3	37.7
1000	97	83	1	13	0	0	0	0	0	0	0	0	0	0	0	33.6	37.7
1100	121	111	0	9	1	0	0	0	0	0	0	0	0	0	0	34.3	38.4
1200	140	116	0	19	1	1	0	0	2	1	0	0	0	0	0	31.9	37.4
1300	115	109	0	5	0	0	0	0	0	0	0	0	0	0	1	33.9	38.6
1400	108	93	2	11	0	1	0	0	0	1	0	0	0	0	0	34.4	39.1
1500	100	93	0	7	0	0	0	0	0	0	0	0	0	0	0	34.9	38.9
1600	111	99	0	11	1	0	0	0	0	0	0	0	0	0	0	35	39.6
1700	86	81	0	5	0	0	0	0	0	0	0	0	0	0	0	34.3	39.2
1800	64	60	0	4	0	0	0	0	0	0	0	0	0	0	0	35.4	39.4
1900	39	34	1	4	0	0	0	0	0	0	0	0	0	0	0	37.1	43.5
2000	21	18	1	2	0	0	0	0	0	0	0	0	0	0	0	33.9	38.4
2100	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	45.2
2200	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1298**	**1161**	**3**	**122**	**4**	**2**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**2**	**34**	**38.8**
06-22	**1410**	**1261**	**5**	**132**	**4**	**2**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**2**	**34.1**	**39**
06-00	**1415**	**1266**	**5**	**132**	**4**	**2**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**2**	**34.1**	**39**
00-00	**1439**	**1286**	**5**	**135**	**4**	**2**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**1**	**2**	**34.2**	**39**

13 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	-
0400	4	3	0	0	0	0	0	0	0	0	0	0	0	1	0	40.3	-
0500	10	9	0	1	0	0	0	0	0	0	0	0	0	0	0	37.1	-
0600	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	37.6
0700	39	32	1	5	1	0	0	0	0	0	0	0	0	0	0	34.6	39
0800	80	74	0	5	0	0	0	0	0	0	0	0	0	0	1	34.7	40.1
0900	90	85	2	3	0	0	0	0	0	0	0	0	0	0	0	34.7	38.5
1000	145	135	0	8	1	0	0	0	0	0	0	0	0	0	1	34.6	39.1
1100	146	136	2	7	0	1	0	0	0	0	0	0	0	0	0	34.3	38.7
1200	120	118	0	1	0	0	1	0	0	0	0	0	0	0	0	34.5	39.7
1300	139	133	0	3	0	1	0	0	1	0	0	0	0	0	1	34.4	38.6
1400	109	107	0	2	0	0	0	0	0	0	0	0	0	0	0	34.9	39.2
1500	118	110	0	7	0	0	0	0	0	0	0	0	0	0	1	34.8	39.1
1600	81	79	0	2	0	0	0	0	0	0	0	0	0	0	0	36.2	39.4
1700	75	72	0	3	0	0	0	0	0	0	0	0	0	0	0	32.7	37.9
1800	56	52	0	4	0	0	0	0	0	0	0	0	0	0	0	37.1	41.4
1900	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	36.3	40.3
2000	22	18	1	3	0	0	0	0	0	0	0	0	0	0	0	35.2	42.1
2100	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	36.5	42.1
2200	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	-
07-19	**1198**	**1133**	**5**	**50**	**2**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**34.7**	**39.1**
06-22	**1282**	**1210**	**6**	**56**	**2**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**34.8**	**39.3**
06-00	**1290**	**1218**	**6**	**56**	**2**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**34.8**	**39.3**
00-00	**1305**	**1231**	**6**	**57**	**2**	**2**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**4**	**34.8**	**39.4**

14 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	-

0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	39.3	-
0500	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0600	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	36.3	-
0700	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0800	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	41.3
0900	37	35	0	2	0	0	0	0	0	0	0	0	0	0	0	37	40.1
1000	71	66	0	4	0	0	0	0	0	0	0	0	0	0	1	35	38.4
1100	102	97	1	2	0	0	0	0	0	0	0	0	0	0	2	35.2	40.1
1200	113	110	0	3	0	0	0	0	0	0	0	0	0	0	0	34.6	38.9
1300	97	91	1	2	0	0	0	0	0	0	0	0	0	1	2	34.9	39.7
1400	86	81	0	4	0	0	0	0	0	0	0	0	0	0	1	35.7	40.4
1500	77	76	1	0	0	0	0	0	0	0	0	0	0	0	0	35.9	39.1
1600	57	54	0	3	0	0	0	0	0	0	0	0	0	0	0	35.2	41.2
1700	36	35	0	1	0	0	0	0	0	0	0	0	0	0	0	37	41.6
1800	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	43.2
1900	32	27	0	3	0	0	2	0	0	0	0	0	0	0	0	36.1	41.9
2000	11	9	0	2	0	0	0	0	0	0	0	0	0	0	0	36.8	41.4
2100	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	35.1	-
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	**732**	**701**	**3**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**35.5**	**39.9**
06-22	**789**	**750**	**3**	**27**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**35.6**	**40**
06-00	**793**	**754**	**3**	**27**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**35.6**	**40**
00-00	**802**	**762**	**3**	**27**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**35.6**	**40.2**

15 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4	-
0400	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	34.5	-
0500	13	12	0	1	0	0	0	0	0	0	0	0	0	0	0	39	45.2
0600	33	31	0	2	0	0	0	0	0	0	0	0	0	0	0	39	44.3
0700	124	112	1	10	0	0	0	0	0	0	0	0	0	0	1	37.6	41.7

0800	127	114	0	10	0	0	1	2	0	0	0	0	0	0	0	37.4	41.2
0900	84	72	1	10	0	0	0	1	0	0	0	0	0	0	0	35.9	40.5
1000	102	90	0	11	1	0	0	0	0	0	0	0	0	0	0	35.4	39.8
1100	99	82	0	17	0	0	0	0	0	0	0	0	0	0	0	36.8	40.2
1200	101	90	2	7	1	1	0	0	0	0	0	0	0	0	0	34.9	40.3
1300	95	81	0	9	1	1	0	0	1	1	0	0	0	0	1	36.4	41.7
1400	87	76	0	9	0	1	0	0	0	0	0	0	0	0	1	36.1	41.1
1500	86	76	0	7	1	0	1	0	0	0	0	0	0	0	1	35.3	39.5
1600	93	83	1	8	1	0	0	0	0	0	0	0	0	0	0	36.7	41.1
1700	100	88	0	10	0	0	0	0	0	0	0	0	0	0	2	36.2	40.6
1800	48	44	0	3	0	0	0	0	0	0	0	0	0	0	1	34.1	39.1
1900	33	33	0	0	0	0	0	0	0	0	0	0	0	0	0	38.3	43.5
2000	23	21	0	2	0	0	0	0	0	0	0	0	0	0	0	39.3	45
2100	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	36.3	40.5
2200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	37.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1146**	**1008**	**5**	**111**	**5**	**3**	**2**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**7**	**36.2**	**40.8**
06-22	**1250**	**1106**	**5**	**117**	**5**	**3**	**2**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**7**	**36.4**	**41**
06-00	**1254**	**1110**	**5**	**117**	**5**	**3**	**2**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**7**	**36.4**	**41**
00-00	**1273**	**1127**	**5**	**118**	**5**	**3**	**2**	**3**	**1**	**1**	**0**	**0**	**0**	**1**	**7**	**36.5**	**41**

16 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	36.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
0400	6	4	0	1	0	0	0	0	0	0	0	0	0	1	0	37.6	-
0500	14	13	0	1	0	0	0	0	0	0	0	0	0	0	0	40.3	43.5
0600	44	40	0	4	0	0	0	0	0	0	0	0	0	0	0	40	43.4
0700	105	94	0	8	0	0	0	0	0	0	0	0	0	1	2	37.9	42.6
0800	133	121	1	10	0	0	0	1	0	0	0	0	0	0	0	37.6	42.2
0900	93	84	0	9	0	0	0	0	0	0	0	0	0	0	0	36.4	41.3
1000	94	76	0	16	1	0	0	1	0	0	0	0	0	0	0	35.4	39.9
1100	100	91	0	8	0	0	0	0	1	0	0	0	0	0	0	35.8	40.1
1200	101	89	0	10	0	0	1	0	0	0	0	0	0	0	1	36.5	40.5
1300	120	104	0	14	1	0	0	0	0	1	0	0	0	0	0	36.2	40.2
1400	94	83	1	10	0	0	0	0	0	0	0	0	0	0	0	37.2	42

1500	98	90	0	7	0	0	0	0	0	0	0	0	0	0	1	36.4	40.1
1600	96	91	0	4	1	0	0	0	0	0	0	0	0	0	0	37.8	42.9
1700	69	63	0	5	0	0	0	0	0	0	0	0	0	1	0	36.8	41.1
1800	56	51	0	5	0	0	0	0	0	0	0	0	0	0	0	34.7	39.9
1900	33	32	0	1	0	0	0	0	0	0	0	0	0	0	0	36.8	40.3
2000	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	43.4
2100	16	15	0	1	0	0	0	0	0	0	0	0	0	0	0	35.4	44.2
2200	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	-
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.1	-
07-19	**1159**	**1037**	**2**	**106**	**3**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**2**	**4**	**36.7**	**41**
06-22	**1273**	**1145**	**2**	**112**	**3**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**2**	**4**	**36.7**	**41.3**
06-00	**1282**	**1153**	**2**	**113**	**3**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**2**	**4**	**36.8**	**41.3**
00-00	**1305**	**1171**	**2**	**117**	**3**	**0**	**1**	**2**	**1**	**1**	**0**	**0**	**0**	**3**	**4**	**36.8**	**41.3**

17 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	38.4	-
0500	17	13	0	4	0	0	0	0	0	0	0	0	0	0	0	40.2	45.3
0600	41	37	0	4	0	0	0	0	0	0	0	0	0	0	0	40	43.7
0700	131	112	1	16	0	0	0	1	0	0	0	0	0	0	1	37.8	42.5
0800	104	91	0	12	0	0	0	0	1	0	0	0	0	0	0	37.9	42.6
0900	53	39	0	13	1	0	0	0	0	0	0	0	0	0	0	35.8	40.8
1000	48	38	0	8	1	0	0	1	0	0	0	0	0	0	0	34.1	38.4
1100	40	34	0	4	1	0	0	0	0	0	0	0	0	0	1	34.8	39.8
1200	53	43	0	9	0	0	0	0	0	0	0	0	0	0	1	36.2	41.5
1300	44	40	0	4	0	0	0	0	0	0	0	0	0	0	0	35.7	40.5
1400	66	57	0	7	1	0	1	0	0	0	0	0	0	0	0	36.9	40.9
1500	63	56	0	6	0	0	0	0	0	0	0	0	0	0	1	36.8	41
1600	58	53	0	4	0	0	0	0	0	0	0	0	0	1	0	36.3	41.3
1700	74	72	0	1	0	0	0	0	0	0	0	0	0	0	1	36.7	41.4
1800	42	39	0	3	0	0	0	0	0	0	0	0	0	0	0	37.5	42.7
1900	12	8	0	4	0	0	0	0	0	0	0	0	0	0	0	33.4	42.2
2000	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	35.4	42.2
2100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	34.8	-

2200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-	
2300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	46	-	
07-19	**776**	**674**	**1**	**87**	**4**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	**36.7**		**41.5**
06-22	**849**	**737**	**1**	**97**	**4**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	**36.8**		**41.7**
06-00	**852**	**739**	**1**	**98**	**4**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**5**	**36.8**		**41.7**
00-00	**877**	**759**	**1**	**102**	**4**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**2**	**5**	**36.9**		**41.8**

18 February 2021

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.5	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0500	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	44.7	52
0600	30	27	0	2	0	0	0	0	0	0	0	0	0	1	0	38	42
0700	55	47	0	7	0	0	0	0	0	0	0	0	0	1	0	39.9	44.7
0800	36	31	0	5	0	0	0	0	0	0	0	0	0	0	0	39.8	45.1
0900	21	18	0	3	0	0	0	0	0	0	0	0	0	0	0	36.8	40.5
1000	33	29	0	4	0	0	0	0	0	0	0	0	0	0	0	34.9	41.2
1100	35	22	1	11	0	1	0	0	0	0	0	0	0	0	0	35.8	41.1
1200	30	24	0	6	0	0	0	0	0	0	0	0	0	0	0	36.8	42
1300	34	28	1	4	0	1	0	0	0	0	0	0	0	0	0	36.2	40.8
1400	29	25	0	2	0	0	0	0	0	0	0	0	0	0	2	35.2	41.6
1500	39	30	0	7	0	0	0	0	0	0	0	0	0	0	2	36.8	41.3
1600	37	32	0	4	0	0	0	0	0	0	0	0	0	0	1	37.2	42
1700	56	51	0	1	0	0	0	0	0	1	0	0	0	1	2	37.6	42.9
1800	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	37.9	43.3
1900	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	36.7	41.7
2000	13	9	0	3	0	0	0	0	1	0	0	0	0	0	0	36.2	44.8
2100	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	39.7	-
2200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40.7	-
2300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.1	-
07-19	**432**	**362**	**2**	**56**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**7**	**37.3**	**42.3**
06-22	**495**	**417**	**2**	**62**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**7**	**37.3**	**42.3**
06-00	**497**	**419**	**2**	**62**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**7**	**37.3**	**42.3**
00-00	**516**	**436**	**2**	**64**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**7**	**37.4**	**42.8**

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 4 LOCATION: attached to pedestrian safety barrier

GRID REFERENCE: 52.020824, 0.275288 DIRECTION: WESTBOUND SPEED LIMIT: NSL

12 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	42.4	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	47.7	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	6	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	38.2	-
0500	16	0	0	1	1	9	4	1	0	0	0	0	0	0	0	0	35.6	39.5
0600	41	0	0	2	7	18	13	1	0	0	0	0	0	0	0	0	34.9	41.4
0700	119	0	0	5	32	53	27	2	0	0	0	0	0	0	0	0	33.5	39.8
0800	140	0	0	1	39	62	33	5	0	0	0	0	0	0	0	0	34.4	39.7
0900	97	0	0	4	21	55	17	0	0	0	0	0	0	0	0	0	33.3	37.7
1000	97	0	0	2	24	55	14	2	0	0	0	0	0	0	0	0	33.6	37.7
1100	121	0	0	2	23	70	24	2	0	0	0	0	0	0	0	0	34.3	38.4
1200	140	3	3	7	37	68	22	0	0	0	0	0	0	0	0	0	31.9	37.4
1300	115	0	1	2	28	55	28	1	0	0	0	0	0	0	0	0	33.9	38.6
1400	108	0	0	9	16	50	29	4	0	0	0	0	0	0	0	0	34.4	39.1
1500	100	0	0	0	19	58	17	6	0	0	0	0	0	0	0	0	34.9	38.9
1600	111	0	0	0	22	53	36	0	0	0	0	0	0	0	0	0	35	39.6
1700	86	0	0	2	22	39	22	1	0	0	0	0	0	0	0	0	34.3	39.2
1800	64	0	0	0	13	27	22	1	1	0	0	0	0	0	0	0	35.4	39.4
1900	39	0	0	0	5	16	13	4	1	0	0	0	0	0	0	0	37.1	43.5
2000	21	0	0	2	5	10	3	0	1	0	0	0	0	0	0	0	33.9	38.4
2100	11	0	0	0	3	2	3	3	0	0	0	0	0	0	0	0	37.6	45.2
2200	5	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	35.9	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1298**	**3**	**4**	**34**	**296**	**645**	**291**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**38.8**
06-22	**1410**	**3**	**4**	**38**	**316**	**691**	**323**	**32**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.1**	**39**
06-00	**1415**	**3**	**4**	**38**	**316**	**695**	**324**	**32**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.1**	**39**
00-00	**1439**	**3**	**4**	**39**	**318**	**706**	**331**	**35**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.2**	**39**

13 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	35.7	-
0400	4	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	40.3	-
0500	10	0	0	0	2	3	4	1	0	0	0	0	0	0	0	0	37.1	-
0600	11	0	0	1	4	5	1	0	0	0	0	0	0	0	0	0	32.7	37.6
0700	39	0	0	0	6	25	6	2	0	0	0	0	0	0	0	0	34.6	39
0800	80	0	0	2	13	41	23	1	0	0	0	0	0	0	0	0	34.7	40.1
0900	90	0	0	1	16	47	25	1	0	0	0	0	0	0	0	0	34.7	38.5
1000	145	0	0	0	30	77	34	4	0	0	0	0	0	0	0	0	34.6	39.1
1100	146	0	0	1	27	85	29	4	0	0	0	0	0	0	0	0	34.3	38.7
1200	120	0	0	1	25	65	26	3	0	0	0	0	0	0	0	0	34.5	39.7
1300	139	0	0	3	18	87	29	2	0	0	0	0	0	0	0	0	34.4	38.6
1400	109	0	0	4	12	62	29	1	1	0	0	0	0	0	0	0	34.9	39.2
1500	118	0	0	0	25	62	24	7	0	0	0	0	0	0	0	0	34.8	39.1
1600	81	0	0	0	3	51	24	3	0	0	0	0	0	0	0	0	36.2	39.4
1700	75	3	1	1	16	42	10	2	0	0	0	0	0	0	0	0	32.7	37.9
1800	56	0	0	0	4	23	26	3	0	0	0	0	0	0	0	0	37.1	41.4
1900	37	0	0	1	1	23	9	3	0	0	0	0	0	0	0	0	36.3	40.3
2000	22	0	0	0	8	6	6	2	0	0	0	0	0	0	0	0	35.2	42.1
2100	14	0	0	1	0	7	5	1	0	0	0	0	0	0	0	0	36.5	42.1
2200	7	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	34.6	-
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.1	-
07-19	**1198**	**3**	**1**	**13**	**195**	**667**	**285**	**33**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.7**	**39.1**
06-22	**1282**	**3**	**1**	**16**	**208**	**708**	**306**	**39**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.8**	**39.3**
06-00	**1290**	**3**	**1**	**16**	**209**	**713**	**308**	**39**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.8**	**39.3**
00-00	**1305**	**3**	**1**	**16**	**211**	**718**	**314**	**41**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34.8**	**39.4**

14 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	37.6	-

0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0		39.3	-
0500	6	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0		36.5	-
0600	6	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0		36.3	-
0700	9	0	0	0	1	5	3	0	0	0	0	0	0	0	0	0		34.4	-
0800	22	0	0	0	1	12	7	1	1	0	0	0	0	0	0	0		37.2	41.3
0900	37	0	0	0	3	17	15	2	0	0	0	0	0	0	0	0		37	40.1
1000	71	0	0	1	11	38	19	2	0	0	0	0	0	0	0	0		35	38.4
1100	102	0	0	2	9	63	27	1	0	0	0	0	0	0	0	0		35.2	40.1
1200	113	0	0	0	23	64	26	0	0	0	0	0	0	0	0	0		34.6	38.9
1300	97	0	0	0	20	50	22	4	1	0	0	0	0	0	0	0		34.9	39.7
1400	86	0	0	1	8	50	23	4	0	0	0	0	0	0	0	0		35.7	40.4
1500	77	0	0	0	8	39	28	2	0	0	0	0	0	0	0	0		35.9	39.1
1600	57	0	0	0	17	18	19	3	0	0	0	0	0	0	0	0		35.2	41.2
1700	36	0	0	0	2	19	12	3	0	0	0	0	0	0	0	0		37	41.6
1800	25	0	0	0	3	8	12	0	2	0	0	0	0	0	0	0		38.3	43.2
1900	32	0	0	1	4	15	9	1	2	0	0	0	0	0	0	0		36.1	41.9
2000	11	0	0	0	0	6	5	0	0	0	0	0	0	0	0	0		36.8	41.4
2100	8	0	0	0	2	4	1	1	0	0	0	0	0	0	0	0		35.1	-
2200	4	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0		37.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
07-19	**732**	**0**	**0**	**4**	**106**	**383**	**213**	**22**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**35.5**	**39.9**
06-22	**789**	**0**	**0**	**5**	**113**	**409**	**232**	**24**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**35.6**	**40**
06-00	**793**	**0**	**0**	**5**	**113**	**412**	**232**	**25**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**35.6**	**40**
00-00	**802**	**0**	**0**	**5**	**115**	**414**	**236**	**26**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**35.6**	**40.2**

15 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	34.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	43.4	-
0400	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	34.5	-
0500	13	0	0	0	1	3	6	3	0	0	0	0	0	0	0	0	39	45.2
0600	33	0	0	0	2	8	17	6	0	0	0	0	0	0	0	0	39	44.3
0700	124	0	0	0	6	51	59	8	0	0	0	0	0	0	0	0	37.6	41.7

0800	127	0	0	0	2	62	55	8	0	0	0	0	0	0	0	0	37.4	41.2
0900	84	0	0	0	13	39	29	3	0	0	0	0	0	0	0	0	35.9	40.5
1000	102	0	0	0	12	59	30	1	0	0	0	0	0	0	0	0	35.4	39.8
1100	99	0	0	0	6	51	39	2	1	0	0	0	0	0	0	0	36.8	40.2
1200	101	0	0	2	17	50	29	3	0	0	0	0	0	0	0	0	34.9	40.3
1300	95	0	0	0	15	44	27	9	0	0	0	0	0	0	0	0	36.4	41.7
1400	87	0	0	1	12	37	35	2	0	0	0	0	0	0	0	0	36.1	41.1
1500	86	0	0	0	12	46	26	2	0	0	0	0	0	0	0	0	35.3	39.5
1600	93	0	0	1	11	34	40	7	0	0	0	0	0	0	0	0	36.7	41.1
1700	100	0	0	0	11	51	32	6	0	0	0	0	0	0	0	0	36.2	40.6
1800	48	0	2	3	6	26	8	3	0	0	0	0	0	0	0	0	34.1	39.1
1900	33	0	0	0	1	12	15	5	0	0	0	0	0	0	0	0	38.3	43.5
2000	23	0	0	0	2	7	9	4	0	1	0	0	0	0	0	0	39.3	45
2100	15	0	0	0	1	8	5	1	0	0	0	0	0	0	0	0	36.3	40.5
2200	4	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	37.1	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	**1146**	**0**	**2**	**7**	**123**	**550**	**409**	**54**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.2**	**40.8**
06-22	**1250**	**0**	**2**	**7**	**129**	**585**	**455**	**70**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**36.4**	**41**
06-00	**1254**	**0**	**2**	**7**	**129**	**586**	**458**	**70**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**36.4**	**41**
00-00	**1273**	**0**	**2**	**7**	**131**	**591**	**466**	**74**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**36.5**	**41**

16 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	36.1	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.7	-
0400	6	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	37.6	-
0500	14	0	0	0	0	2	10	1	1	0	0	0	0	0	0	0	40.3	43.5
0600	44	0	0	0	2	11	25	5	1	0	0	0	0	0	0	0	40	43.4
0700	105	0	0	6	3	30	56	9	1	0	0	0	0	0	0	0	37.9	42.6
0800	133	0	0	0	7	57	60	7	2	0	0	0	0	0	0	0	37.6	42.2
0900	93	0	0	2	5	49	31	5	1	0	0	0	0	0	0	0	36.4	41.3
1000	94	0	0	0	14	47	31	2	0	0	0	0	0	0	0	0	35.4	39.9
1100	100	0	0	1	10	52	34	3	0	0	0	0	0	0	0	0	35.8	40.1
1200	101	0	1	0	3	57	33	7	0	0	0	0	0	0	0	0	36.5	40.5
1300	120	0	0	0	15	56	43	5	1	0	0	0	0	0	0	0	36.2	40.2
1400	94	0	0	0	8	37	43	5	1	0	0	0	0	0	0	0	37.2	42

1500	98	0	0	1	11	39	42	5	0	0	0	0	0	0	0	0	36.4	40.1
1600	96	0	0	0	3	45	38	10	0	0	0	0	0	0	0	0	37.8	42.9
1700	69	0	0	0	6	31	28	4	0	0	0	0	0	0	0	0	36.8	41.1
1800	56	0	0	2	10	25	18	1	0	0	0	0	0	0	0	0	34.7	39.9
1900	33	0	0	0	1	17	12	2	1	0	0	0	0	0	0	0	36.8	40.3
2000	21	0	0	0	5	8	5	2	1	0	0	0	0	0	0	0	36.4	43.4
2100	16	0	0	2	0	7	4	3	0	0	0	0	0	0	0	0	35.4	44.2
2200	8	0	0	0	0	2	2	2	1	1	0	0	0	0	0	0	43.1	-
2300	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	28.1	-
07-19	**1159**	**0**	**1**	**12**	**95**	**525**	**457**	**63**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.7**	**41**
06-22	**1273**	**0**	**1**	**14**	**103**	**568**	**503**	**75**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.7**	**41.3**
06-00	**1282**	**0**	**1**	**14**	**104**	**570**	**505**	**77**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**36.8**	**41.3**
00-00	**1305**	**0**	**1**	**14**	**105**	**576**	**517**	**80**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**36.8**	**41.3**

17 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	7	0	0	0	0	3	3	1	0	0	0	0	0	0	0	0	38.4	-
0500	17	0	0	0	1	4	9	2	1	0	0	0	0	0	0	0	40.2	45.3
0600	41	0	0	0	0	8	27	6	0	0	0	0	0	0	0	0	40	43.7
0700	131	0	0	2	10	42	63	14	0	0	0	0	0	0	0	0	37.8	42.5
0800	104	0	0	0	4	47	43	9	1	0	0	0	0	0	0	0	37.9	42.6
0900	53	0	0	1	8	20	22	2	0	0	0	0	0	0	0	0	35.8	40.8
1000	48	0	1	0	7	29	10	1	0	0	0	0	0	0	0	0	34.1	38.4
1100	40	0	0	0	8	20	11	1	0	0	0	0	0	0	0	0	34.8	39.8
1200	53	0	0	1	9	17	23	3	0	0	0	0	0	0	0	0	36.2	41.5
1300	44	0	0	0	3	29	11	1	0	0	0	0	0	0	0	0	35.7	40.5
1400	66	0	0	0	5	27	30	4	0	0	0	0	0	0	0	0	36.9	40.9
1500	63	0	1	0	2	30	27	3	0	0	0	0	0	0	0	0	36.8	41
1600	58	0	0	0	4	30	21	2	1	0	0	0	0	0	0	0	36.3	41.3
1700	74	0	0	0	9	33	31	1	0	0	0	0	0	0	0	0	36.7	41.4
1800	42	0	0	0	6	16	15	4	1	0	0	0	0	0	0	0	37.5	42.7
1900	12	0	0	1	3	6	1	1	0	0	0	0	0	0	0	0	33.4	42.2
2000	17	0	0	0	4	8	4	1	0	0	0	0	0	0	0	0	35.4	42.2
2100	3	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	34.8	-

2200	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	42.7	-	
2300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	46	-	
07-19	**776**	**0**	**2**	**4**	**75**	**340**	**307**	**45**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.7**		**41.5**
06-22	**849**	**0**	**2**	**6**	**82**	**363**	**339**	**54**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.8**		**41.7**
06-00	**852**	**0**	**2**	**6**	**82**	**363**	**340**	**56**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.8**		**41.7**
00-00	**877**	**0**	**2**	**6**	**83**	**370**	**353**	**59**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36.9**		**41.8**

18 February 2021

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	25.5	-	
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0200	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	26.2	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	
0400	5	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	38.7	-	
0500	12	0	0	0	0	0	6	4	2	0	0	0	0	0	0	0	44.7		52
0600	30	0	0	0	2	10	15	3	0	0	0	0	0	0	0	0	38		42
0700	55	0	0	0	1	14	27	12	1	0	0	0	0	0	0	0	39.9		44.7
0800	36	0	0	0	1	10	17	8	0	0	0	0	0	0	0	0	39.8		45.1
0900	21	0	0	0	1	10	10	0	0	0	0	0	0	0	0	0	36.8		40.5
1000	33	0	0	0	9	15	5	4	0	0	0	0	0	0	0	0	34.9		41.2
1100	35	0	0	1	5	17	10	2	0	0	0	0	0	0	0	0	35.8		41.1
1200	30	0	0	0	5	10	12	3	0	0	0	0	0	0	0	0	36.8		42
1300	34	0	0	0	5	15	12	1	1	0	0	0	0	0	0	0	36.2		40.8
1400	29	0	0	2	5	11	10	1	0	0	0	0	0	0	0	0	35.2		41.6
1500	39	0	0	1	2	16	17	3	0	0	0	0	0	0	0	0	36.8		41.3
1600	37	0	0	1	2	18	12	4	0	0	0	0	0	0	0	0	37.2		42
1700	56	0	0	2	2	20	26	6	0	0	0	0	0	0	0	0	37.6		42.9
1800	27	0	0	0	1	13	9	3	1	0	0	0	0	0	0	0	37.9		43.3
1900	15	0	0	0	1	7	7	0	0	0	0	0	0	0	0	0	36.7		41.7
2000	13	0	0	1	1	6	2	3	0	0	0	0	0	0	0	0	36.2		44.8
2100	5	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	39.7	-	
2200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	40.7	-	
2300	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	33.1	-	
07-19	**432**	**0**	**0**	**7**	**39**	**169**	**167**	**47**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37.3**		**42.3**
06-22	**495**	**0**	**0**	**8**	**43**	**194**	**192**	**55**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37.3**		**42.3**
06-00	**497**	**0**	**0**	**8**	**43**	**195**	**193**	**55**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37.3**		**42.3**
00-00	**516**	**0**	**0**	**8**	**46**	**196**	**201**	**60**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**37.4**		**42.8**

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	7517	6	10	95	1009	3571	2418	375	31	2	0	0	0	0	0	0	35.8	40.7

K&MTRAFFIC SURVEYS

SITE: Radwinter Rd, Saffron Walden - Site 4 LOCATION: attached to pedestrian safety barrier

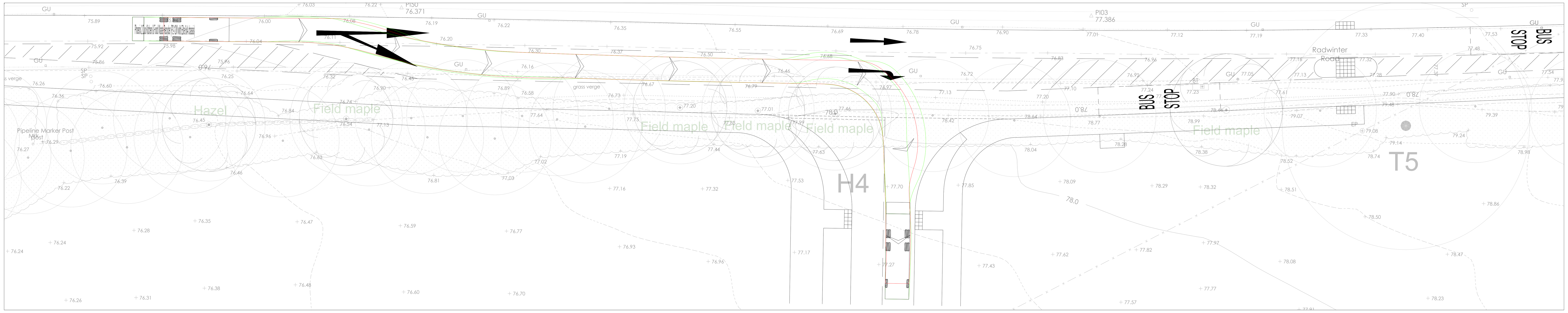
GRID REFERENCE: 52.020824, 0.275288 DIRECTION: WESTBOUND SPEED LIMIT: NSL

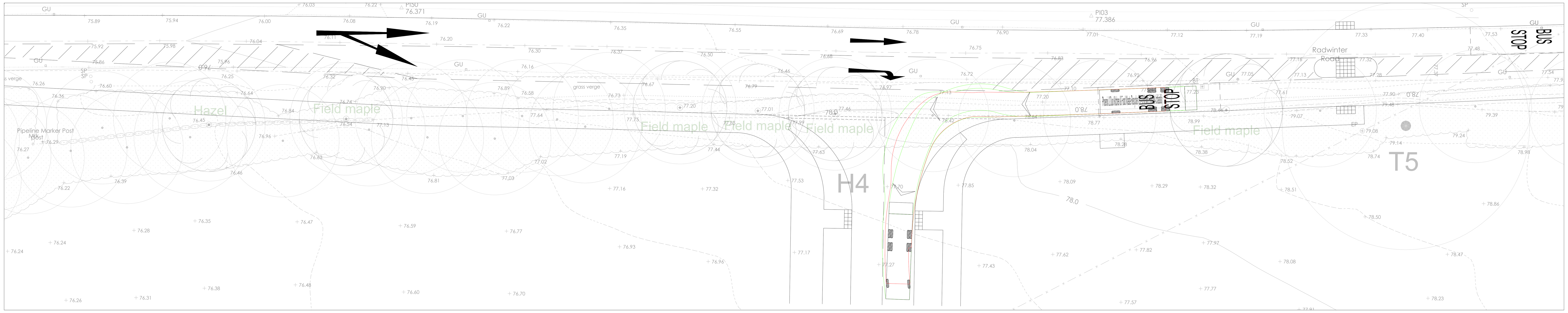
	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Averages	
	12-Feb	13-Feb	14-Feb	15-Feb	16-Feb	17-Feb	18-Feb	1-5.	1-7.
Hour									
0000-0100	1	0	1	0	0	0	1	0.4	0.4
0100-0200	1	0	0	1	2	1	0	1	0.7
0200-0300	0	0	0	0	0	0	1	0.2	0.1
0300-0400	0	1	0	2	1	0	0	0.6	0.6
0400-0500	6	4	2	3	6	7	5	5.4	4.7
0500-0600	16	10	6	13	14	17	12	14.4	12.6
0600-0700	41	11	6	33	44	41	30	37.8	29.4
0700-0800	119	39	9	124	105	131	55	106.8	83.1
0800-0900	140	80	22	127	133	104	36	108	91.7
0900-1000	97	90	37	84	93	53	21	69.6	67.9
1000-1100	97	145	71	102	94	48	33	74.8	84.3
1100-1200	121	146	102	99	100	40	35	79	91.9
1200-1300	140	120	113	101	101	53	30	85	94
1300-1400	115	139	97	95	120	44	34	81.6	92
1400-1500	108	109	86	87	94	66	29	76.8	82.7
1500-1600	100	118	77	86	98	63	39	77.2	83
1600-1700	111	81	57	93	96	58	37	79	76.1
1700-1800	86	75	36	100	69	74	56	77	70.9
1800-1900	64	56	25	48	56	42	27	47.4	45.4
1900-2000	39	37	32	33	33	12	15	26.4	28.7
2000-2100	21	22	11	23	21	17	13	19	18.3
2100-2200	11	14	8	15	16	3	5	10	10.3
2200-2300	5	7	4	4	8	2	1	4	4.4
2300-2400	0	1	0	0	1	1	1	0.6	0.6
Totals									
0700-1900	1298	1198	732	1146	1159	776	432	962.2	963
0600-2200	1410	1282	789	1250	1273	849	495	1055.4	1049.7
0600-0000	1415	1290	793	1254	1282	852	497	1060	1054.7
0000-0000	1439	1305	802	1273	1305	877	516	1082	1073.9
AM Peak	800	1100	1100	800	800	700	700		
	140	146	102	127	133	131	55		
PM Peak	1200	1300	1200	1200	1300	1700	1700		
	140	139	113	101	120	74	56		

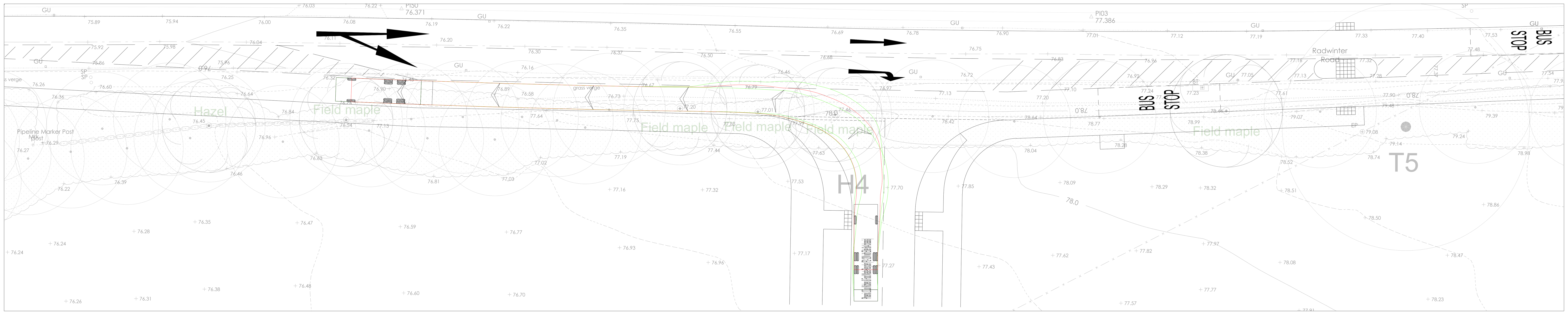
COTSWOLD TRANSPORT PLANNING

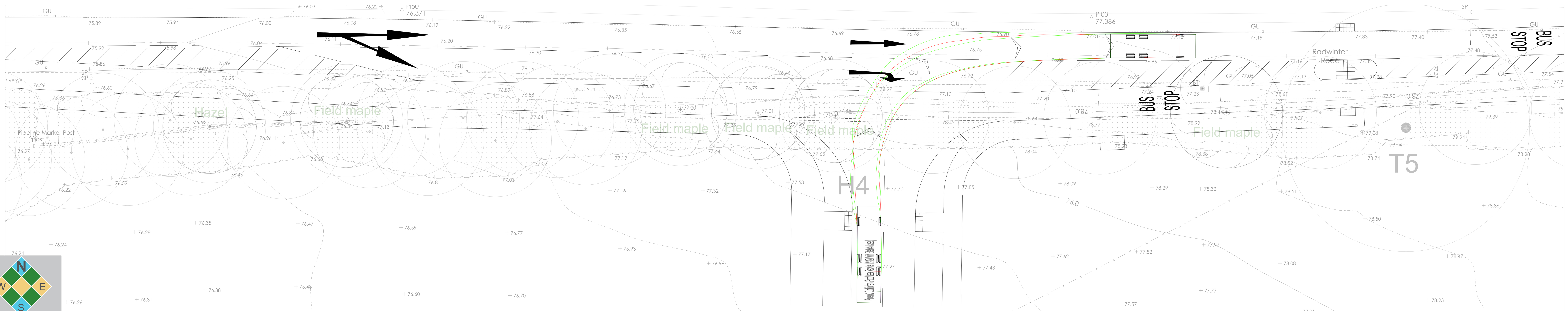
Appendix J

Swept Path Analysis at Site Access





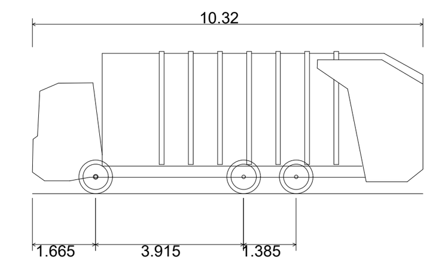




INDICATIVE

Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. Topographical Survey undertaken by Beacon Land Surveys dated January 2021.
3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.



Phoenix 2 Duo Kitchen & Food Waste Recycler (P2-12W with Elite 6x4 chassis)

Overall Length	10.320m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.450m

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Rosconn Group

PROJECT:
Radwinter Road
Saffron Walden

TITLE:
Junction Swept Path Anaylisis - Refuse Vehicle

STATUS:
INFORMATION

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	28.06.21	AB	CE	CE

JOB NO:	DRAWING NO:	REVISION:
CTP-20-1142	SP03	-

COTSWOLD TRANSPORT PLANNING

Appendix K

Concept Site Masterplan

DEFINE

Radwinter Road

Views to St Mary's Church

Views to Pounce Wood

Viewing Point

LEGEND

- Site Boundary
- 2M Contours
- Public Open Space
- Wetland
- Parkland
- Semi-natural Green Corridor
- SuDS
- Neighbourhood Greens
- Urban Square
- Green Links
- Trees along Green Links / Church Corridor Framing Neighbourhood Greens
- Existing Trees / Woodland / Hedgerows
- Proposed Trees / Woodland / Hedgerows
- Street Trees
- Residential
- Development Blocks
- Proposed Pedestrian/Cycle Links
- Existing Public Footpath
- Primary Vehicular Route
- Vehicular Site Access Point
- Retained Agricultural Access
- Agricultural Track
- Play
- Viewing Point

N

SCALE 1:2,000

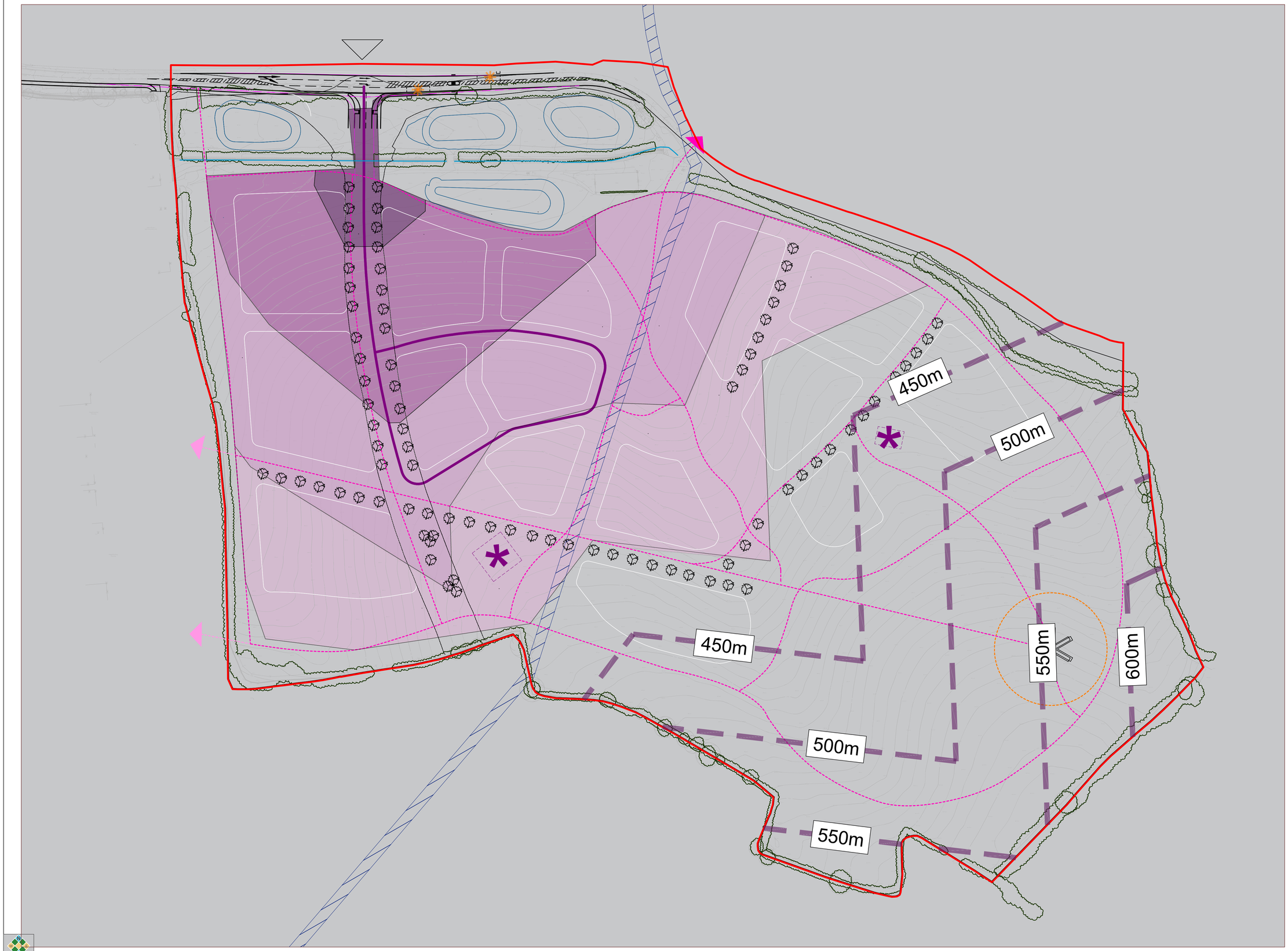
0m 10 20 30 50 100

M	Rev
DE_436-005	Drg No
Rosconn Ltd	Client
Saffron Walden	Project
Illustrative Masterplan	Title
1:2,000@A2	Scale

COTSWOLD TRANSPORT PLANNING

Appendix L

Bus Stop Walk Distances



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architects Masterplan Revison I.
3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

Indicative bus stop locations

Pedestrian walk distance to bus stop:

- 0m - 100m
- 100m - 200m
- 200m - 300m
- 300m - 400m

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Rosconn Group

PROJECT:
Radwinter Road,
Saffron Walden

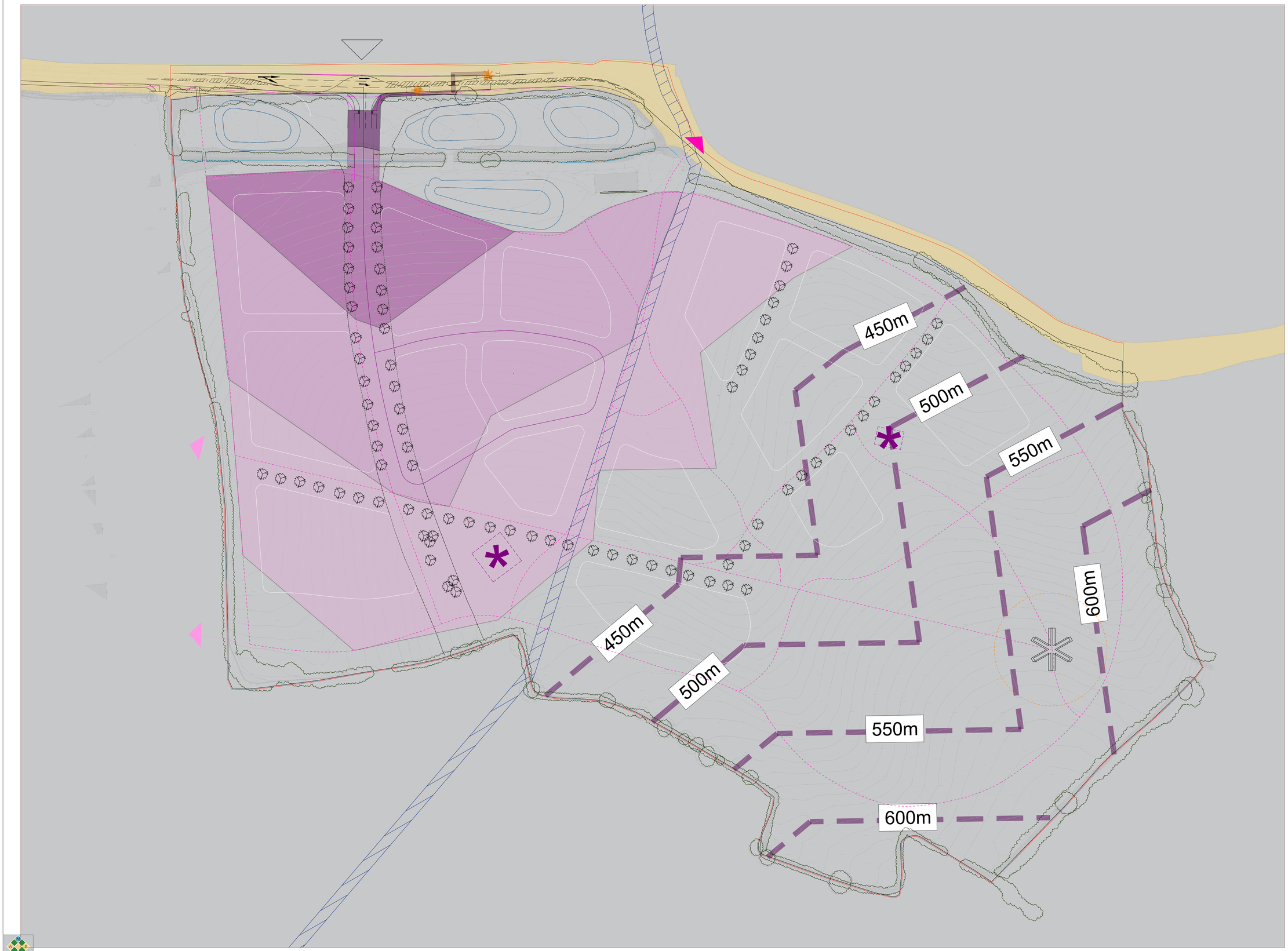
TITLE:
Westbound Bus Stop
Walking Isochrone Map

STATUS:
PRELIMINARY

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	14.05.21	MW	JA	JA

JOB NO:	DRAWING NO:	REVISION:
CTP-20-1142	RM01	-

INDICATIVE



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architects Masterplan Revison I.
3. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

Indicative bus stop locations

Pedestrian walk distance to bus stop:

- 0m - 100m
- 100m - 200m
- 200m - 300m
- 300m - 400m

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT: Rosconn Group

PROJECT: Radwinter Road, Saffron Walden

TITLE: Eastbound Bus Stop Walking Isochrone Map

STATUS: INFORMATION

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1000	14.05.21	MW	JA	JA

JOB NO:	DRAWING NO:	REVISION:
CTP-20-1142	RM02	-

INDICATIVE

COTSWOLD TRANSPORT PLANNING

Appendix M

TRICS Data

Calculation Reference: AUDIT-701101-210211-0254

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	2 days
	HF	HERTFORDSHIRE	1 days
	KC	KENT	2 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	3 days
04	**EAST ANGLIA**		
	NF	NORFOLK	3 days
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	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: 110 to 297 (units:)
Range Selected by User: 100 to 300 (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: 01/01/12 to 08/10/20

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	4 days
Tuesday	1 days
Wednesday	2 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	2 days

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

Selected Locations:

Edge of Town	13

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
Out of Town	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.

Secondary Filtering selection:

Use Class:

C3	13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	3 days
125,001 to 250,000	5 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	9 days
1.6 to 2.0	2 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	8 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	13 days

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

LIST OF SITES relevant to selection parameters

1 **ES-03-A-03** **MIXED HOUSES & FLATS** **EAST SUSSEX**
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

2 **ES-03-A-04** **MIXED HOUSES & FLATS** **EAST SUSSEX**
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total No of Dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

3 **HF-03-A-03** **MIXED HOUSES** **HERTFORDSHIRE**
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

4 **KC-03-A-04** **SEMI-DETACHED & TERRACED** **KENT**
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

5 **KC-03-A-07** **MIXED HOUSES** **KENT**
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

6 **NF-03-A-06** **MIXED HOUSES** **NORFOLK**
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

7 **NF-03-A-07** **MIXED HOUSES & FLATS** **NORFOLK**
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 297
Survey date: FRIDAY *20/09/19* *Survey Type: DIRECTIONAL ATC COUNT*

8 **NF-03-A-16** **MIXED HOUSES & FLATS** **NORFOLK**
NORWICH COMMON
WYMONDHAM

Edge of Town
Residential Zone
Total No of Dwellings: 138
Survey date: TUESDAY *20/10/15* *Survey Type: DIRECTIONAL ATC COUNT*

LIST OF SITES relevant to selection parameters (Cont.)

9 **SC-03-A-05** **MIXED HOUSES** **SURREY**
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

10 **ST-03-A-07** **DETACHED & SEMI-DETACHED** **STAFFORDSHIRE**
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

11 **WS-03-A-04** **MIXED HOUSES** **WEST SUSSEX**
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

12 **WS-03-A-08** **MIXED HOUSES** **WEST SUSSEX**
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

13 **WS-03-A-09** **MIXED HOUSES & FLATS** **WEST SUSSEX**
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: THURSDAY *05/07/18* *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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	200	0.103	13	200	0.318	13	200	0.421
08:00 - 09:00	13	200	0.149	**13**	**200**	**0.393**	**13**	**200**	**0.542**
09:00 - 10:00	13	200	0.153	13	200	0.186	13	200	0.339
10:00 - 11:00	13	200	0.130	13	200	0.158	13	200	0.288
11:00 - 12:00	13	200	0.129	13	200	0.150	13	200	0.279
12:00 - 13:00	13	200	0.160	13	200	0.154	13	200	0.314
13:00 - 14:00	13	200	0.171	13	200	0.156	13	200	0.327
14:00 - 15:00	13	200	0.174	13	200	0.211	13	200	0.385
15:00 - 16:00	13	200	0.291	13	200	0.181	13	200	0.472
16:00 - 17:00	13	200	0.298	13	200	0.181	13	200	0.479
17:00 - 18:00	**13**	**200**	**0.358**	13	200	0.166	13	200	0.524
18:00 - 19:00	13	200	0.313	13	200	0.191	13	200	0.504
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.429			2.445			4.874

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

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

Parameter summary

Trip rate parameter range selected:	110 - 297 (units:)
Survey date date range:	01/01/12 - 08/10/20
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

COTSWOLD TRANSPORT PLANNING

Appendix N

Summary of Census Data and Route Assignment

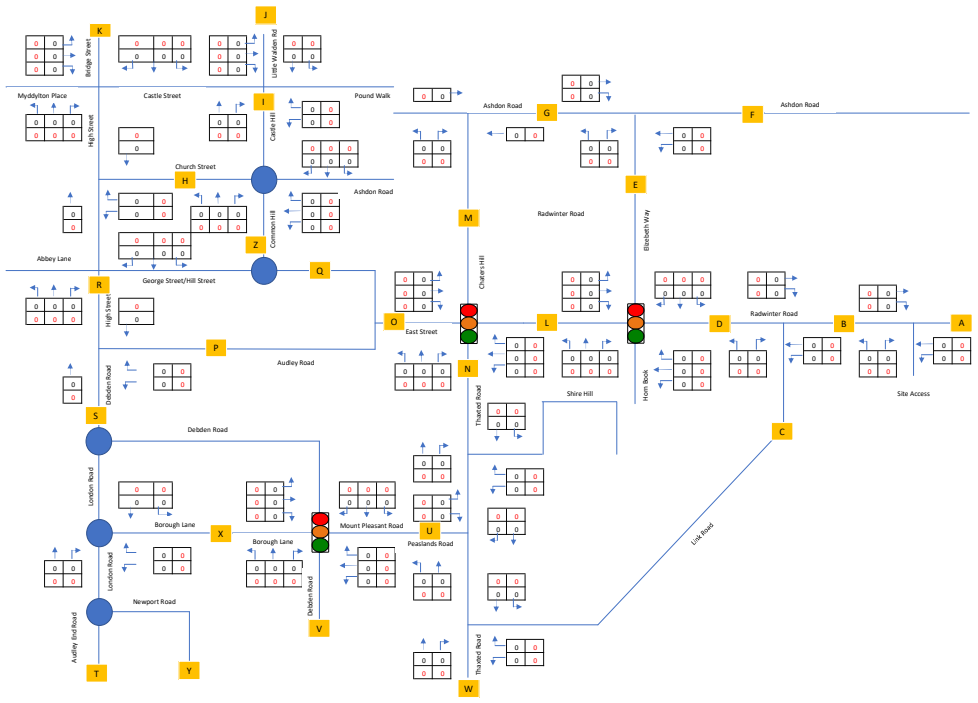
place of work : 2011 super output area - midd	MSOA Council	Driving a car or van	Route Arrivals	Route Departures	Percentage
E02006235 : Babergh 009	Babergh 009	3	A	A	0.10%
E02000019 : Barking and Dagenham 018	Barking and Dagenham 018	2	Y	Y	0.07%
E02004427 : Basildon 004	Basildon 004	2	Y	Y	0.07%
E02004435 : Basildon 012	Basildon 012	5	Y	Y	0.17%
E02004437 : Basildon 014	Basildon 014	6	Y	Y	0.20%
E02004446 : Braintree 001	Braintree 001	11	A	A	0.37%
E02004448 : Braintree 003	Braintree 003	3	A	A	0.10%
E02004450 : Braintree 005	Braintree 005	12	A	A	0.40%
E02004453 : Braintree 008	Braintree 008	2	A	A	0.07%
E02004454 : Braintree 009	Braintree 009	14	A	A	0.47%
E02004458 : Braintree 013	Braintree 013	2	A	A	0.07%
E02004462 : Braintree 017	Braintree 017	2	A	A	0.07%
E02004468 : Brentwood 005	Brentwood 005	2	Y	Y	0.07%
E02004470 : Brentwood 007	Brentwood 007	2	Y	Y	0.07%
E02004844 : Broxbourne 002	Broxbourne 002	6	Y	Y	0.20%
E02004845 : Broxbourne 003	Broxbourne 003	4	Y	Y	0.13%
E02004852 : Broxbourne 010	Broxbourne 010	2	Y	Y	0.07%
E02004855 : Broxbourne 013	Broxbourne 013	5	Y	Y	0.17%
E02003719 : Cambridge 001	Cambridge 001	4	K	K	0.13%
E02003720 : Cambridge 002	Cambridge 002	4	K	K	0.13%
E02003721 : Cambridge 003	Cambridge 003	37	K	K	1.23%
E02003722 : Cambridge 004	Cambridge 004	10	K	K	0.33%
E02003723 : Cambridge 005	Cambridge 005	22	K	K	0.73%
E02003724 : Cambridge 006	Cambridge 006	12	K	K	0.40%
E02003725 : Cambridge 007	Cambridge 007	77	K	K	2.56%
E02003726 : Cambridge 008	Cambridge 008	13	K	K	0.43%
E02003727 : Cambridge 009	Cambridge 009	13	K	K	0.43%
E02003728 : Cambridge 010	Cambridge 010	13	K	K	0.43%
E02003729 : Cambridge 011	Cambridge 011	14	K	K	0.47%
E02003730 : Cambridge 012	Cambridge 012	43	K	K	1.43%
E02003731 : Cambridge 013	Cambridge 013	93	K	K	3.09%
E02004486 : Chelmsford 002	Chelmsford 002	2	A	A	0.07%
E02004489 : Chelmsford 005	Chelmsford 005	4	A	A	0.13%
E02004493 : Chelmsford 009	Chelmsford 009	2	A	A	0.07%
E02004494 : Chelmsford 010	Chelmsford 010	14	Y	Y	0.47%
E02004497 : Chelmsford 013	Chelmsford 013	2	A	A	0.07%
E02000001 : City of London 001	City of London 001	5	Y	Y	0.17%
E02004507 : Colchester 002	Colchester 002	3	A	A	0.10%
E02004509 : Colchester 004	Colchester 004	2	A	A	0.07%
E02004512 : Colchester 007	Colchester 007	4	A	A	0.13%
E02004515 : Colchester 010	Colchester 010	4	A	A	0.13%
E02004522 : Colchester 017	Colchester 017	2	A	A	0.07%
E02004868 : Dacorum 013	Dacorum 013	2	Y	Y	0.07%
E02000252 : Ealing 015	Ealing 015	3	Y	Y	0.10%
E02003734 : East Cambridgeshire 003	East Cambridgeshire 003	2	K	K	0.07%
E02003735 : East Cambridgeshire 004	East Cambridgeshire 004	2	K	K	0.07%
E02003738 : East Cambridgeshire 007	East Cambridgeshire 007	7	K	K	0.23%
E02003739 : East Cambridgeshire 008	East Cambridgeshire 008	3	K	K	0.10%
E02003740 : East Cambridgeshire 009	East Cambridgeshire 009	3	K	K	0.10%
E02004878 : East Hertfordshire 001	East Hertfordshire 001	4	Y	Y	0.13%
E02004880 : East Hertfordshire 003	East Hertfordshire 003	13	Y	Y	0.43%
E02004881 : East Hertfordshire 004	East Hertfordshire 004	48	Y	Y	1.60%
E02004882 : East Hertfordshire 005	East Hertfordshire 005	38	Y	Y	1.26%
E02004884 : East Hertfordshire 007	East Hertfordshire 007	21	Y	Y	0.70%
E02004885 : East Hertfordshire 008	East Hertfordshire 008	8	Y	Y	0.27%
E02004886 : East Hertfordshire 009	East Hertfordshire 009	6	Y	Y	0.20%
E02004887 : East Hertfordshire 010	East Hertfordshire 010	2	Y	Y	0.07%
E02004888 : East Hertfordshire 011	East Hertfordshire 011	13	Y	Y	0.43%
E02004889 : East Hertfordshire 012	East Hertfordshire 012	2	Y	Y	0.07%
E02004890 : East Hertfordshire 013	East Hertfordshire 013	3	Y	Y	0.10%
E02004893 : East Hertfordshire 016	East Hertfordshire 016	2	Y	Y	0.07%
E02004894 : East Hertfordshire 017	East Hertfordshire 017	6	Y	Y	0.20%
E02004895 : East Hertfordshire 018	East Hertfordshire 018	3	Y	Y	0.10%
E02000279 : Enfield 003	Enfield 003	2	Y	Y	0.07%
E02000285 : Enfield 009	Enfield 009	3	Y	Y	0.10%
E02000306 : Enfield 030	Enfield 030	2	Y	Y	0.07%
E02004527 : Epping Forest 001	Epping Forest 001	9	Y	Y	0.30%
E02004530 : Epping Forest 004	Epping Forest 004	5	Y	Y	0.17%
E02004531 : Epping Forest 005	Epping Forest 005	9	Y	Y	0.30%
E02004532 : Epping Forest 006	Epping Forest 006	4	Y	Y	0.13%
E02004540 : Epping Forest 014	Epping Forest 014	7	Y	Y	0.23%
E02006241 : Forest Heath 004	Forest Heath 004	3	K	K	0.10%
E02006242 : Forest Heath 005	Forest Heath 005	2	K	K	0.07%
E02006243 : Forest Heath 006	Forest Heath 006	9	K	K	0.30%
E02006826 : Forest Heath 008	Forest Heath 008	12	K	K	0.40%
E02000363 : Hackney 019	Hackney 019	2	Y	Y	0.07%
E02000418 : Haringey 022	Haringey 022	3	Y	Y	0.10%
E02004544 : Harlow 001	Harlow 001	4	K	K	0.13%
E02004545 : Harlow 002	Harlow 002	21	K	K	0.70%
E02004546 : Harlow 003	Harlow 003	14	Y	Y	0.47%
E02004547 : Harlow 004	Harlow 004	35	Y	Y	1.16%
E02004550 : Harlow 007	Harlow 007	6	Y	Y	0.20%
E02004553 : Harlow 010	Harlow 010	4	K	K	0.13%
E02000470 : Havering 007	Havering 007	2	Y	Y	0.07%
E02004904 : Hertsmere 009	Hertsmere 009	4	Y	Y	0.13%
E02003759 : Huntingdonshire 007	Huntingdonshire 007	2	K	K	0.07%
E02003760 : Huntingdonshire 008	Huntingdonshire 008	2	K	K	0.07%
E02003762 : Huntingdonshire 010	Huntingdonshire 010	6	K	K	0.20%
E02003763 : Huntingdonshire 011	Huntingdonshire 011	5	K	K	0.17%
E02003764 : Huntingdonshire 012	Huntingdonshire 012	4	K	K	0.13%
E02003771 : Huntingdonshire 019	Huntingdonshire 019	3	K	K	0.10%
E02006258 : Ipswich 014	Ipswich 014	2	K	K	0.07%
E02000575 : Islington 022	Islington 022	3	Y	Y	0.10%
E02006801 : Lambeth 036	Lambeth 036	2	Y	Y	0.07%
E02003271 : Luton 014	Luton 014	7	K	K	0.23%
E02004558 : Maldon 004	Maldon 004	2	W	W	0.07%
E02006266 : Mid Suffolk 006	Mid Suffolk 006	2	K	K	0.07%
E02003473 : Milton Keynes 015	Milton Keynes 015	2	K	K	0.07%
E02000722 : Newham 009	Newham 009	2	Y	Y	0.07%
E02000746 : Newham 033	Newham 033	2	Y	Y	0.07%
E02000748 : Newham 035	Newham 035	2	K	K	0.07%
E02000750 : Newham 037	Newham 037	2	W	W	0.07%
E02004909 : North Hertfordshire 001	North Hertfordshire 001	3	T	T	0.10%
E02004909 : North Hertfordshire 001	North Hertfordshire 001	2	K	K	0.07%
E02004910 : North Hertfordshire 002	North Hertfordshire 002	14	T	T	0.47%
E02004910 : North Hertfordshire 002	North Hertfordshire 002	14	K	K	0.47%
E02004913 : North Hertfordshire 005	North Hertfordshire 005	3	K	K	0.10%
E02004914 : North Hertfordshire 006	North Hertfordshire 006	4	T	T	0.13%
E02005584 : Norwich 001	Norwich 001	2	K	K	0.07%
E02003255 : Peterborough 019	Peterborough 019	6	K	K	0.20%
E02000770 : Redbridge 020	Redbridge 020	2	Y	Y	0.07%
E02000780 : Redbridge 030	Redbridge 030	2	Y	Y	0.07%
E02004569 : Rochford 007	Rochford 007	4	Y	Y	0.13%
E02003695 : South Bucks 008	South Bucks 008	2	Y	Y	0.07%
E02003777 : South Cambridgeshire 003	South Cambridgeshire 003	3	K	K	0.10%
E02003778 : South Cambridgeshire 004	South Cambridgeshire 004	3	J	J	0.10%
E02003779 : South Cambridgeshire 005	South Cambridgeshire 005	7	K	K	0.23%
E02003780 : South Cambridgeshire 006	South Cambridgeshire 006	9	K	K	0.30%
E02003781 : South Cambridgeshire 007	South Cambridgeshire 007	37	K	K	1.23%
E02003783 : South Cambridgeshire 009	South Cambridgeshire 009	4	K	K	0.13%
E02003784 : South Cambridgeshire 010	South Cambridgeshire 010	5	K	K	0.17%
E02003785 : South Cambridgeshire 011	South Cambridgeshire 011	12	K	K	0.40%
E02003785 : South Cambridgeshire 011	South Cambridgeshire 011	12	J	J	0.40%
E02003786 : South Cambridgeshire 012	South Cambridgeshire 012	19	K	K	0.63%
E02003787 : South Cambridgeshire 013	South Cambridgeshire 013	4	K	K	0.13%
E02003788 : South Cambridgeshire 014	South Cambridgeshire 014	14	K	K	0.47%
E02003789 : South Cambridgeshire 015	South Cambridgeshire 015	39	K	K	1.30%
E02003790 : South Cambridgeshire 016	South Cambridgeshire 016	17	J	J	0.56%
E02003790 : South Cambridgeshire 016	South Cambridgeshire 016	16	F	F	0.53%
E02003791 : South Cambridgeshire 017	South Cambridgeshire 017	167	K	K	5.55%
E02003792 : South Cambridgeshire 018	South Cambridgeshire 018	22	K	K	0.73%
E02003793 : South Cambridgeshire 019	South Cambridgeshire 019	6	K	K	0.20%
E02006873 : South Cambridgeshire 020	South Cambridgeshire 020	13	K	K	0.43%
E02006874 : South Cambridgeshire 021	South Cambridgeshire 021	6	K	K	0.20%
E02003285 : Southend-on-Sea 007	Southend-on-Sea 007	4	Y	Y	0.13%
E02006277 : St Edmundsbury 005	St Edmundsbury 005	2	K	K	0.07%
E02006282 : St Edmundsbury 010	St Edmundsbury 010	2	A	A	0.07%
E02006283 : St Edmundsbury 011	St Edmundsbury 011	3	F	F	0.10%
E02006284 : St Edmundsbury 012	St Edmundsbury 012	5	A	A	0.17%
E02006285 : St Edmundsbury 013	St Edmundsbury 013	2	F	F	0.07%
E02006286 : St Edmundsbury 014	St Edmundsbury 014	18	A	A	0.60%
E02006286 : St Edmundsbury 014	St Edmundsbury 014	17	F	F	0.56%
E02004948 : Stevenage 005	Stevenage 005	2	K	K	0.07%
E02004954 : Stevenage 011	Stevenage 011	2	K	K	0.07%
E02000850 : Sutton 011	Sutton 011	2	Y	Y	0.07%
E02004577 : Tendring 005	Tendring 005	4	A	A	0.13%
E02004590 : Tendring 018	Tendring 018	2	A	A	0.07%
E02000866 : Tower Hamlets 003	Tower Hamlets 003	2	Y	Y	0.07%
E02000887 : Tower Hamlets 024	Tower Hamlets 024	2	Y	Y	0.07%
E02006854 : Tower Hamlets 033	Tower Hamlets 033	3	Y	Y	0.10%
E02004591 : Uttlesford 001	Uttlesford 001	62	J	J	2.06%
E02004591 : Uttlesford 001	Uttlesford 001	62	F	F	2.06%
E02004591 : Uttlesford 001	Uttlesford 001	61	K	K	2.03%
E02004591 : Uttlesford 001	Uttlesford 001	61	T	T	2.03%
E02004591 : Uttlesford 001	Uttlesford 001	61	Y	Y	2.03%
E02004592 : Uttlesford 002	Uttlesford 002	643			21.37%
E02004593 : Uttlesford 003	Uttlesford 003	56	Y	Y	1.86%
E02004593 : Uttlesford 003	Uttlesford 003	56	K	K	1.86%
E02004593 : Uttlesford 003	Uttlesford 003	55	T	T	1.83%
E02004593 : Uttlesford 003	Uttlesford 003	0	A	A	0.00%
E02004594 : Uttlesford 004	Uttlesford 004	73	A	A	2.43%
E02004594 : Uttlesford 004	Uttlesford 004	74	W	W	2.46%
E02004595 : Uttlesford 005	Uttlesford 005	61	Y	Y	2.03%
E02004596 : Uttlesford 006	Uttlesford 006	81	Y	Y	2.69%
E02004596 : Uttlesford 006	Uttlesford 006	80	Y	Y	2.66%
E02004597 : Uttlesford 007	Uttlesford 007	18	Y	Y	0.60%
E02004597 : Uttlesford 007	Uttlesford 007	17	W	W	0.56%
E02004598 : Uttlesford 008	Uttlesford 008	9	A	A	0.30%
E02004598 : Uttlesford 008	Uttlesford 008	8	W	W	0.27%
E02004599 : Uttlesford 009	Uttlesford 009	18	Y	Y	0.60%
E02004972 : Watford 005	Watford 005	2	Y	Y	0.07%
E02004981 : Welwyn Hatfield 002	Welwyn Hatfield 002	2	K	K	0.07%
E02004983 : Welwyn Hatfield 004	Welwyn Hatfield 004	7	Y	Y	0.23%
E02004985 : Welwyn Hatfield 006	Welwyn Hatfield 006	2	Y	Y	0.07%
E02004989 : Welwyn Hatfield 010	Welwyn Hatfield 010	4	K	K	0.13%
E02000970 : Westminster 011	Westminster 011	2	Y	Y	0.07%
E02000979 : Westminster 020	Westminster 020	2	Y	Y	0.07%
		3009			100.00%

Route Summary

Arrivals		Departures	
Route	Total	Route	Total
A	6.21%	A	6.21%
B	0.00%	B	0.00%
C	0.00%	C	0.00%
D	0.00%	D	0.00%
E	0.00%	E	0.00%
F	3.32%	F	3.32%
G	0.00%	G	0.00%
H	0.00%	H	0.00%
I	0.00%	I	0.00%
J	3.12%	J	3.12%
K	32.80%	K	32.80%
L	0.00%	L	0.00%
M	0.00%	M	0.00%
N	0.00%	N	0.00%
O	0.00%	O	0.00%
P	0.00%	P	0.00%
Q	0.00%	Q	0.00%
R	0.00%	R	0.00%
S	0.00%	S	0.00%
T	4.55%	T	4.55%
U	0.00%	U	0.00%
V	0.00%	V	0.00%
W	3.42%	W	3.42%
X	0.00%	X	0.00%
Y	25.19%	Y	25.19%
Z	0.00%	Z	0.00%
	78.63%		78.63%

External Distribution

Radwinter Road East	6.21%
Ashdon Road East	3.32%
Little Walden Road	3.12%
Bridge Street	32.80%
Audley End Road	4.55%
Thaxted Road	3.42%
Newport Road	25.19%
	78.61%



Y = B, D, L, O, P, S Departures
Y = S, R, Q, O, L, D, B Arrivals
K = B, D, E, G, H Departures
K = I, G, E, D, B or Q, O, L, D, B Arrivals
W = B, C Arrivals & Departures
T = B, D, L, O, P, S Departures
T = S, R, Q, O, L, D, B Arrivals
J = B, D, E, G, I, J Departures
J = J, I, G, E, D, B Arrivals

Population : All usual residents aged 16 and over in employment the week before the census

usual residence : E02004592 : Uttlesford 002 (2011 super output area - middle layer)

COTSWOLD TRANSPORT PLANNING

Appendix O

Junction Model Output: 'With Link Road' Scenario

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J1_Radwinter Road-Site Access - With LR.j9
Path: C:\Users\Owner\OneDrive\Cotswold Transport Planning Ltd\CADtest - Documents\Martin\Saffron Walden
Report generation date: 16/04/2021 08:56:48

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2026 Base + CD + D - With LR									
Stream B-C	D1	0.2	7.97	0.18	A	D2	0.1	6.05	0.07	A
Stream B-A		0.0	11.39	0.02	B		0.0	10.52	0.01	B
Stream C-AB		0.1	6.45	0.06	A		0.1	6.01	0.13	A

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

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

File summary

File Description

Title	Radwinter Road, Saffron Walden
Location	Radwinter Road/Site Access
Site number	
Date	16/04/2021
Version	01
Status	Issue
Identifier	J1
Client	Rosconn Group
Jobnumber	CTP-20-1124
Enumerator	MW
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + CD + D - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026 Base + CD + D - With LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 Base + CD + D - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Radwinter Road/Site Access	T-Junction	Two-way		1.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Radwinter Road (E)		Major
B	Site Access		Minor
C	Radwinter Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Radwinter Road (W)	6.00		✓	3.50	144.1	✓	9.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	4.70	3.40	3.40	3.40	✓	1.00	32	19

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	480	0.087	0.221	0.139	0.315
B-C	694	0.106	0.269	-	-
C-B	750	0.291	0.291	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + CD + D - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Radwinter Road (E)		ONE HOUR	✓	479	100.000
B - Site Access		ONE HOUR	✓	94	100.000
C - Radwinter Road (W)		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Radwinter Road (E)	B - Site Access	C - Radwinter Road (W)
From	A - Radwinter Road (E)	0	2	477
	B - Site Access	6	0	88
	C - Radwinter Road (W)	168	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Radwinter Road (E)	B - Site Access	C - Radwinter Road (W)
From	A - Radwinter Road (E)	0	0	1
	B - Site Access	0	0	0
	C - Radwinter Road (W)	2	0	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-C	0.18	7.97	0.2	A	81	121
B-A	0.02	11.39	0.0	B	6	8
C-AB	0.06	6.45	0.1	A	31	47
C-A					154	231
A-B					2	3
A-C					438	657

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	17	595	0.111	66	0.0	0.1	6.798	A
B-A	5	1	373	0.012	4	0.0	0.0	9.767	A
C-AB	26	6	645	0.040	25	0.0	0.0	5.813	A
C-A	126	32			126				
A-B	2	0.38			2				
A-C	359	90			359				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	575	0.137	79	0.1	0.2	7.248	A
B-A	5	1	352	0.015	5	0.0	0.0	10.387	B
C-AB	31	8	624	0.049	31	0.0	0.1	6.065	A
C-A	151	38			151				
A-B	2	0.45			2				
A-C	429	107			429				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	97	24	549	0.177	97	0.2	0.2	7.961	A
B-A	7	2	323	0.020	7	0.0	0.0	11.391	B
C-AB	37	9	596	0.063	37	0.1	0.1	6.449	A
C-A	185	46			185				
A-B	2	0.55			2				
A-C	525	131			525				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	97	24	549	0.177	97	0.2	0.2	7.969	A
B-A	7	2	323	0.020	7	0.0	0.0	11.392	B
C-AB	37	9	596	0.063	37	0.1	0.1	6.449	A
C-A	185	46			185				
A-B	2	0.55			2				
A-C	525	131			525				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	575	0.137	79	0.2	0.2	7.260	A
B-A	5	1	352	0.015	5	0.0	0.0	10.391	B
C-AB	31	8	624	0.049	31	0.1	0.1	6.069	A
C-A	151	38			151				
A-B	2	0.45			2				
A-C	429	107			429				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	17	595	0.111	66	0.2	0.1	6.815	A
B-A	5	1	373	0.012	5	0.0	0.0	9.773	A
C-AB	26	6	645	0.040	26	0.1	0.0	5.816	A
C-A	126	32			126				
A-B	2	0.38			2				
A-C	359	90			359				

2026 Base + CD + D - With LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Radwinter Road/Site Access	T-Junction	Two-way		1.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Base + CD + D - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Radwinter Road (E)		ONE HOUR	✓	197	100.000
B - Site Access		ONE HOUR	✓	40	100.000
C - Radwinter Road (W)		ONE HOUR	✓	465	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Radwinter Road (E)	B - Site Access	C - Radwinter Road (W)
From	A - Radwinter Road (E)	0	5	192
	B - Site Access	2	0	38
	C - Radwinter Road (W)	385	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Radwinter Road (E)	B - Site Access	C - Radwinter Road (W)
From	A - Radwinter Road (E)	0	0	0
	B - Site Access	0	0	0
	C - Radwinter Road (W)	0	0	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-C	0.07	6.05	0.1	A	35	52
B-A	0.01	10.52	0.0	B	2	3
C-AB	0.13	6.01	0.1	A	73	110
C-A					353	530
A-B					5	7
A-C					176	264

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	655	0.044	28	0.0	0.0	5.741	A
B-A	2	0.38	387	0.004	1	0.0	0.0	9.342	A
C-AB	60	15	707	0.085	60	0.0	0.1	5.558	A
C-A	290	72			290				
A-B	4	0.94			4				
A-C	145	36			145				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	648	0.053	34	0.0	0.1	5.868	A
B-A	2	0.45	369	0.005	2	0.0	0.0	9.802	A
C-AB	72	18	699	0.103	72	0.1	0.1	5.740	A
C-A	346	87			346				
A-B	4	1			4				
A-C	173	43			173				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	10	637	0.066	42	0.1	0.1	6.050	A
B-A	2	0.55	344	0.006	2	0.0	0.0	10.517	B
C-AB	88	22	687	0.128	88	0.1	0.1	6.004	A
C-A	424	106			424				
A-B	6	1			6				
A-C	211	53			211				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	10	637	0.066	42	0.1	0.1	6.050	A
B-A	2	0.55	344	0.006	2	0.0	0.0	10.518	B
C-AB	88	22	687	0.128	88	0.1	0.1	6.006	A
C-A	424	106			424				
A-B	6	1			6				
A-C	211	53			211				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	648	0.053	34	0.1	0.1	5.869	A
B-A	2	0.45	369	0.005	2	0.0	0.0	9.804	A
C-AB	72	18	699	0.103	72	0.1	0.1	5.745	A
C-A	346	87			346				
A-B	4	1			4				
A-C	173	43			173				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	655	0.044	29	0.1	0.0	5.746	A
B-A	2	0.38	387	0.004	2	0.0	0.0	9.345	A
C-AB	60	15	707	0.085	60	0.1	0.1	5.566	A
C-A	290	72			290				
A-B	4	0.94			4				
A-C	145	36			145				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J2_Radwinter Road-Linden Homes Access - With LR.j9
Path: C:\Users\Owner\OneDrive\Cotswold Transport Planning Ltd\CADtest - Documents\Martin\Saffron Walden
Report generation date: 28/04/2021 14:09:57

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - With LR									
Stream B-C	D1	0.2	8.14	0.18	A	D2	0.1	6.39	0.12	A
Stream B-A		0.2	12.19	0.17	B		0.1	10.19	0.12	B
Stream C-B		0.2	6.85	0.13	A		0.1	5.66	0.12	A
	2026 Base + CD - With LR									
Stream B-C	D3	0.4	9.71	0.27	A	D4	0.2	7.07	0.17	A
Stream B-A		0.2	13.91	0.19	B		0.1	11.27	0.13	B
Stream C-B		0.2	7.29	0.17	A		0.2	6.09	0.17	A
	2026 Base + CD + D - With LR									
Stream B-C	D5	0.4	10.00	0.28	A	D6	0.2	7.21	0.17	A
Stream B-A		0.3	15.76	0.24	C		0.3	12.62	0.20	B
Stream C-B		0.2	7.73	0.18	A		0.2	6.22	0.18	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	Radwinter Road, Saffron Walden
Location	Radwinter Road / Linden Homes Access
Site number	
Date	15/04/2021
Version	01
Status	Issue
Identifier	J2
Client	Rosconn Group
Jobnumber	CTP-20-1142
Enumerator	MW
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - With LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - With LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + D - With LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Radwinter Rd / Linden Homes Access	T-Junction	Two-way		2.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Radwinter Road (E)		Major
B	Linden Homes Access		Minor
C	Radwinter Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.00	247.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.00	3.38	3.38	3.38	✓	1.00	27	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	522	0.095	0.240	0.151	0.343
B-C	707	0.108	0.274	-	-
C-B	779	0.302	0.302	-	-

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

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

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	414	100.000
B		ONE HOUR	✓	145	100.000
C		ONE HOUR	✓	164	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	54	360
	B	55	0	90
	C	92	72	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	0
	B	5	0	4
	C	0	6	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-C	0.18	8.14	0.2	A	83	124
B-A	0.17	12.19	0.2	B	50	76
C-A					84	127
C-B	0.13	6.85	0.2	A	66	99
A-B					50	74
A-C					330	496

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	17	588	0.115	67	0.0	0.1	6.907	A
B-A	41	10	402	0.103	41	0.0	0.1	9.971	A
C-A	69	17			69				
C-B	54	14	646	0.084	54	0.0	0.1	6.077	A
A-B	41	10			41				
A-C	271	68			271				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	81	20	569	0.142	81	0.1	0.2	7.377	A
B-A	49	12	383	0.129	49	0.1	0.1	10.798	B
C-A	83	21			83				
C-B	65	16	628	0.103	65	0.1	0.1	6.385	A
A-B	49	12			49				
A-C	324	81			324				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	99	25	541	0.183	99	0.2	0.2	8.132	A
B-A	61	15	356	0.170	60	0.1	0.2	12.174	B
C-A	101	25			101				
C-B	79	20	604	0.131	79	0.1	0.1	6.851	A
A-B	59	15			59				
A-C	396	99			396				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	99	25	541	0.183	99	0.2	0.2	8.142	A
B-A	61	15	356	0.170	61	0.2	0.2	12.193	B
C-A	101	25			101				
C-B	79	20	604	0.131	79	0.1	0.2	6.854	A
A-B	59	15			59				
A-C	396	99			396				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	81	20	568	0.142	81	0.2	0.2	7.393	A
B-A	49	12	382	0.129	50	0.2	0.2	10.824	B
C-A	83	21			83				
C-B	65	16	628	0.103	65	0.2	0.1	6.391	A
A-B	49	12			49				
A-C	324	81			324				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	68	17	587	0.115	68	0.2	0.1	6.930	A
B-A	41	10	401	0.103	42	0.2	0.1	10.006	B
C-A	69	17			69				
C-B	54	14	646	0.084	54	0.1	0.1	6.086	A
A-B	41	10			41				
A-C	271	68			271				

2023 Base - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Radwinter Rd / Linden Homes Access	T-Junction	Two-way		2.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	170	100.000
B		ONE HOUR	✓	113	100.000
C		ONE HOUR	✓	371	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	69	101
	B	43	0	70
	C	292	79	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	2	0	1
	C	0	0	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-C	0.12	6.39	0.1	A	64	96
B-A	0.12	10.19	0.1	B	39	59
C-A					268	402
C-B	0.12	5.66	0.1	A	72	109
A-B					63	95
A-C					93	139

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	13	661	0.080	52	0.0	0.1	5.911	A
B-A	32	8	436	0.074	32	0.0	0.1	8.909	A
C-A	220	55			220				
C-B	59	15	741	0.080	59	0.0	0.1	5.279	A
A-B	52	13			52				
A-C	76	19			76				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	63	16	653	0.096	63	0.1	0.1	6.103	A
B-A	39	10	421	0.092	39	0.1	0.1	9.405	A
C-A	263	66			263				
C-B	71	18	733	0.097	71	0.1	0.1	5.435	A
A-B	62	16			62				
A-C	91	23			91				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	19	641	0.120	77	0.1	0.1	6.382	A
B-A	47	12	401	0.118	47	0.1	0.1	10.183	B
C-A	321	80			321				
C-B	87	22	723	0.120	87	0.1	0.1	5.660	A
A-B	76	19			76				
A-C	111	28			111				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	77	19	641	0.120	77	0.1	0.1	6.386	A
B-A	47	12	401	0.118	47	0.1	0.1	10.189	B
C-A	321	80			321				
C-B	87	22	723	0.120	87	0.1	0.1	5.660	A
A-B	76	19			76				
A-C	111	28			111				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	63	16	653	0.096	63	0.1	0.1	6.109	A
B-A	39	10	421	0.092	39	0.1	0.1	9.417	A
C-A	263	66			263				
C-B	71	18	733	0.097	71	0.1	0.1	5.439	A
A-B	62	16			62				
A-C	91	23			91				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	53	13	661	0.080	53	0.1	0.1	5.920	A
B-A	32	8	436	0.074	32	0.1	0.1	8.922	A
C-A	220	55			220				
C-B	59	15	741	0.080	60	0.1	0.1	5.286	A
A-B	52	13			52				
A-C	76	19			76				

2026 Base + CD - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Radwinter Rd / Linden Homes Access	T-Junction	Two-way		3.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	476	100.000
B		ONE HOUR	✓	181	100.000
C		ONE HOUR	✓	206	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	54	422
	B	55	0	126
	C	113	93	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	6	0
	B	5	0	3
	C	1	4	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-C	0.27	9.71	0.4	A	116	173
B-A	0.19	13.91	0.2	B	50	76
C-A					104	156
C-B	0.17	7.29	0.2	A	85	128
A-B					50	74
A-C					387	581

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	563	0.169	94	0.0	0.2	7.665	A
B-A	41	10	376	0.110	41	0.0	0.1	10.742	B
C-A	85	21			85				
C-B	70	18	645	0.109	70	0.0	0.1	6.253	A
A-B	41	10			41				
A-C	318	79			318				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	541	0.209	113	0.2	0.3	8.406	A
B-A	49	12	352	0.140	49	0.1	0.2	11.868	B
C-A	102	25			102				
C-B	84	21	624	0.134	83	0.1	0.2	6.654	A
A-B	49	12			49				
A-C	379	95			379				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	510	0.272	138	0.3	0.4	9.681	A
B-A	61	15	319	0.190	60	0.2	0.2	13.878	B
C-A	124	31			124				
C-B	102	26	596	0.172	102	0.2	0.2	7.283	A
A-B	59	15			59				
A-C	465	116			465				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	509	0.272	139	0.4	0.4	9.711	A
B-A	61	15	319	0.190	61	0.2	0.2	13.914	B
C-A	124	31			124				
C-B	102	26	596	0.172	102	0.2	0.2	7.288	A
A-B	59	15			59				
A-C	465	116			465				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	541	0.209	114	0.4	0.3	8.435	A
B-A	49	12	352	0.140	50	0.2	0.2	11.905	B
C-A	102	25			102				
C-B	84	21	624	0.134	84	0.2	0.2	6.664	A
A-B	49	12			49				
A-C	379	95			379				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	563	0.169	95	0.3	0.2	7.705	A
B-A	41	10	375	0.110	42	0.2	0.1	10.790	B
C-A	85	21			85				
C-B	70	18	645	0.109	70	0.2	0.1	6.269	A
A-B	41	10			41				
A-C	318	79			318				

2026 Base + CD - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Radwinter Rd / Linden Homes Access	T-Junction	Two-way		2.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	192	100.000
B		ONE HOUR	✓	137	100.000
C		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	69	123
	B	43	0	94
	C	342	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	2	0	1
	C	0	0	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-C	0.17	7.07	0.2	A	86	129
B-A	0.13	11.27	0.1	B	39	59
C-A					314	471
C-B	0.17	6.09	0.2	A	104	156
A-B					63	95
A-C					113	169

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	636	0.111	70	0.0	0.1	6.359	A
B-A	32	8	411	0.079	32	0.0	0.1	9.495	A
C-A	257	64			257				
C-B	85	21	735	0.116	85	0.0	0.1	5.525	A
A-B	52	13			52				
A-C	93	23			93				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	626	0.135	84	0.1	0.2	6.638	A
B-A	39	10	392	0.099	39	0.1	0.1	10.173	B
C-A	307	77			307				
C-B	102	25	727	0.140	101	0.1	0.2	5.753	A
A-B	62	16			62				
A-C	111	28			111				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	613	0.169	103	0.2	0.2	7.064	A
B-A	47	12	367	0.129	47	0.1	0.1	11.259	B
C-A	377	94			377				
C-B	124	31	715	0.174	124	0.2	0.2	6.090	A
A-B	76	19			76				
A-C	135	34			135				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	613	0.169	103	0.2	0.2	7.068	A
B-A	47	12	367	0.129	47	0.1	0.1	11.271	B
C-A	377	94			377				
C-B	124	31	715	0.174	124	0.2	0.2	6.093	A
A-B	76	19			76				
A-C	135	34			135				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	626	0.135	85	0.2	0.2	6.647	A
B-A	39	10	392	0.099	39	0.1	0.1	10.187	B
C-A	307	77			307				
C-B	102	25	727	0.140	102	0.2	0.2	5.761	A
A-B	62	16			62				
A-C	111	28			111				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	636	0.111	71	0.2	0.1	6.377	A
B-A	32	8	411	0.079	32	0.1	0.1	9.520	A
C-A	257	64			257				
C-B	85	21	735	0.116	85	0.2	0.1	5.536	A
A-B	52	13			52				
A-C	93	23			93				

2026 Base + CD + D - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Radwinter Rd / Linden Homes Access	T-Junction	Two-way		3.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + D - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	564	100.000
B		ONE HOUR	✓	191	100.000
C		ONE HOUR	✓	230	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	79	485
	B	65	0	126
	C	137	93	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	0
	B	5	0	3
	C	0	4	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-C	0.28	10.00	0.4	A	116	173
B-A	0.24	15.76	0.3	C	60	89
C-A					126	189
C-B	0.18	7.73	0.2	A	85	128
A-B					72	109
A-C					445	668

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	566	0.167	94	0.0	0.2	7.608	A
B-A	49	12	364	0.134	48	0.0	0.2	11.381	B
C-A	103	26			103				
C-B	70	18	625	0.112	70	0.0	0.1	6.470	A
A-B	59	15			59				
A-C	365	91			365				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	539	0.210	113	0.2	0.3	8.440	A
B-A	58	15	338	0.173	58	0.2	0.2	12.878	B
C-A	123	31			123				
C-B	84	21	601	0.139	83	0.1	0.2	6.948	A
A-B	71	18			71				
A-C	436	109			436				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	499	0.278	138	0.3	0.4	9.962	A
B-A	72	18	300	0.238	71	0.2	0.3	15.695	C
C-A	151	38			151				
C-B	102	26	568	0.180	102	0.2	0.2	7.721	A
A-B	87	22			87				
A-C	534	133			534				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	139	35	499	0.278	139	0.4	0.4	9.998	A
B-A	72	18	300	0.239	72	0.3	0.3	15.756	C
C-A	151	38			151				
C-B	102	26	568	0.180	102	0.2	0.2	7.729	A
A-B	87	22			87				
A-C	534	133			534				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	113	28	539	0.210	114	0.4	0.3	8.478	A
B-A	58	15	338	0.173	59	0.3	0.2	12.931	B
C-A	123	31			123				
C-B	84	21	601	0.139	84	0.2	0.2	6.957	A
A-B	71	18			71				
A-C	436	109			436				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	95	24	566	0.168	95	0.3	0.2	7.654	A
B-A	49	12	364	0.134	49	0.2	0.2	11.445	B
C-A	103	26			103				
C-B	70	18	625	0.112	70	0.2	0.1	6.486	A
A-B	59	15			59				
A-C	365	91			365				

2026 Base + CD + D - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	Radwinter Rd / Linden Homes Access	T-Junction	Two-way		2.48	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + D - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	229	100.000
B		ONE HOUR	✓	160	100.000
C		ONE HOUR	✓	512	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	79	150
	B	66	0	94
	C	399	113	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	2	0	1
	C	0	0	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-C	0.17	7.21	0.2	A	86	129
B-A	0.20	12.62	0.3	B	61	91
C-A					366	549
C-B	0.18	6.22	0.2	A	104	156
A-B					72	109
A-C					138	206

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	637	0.111	70	0.0	0.1	6.346	A
B-A	50	12	409	0.122	49	0.0	0.1	9.992	A
C-A	300	75			300				
C-B	85	21	727	0.117	85	0.0	0.1	5.595	A
A-B	59	15			59				
A-C	113	28			113				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	624	0.136	84	0.1	0.2	6.675	A
B-A	59	15	388	0.153	59	0.1	0.2	10.953	B
C-A	359	90			359				
C-B	102	25	717	0.142	101	0.1	0.2	5.844	A
A-B	71	18			71				
A-C	135	34			135				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	603	0.172	103	0.2	0.2	7.199	A
B-A	73	18	358	0.203	72	0.2	0.3	12.589	B
C-A	439	110			439				
C-B	124	31	703	0.177	124	0.2	0.2	6.215	A
A-B	87	22			87				
A-C	165	41			165				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	103	26	603	0.172	103	0.2	0.2	7.208	A
B-A	73	18	358	0.203	73	0.3	0.3	12.615	B
C-A	439	110			439				
C-B	124	31	703	0.177	124	0.2	0.2	6.218	A
A-B	87	22			87				
A-C	165	41			165				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	623	0.136	85	0.2	0.2	6.687	A
B-A	59	15	388	0.153	60	0.3	0.2	10.984	B
C-A	359	90			359				
C-B	102	25	717	0.142	102	0.2	0.2	5.852	A
A-B	71	18			71				
A-C	135	34			135				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	71	18	637	0.111	71	0.2	0.1	6.367	A
B-A	50	12	409	0.122	50	0.2	0.1	10.037	B
C-A	300	75			300				
C-B	85	21	727	0.117	85	0.2	0.1	5.606	A
A-B	59	15			59				
A-C	113	28			113				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

Filename: J6_Thaxted Road-Peaslands Road_With Link Road.j9
Path: C:\Users\Owner\Cotswold Transport Planning Ltd\Projects - Documents\Rosconn Group\Radwinter Road, Saffron Walden - CTP-20-1142\06 Calculations\Junction Modelling\With Link Road
Report generation date: 14/05/2021 07:30:53

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2023 Base - With LR										
1 - Thaxted Road (N)	D1	1.1	12.22	0.53	B	D2	4.0	27.02	0.81	D
2 - Peaslands Road		3.0	18.87	0.76	C		6.2	39.57	0.88	E
3 - Thaxted Road (S)		35.9	166.61	1.07	F		2.3	17.31	0.71	C
2026 Base + CD - With LR										
1 - Thaxted Road (N)	D3	1.3	13.16	0.56	B	D4	5.2	33.70	0.85	D
2 - Peaslands Road		3.5	21.44	0.78	C		8.4	51.45	0.92	F
3 - Thaxted Road (S)		43.2	196.74	1.10	F		2.6	19.08	0.73	C
2026 Base + CD + D - With LR										
1 - Thaxted Road (N)	D5	1.3	13.25	0.57	B	D6	5.7	36.89	0.87	E
2 - Peaslands Road		3.7	22.35	0.79	C		10.5	62.70	0.94	F
3 - Thaxted Road (S)		53.7	237.41	1.13	F		2.8	20.01	0.74	C

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

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

File summary

File Description

Title	Radwinter Road, Saffron Walden
Location	Thaxted Road / Peaslands Road
Site number	
Date	15/04/2021
Version	01
Status	Issue
Identifier	J6
Client	Rosconn Group
Jobnumber	CTP-20-1142
Enumerator	MW
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - With LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - With LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + D - With LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - With LR, 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
6	Thaxted Road / Peaslands Road	Mini-roundabout		1, 2, 3	82.34	F

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Thaxted Road (N)	
2	Peaslands Road	
3	Thaxted Road (S)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Thaxted Road (N)	3.00	3.00	3.00	0.0	13.50	2.00	0.0	
2 - Peaslands Road	3.00	3.00	4.50	2.0	8.50	6.00	0.0	
3 - Thaxted Road (S)	2.50	2.50	3.50	1.0	10.00	2.00	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Thaxted Road (N)	Direct		-34
2 - Peaslands Road	Direct		-79
3 - Thaxted Road (S)	Direct		114

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Thaxted Road (N)	0.590	871
2 - Peaslands Road	0.607	877
3 - Thaxted Road (S)	0.580	886

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Thaxted Road (N)		ONE HOUR	✓	310	100.000
2 - Peaslands Road		ONE HOUR	✓	543	100.000
3 - Thaxted Road (S)		ONE HOUR	✓	667	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	181	129
	2 - Peaslands Road	317	0	226
	3 - Thaxted Road (S)	290	376	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	4	3
	2 - Peaslands Road	2	0	3
	3 - Thaxted Road (S)	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Thaxted Road (N)	0.53	12.22	1.1	B	284	426
2 - Peaslands Road	0.76	18.87	3.0	C	498	747
3 - Thaxted Road (S)	1.07	166.61	35.9	F	612	917

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	233	58	279	707	0.330	231	451	0.0	0.5	7.806	A
2 - Peaslands Road	409	102	96	819	0.499	405	414	0.0	1.0	8.812	A
3 - Thaxted Road (S)	502	125	236	749	0.670	494	264	0.0	2.0	14.116	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	278	70	333	675	0.413	278	541	0.5	0.7	9.364	A
2 - Peaslands Road	488	122	115	807	0.604	486	495	1.0	1.5	11.388	B
3 - Thaxted Road (S)	599	150	284	721	0.831	590	317	2.0	4.3	26.394	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	341	85	375	650	0.525	339	635	0.7	1.1	11.936	B
2 - Peaslands Road	598	149	141	792	0.755	592	573	1.5	2.9	17.945	C
3 - Thaxted Road (S)	734	183	346	685	1.071	664	387	4.3	21.8	87.733	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	341	85	382	646	0.528	341	644	1.1	1.1	12.222	B
2 - Peaslands Road	598	149	142	791	0.755	597	582	2.9	3.0	18.866	C
3 - Thaxted Road (S)	734	183	349	684	1.074	677	390	21.8	35.9	166.614	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	278	70	395	639	0.436	280	593	1.1	0.8	10.427	B
2 - Peaslands Road	488	122	116	807	0.605	494	558	3.0	1.6	11.973	B
3 - Thaxted Road (S)	599	150	288	719	0.834	699	321	35.9	11.0	128.186	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	233	58	303	692	0.337	234	474	0.8	0.5	8.160	A
2 - Peaslands Road	409	102	97	818	0.499	411	440	1.6	1.0	9.099	A
3 - Thaxted Road (S)	502	125	240	747	0.672	537	268	11.0	2.2	20.330	C

2023 Base - With LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
6	Thaxted Road / Peaslands Road	Mini-roundabout		1, 2, 3	28.66	D

Junction Network Options

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Thaxted Road (N)		ONE HOUR	✓	512	100.000
2 - Peaslands Road		ONE HOUR	✓	548	100.000
3 - Thaxted Road (S)		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	225	287
	2 - Peaslands Road	284	0	264
	3 - Thaxted Road (S)	179	274	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	0	0
	2 - Peaslands Road	0	0	0
	3 - Thaxted Road (S)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Thaxted Road (N)	0.81	27.02	4.0	D	470	705
2 - Peaslands Road	0.88	39.57	6.2	E	503	754
3 - Thaxted Road (S)	0.71	17.31	2.3	C	416	624

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	385	96	204	751	0.513	381	345	0.0	1.0	9.640	A
2 - Peaslands Road	413	103	214	748	0.552	408	372	0.0	1.2	10.449	B
3 - Thaxted Road (S)	341	85	211	763	0.447	338	410	0.0	0.8	8.398	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	460	115	245	727	0.633	458	414	1.0	1.7	13.258	B
2 - Peaslands Road	493	123	257	722	0.683	489	447	1.2	2.0	15.257	C
3 - Thaxted Road (S)	407	102	254	739	0.551	406	492	0.8	1.2	10.744	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	564	141	299	695	0.811	555	501	1.7	3.8	24.400	C
2 - Peaslands Road	603	151	311	689	0.876	590	543	2.0	5.5	32.549	D
3 - Thaxted Road (S)	499	125	306	709	0.704	495	595	1.2	2.2	16.480	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	564	141	301	694	0.813	563	508	3.8	4.0	27.016	D
2 - Peaslands Road	603	151	315	686	0.880	601	549	5.5	6.2	39.569	E
3 - Thaxted Road (S)	499	125	311	706	0.707	498	605	2.2	2.3	17.309	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	460	115	249	725	0.635	469	426	4.0	1.8	14.544	B
2 - Peaslands Road	493	123	263	718	0.686	508	455	6.2	2.3	18.294	C
3 - Thaxted Road (S)	407	102	263	733	0.555	411	508	2.3	1.3	11.326	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	385	96	207	749	0.515	388	351	1.8	1.1	10.059	B
2 - Peaslands Road	413	103	218	745	0.554	417	378	2.3	1.3	11.089	B
3 - Thaxted Road (S)	341	85	216	761	0.448	343	418	1.3	0.8	8.650	A

2026 Base + CD - With LR, 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
6	Thaxted Road / Peaslands Road	Mini-roundabout		1, 2, 3	95.06	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Thaxted Road (N)		ONE HOUR	✓	332	100.000
2 - Peaslands Road		ONE HOUR	✓	560	100.000
3 - Thaxted Road (S)		ONE HOUR	✓	673	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	196	136
	2 - Peaslands Road	334	0	227
	3 - Thaxted Road (S)	294	378	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	4	4
	2 - Peaslands Road	2	0	3
	3 - Thaxted Road (S)	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Thaxted Road (N)	0.56	13.16	1.3	B	304	457
2 - Peaslands Road	0.78	21.44	3.5	C	514	771
3 - Thaxted Road (S)	1.10	196.74	43.2	F	617	926

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	250	62	280	706	0.354	248	466	0.0	0.6	8.125	A
2 - Peaslands Road	422	105	102	816	0.517	417	426	0.0	1.1	9.158	A
3 - Thaxted Road (S)	506	127	249	742	0.683	498	271	0.0	2.1	14.726	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	298	75	334	674	0.442	297	558	0.6	0.8	9.904	A
2 - Peaslands Road	504	126	122	803	0.627	501	509	1.1	1.7	12.100	B
3 - Thaxted Road (S)	605	151	298	713	0.848	594	325	2.1	4.8	28.769	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	365	91	371	653	0.560	363	651	0.8	1.3	12.850	B
2 - Peaslands Road	617	154	149	787	0.784	610	585	1.7	3.4	20.061	C
3 - Thaxted Road (S)	741	185	363	675	1.097	659	396	4.8	25.3	99.361	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	365	91	376	649	0.563	365	660	1.3	1.3	13.161	B
2 - Peaslands Road	617	154	150	786	0.784	616	592	3.4	3.5	21.437	C
3 - Thaxted Road (S)	741	185	367	673	1.100	669	399	25.3	43.2	196.743	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	298	75	390	641	0.465	300	607	1.3	0.9	11.012	B
2 - Peaslands Road	504	126	123	803	0.627	511	567	3.5	1.8	12.903	B
3 - Thaxted Road (S)	605	151	304	710	0.852	693	330	43.2	21.1	171.140	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	250	62	327	679	0.368	251	507	0.9	0.6	8.784	A
2 - Peaslands Road	422	105	103	815	0.517	424	475	1.8	1.1	9.503	A
3 - Thaxted Road (S)	506	127	253	739	0.685	581	275	21.1	2.4	33.374	D

2026 Base + CD - With LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
6	Thaxted Road / Peaslands Road	Mini-roundabout		1, 2, 3	35.86	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Thaxted Road (N)		ONE HOUR	✓	537	100.000
2 - Peaslands Road		ONE HOUR	✓	570	100.000
3 - Thaxted Road (S)		ONE HOUR	✓	460	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	246	291
	2 - Peaslands Road	304	0	266
	3 - Thaxted Road (S)	184	276	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	0	0
	2 - Peaslands Road	0	0	0
	3 - Thaxted Road (S)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Thaxted Road (N)	0.85	33.70	5.2	D	493	739
2 - Peaslands Road	0.92	51.45	8.4	F	523	785
3 - Thaxted Road (S)	0.73	19.08	2.6	C	422	633

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	404	101	206	750	0.539	400	363	0.0	1.1	10.152	B
2 - Peaslands Road	429	107	217	746	0.575	424	389	0.0	1.3	11.005	B
3 - Thaxted Road (S)	346	87	226	755	0.459	343	414	0.0	0.8	8.671	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	483	121	247	726	0.665	480	436	1.1	1.9	14.452	B
2 - Peaslands Road	512	128	260	720	0.712	508	467	1.3	2.3	16.709	C
3 - Thaxted Road (S)	414	103	271	729	0.567	412	497	0.8	1.3	11.288	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	591	148	301	694	0.852	580	525	1.9	4.8	29.012	D
2 - Peaslands Road	628	157	314	687	0.914	609	567	2.3	7.0	39.069	E
3 - Thaxted Road (S)	506	127	325	698	0.726	502	598	1.3	2.5	17.925	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	591	148	304	692	0.854	589	534	4.8	5.2	33.696	D
2 - Peaslands Road	628	157	319	684	0.918	622	574	7.0	8.4	51.453	F
3 - Thaxted Road (S)	506	127	332	694	0.730	506	610	2.5	2.6	19.079	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	483	121	251	723	0.667	495	453	5.2	2.1	16.551	C
2 - Peaslands Road	512	128	268	715	0.717	535	478	8.4	2.7	22.157	C
3 - Thaxted Road (S)	414	103	285	721	0.574	418	518	2.6	1.4	12.097	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	404	101	209	748	0.540	408	371	2.1	1.2	10.692	B
2 - Peaslands Road	429	107	221	743	0.577	434	396	2.7	1.4	11.841	B
3 - Thaxted Road (S)	346	87	232	752	0.461	348	424	1.4	0.9	8.970	A

2026 Base + CD + D - With LR, 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
6	Thaxted Road / Peaslands Road	Mini-roundabout		1, 2, 3	114.09	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + D - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Thaxted Road (N)		ONE HOUR	✓	333	100.000
2 - Peaslands Road		ONE HOUR	✓	566	100.000
3 - Thaxted Road (S)		ONE HOUR	✓	693	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	196	137
	2 - Peaslands Road	334	0	233
	3 - Thaxted Road (S)	301	393	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	4	3
	2 - Peaslands Road	2	0	3
	3 - Thaxted Road (S)	4	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Thaxted Road (N)	0.57	13.25	1.3	B	305	458
2 - Peaslands Road	0.79	22.35	3.7	C	520	779
3 - Thaxted Road (S)	1.13	237.41	53.7	F	636	954

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	250	63	290	700	0.358	248	471	0.0	0.6	8.210	A
2 - Peaslands Road	426	107	102	815	0.523	422	436	0.0	1.1	9.271	A
3 - Thaxted Road (S)	522	130	249	742	0.703	513	276	0.0	2.3	15.593	C

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	299	75	346	668	0.448	298	563	0.6	0.8	10.061	B
2 - Peaslands Road	509	127	123	803	0.634	507	521	1.1	1.7	12.334	B
3 - Thaxted Road (S)	623	156	298	713	0.874	610	331	2.3	5.6	32.367	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	366	92	376	650	0.563	364	650	0.8	1.3	12.971	B
2 - Peaslands Road	624	156	150	786	0.793	616	590	1.7	3.5	20.794	C
3 - Thaxted Road (S)	763	191	363	676	1.130	663	403	5.6	30.6	115.228	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	366	92	380	647	0.566	366	658	1.3	1.3	13.245	B
2 - Peaslands Road	624	156	151	786	0.793	623	595	3.5	3.7	22.354	C
3 - Thaxted Road (S)	763	191	367	673	1.134	671	407	30.6	53.7	237.407	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	299	75	394	639	0.468	300	606	1.3	0.9	11.077	B
2 - Peaslands Road	509	127	124	802	0.635	517	571	3.7	1.8	13.222	B
3 - Thaxted Road (S)	623	156	304	710	0.878	696	336	53.7	35.5	232.358	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	250	63	370	653	0.383	251	536	0.9	0.7	9.305	A
2 - Peaslands Road	426	107	104	815	0.523	429	518	1.8	1.1	9.631	A
3 - Thaxted Road (S)	522	130	253	739	0.706	653	280	35.5	2.8	75.320	F

2026 Base + CD + D - With LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
6	Thaxted Road / Peaslands Road	Mini-roundabout		1, 2, 3	41.36	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + D - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Thaxted Road (N)		ONE HOUR	✓	543	100.000
2 - Peaslands Road		ONE HOUR	✓	583	100.000
3 - Thaxted Road (S)		ONE HOUR	✓	469	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	246	297
	2 - Peaslands Road	304	0	279
	3 - Thaxted Road (S)	187	282	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	0	0
	2 - Peaslands Road	0	0	0
	3 - Thaxted Road (S)	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Thaxted Road (N)	0.87	36.89	5.7	E	498	747
2 - Peaslands Road	0.94	62.70	10.5	F	535	802
3 - Thaxted Road (S)	0.74	20.01	2.8	C	430	646

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	409	102	210	747	0.547	404	365	0.0	1.2	10.352	B
2 - Peaslands Road	439	110	221	743	0.590	433	393	0.0	1.4	11.419	B
3 - Thaxted Road (S)	353	88	226	755	0.468	350	428	0.0	0.9	8.809	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	488	122	252	722	0.676	485	438	1.2	2.0	14.942	B
2 - Peaslands Road	524	131	265	716	0.732	520	472	1.4	2.5	17.856	C
3 - Thaxted Road (S)	422	105	271	729	0.578	420	514	0.9	1.3	11.569	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	598	149	307	690	0.866	585	526	2.0	5.2	31.053	D
2 - Peaslands Road	642	160	320	683	0.940	619	572	2.5	8.4	44.618	E
3 - Thaxted Road (S)	516	129	323	699	0.739	511	616	1.3	2.6	18.660	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	598	149	310	688	0.868	596	536	5.2	5.7	36.885	E
2 - Peaslands Road	642	160	326	680	0.944	633	580	8.4	10.5	62.697	F
3 - Thaxted Road (S)	516	129	330	694	0.744	516	629	2.6	2.8	20.007	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	488	122	257	720	0.678	502	459	5.7	2.2	17.487	C
2 - Peaslands Road	524	131	275	711	0.737	554	484	10.5	3.0	26.404	D
3 - Thaxted Road (S)	422	105	289	719	0.587	427	540	2.8	1.5	12.551	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	409	102	214	745	0.548	413	374	2.2	1.2	10.945	B
2 - Peaslands Road	439	110	226	740	0.593	445	401	3.0	1.5	12.430	B
3 - Thaxted Road (S)	353	88	232	751	0.470	355	439	1.5	0.9	9.140	A

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: J8-J9_London Road Mini Roundabout junctions_With LR_Adj.j9
Path: C:\Users\Owner\Desktop
Report generation date: 28/05/2021 10:30:55

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - With LR									
8 - London Road / Borough Lane - 1 - London Road (N)	D1	7.6	44.12	0.90	E	D2	1.8	13.57	0.64	B
8 - London Road / Borough Lane - 2 - Borough Lane		7.3	64.04	0.91	F		0.7	9.82	0.40	A
8 - London Road / Borough Lane - 3 - London Road (S)		2.6	15.65	0.73	C		3.6	18.19	0.79	C
9 - London Road / Newport Road / Audley End Road - 1 - London Road		4.6	16.70	0.83	C		1.1	5.80	0.53	A
9 - London Road / Newport Road / Audley End Road - 2 - Newport Road		14.5	126.41	1.02	F		1.0	9.13	0.49	A
9 - London Road / Newport Road / Audley End Road - 3 - Audley End Road		18.4	138.13	1.02	F		17.1	128.39	1.01	F
	2026 Base + CD - With LR									
8 - London Road / Borough Lane - 1 - London Road (N)	D3	14.4	75.29	0.97	F	D4	2.3	16.34	0.70	C
8 - London Road / Borough Lane - 2 - Borough Lane		14.0	112.58	1.00	F		0.8	11.11	0.45	B
8 - London Road / Borough Lane - 3 - London Road (S)		3.0	17.10	0.76	C		4.3	21.10	0.82	C
9 - London Road / Newport Road / Audley End Road - 1 - London Road		5.8	20.36	0.87	C		1.3	6.36	0.57	A
9 - London Road / Newport Road / Audley End Road - 2 - Newport Road		31.5	248.26	1.16	F		1.2	10.62	0.55	B
9 - London Road / Newport Road / Audley End Road - 3 - Audley End Road		35.7	266.98	1.11	F		33.1	221.31	1.10	F
	2026 Base + CD + D - With LR									
8 - London Road / Borough Lane - 1 - London Road (N)	D5	19.2	94.93	1.00	F	D6	2.5	17.36	0.72	C
8 - London Road / Borough Lane - 2 - Borough Lane		20.1	150.34	1.05	F		0.9	11.51	0.46	B
8 - London Road / Borough Lane - 3 - London Road (S)		2.9	16.59	0.75	C		4.8	23.41	0.84	C
9 - London Road / Newport Road / Audley End Road - 1 - London Road		6.3	21.65	0.88	C		1.4	6.50	0.58	A
9 - London Road / Newport Road / Audley End Road - 2 - Newport Road		31.7	246.86	1.15	F		1.4	11.55	0.58	B
9 - London Road / Newport Road / Audley End Road - 3 - Audley End Road		37.1	268.01	1.12	F		41.1	270.81	1.14	F

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

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

File summary

File Description

Title	Radwinter Road, Saffron Walden
Location	London Road / Borough Lane / Newport Road / Audley End Road
Site number	
Date	15/04/2021
Version	01
Status	Issue
Identifier	J8 and J9
Client	Rosconn Group
Jobnumber	CTP-20-1142
Enumerator	MW
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

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - With LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - With LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + D - With LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - With LR, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	8 - London Road / Borough Lane - 3 - London Road (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	9 - London Road / Newport Road / Audley End Road - 1 - London Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
8	London Road / Borough Lane	Mini-roundabout		1, 2, 3	37.91	E
9	London Road / Newport Road / Audley End Road	Mini-roundabout		1, 2, 3	70.91	F

Junction Network Options

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

Arms

Arms

Junction	Arm	Name	Description
8 - London Road / Borough Lane	1	London Road (N)	
	2	Borough Lane	
	3	London Road (S)	
9 - London Road / Newport Road / Audley End Road	1	London Road	
	2	Newport Road	
	3	Audley End Road	

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
8 - London Road / Borough Lane	1 - London Road (N)	3.08	3.08	3.08	0.0	6.67	3.92	0.0	
	2 - Borough Lane	3.00	3.00	5.38	2.4	9.30	7.55	0.0	
	3 - London Road (S)	3.00	3.00	3.00	0.0	13.68	3.66	0.0	
9 - London Road / Newport Road / Audley End Road	1 - London Road	3.00	3.00	4.00	2.0	12.50	11.50	0.0	
	2 - Newport Road	3.00	3.00	3.00	0.0	11.00	8.00	0.0	
	3 - Audley End Road	3.00	3.00	3.00	0.0	18.50	18.50	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
8 - London Road / Borough Lane	1 - London Road (N)	0.593	898
	2 - Borough Lane	0.612	898
	3 - London Road (S)	0.590	947
9 - London Road / Newport Road / Audley End Road	1 - London Road	0.609	930
	2 - Newport Road	0.591	680
	3 - Audley End Road	0.734	1060

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

Arm Capacity Adjustments

Junction	Arm	Type	Reason	Percentage capacity adjustment (%)
9 - London Road / Newport Road / Audley End Road	1 - London Road	Percentage	Queue Calibration	150.00
	2 - Newport Road	Percentage	Queue Calibration	160.00
	3 - Audley End Road	Percentage	Queue Calibration	60.00

Traffic Demand

Demand Set Details

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

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
8 - London Road / Borough Lane	3 - London Road (S)	9	1	Simple (vertical queueing)	Normal	0	100.00	
9 - London Road / Newport Road / Audley End Road	1 - London Road	8	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
8 - London Road / Borough Lane	1 - London Road (N)		ONE HOUR	✓	605	100.000
	2 - Borough Lane		ONE HOUR	✓	399	100.000
	3 - London Road (S)	✓				
9 - London Road / Newport Road / Audley End Road	1 - London Road	✓				
	2 - Newport Road		ONE HOUR	✓	372	100.000
	3 - Audley End Road		ONE HOUR	✓	439	100.000

Origin-Destination Data

8 - London Road / Borough Lane

Demand (Veh/hr)

		To		
		1 - London Road (N)	2 - Borough Lane	3 - London Road (S)
From	1 - London Road (N)	0	13	592
	2 - Borough Lane	35	0	364
	3 - London Road (S)	352	185	0

9 - London Road / Newport Road / Audley End Road

Demand (Veh/hr)

		To		
		1 - London Road	2 - Newport Road	3 - Audley End Road
From	1 - London Road	0	328	627
	2 - Newport Road	272	0	100
	3 - Audley End Road	336	103	0

Vehicle Mix

8 - London Road / Borough Lane

Heavy Vehicle Percentages

		To		
		1 - London Road (N)	2 - Borough Lane	3 - London Road (S)
From	1 - London Road (N)	0	8	4
	2 - Borough Lane	0	0	1
	3 - London Road (S)	11	3	0

9 - London Road / Newport Road / Audley End Road

Heavy Vehicle Percentages

		To		
		1 - London Road	2 - Newport Road	3 - Audley End Road
From	1 - London Road	0	4	3
	2 - Newport Road	8	0	0
	3 - Audley End Road	6	7	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
8 - London Road / Borough Lane	1 - London Road (N)	0.90	44.12	7.6	E	555	833
	2 - Borough Lane	0.91	64.04	7.3	F	366	549
	3 - London Road (S)	0.73	15.65	2.6	C	549	824
9 - London Road / Newport Road / Audley End Road	1 - London Road	0.83	16.70	4.6	C	872	1307
	2 - Newport Road	1.02	126.41	14.5	F	341	512
	3 - Audley End Road	1.02	138.13	18.4	F	403	604

Main Results for each time segment

07:45 - 08:00

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	455	114	152	774	0.589	450	315	0.0
	2 - Borough Lane	300	75	440	612	0.491	297	161	0.0
	3 - London Road (S)	444	111	26	861	0.516	440	711	0.0
9 - London Road / Newport Road / Audley End Road	1 - London Road	708	177	76	1278	0.554	703	450	0.0
	2 - Newport Road	280	70	461	603	0.464	277	317	0.0
	3 - Audley End Road	331	83	202	508	0.650	323	536	0.0

08:00 - 08:15

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	544	136	183	755	0.720	540	378	1.4
	2 - Borough Lane	359	90	528	557	0.644	356	194	0.9
	3 - London Road (S)	532	133	31	858	0.620	530	853	1.0
9 - London Road / Newport Road / Audley End Road	1 - London Road	849	212	91	1264	0.672	845	539	1.2
	2 - Newport Road	334	84	555	517	0.647	331	381	0.8
	3 - Audley End Road	395	99	242	491	0.805	388	644	1.8

08:15 - 08:30

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	666	167	210	739	0.901	650	437	2.4
	2 - Borough Lane	439	110	636	489	0.898	423	224	1.7
	3 - London Road (S)	613	153	37	855	0.718	610	1021	1.6
9 - London Road / Newport Road / Audley End Road	1 - London Road	1017	254	105	1250	0.813	1009	621	2.0
	2 - Newport Road	410	102	662	418	0.979	381	451	1.7
	3 - Audley End Road	483	121	279	474	1.020	447	765	3.5

08:30 - 08:45

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	666	167	216	736	0.905	662	448	6.6
	2 - Borough Lane	439	110	648	481	0.912	433	230	5.8
	3 - London Road (S)	627	157	38	854	0.734	626	1043	2.4
9 - London Road / Newport Road / Audley End Road	1 - London Road	1038	260	108	1248	0.832	1036	635	4.0
	2 - Newport Road	410	102	680	402	1.019	387	464	8.8
	3 - Audley End Road	483	121	283	472	1.024	460	784	12.5

08:45 - 09:00

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	544	136	210	739	0.736	562	433	7.6
	2 - Borough Lane	359	90	550	543	0.661	379	222	7.3
	3 - London Road (S)	610	152	33	857	0.712	610	896	2.6
9 - London Road / Newport Road / Audley End Road	1 - London Road	892	223	104	1252	0.713	900	617	4.6
	2 - Newport Road	334	84	591	484	0.691	383	413	14.5
	3 - Audley End Road	395	99	280	474	0.833	441	694	18.4

09:00 - 09:15

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	455	114	164	766	0.594	461	339	3.0
	2 - Borough Lane	300	75	451	605	0.496	305	174	2.1
	3 - London Road (S)	471	118	27	860	0.547	476	729	2.5
9 - London Road / Newport Road / Audley End Road	1 - London Road	726	181	82	1272	0.571	731	477	2.6
	2 - Newport Road	280	70	480	586	0.478	286	333	2.5
	3 - Audley End Road	331	83	209	505	0.654	350	557	6.8

2023 Base - With LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	8 - London Road / Borough Lane	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	8 - London Road / Borough Lane - 3 - London Road (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	9 - London Road / Newport Road / Audley End Road - 1 - London Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
8	London Road / Borough Lane	Mini-roundabout		1, 2, 3	15.30	C
9	London Road / Newport Road / Audley End Road	Mini-roundabout		1, 2, 3	44.55	E

Junction Network Options

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

Traffic Demand

Demand Set Details

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

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
8 - London Road / Borough Lane	3 - London Road (S)	9	1	Simple (vertical queueing)	Normal	0	100.00	
9 - London Road / Newport Road / Audley End Road	1 - London Road	8	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
8 - London Road / Borough Lane	1 - London Road (N)		ONE HOUR	✓	431	100.000
	2 - Borough Lane		ONE HOUR	✓	224	100.000
	3 - London Road (S)	✓				
9 - London Road / Newport Road / Audley End Road	1 - London Road	✓				
	2 - Newport Road		ONE HOUR	✓	348	100.000
	3 - Audley End Road		ONE HOUR	✓	440	100.000

Origin-Destination Data

Demand (Veh/hr)

8 - London Road / Borough Lane

		To		
		1 - London Road (N)	2 - Borough Lane	3 - London Road (S)
From	1 - London Road (N)	0	16	415
	2 - Borough Lane	17	0	207
	3 - London Road (S)	488	242	0

Demand (Veh/hr)

9 - London Road / Newport Road / Audley End Road

		To		
		1 - London Road	2 - Newport Road	3 - Audley End Road
From	1 - London Road	0	340	285
	2 - Newport Road	318	0	30
	3 - Audley End Road	364	76	0

Vehicle Mix

Heavy Vehicle Percentages

8 - London Road / Borough Lane

		To		
		1 - London Road (N)	2 - Borough Lane	3 - London Road (S)
From	1 - London Road (N)	0	0	2
	2 - Borough Lane	0	0	0
	3 - London Road (S)	1	0	0

Heavy Vehicle Percentages

9 - London Road / Newport Road / Audley End Road

		To		
		1 - London Road	2 - Newport Road	3 - Audley End Road
From	1 - London Road	0	2	0
	2 - Newport Road	2	0	0
	3 - Audley End Road	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
8 - London Road / Borough Lane	1 - London Road (N)	0.64	13.57	1.8	B	395	593
	2 - Borough Lane	0.40	9.82	0.7	A	206	308
	3 - London Road (S)	0.79	18.19	3.6	C	626	939
9 - London Road / Newport Road / Audley End Road	1 - London Road	0.53	5.80	1.1	A	571	857
	2 - Newport Road	0.49	9.13	1.0	A	319	479
	3 - Audley End Road	1.01	128.39	17.1	F	404	606

Main Results for each time segment

16:45 - 17:00

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	324	81	167	784	0.414	322	349	0.0
	2 - Borough Lane	169	42	310	705	0.239	167	179	0.0
	3 - London Road (S)	508	127	13	933	0.544	503	464	0.0
9 - London Road / Newport Road / Audley End Road	1 - London Road	466	116	56	1329	0.350	463	507	0.0
	2 - Newport Road	262	65	211	872	0.301	260	308	0.0
	3 - Audley End Road	331	83	238	528	0.627	325	234	0.0

17:00 - 17:15

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	387	97	201	764	0.507	386	421	0.7
	2 - Borough Lane	201	50	372	666	0.302	201	215	0.3
	3 - London Road (S)	609	152	15	932	0.654	606	558	1.2
9 - London Road / Newport Road / Audley End Road	1 - London Road	559	140	67	1318	0.424	558	607	0.5
	2 - Newport Road	313	78	254	832	0.376	312	371	0.4
	3 - Audley End Road	396	99	285	507	0.780	389	281	1.6

17:15 - 17:30

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	475	119	238	743	0.639	472	498	1.0
	2 - Borough Lane	247	62	454	615	0.401	246	255	0.4
	3 - London Road (S)	723	181	19	930	0.777	717	681	1.8
9 - London Road / Newport Road / Audley End Road	1 - London Road	683	171	78	1309	0.522	682	721	0.7
	2 - Newport Road	383	96	311	779	0.492	382	448	0.6
	3 - Audley End Road	484	121	349	479	1.012	449	344	3.1

17:30 - 17:45

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	475	119	243	739	0.642	474	510	1.7
	2 - Borough Lane	247	62	457	613	0.402	247	261	0.7
	3 - London Road (S)	736	184	19	930	0.791	734	685	3.2
9 - London Road / Newport Road / Audley End Road	1 - London Road	686	172	80	1307	0.525	686	733	1.1
	2 - Newport Road	383	96	313	777	0.493	383	453	0.9
	3 - Audley End Road	484	121	350	478	1.013	463	346	11.9

17:45 - 18:00

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	387	97	220	753	0.514	390	458	1.8
	2 - Borough Lane	201	50	376	664	0.303	202	234	0.7
	3 - London Road (S)	658	165	15	932	0.706	662	563	3.6
9 - London Road / Newport Road / Audley End Road	1 - London Road	564	141	77	1309	0.431	565	657	1.1
	2 - Newport Road	313	78	258	829	0.378	314	385	1.0
	3 - Audley End Road	396	99	287	506	0.781	447	285	17.1

18:00 - 18:15

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	324	81	175	779	0.417	326	366	1.1
	2 - Borough Lane	169	42	314	702	0.240	169	187	0.4
	3 - London Road (S)	524	131	13	933	0.561	529	470	2.5
9 - London Road / Newport Road / Audley End Road	1 - London Road	471	118	59	1326	0.355	472	523	0.8
	2 - Newport Road	262	65	215	868	0.302	263	316	0.6
	3 - Audley End Road	331	83	240	527	0.628	341	238	4.3

2026 Base + CD - With LR , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	8 - London Road / Borough Lane - 3 - London Road (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	9 - London Road / Newport Road / Audley End Road - 1 - London Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
8	London Road / Borough Lane	Mini-roundabout		1, 2, 3	61.07	F
9	London Road / Newport Road / Audley End Road	Mini-roundabout		1, 2, 3	132.09	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
8 - London Road / Borough Lane	3 - London Road (S)	9	1	Simple (vertical queueing)	Normal	0	100.00	
9 - London Road / Newport Road / Audley End Road	1 - London Road	8	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
8 - London Road / Borough Lane	1 - London Road (N)		ONE HOUR	✓	654	100.000
	2 - Borough Lane		ONE HOUR	✓	412	100.000
	3 - London Road (S)	✓				
9 - London Road / Newport Road / Audley End Road	1 - London Road	✓				
	2 - Newport Road		ONE HOUR	✓	390	100.000
	3 - Audley End Road		ONE HOUR	✓	480	100.000

Origin-Destination Data

Demand (Veh/hr)

8 - London Road / Borough Lane

		To		
		1 - London Road (N)	2 - Borough Lane	3 - London Road (S)
From	1 - London Road (N)	0	13	641
	2 - Borough Lane	35	0	377
	3 - London Road (S)	399	194	0

Demand (Veh/hr)

9 - London Road / Newport Road / Audley End Road

		To		
		1 - London Road	2 - Newport Road	3 - Audley End Road
From	1 - London Road	0	347	670
	2 - Newport Road	289	0	101
	3 - Audley End Road	376	104	0

Vehicle Mix

Heavy Vehicle Percentages

8 - London Road / Borough Lane

		To		
		1 - London Road (N)	2 - Borough Lane	3 - London Road (S)
From	1 - London Road (N)	0	8	4
	2 - Borough Lane	0	0	1
	3 - London Road (S)	10	3	0

Heavy Vehicle Percentages

9 - London Road / Newport Road / Audley End Road

		To		
		1 - London Road	2 - Newport Road	3 - Audley End Road
From	1 - London Road	0	4	3
	2 - Newport Road	8	0	0
	3 - Audley End Road	6	7	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
8 - London Road / Borough Lane	1 - London Road (N)	0.97	75.29	14.4	F	600	900
	2 - Borough Lane	1.00	112.58	14.0	F	378	567
	3 - London Road (S)	0.76	17.10	3.0	C	602	904
9 - London Road / Newport Road / Audley End Road	1 - London Road	0.87	20.36	5.8	C	928	1392
	2 - Newport Road	1.16	248.26	31.5	F	358	537
	3 - Audley End Road	1.11	266.98	35.7	F	440	661

Main Results for each time segment

07:45 - 08:00

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	492	123	158	770	0.639	486	350	0.0
	2 - Borough Lane	310	78	476	590	0.526	306	167	0.0
	3 - London Road (S)	487	122	26	865	0.562	481	756	0.0
9 - London Road / Newport Road / Audley End Road	1 - London Road	752	188	76	1278	0.589	747	490	0.0
	2 - Newport Road	294	73	492	574	0.511	290	331	0.0
	3 - Audley End Road	361	90	215	503	0.719	352	567	0.0

08:00 - 08:15

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	588	147	188	752	0.782	582	419	1.7
	2 - Borough Lane	370	93	570	530	0.698	366	200	1.1
	3 - London Road (S)	579	145	31	862	0.671	576	905	1.3
9 - London Road / Newport Road / Audley End Road	1 - London Road	901	225	91	1264	0.713	897	583	1.4
	2 - Newport Road	351	88	591	483	0.725	345	397	1.0
	3 - Audley End Road	432	108	256	484	0.891	418	680	2.3

08:15 - 08:30

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	720	180	207	741	0.971	689	461	3.3
	2 - Borough Lane	454	113	675	464	0.978	425	221	2.2
	3 - London Road (S)	635	159	36	859	0.739	632	1064	2.0
9 - London Road / Newport Road / Audley End Road	1 - London Road	1060	265	100	1255	0.845	1050	640	2.4
	2 - Newport Road	429	107	692	391	1.099	374	459	2.4
	3 - Audley End Road	528	132	277	475	1.113	463	789	5.6

08:30 - 08:45

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	720	180	209	740	0.973	706	466	11.0
	2 - Borough Lane	454	113	692	453	1.001	435	223	9.3
	3 - London Road (S)	639	160	37	859	0.743	638	1090	2.7
9 - London Road / Newport Road / Audley End Road	1 - London Road	1086	271	103	1253	0.867	1082	644	4.9
	2 - Newport Road	429	107	713	372	1.156	368	472	16.3
	3 - Audley End Road	528	132	273	477	1.109	473	808	21.9

08:45 - 09:00

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	588	147	213	738	0.797	628	473	14.4
	2 - Borough Lane	370	93	615	502	0.738	414	225	14.0
	3 - London Road (S)	652	163	35	860	0.758	651	994	2.8
9 - London Road / Newport Road / Audley End Road	1 - London Road	989	247	98	1257	0.787	997	657	5.8
	2 - Newport Road	351	88	657	423	0.829	410	438	31.5
	3 - Audley End Road	432	108	304	463	0.932	450	763	35.7

09:00 - 09:15

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	492	123	204	743	0.663	502	447	4.5
	2 - Borough Lane	310	78	492	580	0.535	318	214	3.2
	3 - London Road (S)	623	156	27	864	0.721	624	783	3.0
9 - London Road / Newport Road / Audley End Road	1 - London Road	780	195	101	1254	0.622	789	628	3.9
	2 - Newport Road	294	73	520	549	0.535	355	370	16.6
	3 - Audley End Road	361	90	263	481	0.751	466	612	31.0

2026 Base + CD - With LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	8 - London Road / Borough Lane	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	8 - London Road / Borough Lane - 3 - London Road (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	9 - London Road / Newport Road / Audley End Road - 1 - London Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
8	London Road / Borough Lane	Mini-roundabout		1, 2, 3	17.89	C
9	London Road / Newport Road / Audley End Road	Mini-roundabout		1, 2, 3	73.43	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
8 - London Road / Borough Lane	3 - London Road (S)	9	1	Simple (vertical queueing)	Normal	0	100.00	
9 - London Road / Newport Road / Audley End Road	1 - London Road	8	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
8 - London Road / Borough Lane	1 - London Road (N)		ONE HOUR	✓	469	100.000
	2 - Borough Lane		ONE HOUR	✓	239	100.000
	3 - London Road (S)	✓				
9 - London Road / Newport Road / Audley End Road	1 - London Road	✓				
	2 - Newport Road		ONE HOUR	✓	373	100.000
	3 - Audley End Road		ONE HOUR	✓	469	100.000

Origin-Destination Data

8 - London Road / Borough Lane

Demand (Veh/hr)

		To		
		1 - London Road (N)	2 - Borough Lane	3 - London Road (S)
From	1 - London Road (N)	0	16	453
	2 - Borough Lane	17	0	222
	3 - London Road (S)	528	257	0

9 - London Road / Newport Road / Audley End Road

Demand (Veh/hr)

		To		
		1 - London Road	2 - Newport Road	3 - Audley End Road
From	1 - London Road	0	359	319
	2 - Newport Road	343	0	30
	3 - Audley End Road	392	77	0

Vehicle Mix

8 - London Road / Borough Lane

Heavy Vehicle Percentages

		To		
		1 - London Road (N)	2 - Borough Lane	3 - London Road (S)
From	1 - London Road (N)	0	0	2
	2 - Borough Lane	0	0	0
	3 - London Road (S)	1	0	0

9 - London Road / Newport Road / Audley End Road

Heavy Vehicle Percentages

		To		
		1 - London Road	2 - Newport Road	3 - Audley End Road
From	1 - London Road	0	2	0
	2 - Newport Road	1	0	0
	3 - Audley End Road	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
8 - London Road / Borough Lane	1 - London Road (N)	0.70	16.34	2.3	C	430	646
	2 - Borough Lane	0.45	11.11	0.8	B	219	329
	3 - London Road (S)	0.82	21.10	4.3	C	671	1007
9 - London Road / Newport Road / Audley End Road	1 - London Road	0.57	6.36	1.3	A	620	931
	2 - Newport Road	0.55	10.62	1.2	B	342	513
	3 - Audley End Road	1.10	221.31	33.1	F	430	646

Main Results for each time segment

16:45 - 17:00

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	353	88	176	778	0.454	350	375	0.0
	2 - Borough Lane	180	45	338	687	0.262	179	188	0.0
	3 - London Road (S)	544	136	13	933	0.583	538	504	0.0
9 - London Road / Newport Road / Audley End Road	1 - London Road	505	126	57	1328	0.380	503	545	0.0
	2 - Newport Road	281	70	237	856	0.328	279	323	0.0
	3 - Audley End Road	353	88	256	521	0.677	345	259	0.0

17:00 - 17:15

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	422	105	212	758	0.557	420	451	0.8
	2 - Borough Lane	215	54	406	645	0.333	214	226	0.4
	3 - London Road (S)	651	163	15	932	0.698	647	605	1.4
9 - London Road / Newport Road / Audley End Road	1 - London Road	606	152	68	1318	0.460	605	652	0.6
	2 - Newport Road	335	84	285	811	0.414	334	388	0.5
	3 - Audley End Road	422	105	308	499	0.846	412	312	2.0

17:15 - 17:30

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	516	129	245	738	0.699	512	521	1.2
	2 - Borough Lane	263	66	495	589	0.447	262	262	0.5
	3 - London Road (S)	754	189	19	930	0.811	748	738	2.2
9 - London Road / Newport Road / Audley End Road	1 - London Road	740	185	75	1312	0.564	739	756	0.8
	2 - Newport Road	411	103	348	752	0.546	409	466	0.7
	3 - Audley End Road	516	129	376	468	1.103	454	380	4.4

17:30 - 17:45

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	516	129	249	736	0.702	516	531	2.2
	2 - Borough Lane	263	66	498	587	0.448	263	267	0.8
	3 - London Road (S)	764	191	19	930	0.821	762	743	3.9
9 - London Road / Newport Road / Audley End Road	1 - London Road	745	186	76	1311	0.568	745	765	1.3
	2 - Newport Road	411	103	350	749	0.548	411	470	1.2
	3 - Audley End Road	516	129	378	467	1.105	463	383	19.9

17:45 - 18:00

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	422	105	234	745	0.566	425	496	2.3
	2 - Borough Lane	215	54	411	642	0.335	216	249	0.8
	3 - London Road (S)	712	178	15	932	0.764	715	612	4.3
9 - London Road / Newport Road / Audley End Road	1 - London Road	613	153	79	1308	0.469	615	714	1.3
	2 - Newport Road	335	84	289	807	0.416	337	405	1.2
	3 - Audley End Road	422	105	310	497	0.848	483	316	33.1

18:00 - 18:15

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	353	88	200	764	0.462	355	424	1.3
	2 - Borough Lane	180	45	343	684	0.263	181	212	0.5
	3 - London Road (S)	604	151	13	933	0.648	611	511	3.4
9 - London Road / Newport Road / Audley End Road	1 - London Road	512	128	68	1318	0.388	513	606	0.9
	2 - Newport Road	281	70	241	851	0.330	282	340	0.7
	3 - Audley End Road	353	88	259	520	0.679	415	264	17.8

2026 Base + CD + D - With LR, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	8 - London Road / Borough Lane - 3 - London Road (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	9 - London Road / Newport Road / Audley End Road - 1 - London Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
8	London Road / Borough Lane	Mini-roundabout		1, 2, 3	77.55	F
9	London Road / Newport Road / Audley End Road	Mini-roundabout		1, 2, 3	131.40	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + D - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
8 - London Road / Borough Lane	3 - London Road (S)	9	1	Simple (vertical queueing)	Normal	0	100.00	
9 - London Road / Newport Road / Audley End Road	1 - London Road	8	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
8 - London Road / Borough Lane	1 - London Road (N)		ONE HOUR	✓	670	100.000
	2 - Borough Lane		ONE HOUR	✓	426	100.000
	3 - London Road (S)	✓				
9 - London Road / Newport Road / Audley End Road	1 - London Road	✓				
	2 - Newport Road		ONE HOUR	✓	399	100.000
	3 - Audley End Road		ONE HOUR	✓	483	100.000

Origin-Destination Data

Demand (Veh/hr)

8 - London Road / Borough Lane

		To		
		1 - London Road (N)	2 - Borough Lane	3 - London Road (S)
From	1 - London Road (N)	0	13	657
	2 - Borough Lane	35	0	391
	3 - London Road (S)	405	200	0

Demand (Veh/hr)

9 - London Road / Newport Road / Audley End Road

		To		
		1 - London Road	2 - Newport Road	3 - Audley End Road
From	1 - London Road	0	371	676
	2 - Newport Road	298	0	101
	3 - Audley End Road	379	104	0

Vehicle Mix

Heavy Vehicle Percentages

8 - London Road / Borough Lane

		To		
		1 - London Road (N)	2 - Borough Lane	3 - London Road (S)
From	1 - London Road (N)	0	8	4
	2 - Borough Lane	0	0	1
	3 - London Road (S)	9	3	0

Heavy Vehicle Percentages

9 - London Road / Newport Road / Audley End Road

		To		
		1 - London Road	2 - Newport Road	3 - Audley End Road
From	1 - London Road	0	4	2
	2 - Newport Road	7	0	0
	3 - Audley End Road	5	7	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
8 - London Road / Borough Lane	1 - London Road (N)	1.00	94.93	19.2	F	615	922
	2 - Borough Lane	1.05	150.34	20.1	F	391	586
	3 - London Road (S)	0.75	16.59	2.9	C	610	916
9 - London Road / Newport Road / Audley End Road	1 - London Road	0.88	21.65	6.3	C	961	1441
	2 - Newport Road	1.15	246.86	31.7	F	366	549
	3 - Audley End Road	1.12	268.01	37.1	F	443	665

Main Results for each time segment

07:45 - 08:00

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	504	126	162	768	0.657	497	353	0.0
	2 - Borough Lane	321	80	487	583	0.551	316	171	0.0
	3 - London Road (S)	494	123	26	871	0.567	489	777	0.0
9 - London Road / Newport Road / Audley End Road	1 - London Road	779	195	76	1285	0.606	773	499	0.0
	2 - Newport Road	300	75	499	576	0.521	296	350	0.0
	3 - Audley End Road	364	91	221	505	0.721	354	574	0.0

08:00 - 08:15

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	602	151	193	749	0.804	595	422	1.8
	2 - Borough Lane	383	96	583	522	0.734	378	205	1.2
	3 - London Road (S)	587	147	31	868	0.677	584	930	1.3
9 - London Road / Newport Road / Audley End Road	1 - London Road	932	233	91	1272	0.733	927	594	1.5
	2 - Newport Road	359	90	599	485	0.740	353	419	1.1
	3 - Audley End Road	434	109	263	486	0.894	421	688	2.4

08:15 - 08:30

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	738	184	212	738	0.999	698	464	3.7
	2 - Borough Lane	469	117	684	458	1.023	430	225	2.5
	3 - London Road (S)	644	161	35	865	0.744	641	1079	2.0
9 - London Road / Newport Road / Audley End Road	1 - London Road	1081	270	100	1263	0.856	1071	651	2.6
	2 - Newport Road	439	110	691	400	1.098	383	479	2.6
	3 - Audley End Road	532	133	286	475	1.118	464	788	5.7

08:30 - 08:45

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	738	184	214	737	1.001	715	469	13.6
	2 - Borough Lane	469	117	702	447	1.048	437	228	12.2
	3 - London Road (S)	648	162	36	865	0.749	647	1103	2.7
9 - London Road / Newport Road / Audley End Road	1 - London Road	1105	276	102	1261	0.876	1101	655	5.3
	2 - Newport Road	439	110	711	382	1.150	379	492	16.6
	3 - Audley End Road	532	133	283	477	1.115	474	807	22.6

08:45 - 09:00

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	602	151	214	737	0.817	658	471	19.2
	2 - Borough Lane	383	96	645	483	0.793	444	227	20.1
	3 - London Road (S)	649	162	36	865	0.750	649	1052	2.9
9 - London Road / Newport Road / Audley End Road	1 - London Road	1053	263	99	1264	0.833	1057	656	6.3
	2 - Newport Road	359	90	682	408	0.879	396	473	31.7
	3 - Audley End Road	434	109	296	471	0.921	459	783	37.1

09:00 - 09:15

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	504	126	212	738	0.683	517	457	5.3
	2 - Borough Lane	321	80	507	570	0.562	335	222	4.9
	3 - London Road (S)	642	160	28	870	0.738	642	814	2.9
9 - London Road / Newport Road / Audley End Road	1 - London Road	816	204	99	1264	0.645	830	648	5.4
	2 - Newport Road	300	75	536	543	0.554	385	393	22.5
	3 - Audley End Road	364	91	288	475	0.766	460	633	30.9

2026 Base + CD + D - With LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	8 - London Road / Borough Lane	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	8 - London Road / Borough Lane - 3 - London Road (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	9 - London Road / Newport Road / Audley End Road - 1 - London Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
8	London Road / Borough Lane	Mini-roundabout		1, 2, 3	19.50	C
9	London Road / Newport Road / Audley End Road	Mini-roundabout		1, 2, 3	87.84	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + D - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
8 - London Road / Borough Lane	3 - London Road (S)	9	1	Simple (vertical queueing)	Normal	0	100.00	
9 - London Road / Newport Road / Audley End Road	1 - London Road	8	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
8 - London Road / Borough Lane	1 - London Road (N)		ONE HOUR	✓	476	100.000
	2 - Borough Lane		ONE HOUR	✓	245	100.000
	3 - London Road (S)	✓				
9 - London Road / Newport Road / Audley End Road	1 - London Road	✓				
	2 - Newport Road		ONE HOUR	✓	395	100.000
	3 - Audley End Road		ONE HOUR	✓	475	100.000

Origin-Destination Data

8 - London Road / Borough Lane

Demand (Veh/hr)

		To		
		1 - London Road (N)	2 - Borough Lane	3 - London Road (S)
From	1 - London Road (N)	0	16	460
	2 - Borough Lane	17	0	228
	3 - London Road (S)	543	270	0

9 - London Road / Newport Road / Audley End Road

Demand (Veh/hr)

		To		
		1 - London Road	2 - Newport Road	3 - Audley End Road
From	1 - London Road	0	369	322
	2 - Newport Road	365	0	30
	3 - Audley End Road	398	77	0

Vehicle Mix

8 - London Road / Borough Lane

Heavy Vehicle Percentages

		To		
		1 - London Road (N)	2 - Borough Lane	3 - London Road (S)
From	1 - London Road (N)	0	0	2
	2 - Borough Lane	0	0	0
	3 - London Road (S)	1	0	0

9 - London Road / Newport Road / Audley End Road

Heavy Vehicle Percentages

		To		
		1 - London Road	2 - Newport Road	3 - Audley End Road
From	1 - London Road	0	2	0
	2 - Newport Road	1	0	0
	3 - Audley End Road	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
8 - London Road / Borough Lane	1 - London Road (N)	0.72	17.36	2.5	C	437	655
	2 - Borough Lane	0.46	11.51	0.9	B	225	337
	3 - London Road (S)	0.84	23.41	4.8	C	697	1045
9 - London Road / Newport Road / Audley End Road	1 - London Road	0.58	6.50	1.4	A	632	948
	2 - Newport Road	0.58	11.55	1.4	B	362	544
	3 - Audley End Road	1.14	270.81	41.1	F	436	654

Main Results for each time segment

16:45 - 17:00

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	358	90	185	773	0.464	355	386	0.0
	2 - Borough Lane	184	46	343	684	0.270	183	197	0.0
	3 - London Road (S)	564	141	13	933	0.605	558	513	0.0
9 - London Road / Newport Road / Audley End Road	1 - London Road	515	129	57	1328	0.387	512	565	0.0
	2 - Newport Road	297	74	239	854	0.348	295	330	0.0
	3 - Audley End Road	358	89	273	514	0.696	349	261	0.0

17:00 - 17:15

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	428	107	223	751	0.570	426	463	0.8
	2 - Borough Lane	220	55	412	641	0.344	220	237	0.4
	3 - London Road (S)	674	169	15	932	0.723	670	616	1.5
9 - London Road / Newport Road / Audley End Road	1 - London Road	618	154	67	1319	0.469	617	675	0.6
	2 - Newport Road	355	89	287	808	0.439	354	397	0.5
	3 - Audley End Road	427	107	327	490	0.872	415	314	2.1

17:15 - 17:30

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	524	131	254	733	0.715	520	530	1.3
	2 - Borough Lane	270	67	502	585	0.461	268	272	0.5
	3 - London Road (S)	774	193	19	930	0.832	766	752	2.5
9 - London Road / Newport Road / Audley End Road	1 - London Road	754	189	73	1314	0.574	752	775	0.9
	2 - Newport Road	435	109	351	749	0.581	433	474	0.8
	3 - Audley End Road	523	131	400	458	1.143	447	383	5.0

17:30 - 17:45

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	524	131	259	730	0.718	524	539	2.4
	2 - Borough Lane	270	67	506	582	0.463	270	276	0.8
	3 - London Road (S)	781	195	19	930	0.840	780	757	4.4
9 - London Road / Newport Road / Audley End Road	1 - London Road	759	190	74	1313	0.578	759	782	1.3
	2 - Newport Road	435	109	354	746	0.583	435	479	1.3
	3 - Audley End Road	523	131	402	457	1.145	454	387	23.9

17:45 - 18:00

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	428	107	243	739	0.579	432	504	2.5
	2 - Borough Lane	220	55	418	638	0.345	222	258	0.9
	3 - London Road (S)	728	182	15	932	0.782	732	624	4.8
9 - London Road / Newport Road / Audley End Road	1 - London Road	625	156	77	1309	0.478	627	730	1.4
	2 - Newport Road	355	89	292	804	0.442	357	412	1.4
	3 - Audley End Road	427	107	330	489	0.874	477	319	41.1

18:00 - 18:15

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	358	90	221	752	0.476	360	457	1.4
	2 - Borough Lane	184	46	348	681	0.271	185	233	0.5
	3 - London Road (S)	660	165	13	933	0.708	666	520	3.8
9 - London Road / Newport Road / Audley End Road	1 - London Road	522	130	75	1312	0.398	523	662	0.9
	2 - Newport Road	297	74	244	849	0.350	298	354	0.8
	3 - Audley End Road	358	89	276	513	0.698	461	266	28.6

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

Filename: J13_High St-Church St_With LR.j9
Path: C:\Users\Owner\Cotswold Transport Planning Ltd\Projects - Documents\Rosconn Group\Radwinter Road, Saffron Walden - CTP-20-1142\06 Calculations\Junction Modelling\With Link Road
Report generation date: 14/05/2021 07:47:43

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2023 Base - With LR										
Stream B-C	D1	9.1	304.96	0.96	F	D2	0.4	13.63	0.30	B
Stream B-A		24.5	235.46	1.00	F		1.6	24.64	0.61	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2026 Base + CD - With LR										
Stream B-C	D3	22.7	777.93	1.13	F	D4	0.5	14.92	0.32	B
Stream B-A		83.8	730.72	1.13	F		2.5	33.39	0.72	D
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2026 Base + CD + D - With LR										
Stream B-C	D5	32.7	1179.82	1.22	F	D6	0.5	15.62	0.33	C
Stream B-A		132.4	1136.41	1.22	F		3.1	39.15	0.76	E
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	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	Radwinter Road, Saffron Walden
Location	High Street / Church Street
Site number	
Date	15/04/2021
Version	01
Status	Issue
Identifier	J13
Client	Rosconn Group
Jobnumber	CTP-20-1124
Enumerator	MW
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base - With LR	AM	FLAT	07:45	09:15	90	15	✓
D2	2023 Base - With LR	PM	FLAT	16:45	18:15	90	15	✓
D3	2026 Base + CD - With LR	AM	FLAT	07:45	09:15	90	15	✓
D4	2026 Base + CD - With LR	PM	FLAT	16:45	18:15	90	15	✓
D5	2026 Base + CD + D - With LR	AM	FLAT	07:45	09:15	90	15	✓
D6	2026 Base + CD + D - With LR	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

2023 Base - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
13	High Street / Church Street	T-Junction	Two-way		100.27	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	High Street (N)		Major
B	Church Street		Minor
C	High Street (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - High Street (S)	6.72			120.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Church Street	One lane plus flare	5.00	5.00	5.00	5.00	5.00		20.00	18	15

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	532	0.094	0.237	0.149	0.339
B-C	517	0.077	0.194	-	-
C-B	643	0.242	0.242	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base - With LR	AM	FLAT	07:45	09:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (N)		FLAT	✓	268	100.000
B - Church Street		FLAT	✓	503	100.000
C - High Street (S)		FLAT	✓	470	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	268
	B - Church Street	388	0	115
	C - High Street (S)	470	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	5
	B - Church Street	1	0	3
	C - High Street (S)	4	0	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-C	0.96	304.96	9.1	F	115	173
B-A	1.00	235.46	24.5	F	388	582
C-AB	0.00	0.00	0.0	A	0	0
C-A					470	705
A-B					0	0
A-C					268	402

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	121	0.952	98	0.0	4.3	120.023	F
B-A	388	97	388	0.999	351	0.0	9.3	69.104	F
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	470	118			470				
A-B	0	0			0				
A-C	268	67			268				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	120	0.957	108	4.3	6.0	204.201	F
B-A	388	97	387	1.003	371	9.3	13.6	129.465	F
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	470	118			470				
A-B	0	0			0				
A-C	268	67			268				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	121	0.948	111	6.0	7.0	238.731	F
B-A	388	97	387	1.004	375	13.6	16.9	162.963	F
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	470	118			470				
A-B	0	0			0				
A-C	268	67			268				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	121	0.948	112	7.0	7.8	264.185	F
B-A	388	97	387	1.004	377	16.9	19.7	190.331	F
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	470	118			470				
A-B	0	0			0				
A-C	268	67			268				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	121	0.950	112	7.8	8.5	285.790	F
B-A	388	97	387	1.003	378	19.7	22.2	214.117	F
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	470	118			470				
A-B	0	0			0				
A-C	268	67			268				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	115	29	121	0.953	113	8.5	9.1	304.957	F
B-A	388	97	387	1.003	379	22.2	24.5	235.464	F
C-AB	0	0	564	0.000	0	0.0	0.0	0.000	A
C-A	470	118			470				
A-B	0	0			0				
A-C	268	67			268				

2023 Base - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
13	High Street / Church Street	T-Junction	Two-way		7.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Base - With LR	PM	FLAT	16:45	18:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (N)		FLAT	✓	409	100.000
B - Church Street		FLAT	✓	342	100.000
C - High Street (S)		FLAT	✓	257	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	409
	B - Church Street	231	0	111
	C - High Street (S)	257	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	1
	B - Church Street	0	0	4
	C - High Street (S)	2	0	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-C	0.30	13.63	0.4	B	111	167
B-A	0.61	24.64	1.6	C	231	347
C-AB	0.00	0.00	0.0	A	0	0
C-A					257	386
A-B					0	0
A-C					409	614

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	377	0.294	109	0.0	0.4	13.350	B
B-A	231	58	376	0.614	225	0.0	1.5	22.970	C
C-AB	0	0	538	0.000	0	0.0	0.0	0.000	A
C-A	257	64			257				
A-B	0	0			0				
A-C	409	102			409				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	375	0.296	111	0.4	0.4	13.618	B
B-A	231	58	377	0.613	231	1.5	1.5	24.554	C
C-AB	0	0	538	0.000	0	0.0	0.0	0.000	A
C-A	257	64			257				
A-B	0	0			0				
A-C	409	102			409				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	375	0.296	111	0.4	0.4	13.625	B
B-A	231	58	377	0.613	231	1.5	1.5	24.603	C
C-AB	0	0	538	0.000	0	0.0	0.0	0.000	A
C-A	257	64			257				
A-B	0	0			0				
A-C	409	102			409				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	375	0.296	111	0.4	0.4	13.626	B
B-A	231	58	377	0.613	231	1.5	1.6	24.621	C
C-AB	0	0	538	0.000	0	0.0	0.0	0.000	A
C-A	257	64			257				
A-B	0	0			0				
A-C	409	102			409				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	375	0.296	111	0.4	0.4	13.627	B
B-A	231	58	377	0.613	231	1.6	1.6	24.630	C
C-AB	0	0	538	0.000	0	0.0	0.0	0.000	A
C-A	257	64			257				
A-B	0	0			0				
A-C	409	102			409				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	375	0.296	111	0.4	0.4	13.627	B
B-A	231	58	377	0.613	231	1.6	1.6	24.637	C
C-AB	0	0	538	0.000	0	0.0	0.0	0.000	A
C-A	257	64			257				
A-B	0	0			0				
A-C	409	102			409				

2026 Base + CD - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
13	High Street / Church Street	T-Junction	Two-way		309.93	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2026 Base + CD - With LR	AM	FLAT	07:45	09:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (N)		FLAT	✓	274	100.000
B - Church Street		FLAT	✓	556	100.000
C - High Street (S)		FLAT	✓	477	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	274
	B - Church Street	440	0	116
	C - High Street (S)	477	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	5
	B - Church Street	1	0	3
	C - High Street (S)	4	0	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-C	1.13	777.93	22.7	F	116	174
B-A	1.13	730.72	83.8	F	440	660
C-AB	0.00	0.00	0.0	A	0	0
C-A					477	716
A-B					0	0
A-C					274	411

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	103	1.130	89	0.0	6.7	179.136	F
B-A	440	110	390	1.130	369	0.0	17.8	106.649	F
C-AB	0	0	563	0.000	0	0.0	0.0	0.000	A
C-A	477	119			477				
A-B	0	0			0				
A-C	274	69			274				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	108	1.072	103	6.7	9.8	333.623	F
B-A	440	110	388	1.135	384	17.8	31.7	251.655	F
C-AB	0	0	563	0.000	0	0.0	0.0	0.000	A
C-A	477	119			477				
A-B	0	0			0				
A-C	274	69			274				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	106	1.089	103	9.8	13.0	442.735	F
B-A	440	110	388	1.133	387	31.7	45.0	373.899	F
C-AB	0	0	563	0.000	0	0.0	0.0	0.000	A
C-A	477	119			477				
A-B	0	0			0				
A-C	274	69			274				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	105	1.101	103	13.0	16.2	553.245	F
B-A	440	110	389	1.132	388	45.0	58.1	493.740	F
C-AB	0	0	563	0.000	0	0.0	0.0	0.000	A
C-A	477	119			477				
A-B	0	0			0				
A-C	274	69			274				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	105	1.109	103	16.2	19.4	665.478	F
B-A	440	110	389	1.131	388	58.1	71.0	612.497	F
C-AB	0	0	563	0.000	0	0.0	0.0	0.000	A
C-A	477	119			477				
A-B	0	0			0				
A-C	274	69			274				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	104	1.114	103	19.4	22.7	777.926	F
B-A	440	110	389	1.131	389	71.0	83.8	730.723	F
C-AB	0	0	563	0.000	0	0.0	0.0	0.000	A
C-A	477	119			477				
A-B	0	0			0				
A-C	274	69			274				

2026 Base + CD - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
13	High Street / Church Street	T-Junction	Two-way		10.04	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2026 Base + CD - With LR	PM	FLAT	16:45	18:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (N)		FLAT	✓	417	100.000
B - Church Street		FLAT	✓	385	100.000
C - High Street (S)		FLAT	✓	265	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	417
	B - Church Street	273	0	112
	C - High Street (S)	265	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	1
	B - Church Street	0	0	4
	C - High Street (S)	2	0	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-C	0.32	14.92	0.5	B	112	168
B-A	0.72	33.39	2.5	D	273	410
C-AB	0.00	0.00	0.0	A	0	0
C-A					265	398
A-B					0	0
A-C					417	626

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	357	0.314	110	0.0	0.4	14.496	B
B-A	273	68	380	0.719	264	0.0	2.3	29.194	D
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	265	66			265				
A-B	0	0			0				
A-C	417	104			417				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	354	0.317	112	0.4	0.5	14.890	B
B-A	273	68	380	0.718	273	2.3	2.4	33.024	D
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	265	66			265				
A-B	0	0			0				
A-C	417	104			417				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	353	0.317	112	0.5	0.5	14.905	B
B-A	273	68	380	0.718	273	2.4	2.4	33.238	D
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	265	66			265				
A-B	0	0			0				
A-C	417	104			417				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	353	0.317	112	0.5	0.5	14.912	B
B-A	273	68	380	0.718	273	2.4	2.5	33.321	D
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	265	66			265				
A-B	0	0			0				
A-C	417	104			417				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	353	0.317	112	0.5	0.5	14.915	B
B-A	273	68	380	0.718	273	2.5	2.5	33.362	D
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	265	66			265				
A-B	0	0			0				
A-C	417	104			417				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	353	0.317	112	0.5	0.5	14.916	B
B-A	273	68	380	0.718	273	2.5	2.5	33.390	D
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	265	66			265				
A-B	0	0			0				
A-C	417	104			417				

2026 Base + CD + D - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
13	High Street / Church Street	T-Junction	Two-way		493.89	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2026 Base + CD + D - With LR	AM	FLAT	07:45	09:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (N)		FLAT	✓	280	100.000
B - Church Street		FLAT	✓	591	100.000
C - High Street (S)		FLAT	✓	477	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	280
	B - Church Street	475	0	116
	C - High Street (S)	477	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	5
	B - Church Street	1	0	3
	C - High Street (S)	4	0	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-C	1.22	1179.82	32.7	F	116	174
B-A	1.22	1136.41	132.4	F	475	713
C-AB	0.00	0.00	0.0	A	0	0
C-A					477	716
A-B					0	0
A-C					280	420

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	95	1.217	85	0.0	7.9	212.695	F
B-A	475	119	390	1.217	375	0.0	24.9	137.311	F
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	477	119			477				
A-B	0	0			0				
A-C	280	70			280				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	100	1.163	97	7.9	12.6	433.176	F
B-A	475	119	389	1.222	387	24.9	46.8	351.698	F
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	477	119			477				
A-B	0	0			0				
A-C	280	70			280				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	98	1.185	96	12.6	17.5	613.755	F
B-A	475	119	389	1.220	389	46.8	68.4	548.563	F
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	477	119			477				
A-B	0	0			0				
A-C	280	70			280				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	97	1.197	96	17.5	22.5	799.977	F
B-A	475	119	390	1.219	389	68.4	89.8	744.718	F
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	477	119			477				
A-B	0	0			0				
A-C	280	70			280				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	96	1.204	96	22.5	27.6	989.671	F
B-A	475	119	390	1.218	390	89.8	111.1	940.583	F
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	477	119			477				
A-B	0	0			0				
A-C	280	70			280				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	116	29	96	1.208	96	27.6	32.7	1179.822	F
B-A	475	119	390	1.218	390	111.1	132.4	1136.413	F
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	477	119			477				
A-B	0	0			0				
A-C	280	70			280				

2026 Base + CD + D - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
13	High Street / Church Street	T-Junction	Two-way		11.80	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2026 Base + CD + D - With LR	PM	FLAT	16:45	18:15	90	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (N)		FLAT	✓	431	100.000
B - Church Street		FLAT	✓	400	100.000
C - High Street (S)		FLAT	✓	265	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	431
	B - Church Street	288	0	112
	C - High Street (S)	265	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	1
	B - Church Street	0	0	4
	C - High Street (S)	2	0	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-C	0.33	15.62	0.5	C	112	168
B-A	0.76	39.15	3.1	E	288	432
C-AB	0.00	0.00	0.0	A	0	0
C-A					265	398
A-B					0	0
A-C					431	647

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	348	0.322	110	0.0	0.5	15.054	C
B-A	288	72	378	0.761	277	0.0	2.7	32.740	D
C-AB	0	0	533	0.000	0	0.0	0.0	0.000	A
C-A	265	66			265				
A-B	0	0			0				
A-C	431	108			431				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	343	0.326	112	0.5	0.5	15.570	C
B-A	288	72	379	0.760	287	2.7	2.9	38.420	E
C-AB	0	0	533	0.000	0	0.0	0.0	0.000	A
C-A	265	66			265				
A-B	0	0			0				
A-C	431	108			431				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	343	0.327	112	0.5	0.5	15.600	C
B-A	288	72	379	0.759	288	2.9	3.0	38.843	E
C-AB	0	0	533	0.000	0	0.0	0.0	0.000	A
C-A	265	66			265				
A-B	0	0			0				
A-C	431	108			431				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	343	0.327	112	0.5	0.5	15.611	C
B-A	288	72	379	0.759	288	3.0	3.0	39.009	E
C-AB	0	0	533	0.000	0	0.0	0.0	0.000	A
C-A	265	66			265				
A-B	0	0			0				
A-C	431	108			431				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	343	0.327	112	0.5	0.5	15.615	C
B-A	288	72	379	0.759	288	3.0	3.0	39.100	E
C-AB	0	0	533	0.000	0	0.0	0.0	0.000	A
C-A	265	66			265				
A-B	0	0			0				
A-C	431	108			431				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	342	0.327	112	0.5	0.5	15.618	C
B-A	288	72	379	0.759	288	3.0	3.1	39.154	E
C-AB	0	0	533	0.000	0	0.0	0.0	0.000	A
C-A	265	66			265				
A-B	0	0			0				
A-C	431	108			431				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

Filename: J14_High St-Bridge St-Castle St-Myddylton Place_With LR.j9
Path: C:\Users\Owner\OneDrive\Cotswold Transport Planning Ltd\CADtest - Documents\Martin\Saffron Walden
Report generation date: 15/04/2021 14:27:42

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2023 Base - With LR										
Stream B-ACD	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream A-BCD		0.0	4.97	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	15.21	0.04	C		0.0	0.00	0.00	A
Stream C-ABD		1.2	4.96	0.34	A		0.8	6.61	0.28	A
2026 Base + CD - With LR										
Stream B-ACD	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream A-BCD		0.0	4.87	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	16.56	0.04	C		0.0	0.00	0.00	A
Stream C-ABD		1.5	5.06	0.37	A		0.9	6.56	0.30	A
2026 Base + CD + B - With LR										
Stream B-ACD	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream A-BCD		0.0	4.86	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	17.38	0.04	C		0.0	0.00	0.00	A
Stream C-ABD		1.7	5.20	0.40	A		1.1	6.78	0.33	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	Radwinter Road, Saffron Walden
Location	High St/Bridge St/ Castle/St/Myddylton Place
Site number	
Date	15/04/2021
Version	01
Status	Issue
Identifier	J14
Client	Rasconn Group
Jobnumber	CTP-20-1142
Enumerator	MW
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - With LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - With LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + B - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + B - With LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
14	High St/Bridge St/Castle St/Myddylton Place	Crossroads	Two-way		1.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bridge Street		Major
B	Castle Street		Minor
C	High Street		Major
D	Myddylton Place		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Bridge Street	6.00			100.0	✓	0.00
C - High Street	6.00			120.0	✓	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 - Castle Street	One lane	2.80	13	14
D - Myddylton Place	One lane	2.40	11	11

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.245	0.350	0.245	-	-	-
B-A	479	0.087	0.221	0.221	-	-	-	0.139	0.315	-	0.221	0.221	0.110
B-C	620	0.095	0.240	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	479	0.087	0.221	0.221	-	-	-	0.139	0.315	0.139	-	-	-
B-D, offside lane	479	0.087	0.221	0.221	-	-	-	0.139	0.315	0.139	-	-	-
C-B	643	0.249	0.249	0.356	-	-	-	-	-	-	-	-	-
D-A	593	-	-	-	-	-	-	0.230	-	0.091	-	-	-
D-B, nearside lane	457	0.132	0.132	0.301	-	-	-	0.211	0.211	0.083	-	-	-
D-B, offside lane	457	0.132	0.132	0.301	-	-	-	0.211	0.211	0.083	-	-	-
D-C	457	-	0.132	0.301	0.105	0.211	0.211	0.211	0.211	0.083	-	-	-

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

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

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bridge Street		ONE HOUR	✓	478	100.000
B - Castle Street		ONE HOUR	✓	0	100.000
C - High Street		ONE HOUR	✓	849	100.000
D - Myddylton Place		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	214	263	1
	B - Castle Street	0	0	0	0
	C - High Street	773	73	0	3
	D - Myddylton Place	3	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	2	5	0
	B - Castle Street	0	0	0	0
	C - High Street	2	8	0	0
	D - Myddylton Place	0	0	0	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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	4.97	0.0	A	2	3
A-B					196	294
A-C					241	361
D-ABC	0.04	15.21	0.0	C	7	11
C-ABD	0.34	4.96	1.2	A	246	370
C-D					2	3
C-A					531	796

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	355	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.37	728	0.002	1	0.0	0.0	4.953	A
A-B	161	40			161				
A-C	198	49			198				
D-ABC	6	2	330	0.018	6	0.0	0.0	11.110	B
C-ABD	149	37	925	0.161	147	0.0	0.4	4.629	A
C-D	2	0.47			2				
C-A	488	122			488				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	324	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.52	754	0.003	2	0.0	0.0	4.779	A
A-B	192	48			192				
A-C	236	59			236				
D-ABC	7	2	295	0.024	7	0.0	0.0	12.503	B
C-ABD	221	55	996	0.222	220	0.4	0.7	4.658	A
C-D	2	0.52			2				
C-A	540	135			540				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	279	0.000	0	0.0	0.0	0.000	A
A-BCD	3	0.81	795	0.004	3	0.0	0.0	4.538	A
A-B	235	59			235				
A-C	288	72			288				
D-ABC	9	2	246	0.036	9	0.0	0.0	15.172	C
C-ABD	367	92	1098	0.334	365	0.7	1.2	4.946	A
C-D	2	0.55			2				
C-A	566	141			566				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	279	0.000	0	0.0	0.0	0.000	A
A-BCD	3	0.81	795	0.004	3	0.0	0.0	4.546	A
A-B	235	59			235				
A-C	288	72			288				
D-ABC	9	2	245	0.036	9	0.0	0.0	15.213	C
C-ABD	369	92	1100	0.335	369	1.2	1.2	4.963	A
C-D	2	0.55			2				
C-A	564	141			564				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	323	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.52	754	0.003	2	0.0	0.0	4.798	A
A-B	192	48			192				
A-C	236	59			236				
D-ABC	7	2	294	0.024	7	0.0	0.0	12.542	B
C-ABD	222	56	999	0.223	225	1.2	0.7	4.667	A
C-D	2	0.52			2				
C-A	539	135			539				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	355	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.37	727	0.002	1	0.0	0.0	4.968	A
A-B	161	40			161				
A-C	198	49			198				
D-ABC	6	2	329	0.018	6	0.0	0.0	11.139	B
C-ABD	151	38	927	0.163	152	0.7	0.4	4.650	A
C-D	2	0.47			2				
C-A	487	122			487				

2023 Base - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
14	High St/Bridge St/Castle St/Myddylton Place	Crossroads	Two-way		0.80	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bridge Street		ONE HOUR	✓	867	100.000
B - Castle Street		ONE HOUR	✓	0	100.000
C - High Street		ONE HOUR	✓	491	100.000
D - Myddylton Place		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	450	417	0
	B - Castle Street	0	0	0	0
	C - High Street	411	75	0	5
	D - Myddylton Place	2	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	1	1	0
	B - Castle Street	0	0	0	0
	C - High Street	1	0	0	0
	D - Myddylton Place	0	0	0	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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					413	619
A-C					383	574
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.28	6.61	0.8	A	151	226
C-D					4	5
C-A					296	444

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	351	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	532	0.000	0	0.0	0.0	0.000	A
A-B	339	85			339				
A-C	314	78			314				
D-ABC	0	0	341	0.000	0	0.0	0.0	0.000	A
C-ABD	101	25	708	0.143	100	0.0	0.3	5.919	A
C-D	3	0.81			3				
C-A	265	66			265				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	319	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	513	0.000	0	0.0	0.0	0.000	A
A-B	405	101			405				
A-C	375	94			375				
D-ABC	0	0	311	0.000	0	0.0	0.0	0.000	A
C-ABD	139	35	728	0.192	139	0.3	0.4	6.123	A
C-D	4	0.91			4				
C-A	298	75			298				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	275	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	487	0.000	0	0.0	0.0	0.000	A
A-B	495	124			495				
A-C	459	115			459				
D-ABC	0	0	269	0.000	0	0.0	0.0	0.000	A
C-ABD	210	53	758	0.277	209	0.4	0.8	6.570	A
C-D	4	0.99			4				
C-A	326	82			326				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	275	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	486	0.000	0	0.0	0.0	0.000	A
A-B	495	124			495				
A-C	459	115			459				
D-ABC	0	0	268	0.000	0	0.0	0.0	0.000	A
C-ABD	211	53	759	0.278	211	0.8	0.8	6.606	A
C-D	4	0.99			4				
C-A	326	81			326				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	319	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	512	0.000	0	0.0	0.0	0.000	A
A-B	405	101			405				
A-C	375	94			375				
D-ABC	0	0	311	0.000	0	0.0	0.0	0.000	A
C-ABD	140	35	729	0.192	141	0.8	0.5	6.167	A
C-D	4	0.91			4				
C-A	298	74			298				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	351	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	531	0.000	0	0.0	0.0	0.000	A
A-B	339	85			339				
A-C	314	78			314				
D-ABC	0	0	341	0.000	0	0.0	0.0	0.000	A
C-ABD	102	25	709	0.144	103	0.5	0.3	5.957	A
C-D	3	0.80			3				
C-A	264	66			264				

2026 Base + CD - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
14	High St/Bridge St/Castle St/Myddylton Place	Crossroads	Two-way		1.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bridge Street		ONE HOUR	✓	521	100.000
B - Castle Street		ONE HOUR	✓	0	100.000
C - High Street		ONE HOUR	✓	908	100.000
D - Myddylton Place		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	251	269	1
	B - Castle Street	0	0	0	0
	C - High Street	832	73	0	3
	D - Myddylton Place	3	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	2	5	0
	B - Castle Street	0	0	0	0
	C - High Street	2	8	0	0
	D - Myddylton Place	0	0	0	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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	4.87	0.0	A	3	4
A-B					230	344
A-C					246	369
D-ABC	0.04	16.56	0.0	C	7	11
C-ABD	0.37	5.06	1.5	A	277	415
C-D					2	3
C-A					554	831

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	345	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.40	743	0.002	2	0.0	0.0	4.852	A
A-B	189	47			189				
A-C	202	51			202				
D-ABC	6	2	318	0.019	6	0.0	0.0	11.543	B
C-ABD	162	40	952	0.170	160	0.0	0.5	4.548	A
C-D	2	0.47			2				
C-A	520	130			520				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	312	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.57	774	0.003	2	0.0	0.0	4.660	A
A-B	225	56			225				
A-C	241	60			241				
D-ABC	7	2	280	0.026	7	0.0	0.0	13.181	B
C-ABD	245	61	1030	0.238	244	0.5	0.7	4.605	A
C-D	2	0.51			2				
C-A	569	142			569				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	264	0.000	0	0.0	0.0	0.000	A
A-BCD	4	0.91	821	0.004	4	0.0	0.0	4.396	A
A-B	275	69			275				
A-C	295	74			295				
D-ABC	9	2	227	0.039	9	0.0	0.0	16.497	C
C-ABD	421	105	1141	0.369	418	0.7	1.5	5.024	A
C-D	2	0.52			2				
C-A	577	144			577				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	264	0.000	0	0.0	0.0	0.000	A
A-BCD	4	0.91	821	0.004	4	0.0	0.0	4.406	A
A-B	275	69			275				
A-C	295	74			295				
D-ABC	9	2	226	0.039	9	0.0	0.0	16.557	C
C-ABD	423	106	1143	0.371	423	1.5	1.5	5.055	A
C-D	2	0.52			2				
C-A	574	144			574				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	311	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.57	773	0.003	2	0.0	0.0	4.681	A
A-B	225	56			225				
A-C	241	60			241				
D-ABC	7	2	279	0.026	7	0.0	0.0	13.237	B
C-ABD	247	62	1032	0.239	250	1.5	0.8	4.620	A
C-D	2	0.51			2				
C-A	567	142			567				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	345	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.40	743	0.002	2	0.0	0.0	4.867	A
A-B	189	47			189				
A-C	202	51			202				
D-ABC	6	2	317	0.019	6	0.0	0.0	11.575	B
C-ABD	164	41	954	0.172	165	0.8	0.5	4.571	A
C-D	2	0.47			2				
C-A	518	130			518				

2026 Base + CD - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
14	High St/Bridge St/Castle St/Myddylton Place	Crossroads	Two-way		0.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bridge Street		ONE HOUR	✓	911	100.000
B - Castle Street		ONE HOUR	✓	0	100.000
C - High Street		ONE HOUR	✓	541	100.000
D - Myddylton Place		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	486	425	0
	B - Castle Street	0	0	0	0
	C - High Street	460	76	0	5
	D - Myddylton Place	2	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	1	1	0
	B - Castle Street	0	0	0	0
	C - High Street	1	0	0	0
	D - Myddylton Place	0	0	0	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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					446	669
A-C					390	585
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.30	6.56	0.9	A	168	253
C-D					4	5
C-A					324	487

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	342	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	523	0.000	0	0.0	0.0	0.000	A
A-B	366	91			366				
A-C	320	80			320				
D-ABC	0	0	329	0.000	0	0.0	0.0	0.000	A
C-ABD	110	28	728	0.151	109	0.0	0.3	5.811	A
C-D	3	0.80			3				
C-A	294	73			294				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	309	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	502	0.000	0	0.0	0.0	0.000	A
A-B	437	109			437				
A-C	382	96			382				
D-ABC	0	0	297	0.000	0	0.0	0.0	0.000	A
C-ABD	155	39	753	0.205	154	0.3	0.5	6.016	A
C-D	4	0.89			4				
C-A	328	82			328				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	262	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	473	0.000	0	0.0	0.0	0.000	A
A-B	535	134			535				
A-C	468	117			468				
D-ABC	0	0	250	0.000	0	0.0	0.0	0.000	A
C-ABD	239	60	791	0.302	238	0.5	0.9	6.521	A
C-D	4	0.96			4				
C-A	353	88			353				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	262	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	473	0.000	0	0.0	0.0	0.000	A
A-B	535	134			535				
A-C	468	117			468				
D-ABC	0	0	250	0.000	0	0.0	0.0	0.000	A
C-ABD	240	60	792	0.303	240	0.9	0.9	6.565	A
C-D	4	0.96			4				
C-A	352	88			352				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	308	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	501	0.000	0	0.0	0.0	0.000	A
A-B	437	109			437				
A-C	382	96			382				
D-ABC	0	0	296	0.000	0	0.0	0.0	0.000	A
C-ABD	155	39	755	0.206	157	0.9	0.5	6.066	A
C-D	4	0.89			4				
C-A	327	82			327				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	342	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	522	0.000	0	0.0	0.0	0.000	A
A-B	366	91			366				
A-C	320	80			320				
D-ABC	0	0	329	0.000	0	0.0	0.0	0.000	A
C-ABD	111	28	729	0.152	112	0.5	0.3	5.852	A
C-D	3	0.80			3				
C-A	293	73			293				

2026 Base + CD + B - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
14	High St/Bridge St/Castle St/Myddylton Place	Crossroads	Two-way		1.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + B - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bridge Street		ONE HOUR	✓	533	100.000
B - Castle Street		ONE HOUR	✓	0	100.000
C - High Street		ONE HOUR	✓	941	100.000
D - Myddylton Place		ONE HOUR	✓	8	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	257	275	1
	B - Castle Street	0	0	0	0
	C - High Street	863	75	0	3
	D - Myddylton Place	3	2	3	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	2	5	0
	B - Castle Street	0	0	0	0
	C - High Street	2	8	0	0
	D - Myddylton Place	0	0	0	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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	4.86	0.0	A	3	4
A-B					235	353
A-C					251	377
D-ABC	0.04	17.38	0.0	C	7	11
C-ABD	0.40	5.20	1.7	A	302	453
C-D					2	3
C-A					560	840

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	340	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.41	745	0.002	2	0.0	0.0	4.841	A
A-B	193	48			193				
A-C	207	52			207				
D-ABC	6	2	311	0.019	6	0.0	0.0	11.786	B
C-ABD	173	43	967	0.179	171	0.0	0.5	4.525	A
C-D	2	0.46			2				
C-A	533	133			533				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	305	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.59	776	0.003	2	0.0	0.0	4.644	A
A-B	230	58			230				
A-C	246	62			246				
D-ABC	7	2	272	0.026	7	0.0	0.0	13.573	B
C-ABD	265	66	1048	0.253	264	0.5	0.8	4.610	A
C-D	2	0.50			2				
C-A	579	145			579				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	256	0.000	0	0.0	0.0	0.000	A
A-BCD	4	0.95	826	0.005	4	0.0	0.0	4.375	A
A-B	282	70			282				
A-C	301	75			301				
D-ABC	9	2	217	0.041	9	0.0	0.0	17.300	C
C-ABD	464	116	1165	0.398	460	0.8	1.7	5.158	A
C-D	2	0.50			2				
C-A	570	143			570				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	256	0.000	0	0.0	0.0	0.000	A
A-BCD	4	0.95	825	0.005	4	0.0	0.0	4.385	A
A-B	282	70			282				
A-C	301	75			301				
D-ABC	9	2	216	0.041	9	0.0	0.0	17.377	C
C-ABD	467	117	1167	0.400	467	1.7	1.7	5.201	A
C-D	2	0.49			2				
C-A	567	142			567				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	305	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.59	776	0.003	2	0.0	0.0	4.666	A
A-B	230	58			230				
A-C	246	62			246				
D-ABC	7	2	271	0.027	7	0.0	0.0	13.641	B
C-ABD	267	67	1052	0.254	271	1.7	0.9	4.635	A
C-D	2	0.50			2				
C-A	577	144			577				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	340	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.41	744	0.002	2	0.0	0.0	4.856	A
A-B	193	48			193				
A-C	207	52			207				
D-ABC	6	2	311	0.019	6	0.0	0.0	11.825	B
C-ABD	175	44	969	0.181	177	0.9	0.5	4.550	A
C-D	2	0.46			2				
C-A	531	133			531				

2026 Base + CD + B - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
14	High St/Bridge St/Castle St/Myddylton Place	Crossroads	Two-way		0.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + B - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bridge Street		ONE HOUR	✓	939	100.000
B - Castle Street		ONE HOUR	✓	0	100.000
C - High Street		ONE HOUR	✓	558	100.000
D - Myddylton Place		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	500	439	0
	B - Castle Street	0	0	0	0
	C - High Street	473	80	0	5
	D - Myddylton Place	2	2	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	1	1	0
	B - Castle Street	0	0	0	0
	C - High Street	1	0	0	0
	D - Myddylton Place	0	0	0	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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					459	688
A-C					403	604
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.33	6.78	1.1	A	183	275
C-D					3	5
C-A					325	488

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	337	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	519	0.000	0	0.0	0.0	0.000	A
A-B	376	94			376				
A-C	331	83			331				
D-ABC	0	0	324	0.000	0	0.0	0.0	0.000	A
C-ABD	119	30	731	0.162	117	0.0	0.4	5.860	A
C-D	3	0.79			3				
C-A	298	75			298				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	302	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	498	0.000	0	0.0	0.0	0.000	A
A-B	449	112			449				
A-C	395	99			395				
D-ABC	0	0	290	0.000	0	0.0	0.0	0.000	A
C-ABD	167	42	757	0.221	167	0.4	0.6	6.106	A
C-D	3	0.87			3				
C-A	331	83			331				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	253	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	468	0.000	0	0.0	0.0	0.000	A
A-B	551	138			551				
A-C	483	121			483				
D-ABC	0	0	242	0.000	0	0.0	0.0	0.000	A
C-ABD	262	65	797	0.328	260	0.6	1.1	6.728	A
C-D	4	0.92			4				
C-A	349	87			349				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	253	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	467	0.000	0	0.0	0.0	0.000	A
A-B	551	138			551				
A-C	483	121			483				
D-ABC	0	0	242	0.000	0	0.0	0.0	0.000	A
C-ABD	263	66	798	0.329	263	1.1	1.1	6.779	A
C-D	4	0.92			4				
C-A	348	87			348				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	301	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	497	0.000	0	0.0	0.0	0.000	A
A-B	449	112			449				
A-C	395	99			395				
D-ABC	0	0	290	0.000	0	0.0	0.0	0.000	A
C-ABD	169	42	759	0.222	170	1.1	0.6	6.168	A
C-D	3	0.87			3				
C-A	330	82			330				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	336	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	519	0.000	0	0.0	0.0	0.000	A
A-B	376	94			376				
A-C	331	83			331				
D-ABC	0	0	324	0.000	0	0.0	0.0	0.000	A
C-ABD	120	30	732	0.163	120	0.6	0.4	5.910	A
C-D	3	0.79			3				
C-A	297	74			297				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: J15_Ashdon Rd-Common Hill-Church St-Castle Hill_With LR.j9
Path: C:\Users\Owner\Cotswold Transport Planning Ltd\Projects - Documents\Rosconn Group\Radwinter Road, Saffron Walden - CTP-20-1142\06 Calculations\Junction Modelling\With Link Road
Report generation date: 07/05/2021 12:38:41

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - With LR									
1 - Castle Hill	D1	1.8	10.05	0.65	B	D2	2.1	11.42	0.68	B
2 - Ashdon Road		6.9	40.46	0.89	E		1.0	9.05	0.51	A
3 - Common Hill		0.4	6.59	0.30	A		0.5	5.44	0.32	A
4 - Church Street		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2026 Base + CD - With LR									
1 - Castle Hill	D3	2.9	14.40	0.75	B	D4	2.8	14.11	0.74	B
2 - Ashdon Road		24.9	119.66	1.03	F		1.6	11.87	0.62	B
3 - Common Hill		0.6	7.81	0.39	A		0.6	6.42	0.40	A
4 - Church Street		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2026 Base + CD + D - With LR									
1 - Castle Hill	D5	3.0	14.94	0.76	B	D6	3.1	15.49	0.76	C
2 - Ashdon Road		38.7	168.66	1.08	F		1.8	12.60	0.64	B
3 - Common Hill		0.6	7.90	0.39	A		0.7	6.50	0.40	A
4 - Church Street		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	15/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CTP-LAPTOP-013\Owner
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

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - With LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - With LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + D - With LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - With LR, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ashdon Rd/Common Hill/Church St/Castle Hill	Mini-roundabout		1, 2, 3, 4	22.44	C

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Castle Hill	
2	Ashdon Road	
3	Common Hill	
4	Church Street	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Castle Hill	4.15	4.15	4.81	10.0	18.30	13.01	0.0	
2 - Ashdon Road	4.10	4.10	4.44	10.0	13.00	8.09	0.0	
3 - Common Hill	3.98	3.98	5.57	10.0	10.20	5.62	0.0	
4 - Church Street	3.00	3.00	3.00	0.0	5.00	2.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Castle Hill	0.664	1074
2 - Ashdon Road	0.644	1071
3 - Common Hill	0.668	1316
4 - Church Street	0.590	683

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Castle Hill		ONE HOUR	✓	592	100.000
2 - Ashdon Road		ONE HOUR	✓	599	100.000
3 - Common Hill		ONE HOUR	✓	213	100.000
4 - Church Street		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	147	271	174
	2 - Ashdon Road	98	0	94	407
	3 - Common Hill	89	63	0	61
	4 - Church Street	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	1	1	3
	2 - Ashdon Road	4	0	1	1
	3 - Common Hill	1	6	0	5
	4 - Church Street	0	0	0	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 - Castle Hill	0.65	10.05	1.8	B	543	815
2 - Ashdon Road	0.89	40.46	6.9	E	550	824
3 - Common Hill	0.30	6.59	0.4	A	195	293
4 - Church Street	0.00	0.00	0.0	A	0	0

Main Results for each time segment

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 - Castle Hill	446	111	47	1025	0.435	443	140	0.0	0.8	6.151	A
2 - Ashdon Road	451	113	333	840	0.537	446	157	0.0	1.1	9.035	A
3 - Common Hill	160	40	506	937	0.171	160	273	0.0	0.2	4.623	A
4 - Church Street	0	0	187	569	0.000	0	479	0.0	0.0	0.000	A

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 - Castle Hill	532	133	57	1018	0.523	531	167	0.8	1.1	7.365	A
2 - Ashdon Road	538	135	399	798	0.675	535	188	1.1	2.0	13.531	B
3 - Common Hill	191	48	607	871	0.220	191	327	0.2	0.3	5.291	A
4 - Church Street	0	0	224	546	0.000	0	574	0.0	0.0	0.000	A

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 - Castle Hill	652	163	69	1010	0.646	649	203	1.1	1.8	9.904	A
2 - Ashdon Road	660	165	488	740	0.891	643	230	2.0	6.1	32.596	D
3 - Common Hill	235	59	733	789	0.297	234	398	0.3	0.4	6.482	A
4 - Church Street	0	0	272	517	0.000	0	695	0.0	0.0	0.000	A

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 - Castle Hill	652	163	69	1010	0.646	652	205	1.8	1.8	10.052	B
2 - Ashdon Road	660	165	490	739	0.892	656	231	6.1	6.9	40.460	E
3 - Common Hill	235	59	745	781	0.300	234	401	0.4	0.4	6.588	A
4 - Church Street	0	0	275	515	0.000	0	705	0.0	0.0	0.000	A

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 - Castle Hill	532	133	57	1018	0.523	535	171	1.8	1.1	7.491	A
2 - Ashdon Road	538	135	402	796	0.677	557	190	6.9	2.2	16.184	C
3 - Common Hill	191	48	627	858	0.223	192	332	0.4	0.3	5.410	A
4 - Church Street	0	0	228	544	0.000	0	591	0.0	0.0	0.000	A

09:00 - 09:15

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 - Castle Hill	446	111	48	1025	0.435	447	142	1.1	0.8	6.246	A
2 - Ashdon Road	451	113	336	838	0.538	455	159	2.2	1.2	9.487	A
3 - Common Hill	160	40	515	932	0.172	161	276	0.3	0.2	4.671	A
4 - Church Street	0	0	189	568	0.000	0	487	0.0	0.0	0.000	A

2023 Base - With LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 77% of the total flow for the roundabout for one or more time segments][Arms 1 and 3 have 70% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ashdon Rd/Common Hill/Church St/Castle Hill	Mini-roundabout		1, 2, 3, 4	9.38	A

Junction Network Options

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Castle Hill		ONE HOUR	✓	616	100.000
2 - Ashdon Road		ONE HOUR	✓	377	100.000
3 - Common Hill		ONE HOUR	✓	287	100.000
4 - Church Street		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	255	245	116
	2 - Ashdon Road	109	0	38	230
	3 - Common Hill	131	106	0	50
	4 - Church Street	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	0	1	0
	2 - Ashdon Road	0	0	1	0
	3 - Common Hill	1	0	0	0
	4 - Church Street	0	0	0	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 - Castle Hill	0.68	11.42	2.1	B	565	848
2 - Ashdon Road	0.51	9.05	1.0	A	346	519
3 - Common Hill	0.32	5.44	0.5	A	263	395
4 - Church Street	0.00	0.00	0.0	A	0	0

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 - Castle Hill	464	116	79	1018	0.456	460	180	0.0	0.8	6.425	A
2 - Ashdon Road	284	71	270	895	0.317	282	270	0.0	0.5	5.852	A
3 - Common Hill	216	54	340	1084	0.199	215	212	0.0	0.2	4.139	A
4 - Church Street	0	0	259	529	0.000	0	296	0.0	0.0	0.000	A

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 - Castle Hill	554	138	95	1007	0.550	552	215	0.8	1.2	7.886	A
2 - Ashdon Road	339	85	324	860	0.394	338	324	0.5	0.6	6.883	A
3 - Common Hill	258	65	408	1039	0.248	258	254	0.2	0.3	4.606	A
4 - Church Street	0	0	311	499	0.000	0	355	0.0	0.0	0.000	A

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 - Castle Hill	678	170	116	993	0.683	675	264	1.2	2.1	11.182	B
2 - Ashdon Road	415	104	395	814	0.510	414	396	0.6	1.0	8.957	A
3 - Common Hill	316	79	499	978	0.323	315	310	0.3	0.5	5.424	A
4 - Church Street	0	0	380	458	0.000	0	434	0.0	0.0	0.000	A

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 - Castle Hill	678	170	117	993	0.683	678	264	2.1	2.1	11.417	B
2 - Ashdon Road	415	104	397	813	0.511	415	397	1.0	1.0	9.051	A
3 - Common Hill	316	79	501	977	0.323	316	312	0.5	0.5	5.444	A
4 - Church Street	0	0	381	457	0.000	0	436	0.0	0.0	0.000	A

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 - Castle Hill	554	138	96	1007	0.550	557	216	2.1	1.2	8.065	A
2 - Ashdon Road	339	85	327	859	0.395	340	326	1.0	0.7	6.970	A
3 - Common Hill	258	65	411	1037	0.249	259	256	0.5	0.3	4.628	A
4 - Church Street	0	0	312	498	0.000	0	358	0.0	0.0	0.000	A

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 - Castle Hill	464	116	80	1017	0.456	465	181	1.2	0.8	6.540	A
2 - Ashdon Road	284	71	273	893	0.318	285	273	0.7	0.5	5.922	A
3 - Common Hill	216	54	344	1082	0.200	216	214	0.3	0.3	4.163	A
4 - Church Street	0	0	261	528	0.000	0	299	0.0	0.0	0.000	A

2026 Base + CD - With LR, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ashdon Rd/Common Hill/Church St/Castle Hill	Mini-roundabout		1, 2, 3, 4	57.06	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Castle Hill		ONE HOUR	✓	667	100.000
2 - Ashdon Road		ONE HOUR	✓	662	100.000
3 - Common Hill		ONE HOUR	✓	265	100.000
4 - Church Street		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	185	297	185
	2 - Ashdon Road	105	0	107	450
	3 - Common Hill	105	99	0	61
	4 - Church Street	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	1	1	3
	2 - Ashdon Road	4	0	2	2
	3 - Common Hill	1	5	0	5
	4 - Church Street	0	0	0	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 - Castle Hill	0.75	14.40	2.9	B	612	918
2 - Ashdon Road	1.03	119.66	24.9	F	607	911
3 - Common Hill	0.39	7.81	0.6	A	243	365
4 - Church Street	0.00	0.00	0.0	A	0	0

Main Results for each time segment

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 - Castle Hill	502	126	74	1007	0.499	498	157	0.0	1.0	7.023	A
2 - Ashdon Road	498	125	360	816	0.611	492	212	0.0	1.5	10.921	B
3 - Common Hill	200	50	551	908	0.220	198	301	0.0	0.3	5.058	A
4 - Church Street	0	0	231	542	0.000	0	519	0.0	0.0	0.000	A

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 - Castle Hill	600	150	89	997	0.601	598	188	1.0	1.5	8.969	A
2 - Ashdon Road	595	149	432	770	0.773	589	255	1.5	3.1	19.177	C
3 - Common Hill	238	60	659	836	0.285	238	361	0.3	0.4	6.016	A
4 - Church Street	0	0	276	514	0.000	0	621	0.0	0.0	0.000	A

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 - Castle Hill	734	184	109	983	0.747	729	223	1.5	2.8	13.873	B
2 - Ashdon Road	729	182	527	709	1.028	677	311	3.1	16.2	67.284	F
3 - Common Hill	292	73	769	763	0.382	291	434	0.4	0.6	7.607	A
4 - Church Street	0	0	331	481	0.000	0	729	0.0	0.0	0.000	A

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 - Castle Hill	734	184	109	983	0.747	734	226	2.8	2.9	14.402	B
2 - Ashdon Road	729	182	530	707	1.031	694	313	16.2	24.9	119.656	F
3 - Common Hill	292	73	785	753	0.388	292	439	0.6	0.6	7.808	A
4 - Church Street	0	0	335	479	0.000	0	742	0.0	0.0	0.000	A

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 - Castle Hill	600	150	89	997	0.602	605	202	2.9	1.5	9.309	A
2 - Ashdon Road	595	149	437	767	0.776	679	257	24.9	4.0	57.592	F
3 - Common Hill	238	60	737	785	0.303	239	379	0.6	0.4	6.601	A
4 - Church Street	0	0	292	505	0.000	0	684	0.0	0.0	0.000	A

09:00 - 09:15

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 - Castle Hill	502	126	75	1007	0.499	504	160	1.5	1.0	7.199	A
2 - Ashdon Road	498	125	364	813	0.613	508	215	4.0	1.6	12.125	B
3 - Common Hill	200	50	566	898	0.222	200	307	0.4	0.3	5.163	A
4 - Church Street	0	0	235	540	0.000	0	531	0.0	0.0	0.000	A

2026 Base + CD - With LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 76% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ashdon Rd/Common Hill/Church St/Castle Hill	Mini-roundabout		1, 2, 3, 4	11.63	B

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Castle Hill		ONE HOUR	✓	660	100.000
2 - Ashdon Road		ONE HOUR	✓	450	100.000
3 - Common Hill		ONE HOUR	✓	333	100.000
4 - Church Street		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	279	259	122
	2 - Ashdon Road	128	0	55	267
	3 - Common Hill	160	123	0	50
	4 - Church Street	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	0	1	0
	2 - Ashdon Road	0	0	1	0
	3 - Common Hill	2	0	0	0
	4 - Church Street	0	0	0	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 - Castle Hill	0.74	14.11	2.8	B	606	908
2 - Ashdon Road	0.62	11.87	1.6	B	413	619
3 - Common Hill	0.40	6.42	0.6	A	306	458
4 - Church Street	0.00	0.00	0.0	A	0	0

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 - Castle Hill	497	124	92	1009	0.492	493	216	0.0	1.0	6.923	A
2 - Ashdon Road	339	85	285	885	0.383	336	301	0.0	0.6	6.527	A
3 - Common Hill	251	63	386	1048	0.239	249	235	0.0	0.3	4.502	A
4 - Church Street	0	0	308	500	0.000	0	328	0.0	0.0	0.000	A

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 - Castle Hill	593	148	110	997	0.595	591	258	1.0	1.4	8.828	A
2 - Ashdon Road	405	101	341	849	0.477	403	360	0.6	0.9	8.063	A
3 - Common Hill	299	75	463	997	0.300	299	281	0.3	0.4	5.153	A
4 - Church Street	0	0	369	464	0.000	0	394	0.0	0.0	0.000	A

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 - Castle Hill	727	182	135	981	0.741	722	316	1.4	2.7	13.616	B
2 - Ashdon Road	495	124	417	800	0.619	493	440	0.9	1.6	11.611	B
3 - Common Hill	367	92	566	929	0.395	366	343	0.4	0.6	6.368	A
4 - Church Street	0	0	451	415	0.000	0	481	0.0	0.0	0.000	A

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 - Castle Hill	727	182	135	981	0.741	726	317	2.7	2.8	14.112	B
2 - Ashdon Road	495	124	419	798	0.621	495	442	1.6	1.6	11.872	B
3 - Common Hill	367	92	569	927	0.395	367	346	0.6	0.6	6.420	A
4 - Church Street	0	0	452	414	0.000	0	483	0.0	0.0	0.000	A

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 - Castle Hill	593	148	111	997	0.595	598	260	2.8	1.5	9.148	A
2 - Ashdon Road	405	101	345	846	0.478	407	364	1.6	0.9	8.254	A
3 - Common Hill	299	75	468	994	0.301	300	285	0.6	0.4	5.196	A
4 - Church Street	0	0	371	462	0.000	0	397	0.0	0.0	0.000	A

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 - Castle Hill	497	124	93	1009	0.493	499	217	1.5	1.0	7.091	A
2 - Ashdon Road	339	85	288	883	0.384	340	304	0.9	0.6	6.640	A
3 - Common Hill	251	63	391	1045	0.240	251	237	0.4	0.3	4.537	A
4 - Church Street	0	0	310	499	0.000	0	332	0.0	0.0	0.000	A

2026 Base + CD + D - With LR, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ashdon Rd/Common Hill/Church St/Castle Hill	Mini-roundabout		1, 2, 3, 4	79.18	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + D - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Castle Hill		ONE HOUR	✓	676	100.000
2 - Ashdon Road		ONE HOUR	✓	700	100.000
3 - Common Hill		ONE HOUR	✓	265	100.000
4 - Church Street		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	194	297	185
	2 - Ashdon Road	108	0	107	485
	3 - Common Hill	105	99	0	61
	4 - Church Street	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	1	1	3
	2 - Ashdon Road	4	0	1	1
	3 - Common Hill	1	4	0	5
	4 - Church Street	0	0	0	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 - Castle Hill	0.76	14.94	3.0	B	620	930
2 - Ashdon Road	1.08	168.66	38.7	F	642	963
3 - Common Hill	0.39	7.90	0.6	A	243	365
4 - Church Street	0.00	0.00	0.0	A	0	0

Main Results for each time segment

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 - Castle Hill	509	127	74	1008	0.505	505	159	0.0	1.0	7.117	A
2 - Ashdon Road	527	132	360	823	0.640	520	219	0.0	1.7	11.636	B
3 - Common Hill	200	50	579	895	0.223	198	301	0.0	0.3	5.158	A
4 - Church Street	0	0	233	541	0.000	0	544	0.0	0.0	0.000	A

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 - Castle Hill	608	152	89	998	0.609	606	190	1.0	1.5	9.134	A
2 - Ashdon Road	629	157	432	777	0.810	621	263	1.7	3.8	21.998	C
3 - Common Hill	238	60	692	821	0.290	238	361	0.3	0.4	6.172	A
4 - Church Street	0	0	279	514	0.000	0	651	0.0	0.0	0.000	A

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 - Castle Hill	744	186	109	984	0.756	739	222	1.5	2.9	14.340	B
2 - Ashdon Road	771	193	527	715	1.077	694	321	3.8	22.9	85.464	F
3 - Common Hill	292	73	790	755	0.386	291	431	0.4	0.6	7.736	A
4 - Church Street	0	0	331	482	0.000	0	750	0.0	0.0	0.000	A

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 - Castle Hill	744	186	109	984	0.756	744	225	2.9	3.0	14.942	B
2 - Ashdon Road	771	193	530	713	1.081	707	322	22.9	38.7	168.664	F
3 - Common Hill	292	73	803	747	0.391	292	435	0.6	0.6	7.905	A
4 - Church Street	0	0	334	480	0.000	0	761	0.0	0.0	0.000	A

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 - Castle Hill	608	152	89	997	0.609	613	211	3.0	1.6	9.506	A
2 - Ashdon Road	629	157	437	773	0.814	755	265	38.7	7.2	118.699	F
3 - Common Hill	238	60	808	744	0.320	239	385	0.6	0.5	7.133	A
4 - Church Street	0	0	300	500	0.000	0	746	0.0	0.0	0.000	A

09:00 - 09:15

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 - Castle Hill	509	127	75	1007	0.505	511	164	1.6	1.0	7.292	A
2 - Ashdon Road	527	132	364	820	0.643	548	221	7.2	1.9	14.218	B
3 - Common Hill	200	50	605	878	0.227	200	308	0.5	0.3	5.317	A
4 - Church Street	0	0	239	538	0.000	0	566	0.0	0.0	0.000	A

2026 Base + CD + D - With LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 77% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ashdon Rd/Common Hill/Church St/Castle Hill	Mini-roundabout		1, 2, 3, 4	12.56	B

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + D - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Castle Hill		ONE HOUR	✓	681	100.000
2 - Ashdon Road		ONE HOUR	✓	466	100.000
3 - Common Hill		ONE HOUR	✓	333	100.000
4 - Church Street		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	300	259	122
	2 - Ashdon Road	129	0	55	282
	3 - Common Hill	160	123	0	50
	4 - Church Street	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	0	1	0
	2 - Ashdon Road	0	0	1	0
	3 - Common Hill	1	0	0	0
	4 - Church Street	0	0	0	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 - Castle Hill	0.76	15.49	3.1	C	625	937
2 - Ashdon Road	0.64	12.60	1.8	B	428	641
3 - Common Hill	0.40	6.50	0.7	A	306	458
4 - Church Street	0.00	0.00	0.0	A	0	0

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 - Castle Hill	513	128	92	1009	0.508	509	216	0.0	1.0	7.133	A
2 - Ashdon Road	351	88	285	886	0.396	348	316	0.0	0.6	6.668	A
3 - Common Hill	251	63	398	1045	0.240	249	235	0.0	0.3	4.510	A
4 - Church Street	0	0	308	500	0.000	0	339	0.0	0.0	0.000	A

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 - Castle Hill	612	153	110	997	0.614	610	259	1.0	1.6	9.243	A
2 - Ashdon Road	419	105	341	849	0.494	418	379	0.6	1.0	8.326	A
3 - Common Hill	299	75	478	992	0.302	299	281	0.3	0.4	5.188	A
4 - Church Street	0	0	370	464	0.000	0	407	0.0	0.0	0.000	A

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 - Castle Hill	750	187	135	981	0.764	744	317	1.6	3.0	14.810	B
2 - Ashdon Road	513	128	416	800	0.641	510	463	1.0	1.7	12.270	B
3 - Common Hill	367	92	583	922	0.398	366	343	0.4	0.7	6.457	A
4 - Church Street	0	0	452	415	0.000	0	497	0.0	0.0	0.000	A

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 - Castle Hill	750	187	135	981	0.764	749	318	3.0	3.1	15.489	C
2 - Ashdon Road	513	128	419	798	0.643	513	466	1.7	1.8	12.596	B
3 - Common Hill	367	92	587	920	0.399	367	346	0.7	0.7	6.504	A
4 - Church Street	0	0	454	414	0.000	0	500	0.0	0.0	0.000	A

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 - Castle Hill	612	153	111	997	0.614	618	261	3.1	1.6	9.649	A
2 - Ashdon Road	419	105	346	846	0.495	422	383	1.8	1.0	8.552	A
3 - Common Hill	299	75	483	989	0.303	300	285	0.7	0.4	5.233	A
4 - Church Street	0	0	372	463	0.000	0	411	0.0	0.0	0.000	A

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 - Castle Hill	513	128	93	1009	0.508	515	218	1.6	1.0	7.321	A
2 - Ashdon Road	351	88	288	883	0.397	352	320	1.0	0.7	6.794	A
3 - Common Hill	251	63	403	1042	0.241	251	237	0.4	0.3	4.554	A
4 - Church Street	0	0	311	499	0.000	0	343	0.0	0.0	0.000	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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Filename: J17_Ashdon Road-Chatters Hill_With LR.j9
Path: C:\Users\Owner\Cotswold Transport Planning Ltd\Projects - Documents\Rosconn Group\Radwinter Road, Saffron Walden - CTP-20-1142\06 Calculations\Junction Modelling\With Link Road
Report generation date: 07/05/2021 12:46:15

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2023 Base - With LR										
Stream B-AC	D1	0.5	9.91	0.32	A	D2	0.7	10.51	0.42	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2026 Base + CD - With LR										
Stream B-AC	D3	0.5	10.57	0.33	B	D4	0.8	11.35	0.44	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2026 Base + CD + D - With LR										
Stream B-AC	D5	0.5	10.89	0.34	B	D6	0.8	11.58	0.44	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	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	Radwinter Road, Saffron Walden
Location	Ashdon Road/Chaters Hill
Site number	
Date	16/04/2021
Version	01
Status	Issue
Identifier	J17
Client	Rosconn Group
Jobnumber	CTP-20-1124
Enumerator	MW
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - With LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - With LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + D - With LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
17	Ashdon Road/Chaters Hill	T-Junction	Two-way		1.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Ashdon Road (E)		Major
B	Chaters Hill		Minor
C	Ashdon Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Ashdon Road (W)	6.66			100.0	✓	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 - Chaters Hill	One lane	4.45	50	17

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	575	0.102	0.257	0.162	0.367
B-C	727	0.108	0.274	-	-
C-B	632	0.238	0.238	-	-

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

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

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	488	100.000
B - Chaters Hill		ONE HOUR	✓	153	100.000
C - Ashdon Road (W)		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	488
	B - Chaters Hill	20	0	133
	C - Ashdon Road (W)	202	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	2
	B - Chaters Hill	0	0	3
	C - Ashdon Road (W)	2	0	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	0.32	9.91	0.5	A	140	211
C-AB	0.00	0.00	0.0	A	0	0
C-A					185	278
A-B					0	0
A-C					448	672

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	29	581	0.198	114	0.0	0.2	7.703	A
C-AB	0	0	537	0.000	0	0.0	0.0	0.000	A
C-A	152	38			152				
A-B	0	0			0				
A-C	367	92			367				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	34	560	0.246	137	0.2	0.3	8.508	A
C-AB	0	0	520	0.000	0	0.0	0.0	0.000	A
C-A	182	45			182				
A-B	0	0			0				
A-C	439	110			439				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	42	532	0.317	168	0.3	0.5	9.883	A
C-AB	0	0	497	0.000	0	0.0	0.0	0.000	A
C-A	222	56			222				
A-B	0	0			0				
A-C	537	134			537				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	168	42	532	0.317	168	0.5	0.5	9.912	A
C-AB	0	0	497	0.000	0	0.0	0.0	0.000	A
C-A	222	56			222				
A-B	0	0			0				
A-C	537	134			537				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	34	560	0.246	138	0.5	0.3	8.540	A
C-AB	0	0	520	0.000	0	0.0	0.0	0.000	A
C-A	182	45			182				
A-B	0	0			0				
A-C	439	110			439				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	29	581	0.198	116	0.3	0.3	7.747	A
C-AB	0	0	537	0.000	0	0.0	0.0	0.000	A
C-A	152	38			152				
A-B	0	0			0				
A-C	367	92			367				

2023 Base - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
17	Ashdon Road/Chaters Hill	T-Junction	Two-way		2.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	254	100.000
B - Chaters Hill		ONE HOUR	✓	225	100.000
C - Ashdon Road (W)		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	254
	B - Chaters Hill	49	0	176
	C - Ashdon Road (W)	338	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	1	0
	B - Chaters Hill	0	2	0
	C - Ashdon Road (W)	0	0	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	0.42	10.51	0.7	B	206	310
C-AB	0.00	0.00	0.0	A	0	0
C-A					310	465
A-B					0	0
A-C					233	350

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	621	0.273	168	0.0	0.4	7.913	A
C-AB	0	0	586	0.000	0	0.0	0.0	0.000	A
C-A	254	64			254				
A-B	0	0			0				
A-C	191	48			191				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	202	51	608	0.332	202	0.4	0.5	8.843	A
C-AB	0	0	578	0.000	0	0.0	0.0	0.000	A
C-A	304	76			304				
A-B	0	0			0				
A-C	228	57			228				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	248	62	590	0.420	247	0.5	0.7	10.461	B
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	372	93			372				
A-B	0	0			0				
A-C	280	70			280				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	248	62	590	0.420	248	0.7	0.7	10.512	B
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	372	93			372				
A-B	0	0			0				
A-C	280	70			280				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	202	51	608	0.332	203	0.7	0.5	8.903	A
C-AB	0	0	578	0.000	0	0.0	0.0	0.000	A
C-A	304	76			304				
A-B	0	0			0				
A-C	228	57			228				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	621	0.273	170	0.5	0.4	7.982	A
C-AB	0	0	586	0.000	0	0.0	0.0	0.000	A
C-A	254	64			254				
A-B	0	0			0				
A-C	191	48			191				

2026 Base + CD - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
17	Ashdon Road/Chaters Hill	T-Junction	Two-way		1.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	549	100.000
B - Chaters Hill		ONE HOUR	✓	154	100.000
C - Ashdon Road (W)		ONE HOUR	✓	276	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	549
	B - Chaters Hill	20	0	134
	C - Ashdon Road (W)	276	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	2
	B - Chaters Hill	0	0	3
	C - Ashdon Road (W)	2	0	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	0.33	10.57	0.5	B	141	212
C-AB	0.00	0.00	0.0	A	0	0
C-A					253	380
A-B					0	0
A-C					504	756

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	566	0.205	115	0.0	0.3	7.960	A
C-AB	0	0	526	0.000	0	0.0	0.0	0.000	A
C-A	208	52			208				
A-B	0	0			0				
A-C	413	103			413				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	35	543	0.255	138	0.3	0.3	8.889	A
C-AB	0	0	507	0.000	0	0.0	0.0	0.000	A
C-A	248	62			248				
A-B	0	0			0				
A-C	494	123			494				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	42	510	0.332	169	0.3	0.5	10.532	B
C-AB	0	0	480	0.000	0	0.0	0.0	0.000	A
C-A	304	76			304				
A-B	0	0			0				
A-C	604	151			604				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	42	510	0.332	170	0.5	0.5	10.569	B
C-AB	0	0	480	0.000	0	0.0	0.0	0.000	A
C-A	304	76			304				
A-B	0	0			0				
A-C	604	151			604				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	35	543	0.255	139	0.5	0.3	8.930	A
C-AB	0	0	507	0.000	0	0.0	0.0	0.000	A
C-A	248	62			248				
A-B	0	0			0				
A-C	494	123			494				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	566	0.205	116	0.3	0.3	8.007	A
C-AB	0	0	526	0.000	0	0.0	0.0	0.000	A
C-A	208	52			208				
A-B	0	0			0				
A-C	413	103			413				

2026 Base + CD - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
17	Ashdon Road/Chaters Hill	T-Junction	Two-way		2.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	325	100.000
B - Chaters Hill		ONE HOUR	✓	226	100.000
C - Ashdon Road (W)		ONE HOUR	✓	378	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	325
	B - Chaters Hill	49	0	177
	C - Ashdon Road (W)	378	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	1	0
	B - Chaters Hill	0	2	0
	C - Ashdon Road (W)	0	0	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	0.44	11.35	0.8	B	207	311
C-AB	0.00	0.00	0.0	A	0	0
C-A					347	520
A-B					0	0
A-C					298	447

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	43	605	0.281	169	0.0	0.4	8.216	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	285	71			285				
A-B	0	0			0				
A-C	245	61			245				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	51	589	0.345	203	0.4	0.5	9.307	A
C-AB	0	0	562	0.000	0	0.0	0.0	0.000	A
C-A	340	85			340				
A-B	0	0			0				
A-C	292	73			292				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	249	62	566	0.440	248	0.5	0.8	11.280	B
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	416	104			416				
A-B	0	0			0				
A-C	358	89			358				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	249	62	566	0.440	249	0.8	0.8	11.346	B
C-AB	0	0	547	0.000	0	0.0	0.0	0.000	A
C-A	416	104			416				
A-B	0	0			0				
A-C	358	89			358				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	51	589	0.345	204	0.8	0.5	9.381	A
C-AB	0	0	562	0.000	0	0.0	0.0	0.000	A
C-A	340	85			340				
A-B	0	0			0				
A-C	292	73			292				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	43	605	0.281	171	0.5	0.4	8.296	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	285	71			285				
A-B	0	0			0				
A-C	245	61			245				

2026 Base + CD + D - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
17	Ashdon Road/Chaters Hill	T-Junction	Two-way		1.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + D - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	587	100.000
B - Chaters Hill		ONE HOUR	✓	154	100.000
C - Ashdon Road (W)		ONE HOUR	✓	285	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	587
	B - Chaters Hill	20	0	134
	C - Ashdon Road (W)	285	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	1
	B - Chaters Hill	0	0	3
	C - Ashdon Road (W)	2	0	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	0.34	10.89	0.5	B	141	212
C-AB	0.00	0.00	0.0	A	0	0
C-A					262	392
A-B					0	0
A-C					539	808

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	559	0.207	115	0.0	0.3	8.082	A
C-AB	0	0	521	0.000	0	0.0	0.0	0.000	A
C-A	215	54			215				
A-B	0	0			0				
A-C	442	110			442				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	35	535	0.259	138	0.3	0.3	9.072	A
C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
C-A	256	64			256				
A-B	0	0			0				
A-C	528	132			528				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	42	500	0.339	169	0.3	0.5	10.849	B
C-AB	0	0	472	0.000	0	0.0	0.0	0.000	A
C-A	314	78			314				
A-B	0	0			0				
A-C	646	162			646				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	42	500	0.339	170	0.5	0.5	10.893	B
C-AB	0	0	472	0.000	0	0.0	0.0	0.000	A
C-A	314	78			314				
A-B	0	0			0				
A-C	646	162			646				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	138	35	535	0.259	139	0.5	0.4	9.118	A
C-AB	0	0	500	0.000	0	0.0	0.0	0.000	A
C-A	256	64			256				
A-B	0	0			0				
A-C	528	132			528				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	116	29	559	0.207	116	0.4	0.3	8.133	A
C-AB	0	0	521	0.000	0	0.0	0.0	0.000	A
C-A	215	54			215				
A-B	0	0			0				
A-C	442	110			442				

2026 Base + CD + D - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
17	Ashdon Road/Chaters Hill	T-Junction	Two-way		2.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + D - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	341	100.000
B - Chaters Hill		ONE HOUR	✓	226	100.000
C - Ashdon Road (W)		ONE HOUR	✓	399	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	341
	B - Chaters Hill	49	0	177
	C - Ashdon Road (W)	399	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	1	0
	B - Chaters Hill	0	2	0
	C - Ashdon Road (W)	0	0	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	0.44	11.58	0.8	B	207	311
C-AB	0.00	0.00	0.0	A	0	0
C-A					366	549
A-B					0	0
A-C					313	469

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	43	601	0.283	169	0.0	0.4	8.295	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	300	75			300				
A-B	0	0			0				
A-C	257	64			257				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	51	584	0.348	203	0.4	0.5	9.432	A
C-AB	0	0	559	0.000	0	0.0	0.0	0.000	A
C-A	359	90			359				
A-B	0	0			0				
A-C	307	77			307				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	249	62	560	0.445	248	0.5	0.8	11.508	B
C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
C-A	439	110			439				
A-B	0	0			0				
A-C	375	94			375				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	249	62	560	0.445	249	0.8	0.8	11.580	B
C-AB	0	0	543	0.000	0	0.0	0.0	0.000	A
C-A	439	110			439				
A-B	0	0			0				
A-C	375	94			375				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	203	51	584	0.348	204	0.8	0.5	9.510	A
C-AB	0	0	559	0.000	0	0.0	0.0	0.000	A
C-A	359	90			359				
A-B	0	0			0				
A-C	307	77			307				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	170	43	601	0.283	171	0.5	0.4	8.378	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	300	75			300				
A-B	0	0			0				
A-C	257	64			257				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

Filename: J18_Ashdon Road-Elizabeth Way_With LR.j9
Path: C:\Users\Owner\Cotswold Transport Planning Ltd\Projects - Documents\Rosconn Group\Radwinter Road, Saffron Walden - CTP-20-1142\06 Calculations\Junction Modelling\With Link Road
Report generation date: 07/05/2021 12:50:41

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2023 Base - With LR										
Stream B-C	D1	0.5	9.63	0.36	A	D2	0.5	8.65	0.33	A
Stream B-A		0.5	15.66	0.34	C		0.5	13.71	0.35	B
Stream C-AB		0.5	9.08	0.32	A		0.8	9.16	0.40	A
2026 Base + CD - With LR										
Stream B-C	D3	1.6	27.89	0.63	D	D4	0.7	11.93	0.41	B
Stream B-A		2.9	46.43	0.76	E		1.0	20.45	0.52	C
Stream C-AB		0.7	9.41	0.37	A		1.0	10.32	0.46	B
2026 Base + CD + D - With LR										
Stream B-C	D5	3.5	52.77	0.81	F	D6	0.8	13.23	0.46	B
Stream B-A		4.5	70.90	0.85	F		1.2	22.90	0.55	C
Stream C-AB		0.8	9.72	0.39	A		1.2	11.39	0.51	B

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	Radwinter Road, Saffron Walden
Location	Ashdon Road/Elizabeth Way
Site number	
Date	16/04/2021
Version	01
Status	Issue
Identifier	J18
Client	Rosconn Group
Jobnumber	CTP-20-1124
Enumerator	MW
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - With LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - With LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D - With LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + D - With LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
18	Ashdon Road/Elizabeth Way	T-Junction	Two-way		5.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Ashdon Road (E)		Major
B	Elizabeth Way		Minor
C	Ashdon Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Ashdon Road (W)	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Elizabeth Way	One lane plus flare	10.00	5.80	3.70	3.60	3.60	✓	1.00	28	70

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	554	0.101	0.255	0.160	0.364
B-C	753	0.115	0.292	-	-
C-B	632	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	374	100.000
B - Elizabeth Way		ONE HOUR	✓	295	100.000
C - Ashdon Road (W)		ONE HOUR	✓	221	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	190	184
	B - Elizabeth Way	108	0	187
	C - Ashdon Road (W)	79	142	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	9	2
	B - Elizabeth Way	11	0	1
	C - Ashdon Road (W)	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-C	0.36	9.63	0.5	A	172	257
B-A	0.34	15.66	0.5	C	99	149
C-AB	0.32	9.08	0.5	A	149	224
C-A					53	80
A-B					174	262
A-C					169	253

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	35	647	0.218	140	0.0	0.3	7.087	A
B-A	81	20	403	0.202	80	0.0	0.2	11.112	B
C-AB	119	30	594	0.200	118	0.0	0.3	7.544	A
C-A	48	12			48				
A-B	143	36			143				
A-C	139	35			139				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	168	42	621	0.271	168	0.3	0.4	7.933	A
B-A	97	24	382	0.254	97	0.2	0.3	12.619	B
C-AB	145	36	589	0.247	145	0.3	0.4	8.111	A
C-A	53	13			53				
A-B	171	43			171				
A-C	165	41			165				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	206	51	580	0.355	205	0.4	0.5	9.576	A
B-A	119	30	349	0.341	118	0.3	0.5	15.552	C
C-AB	184	46	581	0.317	183	0.4	0.5	9.042	A
C-A	59	15			59				
A-B	209	52			209				
A-C	203	51			203				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	206	51	580	0.355	206	0.5	0.5	9.631	A
B-A	119	30	349	0.341	119	0.5	0.5	15.662	C
C-AB	184	46	581	0.317	184	0.5	0.5	9.075	A
C-A	59	15			59				
A-B	209	52			209				
A-C	203	51			203				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	168	42	620	0.271	169	0.5	0.4	7.988	A
B-A	97	24	381	0.255	98	0.5	0.3	12.726	B
C-AB	145	36	589	0.247	146	0.5	0.4	8.154	A
C-A	53	13			53				
A-B	171	43			171				
A-C	165	41			165				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	35	646	0.218	141	0.4	0.3	7.145	A
B-A	81	20	403	0.202	82	0.3	0.3	11.222	B
C-AB	119	30	594	0.200	119	0.4	0.3	7.593	A
C-A	47	12			47				
A-B	143	36			143				
A-C	139	35			139				

2023 Base - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
18	Ashdon Road/Elizabeth Way	T-Junction	Two-way		6.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

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

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	230	100.000
B - Elizabeth Way		ONE HOUR	✓	310	100.000
C - Ashdon Road (W)		ONE HOUR	✓	312	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	154	76
	B - Elizabeth Way	128	0	182
	C - Ashdon Road (W)	119	193	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	5	1	0
	B - Elizabeth Way	0	1	0
	C - Ashdon Road (W)	0	0	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-C	0.33	8.65	0.5	A	167	251
B-A	0.35	13.71	0.5	B	117	176
C-AB	0.40	9.16	0.8	A	214	321
C-A					72	108
A-B					141	212
A-C					70	105

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	674	0.203	136	0.0	0.3	6.676	A
B-A	96	24	459	0.210	95	0.0	0.3	9.875	A
C-AB	169	42	649	0.260	167	0.0	0.4	7.443	A
C-A	66	17			66				
A-B	116	29			116				
A-C	57	14			57				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	164	41	653	0.251	163	0.3	0.3	7.348	A
B-A	115	29	437	0.264	115	0.3	0.4	11.171	B
C-AB	208	52	654	0.318	207	0.4	0.5	8.066	A
C-A	73	18			73				
A-B	138	35			138				
A-C	68	17			68				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	50	617	0.325	200	0.3	0.5	8.613	A
B-A	141	35	404	0.349	140	0.4	0.5	13.620	B
C-AB	266	66	659	0.403	265	0.5	0.8	9.119	A
C-A	78	19			78				
A-B	170	42			170				
A-C	84	21			84				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	200	50	616	0.325	200	0.5	0.5	8.653	A
B-A	141	35	403	0.349	141	0.5	0.5	13.711	B
C-AB	266	66	659	0.403	266	0.8	0.8	9.164	A
C-A	78	19			78				
A-B	170	42			170				
A-C	84	21			84				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	164	41	652	0.251	164	0.5	0.3	7.391	A
B-A	115	29	436	0.264	116	0.5	0.4	11.260	B
C-AB	208	52	654	0.318	209	0.8	0.5	8.118	A
C-A	73	18			73				
A-B	138	35			138				
A-C	68	17			68				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	673	0.204	137	0.3	0.3	6.725	A
B-A	96	24	458	0.210	97	0.4	0.3	9.972	A
C-AB	169	42	650	0.260	169	0.5	0.4	7.511	A
C-A	66	17			66				
A-B	116	29			116				
A-C	57	14			57				

2026 Base + CD - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
18	Ashdon Road/Elizabeth Way	T-Junction	Two-way		14.64	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	482	100.000
B - Elizabeth Way		ONE HOUR	✓	413	100.000
C - Ashdon Road (W)		ONE HOUR	✓	295	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	252	230
	B - Elizabeth Way	218	0	195
	C - Ashdon Road (W)	147	148	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	8	3
	B - Elizabeth Way	7	0	1
	C - Ashdon Road (W)	3	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-C	0.63	27.89	1.6	D	179	268
B-A	0.76	46.43	2.9	E	200	300
C-AB	0.37	9.41	0.7	A	177	265
C-A					94	141
A-B					231	347
A-C					211	317

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	147	37	547	0.269	145	0.0	0.4	8.939	A
B-A	164	41	407	0.403	161	0.0	0.7	14.519	B
C-AB	136	34	610	0.223	135	0.0	0.3	7.566	A
C-A	86	21			86				
A-B	190	47			190				
A-C	173	43			173				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	175	44	482	0.364	175	0.4	0.6	11.668	B
B-A	196	49	373	0.525	194	0.7	1.1	19.928	C
C-AB	170	43	608	0.280	170	0.3	0.5	8.213	A
C-A	95	24			95				
A-B	227	57			227				
A-C	207	52			207				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	215	54	356	0.603	211	0.6	1.4	24.323	C
B-A	240	60	317	0.756	234	1.1	2.6	40.341	E
C-AB	223	56	607	0.367	222	0.5	0.7	9.355	A
C-A	102	25			102				
A-B	277	69			277				
A-C	253	63			253				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	215	54	342	0.628	214	1.4	1.6	27.885	D
B-A	240	60	314	0.764	239	2.6	2.9	46.431	E
C-AB	223	56	607	0.368	223	0.7	0.7	9.406	A
C-A	102	25			102				
A-B	277	69			277				
A-C	253	63			253				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	175	44	469	0.374	179	1.6	0.6	12.578	B
B-A	196	49	371	0.528	203	2.9	1.2	22.212	C
C-AB	171	43	608	0.280	172	0.7	0.5	8.278	A
C-A	95	24			95				
A-B	227	57			227				
A-C	207	52			207				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	147	37	542	0.271	148	0.6	0.4	9.163	A
B-A	164	41	406	0.404	166	1.2	0.7	15.118	C
C-AB	136	34	610	0.224	137	0.5	0.3	7.633	A
C-A	86	21			86				
A-B	190	47			190				
A-C	173	43			173				

2026 Base + CD - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
18	Ashdon Road/Elizabeth Way	T-Junction	Two-way		7.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	378	100.000
B - Elizabeth Way		ONE HOUR	✓	362	100.000
C - Ashdon Road (W)		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	241	137
	B - Elizabeth Way	170	0	192
	C - Ashdon Road (W)	152	200	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	4	1	0
	B - Elizabeth Way	0	1	0
	C - Ashdon Road (W)	0	0	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-C	0.41	11.93	0.7	B	176	264
B-A	0.52	20.45	1.0	C	156	234
C-AB	0.46	10.32	1.0	B	237	355
C-A					86	129
A-B					221	332
A-C					126	189

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	145	36	623	0.232	143	0.0	0.3	7.495	A
B-A	128	32	439	0.292	126	0.0	0.4	11.467	B
C-AB	183	46	640	0.286	181	0.0	0.5	7.822	A
C-A	82	20			82				
A-B	181	45			181				
A-C	103	26			103				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	173	43	585	0.295	172	0.3	0.4	8.714	A
B-A	153	38	409	0.374	152	0.4	0.6	13.966	B
C-AB	229	57	643	0.355	228	0.5	0.6	8.667	A
C-A	88	22			88				
A-B	217	54			217				
A-C	123	31			123				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	516	0.410	210	0.4	0.7	11.742	B
B-A	187	47	364	0.515	185	0.6	1.0	19.997	C
C-AB	298	74	648	0.460	296	0.6	1.0	10.234	B
C-A	90	22			90				
A-B	265	66			265				
A-C	151	38			151				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	211	53	513	0.412	211	0.7	0.7	11.935	B
B-A	187	47	363	0.516	187	1.0	1.0	20.453	C
C-AB	298	75	648	0.460	298	1.0	1.0	10.317	B
C-A	90	22			90				
A-B	265	66			265				
A-C	151	38			151				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	173	43	582	0.297	174	0.7	0.4	8.840	A
B-A	153	38	408	0.374	155	1.0	0.6	14.289	B
C-AB	229	57	644	0.356	231	1.0	0.7	8.757	A
C-A	87	22			87				
A-B	217	54			217				
A-C	123	31			123				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	145	36	620	0.233	145	0.4	0.3	7.581	A
B-A	128	32	438	0.292	129	0.6	0.4	11.679	B
C-AB	184	46	641	0.287	185	0.7	0.5	7.913	A
C-A	81	20			81				
A-B	181	45			181				
A-C	103	26			103				

2026 Base + CD + D - With LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
18	Ashdon Road/Elizabeth Way	T-Junction	Two-way		24.16	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + D - With LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	484	100.000
B - Elizabeth Way		ONE HOUR	✓	456	100.000
C - Ashdon Road (W)		ONE HOUR	✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	254	230
	B - Elizabeth Way	223	0	233
	C - Ashdon Road (W)	147	157	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	7	2
	B - Elizabeth Way	5	0	1
	C - Ashdon Road (W)	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-C	0.81	52.77	3.5	F	214	321
B-A	0.85	70.90	4.5	F	205	307
C-AB	0.39	9.72	0.8	A	187	281
C-A					92	138
A-B					233	350
A-C					211	317

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	175	44	549	0.320	174	0.0	0.5	9.554	A
B-A	168	42	403	0.416	165	0.0	0.7	14.954	B
C-AB	144	36	610	0.237	143	0.0	0.4	7.684	A
C-A	84	21			84				
A-B	191	48			191				
A-C	173	43			173				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	209	52	479	0.437	208	0.5	0.8	13.234	B
B-A	200	50	364	0.550	199	0.7	1.2	21.472	C
C-AB	181	45	609	0.297	180	0.4	0.5	8.392	A
C-A	93	23			93				
A-B	228	57			228				
A-C	207	52			207				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	257	64	340	0.754	249	0.8	2.6	36.865	E
B-A	246	61	296	0.830	236	1.2	3.6	53.133	F
C-AB	236	59	608	0.389	235	0.5	0.8	9.662	A
C-A	98	25			98				
A-B	280	70			280				
A-C	253	63			253				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	257	64	317	0.810	253	2.6	3.5	52.766	F
B-A	246	61	288	0.853	242	3.6	4.5	70.903	F
C-AB	237	59	608	0.389	236	0.8	0.8	9.719	A
C-A	98	25			98				
A-B	280	70			280				
A-C	253	63			253				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	209	52	455	0.460	220	3.5	0.9	15.934	C
B-A	200	50	357	0.561	213	4.5	1.4	26.758	D
C-AB	181	45	609	0.297	182	0.8	0.5	8.459	A
C-A	92	23			92				
A-B	228	57			228				
A-C	207	52			207				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	175	44	542	0.323	177	0.9	0.5	9.895	A
B-A	168	42	402	0.418	170	1.4	0.7	15.719	C
C-AB	145	36	611	0.237	145	0.5	0.4	7.755	A
C-A	84	21			84				
A-B	191	48			191				
A-C	173	43			173				

2026 Base + CD + D - With LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
18	Ashdon Road/Elizabeth Way	T-Junction	Two-way		8.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + D - With LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	383	100.000
B - Elizabeth Way		ONE HOUR	✓	380	100.000
C - Ashdon Road (W)		ONE HOUR	✓	373	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	246	137
	B - Elizabeth Way	172	0	208
	C - Ashdon Road (W)	152	221	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	3	1	0
	B - Elizabeth Way	0	0	0
	C - Ashdon Road (W)	0	0	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-C	0.46	13.23	0.8	B	191	286
B-A	0.55	22.90	1.2	C	158	237
C-AB	0.51	11.39	1.2	B	262	393
C-A					80	121
A-B					226	339
A-C					126	189

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	622	0.252	155	0.0	0.3	7.698	A
B-A	129	32	429	0.302	128	0.0	0.4	11.882	B
C-AB	203	51	640	0.317	201	0.0	0.5	8.173	A
C-A	78	20			78				
A-B	185	46			185				
A-C	103	26			103				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	187	47	581	0.322	186	0.3	0.5	9.112	A
B-A	155	39	397	0.389	154	0.4	0.6	14.748	B
C-AB	253	63	642	0.394	252	0.5	0.7	9.219	A
C-A	82	21			82				
A-B	221	55			221				
A-C	123	31			123				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	229	57	505	0.454	228	0.5	0.8	12.936	B
B-A	189	47	347	0.545	187	0.6	1.1	22.209	C
C-AB	329	82	647	0.509	327	0.7	1.2	11.261	B
C-A	81	20			81				
A-B	271	68			271				
A-C	151	38			151				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	229	57	501	0.457	229	0.8	0.8	13.232	B
B-A	189	47	346	0.547	189	1.1	1.2	22.900	C
C-AB	330	82	647	0.509	330	1.2	1.2	11.387	B
C-A	81	20			81				
A-B	271	68			271				
A-C	151	38			151				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	187	47	577	0.324	188	0.8	0.5	9.287	A
B-A	155	39	396	0.391	157	1.2	0.7	15.184	C
C-AB	253	63	643	0.394	255	1.2	0.8	9.346	A
C-A	82	20			82				
A-B	221	55			221				
A-C	123	31			123				

18:00 - 18:15

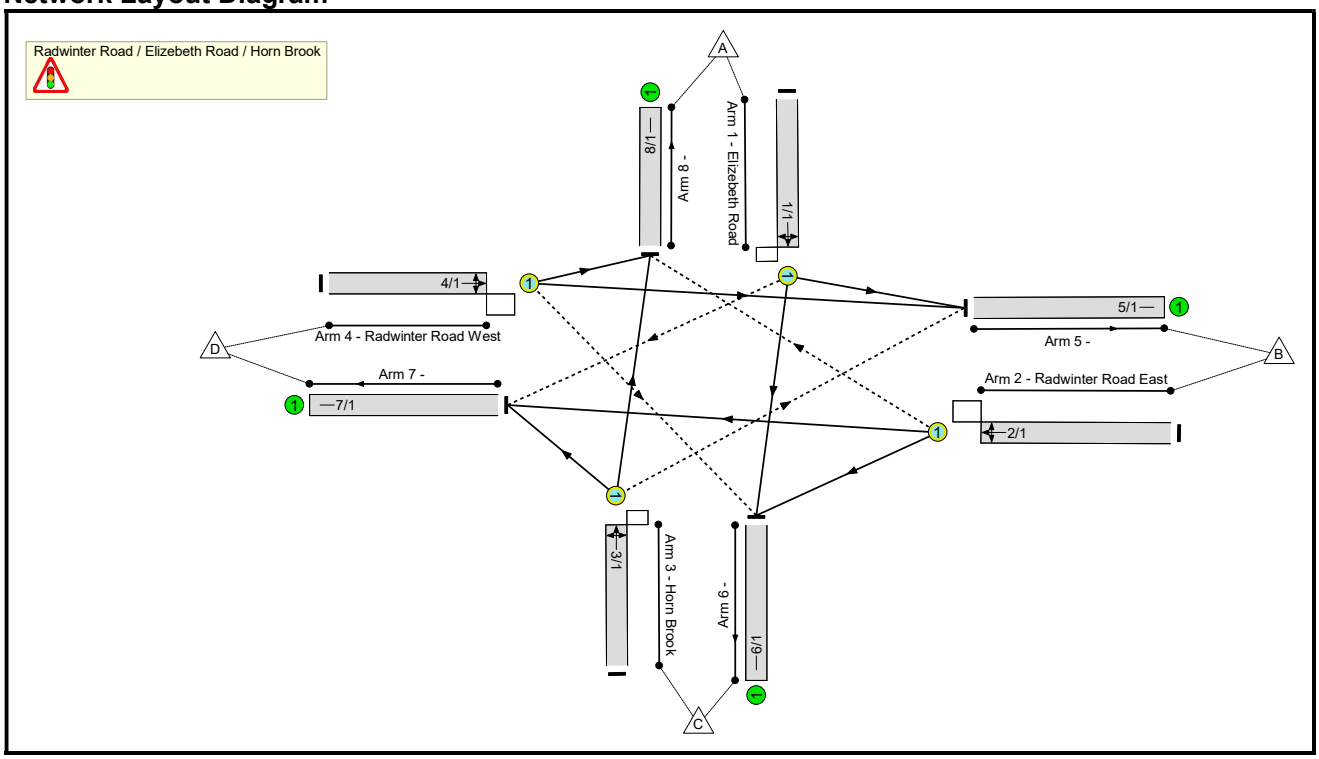
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	157	39	619	0.253	157	0.5	0.3	7.804	A
B-A	129	32	428	0.303	130	0.7	0.4	12.131	B
C-AB	203	51	640	0.317	204	0.8	0.5	8.288	A
C-A	78	19			78				
A-B	185	46			185				
A-C	103	26			103				

Full Input Data And Results

User and Project Details

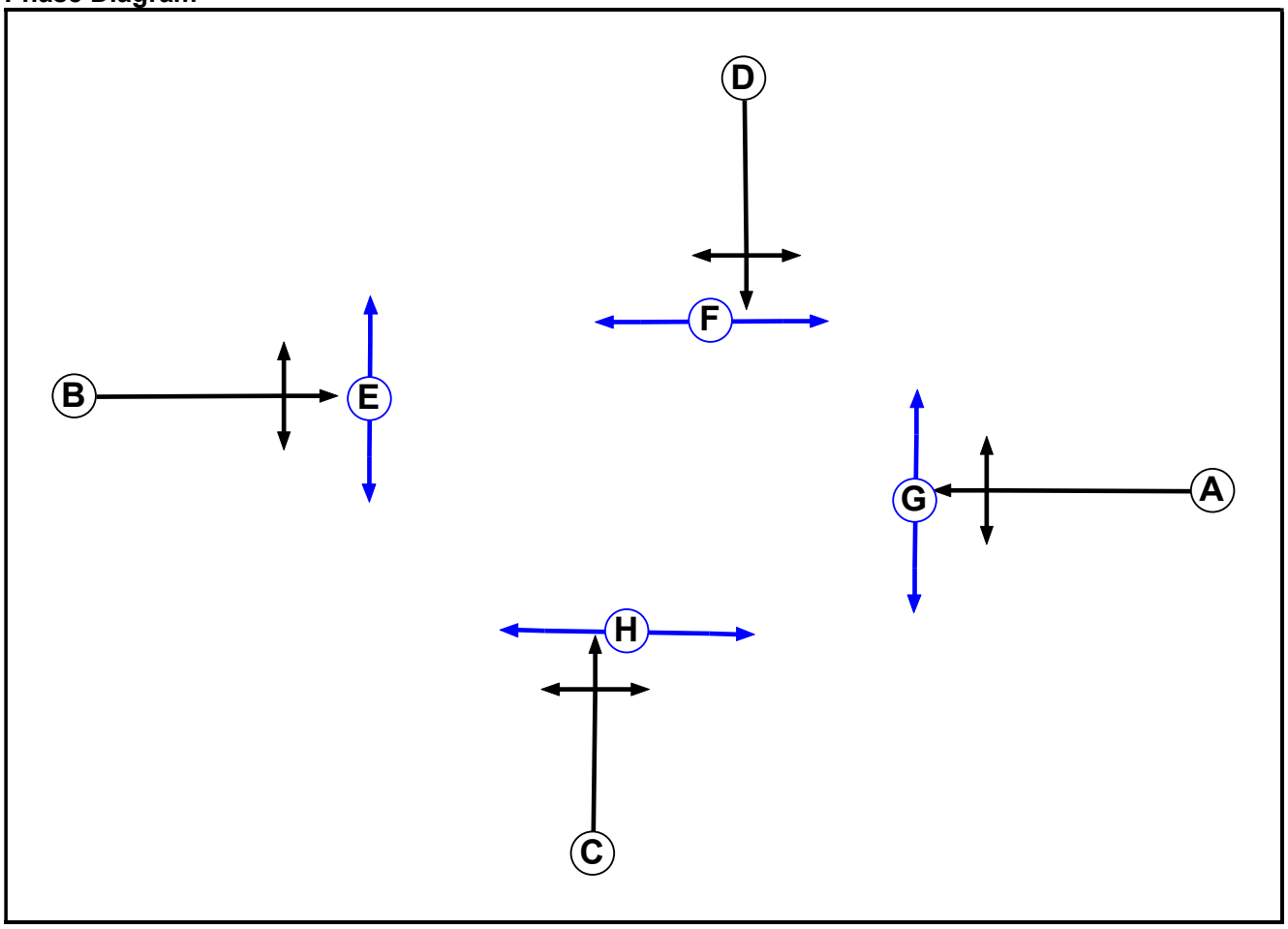
Project:	
Title:	
Location:	
Additional detail:	
File name:	Radwinter_Elizebeth_Horn LinSig Rev 1.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



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		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5

Full Input Data And Results

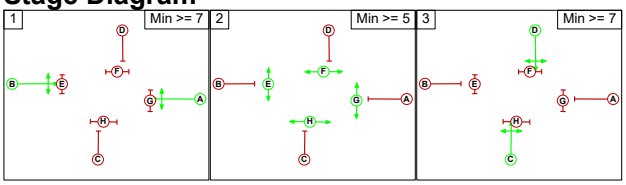
Phase Intergreens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		-	5	5	9	9	9	9
	B	-		5	5	9	9	9	9
	C	5	5		-	-	9	9	9
	D	5	5	-		9	9	9	9
	E	5	5	5	5		-	-	-
	F	5	5	5	5	-		-	-
	G	5	5	5	5	-	-		-
	H	5	5	5	5	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	E F G H
3	C D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		9	5
	2	5		5
	3	5	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Radwinter Road / Elizebeth Road / Horn Brook											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Elizebeth Road)	7/1 (Right)	1439	0	3/1	1.09	All	1.00	1.00	0.50	1	1.00
2/1 (Radwinter Road East)	8/1 (Right)	1439	0	4/1	1.09	All	2.00	2.00	0.50	2	2.00
3/1 (Horn Brook)	5/1 (Right)	1439	0	1/1	1.09	All	1.00	1.00	0.50	1	1.00
4/1 (Radwinter Road West)	6/1 (Right)	1439	0	6/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Radwinter Road / Elizebeth Road / Horn Brook												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Elizebeth Road)	O	D	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 5 Left	9.90
											Arm 6 Ahead	Inf
											Arm 7 Right	12.60
2/1 (Radwinter Road East)	O	A	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 6 Left	11.00
											Arm 7 Ahead	Inf
											Arm 8 Right	35.50
3/1 (Horn Brook)	O	C	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 5 Right	16.70
											Arm 7 Left	17.20
											Arm 8 Ahead	Inf
4/1 (Radwinter Road West)	O	B	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	16.40
											Arm 8 Left	9.20
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM Base With LR'	08:00	09:00	01:00	
2: '2023 PM Base With LR'	17:00	18:00	01:00	
3: '2026 AM + CD With LR'	08:00	09:00	01:00	
4: '2026 PM + CD With LR'	17:00	18:00	01:00	
5: '2026 AM + CD + Dev With LR'	08:00	09:00	01:00	
6: '2026 PM + CD + Dev With LR'	17:00	18:00	01:00	
7: '2023 AM Base No LR'	08:00	09:00	01:00	
8: '2023 PM Base No LR'	17:00	18:00	01:00	
9: '2026 AM + CD No LR'	08:00	09:00	01:00	
10: '2026 PM + CD No LR'	17:00	18:00	01:00	
11: '2026 AM + CD + Dev No LR'	08:00	09:00	01:00	
12: '2026 PM + CD + Dev No LR'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	136	1	202	339
	B	205	0	2	339	546
	C	7	1	0	12	20
	D	140	267	2	0	409
	Tot.	352	404	5	553	1314

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	339
2/1	546
3/1	20
4/1	409
5/1	404
6/1	5
7/1	553
8/1	352

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	40.1 %	1745	1745
				Arm 6 Ahead	Inf	0.3 %		
				Arm 7 Right	12.60	59.6 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.4 %	1835	1835
				Arm 7 Ahead	Inf	62.1 %		
				Arm 8 Right	35.50	37.5 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	5.0 %	1935	1935
				Arm 7 Left	17.20	60.0 %		
				Arm 8 Ahead	Inf	35.0 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	65.3 %	1794	1794
				Arm 6 Right	16.40	0.5 %		
				Arm 8 Left	9.20	34.2 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	211	9	104	324
	B	150	0	5	331	486
	C	5	2	0	11	18
	D	148	416	12	0	576
	Tot.	303	629	26	446	1404

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Scenario 2
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	324
2/1	486
3/1	18
4/1	576
5/1	629
6/1	26
7/1	446
8/1	303

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	65.1 %	1737	1737
				Arm 6 Ahead	Inf	2.8 %		
				Arm 7 Right	12.60	32.1 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	1.0 %	1838	1838
				Arm 7 Ahead	Inf	68.1 %		
				Arm 8 Right	35.50	30.9 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	11.1 %	1923	1923
				Arm 7 Left	17.20	61.1 %		
				Arm 8 Ahead	Inf	27.8 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	72.2 %	1815	1815
				Arm 6 Right	16.40	2.1 %		
				Arm 8 Left	9.20	25.7 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'Scenario 3' (FG3: '2026 AM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	166	1	244	411
	B	286	0	2	360	648
	C	7	1	0	12	20
	D	180	285	2	0	467
	Tot.	473	452	5	616	1546

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	411
2/1	648
3/1	20
4/1	467
5/1	452
6/1	5
7/1	616
8/1	473

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	40.4 %	1745	1745
				Arm 6 Ahead	Inf	0.2 %		
				Arm 7 Right	12.60	59.4 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.3 %	1830	1830
				Arm 7 Ahead	Inf	55.6 %		
				Arm 8 Right	35.50	44.1 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	5.0 %	1935	1935
				Arm 7 Left	17.20	60.0 %		
				Arm 8 Ahead	Inf	35.0 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	61.0 %	1782	1782
				Arm 6 Right	16.40	0.4 %		
				Arm 8 Left	9.20	38.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 4' (FG4: '2026 PM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	272	9	136	417
	B	175	0	5	359	539
	C	5	2	0	11	18
	D	176	442	12	0	630
	Tot.	356	716	26	506	1604

Traffic Lane Flows

Lane	Scenario 4: Scenario 4
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	417
2/1	539
3/1	18
4/1	630
5/1	716
6/1	26
7/1	506
8/1	356

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	65.2 %	1736	1736
				Arm 6 Ahead	Inf	2.2 %		
				Arm 7 Right	12.60	32.6 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.9 %	1837	1837
				Arm 7 Ahead	Inf	66.6 %		
				Arm 8 Right	35.50	32.5 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	11.1 %	1923	1923
				Arm 7 Left	17.20	61.1 %		
				Arm 8 Ahead	Inf	27.8 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	70.2 %	1809	1809
				Arm 6 Right	16.40	1.9 %		
				Arm 8 Left	9.20	27.9 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Scenario 5' (FG5: '2026 AM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	178	1	242	421
	B	327	0	2	380	709
	C	7	1	0	12	20
	D	179	299	2	0	480
	Tot.	513	478	5	634	1630

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Scenario 5
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	421
2/1	709
3/1	20
4/1	480
5/1	478
6/1	5
7/1	634
8/1	513

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	42.3 %	1744	1744
				Arm 6 Ahead	Inf	0.2 %		
				Arm 7 Right	12.60	57.5 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.3 %	1829	1829
				Arm 7 Ahead	Inf	53.6 %		
				Arm 8 Right	35.50	46.1 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	5.0 %	1935	1935
				Arm 7 Left	17.20	60.0 %		
				Arm 8 Ahead	Inf	35.0 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	62.3 %	1786	1786
				Arm 6 Right	16.40	0.4 %		
				Arm 8 Left	9.20	37.3 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'Scenario 6' (FG6: '2026 PM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	297	9	136	442
	B	193	0	5	368	566
	C	5	2	0	11	18
	D	176	475	12	0	663
	Tot.	374	774	26	515	1689

Traffic Lane Flows

Lane	Scenario 6: Scenario 6
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	442
2/1	566
3/1	18
4/1	663
5/1	774
6/1	26
7/1	515
8/1	374

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	67.2 %	1735	1735
				Arm 6 Ahead	Inf	2.0 %		
				Arm 7 Right	12.60	30.8 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.9 %	1836	1836
				Arm 7 Ahead	Inf	65.0 %		
				Arm 8 Right	35.50	34.1 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	11.1 %	1923	1923
				Arm 7 Left	17.20	61.1 %		
				Arm 8 Ahead	Inf	27.8 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	71.6 %	1814	1814
				Arm 6 Right	16.40	1.8 %		
				Arm 8 Left	9.20	26.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Scenario 7' (FG7: '2023 AM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	1	201	302
	B	150	0	2	327	479
	C	7	1	0	12	20
	D	140	252	2	0	394
	Tot.	297	353	5	540	1195

Traffic Lane Flows

Lane	Scenario 7: Scenario 7
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	302
2/1	479
3/1	20
4/1	394
5/1	353
6/1	5
7/1	540
8/1	297

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	33.1 %	1749	1749
				Arm 6 Ahead	Inf	0.3 %		
				Arm 7 Right	12.60	66.6 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.4 %	1840	1840
				Arm 7 Ahead	Inf	68.3 %		
				Arm 8 Right	35.50	31.3 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	5.0 %	1935	1935
				Arm 7 Left	17.20	60.0 %		
				Arm 8 Ahead	Inf	35.0 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	64.0 %	1790	1790
				Arm 6 Right	16.40	0.5 %		
				Arm 8 Left	9.20	35.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Scenario 8' (FG8: '2023 PM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	158	9	104	271
	B	102	0	5	306	413
	C	5	2	0	11	18
	D	148	397	12	0	557
	Tot.	255	557	26	421	1259

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Scenario 8
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	271
2/1	413
3/1	18
4/1	557
5/1	557
6/1	26
7/1	421
8/1	255

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	58.3 %	1742	1742
				Arm 6 Ahead	Inf	3.3 %		
				Arm 7 Right	12.60	38.4 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	1.2 %	1843	1843
				Arm 7 Ahead	Inf	74.1 %		
				Arm 8 Right	35.50	24.7 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	11.1 %	1923	1923
				Arm 7 Left	17.20	61.1 %		
				Arm 8 Ahead	Inf	27.8 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	71.3 %	1813	1813
				Arm 6 Right	16.40	2.2 %		
				Arm 8 Left	9.20	26.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: 'Scenario 9' (FG9: '2026 AM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	152	1	248	401
	B	253	0	2	377	632
	C	7	1	0	13	21
	D	196	281	2	0	479
	Tot.	456	434	5	638	1533

Traffic Lane Flows

Lane	Scenario 9: Scenario 9
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	401
2/1	632
3/1	21
4/1	479
5/1	434
6/1	5
7/1	638
8/1	456

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	37.9 %	1746	1746
				Arm 6 Ahead	Inf	0.2 %		
				Arm 7 Right	12.60	61.8 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.3 %	1833	1833
				Arm 7 Ahead	Inf	59.7 %		
				Arm 8 Right	35.50	40.0 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	4.8 %	1932	1932
				Arm 7 Left	17.20	61.9 %		
				Arm 8 Ahead	Inf	33.3 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	58.7 %	1776	1776
				Arm 6 Right	16.40	0.4 %		
				Arm 8 Left	9.20	40.9 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Scenario 10' (FG10: '2026 PM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	249	9	140	398
	B	165	0	5	335	505
	C	5	2	0	11	18
	D	170	440	13	0	623
	Tot.	340	691	27	486	1544

Traffic Lane Flows

Lane	Scenario 10: Scenario 10
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	398
2/1	505
3/1	18
4/1	623
5/1	691
6/1	27
7/1	486
8/1	340

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	62.6 %	1738	1738
				Arm 6 Ahead	Inf	2.3 %		
				Arm 7 Right	12.60	35.2 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	1.0 %	1837	1837
				Arm 7 Ahead	Inf	66.3 %		
				Arm 8 Right	35.50	32.7 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	11.1 %	1923	1923
				Arm 7 Left	17.20	61.1 %		
				Arm 8 Ahead	Inf	27.8 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	70.6 %	1811	1811
				Arm 6 Right	16.40	2.1 %		
				Arm 8 Left	9.20	27.3 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Scenario 11' (FG11: '2026 AM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	162	1	248	411
	B	296	0	2	422	720
	C	7	1	0	13	21
	D	196	304	2	0	502
	Tot.	499	467	5	683	1654

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: Scenario 11
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	411
2/1	720
3/1	21
4/1	502
5/1	467
6/1	5
7/1	683
8/1	499

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	39.4 %	1745	1745
				Arm 6 Ahead	Inf	0.2 %		
				Arm 7 Right	12.60	60.3 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.3 %	1832	1832
				Arm 7 Ahead	Inf	58.6 %		
				Arm 8 Right	35.50	41.1 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	4.8 %	1932	1932
				Arm 7 Left	17.20	61.9 %		
				Arm 8 Ahead	Inf	33.3 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	60.6 %	1781	1781
				Arm 6 Right	16.40	0.4 %		
				Arm 8 Left	9.20	39.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: 'Scenario 12' (FG12: '2026 PM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	275	9	140	424
	B	184	0	5	354	543
	C	5	2	0	11	18
	D	170	493	13	0	676
	Tot.	359	770	27	505	1661

Traffic Lane Flows

Lane	Scenario 12: Scenario 12
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	424
2/1	543
3/1	18
4/1	676
5/1	770
6/1	27
7/1	505
8/1	359

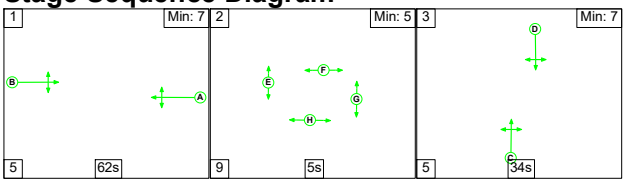
Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	64.9 %	1736	1736
				Arm 6 Ahead	Inf	2.1 %		
				Arm 7 Right	12.60	33.0 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.9 %	1836	1836
				Arm 7 Ahead	Inf	65.2 %		
				Arm 8 Right	35.50	33.9 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	11.1 %	1923	1923
				Arm 7 Left	17.20	61.1 %		
				Arm 8 Ahead	Inf	27.8 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	72.9 %	1817	1817
				Arm 6 Right	16.40	1.9 %		
				Arm 8 Left	9.20	25.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

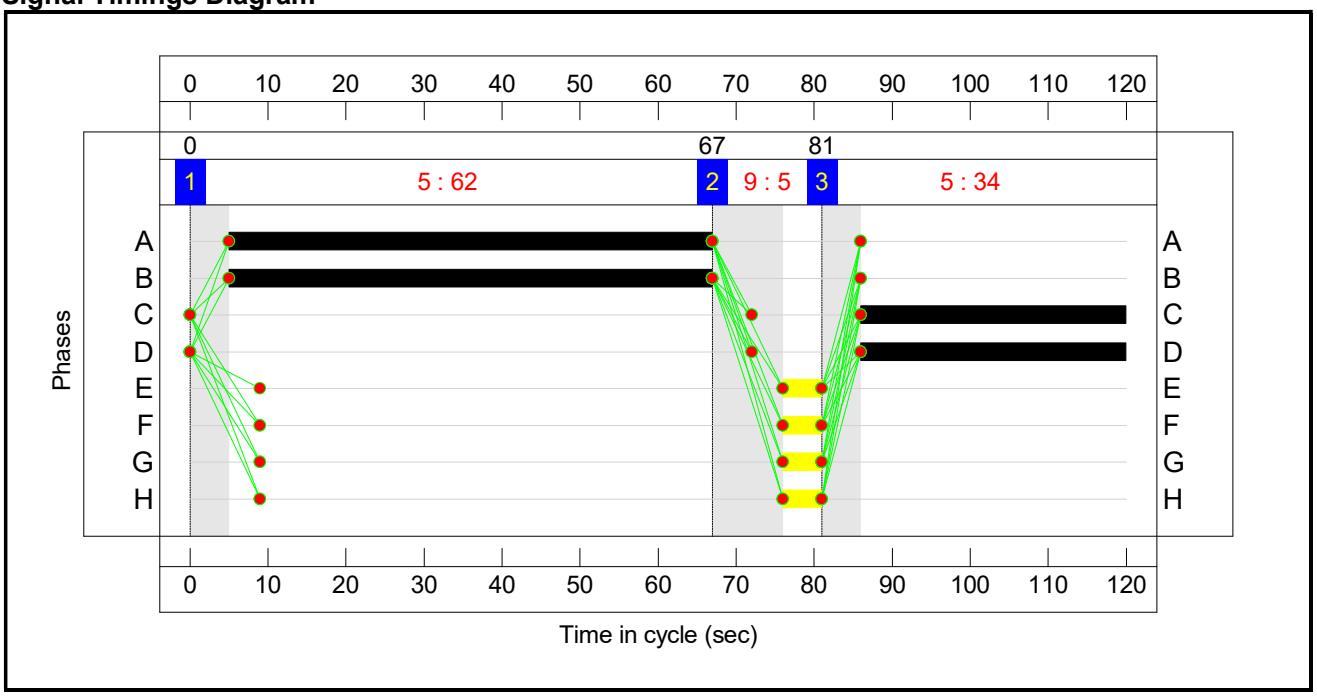
Stage Sequence Diagram



Stage Timings

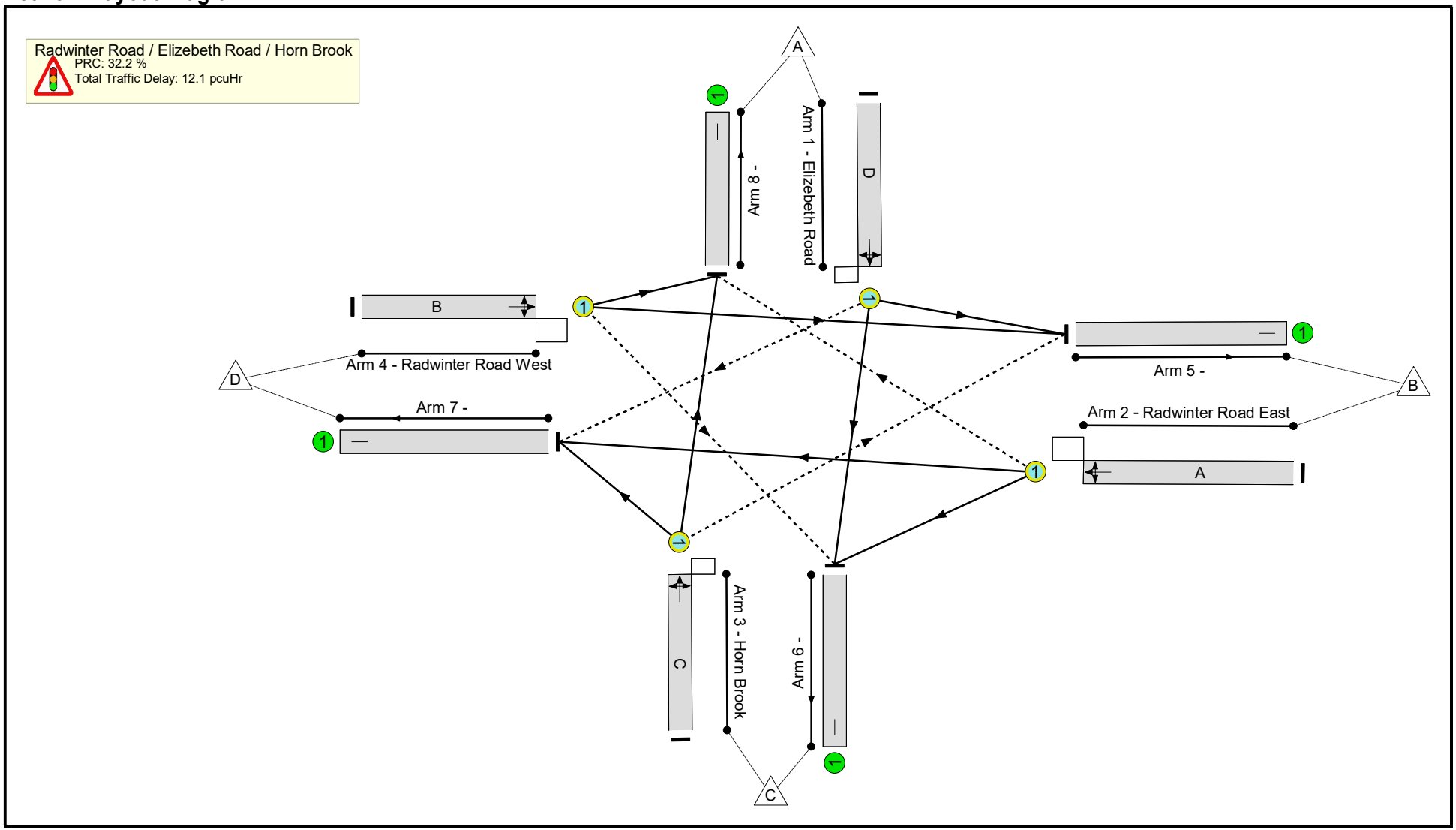
Stage	1	2	3
Duration	62	5	34
Change Point	0	67	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.1%**
Radwinter Road / Elizebeth Road / Horn Brook	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.1%**
1/1	Elizebeth Road Left Ahead Right	O	N/A	N/A	D		1	34	-	339	1745	500	67.8%
2/1	Radwinter Road East Left Ahead Right	O	N/A	N/A	A		1	62	-	546	1835	802	68.1%
3/1	Horn Brook Right Left Ahead	O	N/A	N/A	C		1	34	-	20	1935	564	3.5%
4/1	Radwinter Road West Ahead Right Left	O	N/A	N/A	B		1	62	-	409	1794	942	43.4%
5/1		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%

Full Input Data And Results

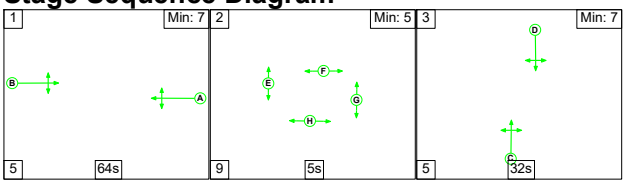
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**408**	**2**	**0**	**9.3**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
Radwinter Road / Elizebeth Road / Horn Brook	**-**	**-**	**408**	**2**	**0**	**9.3**	**2.5**	**0.3**	**12.1**	**-**	**-**	**-**	**-**
1/1	339	339	202	0	0	3.5	1.0	0.0	4.6	48.8	9.9	1.0	10.9
2/1	546	546	205	0	0	3.6	1.1	0.3	5.0	32.8	14.6	1.1	15.6
3/1	20	20	1	0	0	0.2	0.0	0.0	0.2	33.9	0.5	0.0	0.5
4/1	409	409	0	2	0	2.0	0.4	0.0	2.4	20.9	8.3	0.4	8.7
5/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 32.2 Total Delay for Signalled Lanes (pcuHr): 12.14 Cycle Time (s): 120
PRC Over All Lanes (%): 32.2 Total Delay Over All Lanes(pcuHr): 12.14

Full Input Data And Results

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

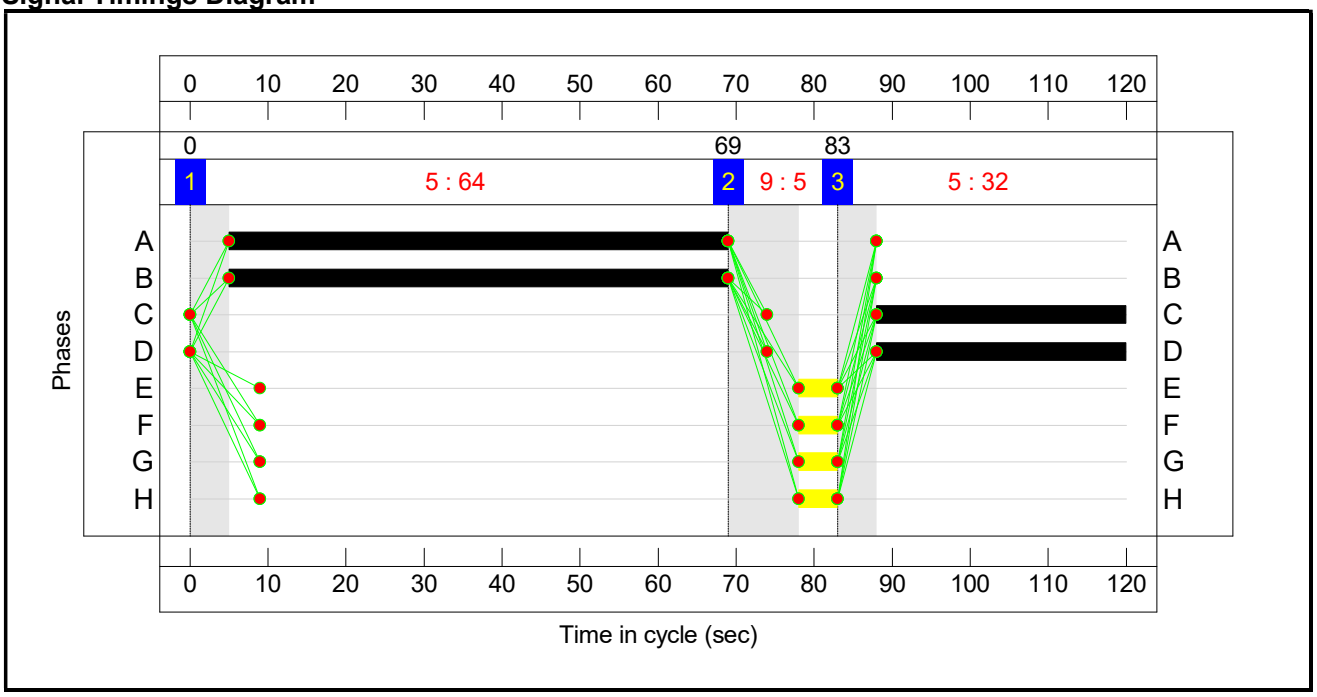
Stage Sequence Diagram



Stage Timings

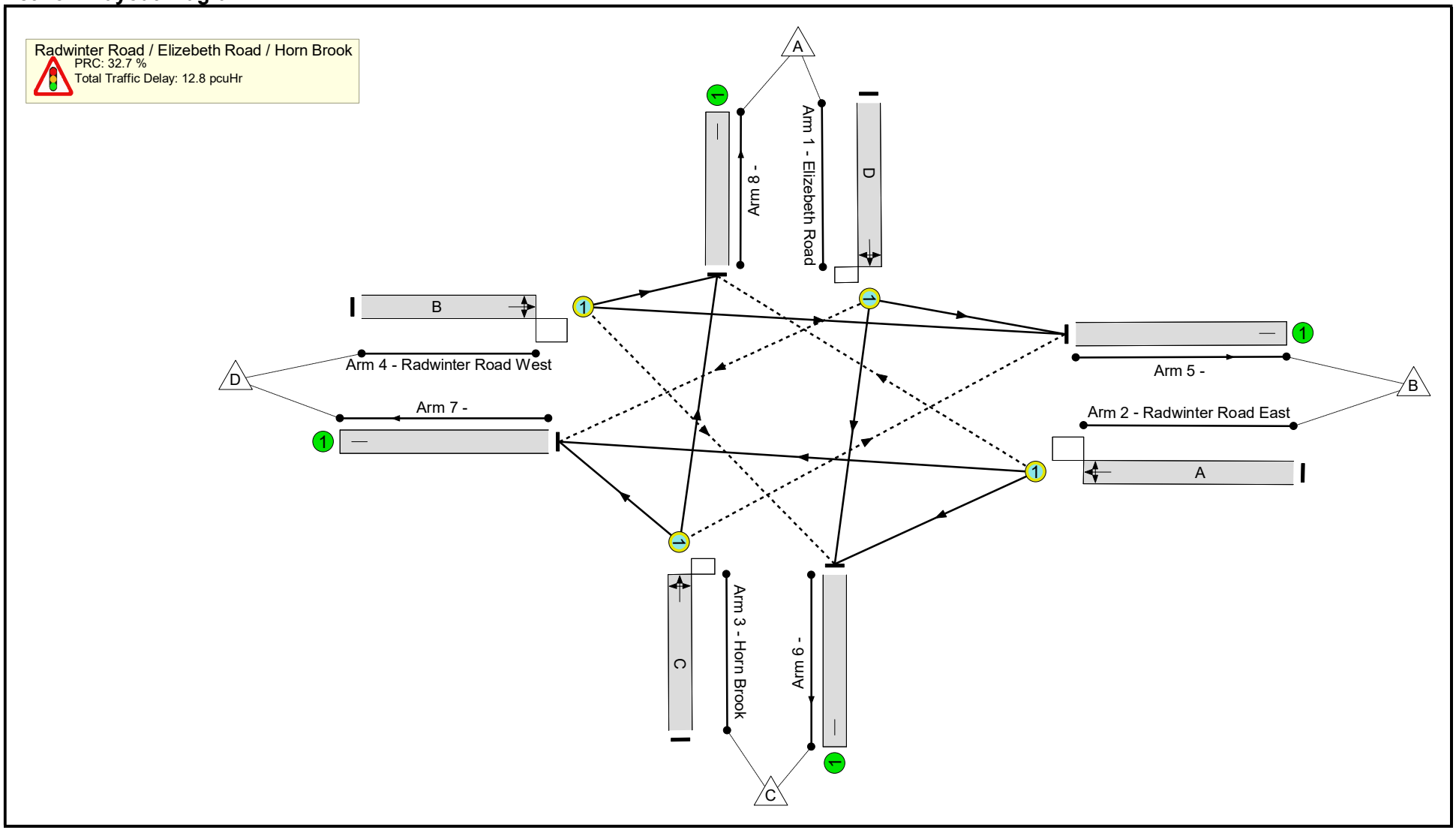
Stage	1	2	3
Duration	64	5	32
Change Point	0	69	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**67.8%**
Radwinter Road / Elizebeth Road / Horn Brook	-	-	**N/A**	-	-		-	-	-	-	-	-	**67.8%**
1/1	Elizebeth Road Left Ahead Right	O	N/A	N/A	D		1	32	-	324	1737	478	67.8%
2/1	Radwinter Road East Left Ahead Right	O	N/A	N/A	A		1	64	-	486	1838	745	65.2%
3/1	Horn Brook Right Left Ahead	O	N/A	N/A	C		1	32	-	18	1923	464	3.9%
4/1	Radwinter Road West Ahead Right Left	O	N/A	N/A	B		1	64	-	576	1815	983	58.6%
5/1		U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%

Full Input Data And Results

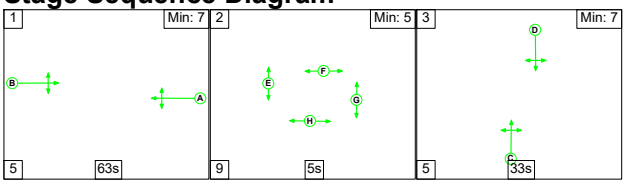
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**256**	**12**	**0**	**9.6**	**2.7**	**0.5**	**12.8**	**-**	**-**	**-**	**-**
Radwinter Road / Elizebeth Road / Horn Brook	**-**	**-**	**256**	**12**	**0**	**9.6**	**2.7**	**0.5**	**12.8**	**-**	**-**	**-**	**-**
1/1	324	324	104	0	0	3.5	1.0	0.0	4.5	50.4	9.5	1.0	10.6
2/1	486	486	150	0	0	3.0	0.9	0.5	4.4	32.7	13.0	0.9	13.9
3/1	18	18	2	0	0	0.2	0.0	0.0	0.2	36.2	0.4	0.0	0.5
4/1	576	576	0	12	0	3.0	0.7	0.0	3.7	22.9	12.8	0.7	13.5
5/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 32.7 Total Delay for Signalled Lanes (pcuHr): 12.79 Cycle Time (s): 120
PRC Over All Lanes (%): 32.7 Total Delay Over All Lanes(pcuHr): 12.79

Full Input Data And Results

Scenario 3: 'Scenario 3' (FG3: '2026 AM + CD With LR', Plan 1: 'Network Control Plan 1')

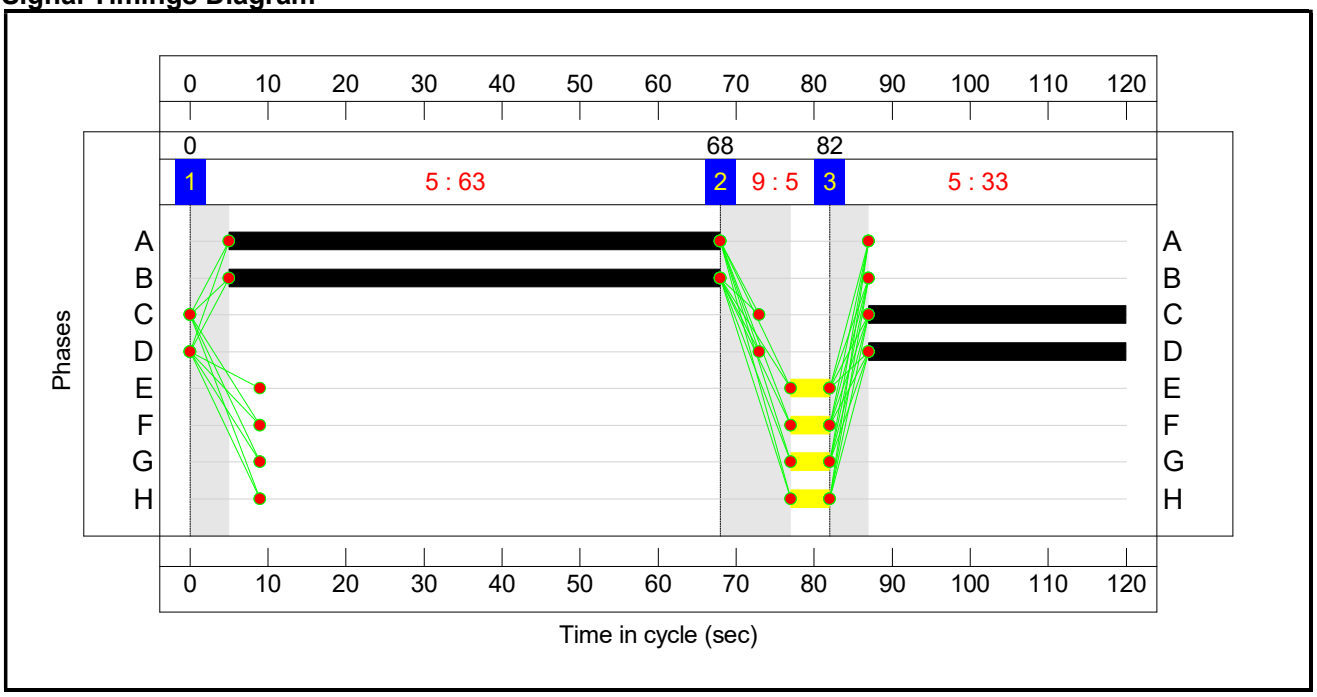
Stage Sequence Diagram



Stage Timings

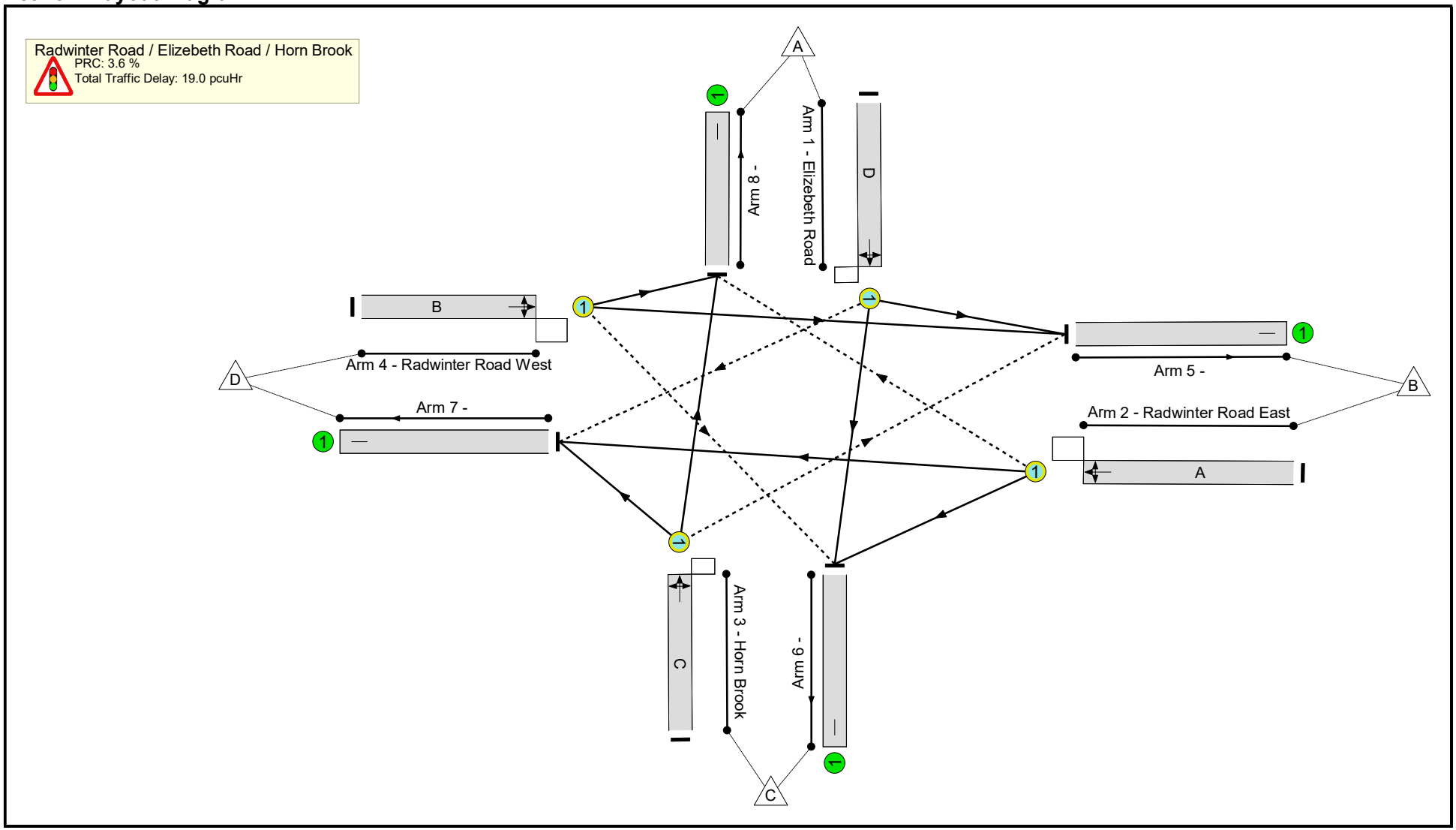
Stage	1	2	3
Duration	63	5	33
Change Point	0	68	82

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.9%**
Radwinter Road / Elizebeth Road / Horn Brook	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.9%**
1/1	Elizebeth Road Left Ahead Right	O	N/A	N/A	D		1	33	-	411	1745	486	84.6%
2/1	Radwinter Road East Left Ahead Right	O	N/A	N/A	A		1	63	-	648	1830	746	86.9%
3/1	Horn Brook Right Left Ahead	O	N/A	N/A	C		1	33	-	20	1935	546	3.7%
4/1	Radwinter Road West Ahead Right Left	O	N/A	N/A	B		1	63	-	467	1782	950	49.1%
5/1		U	N/A	N/A	-		-	-	-	452	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%

Full Input Data And Results

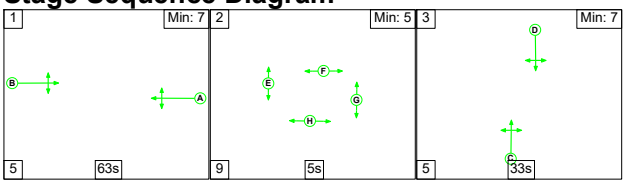
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**531**	**2**	**0**	**12.4**	**6.2**	**0.4**	**19.0**	**-**	**-**	**-**	**-**
Radwinter Road / Elizebeth Road / Horn Brook	**-**	**-**	**531**	**2**	**0**	**12.4**	**6.2**	**0.4**	**19.0**	**-**	**-**	**-**	**-**
1/1	411	411	244	0	0	4.6	2.6	0.0	7.2	63.3	12.8	2.6	15.4
2/1	648	648	286	0	0	5.3	3.1	0.4	8.8	49.1	19.8	3.1	22.9
3/1	20	20	1	0	0	0.2	0.0	0.0	0.2	34.8	0.5	0.0	0.5
4/1	467	467	0	2	0	2.3	0.5	0.0	2.8	21.4	9.7	0.5	10.2
5/1	452	452	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 3.6 Total Delay for Signalled Lanes (pcuHr): 19.03 Cycle Time (s): 120
PRC Over All Lanes (%): 3.6 Total Delay Over All Lanes(pcuHr): 19.03

Full Input Data And Results

Scenario 4: 'Scenario 4' (FG4: '2026 PM + CD With LR', Plan 1: 'Network Control Plan 1')

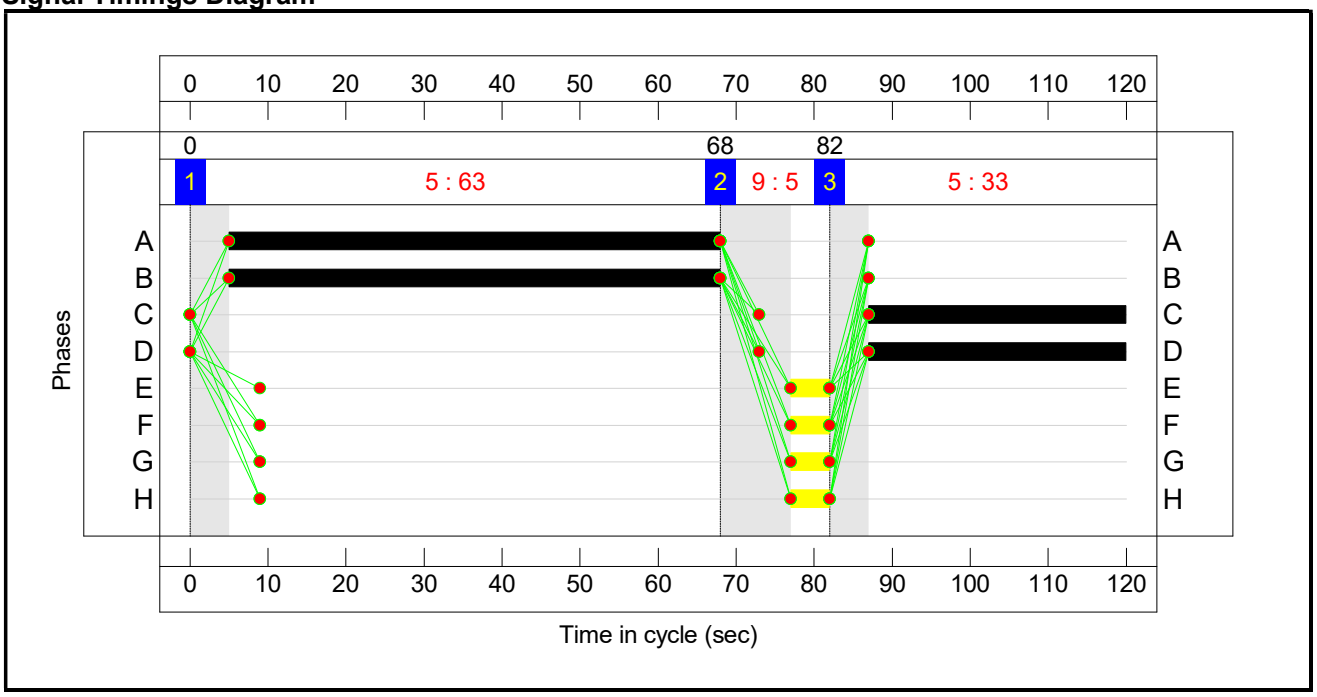
Stage Sequence Diagram



Stage Timings

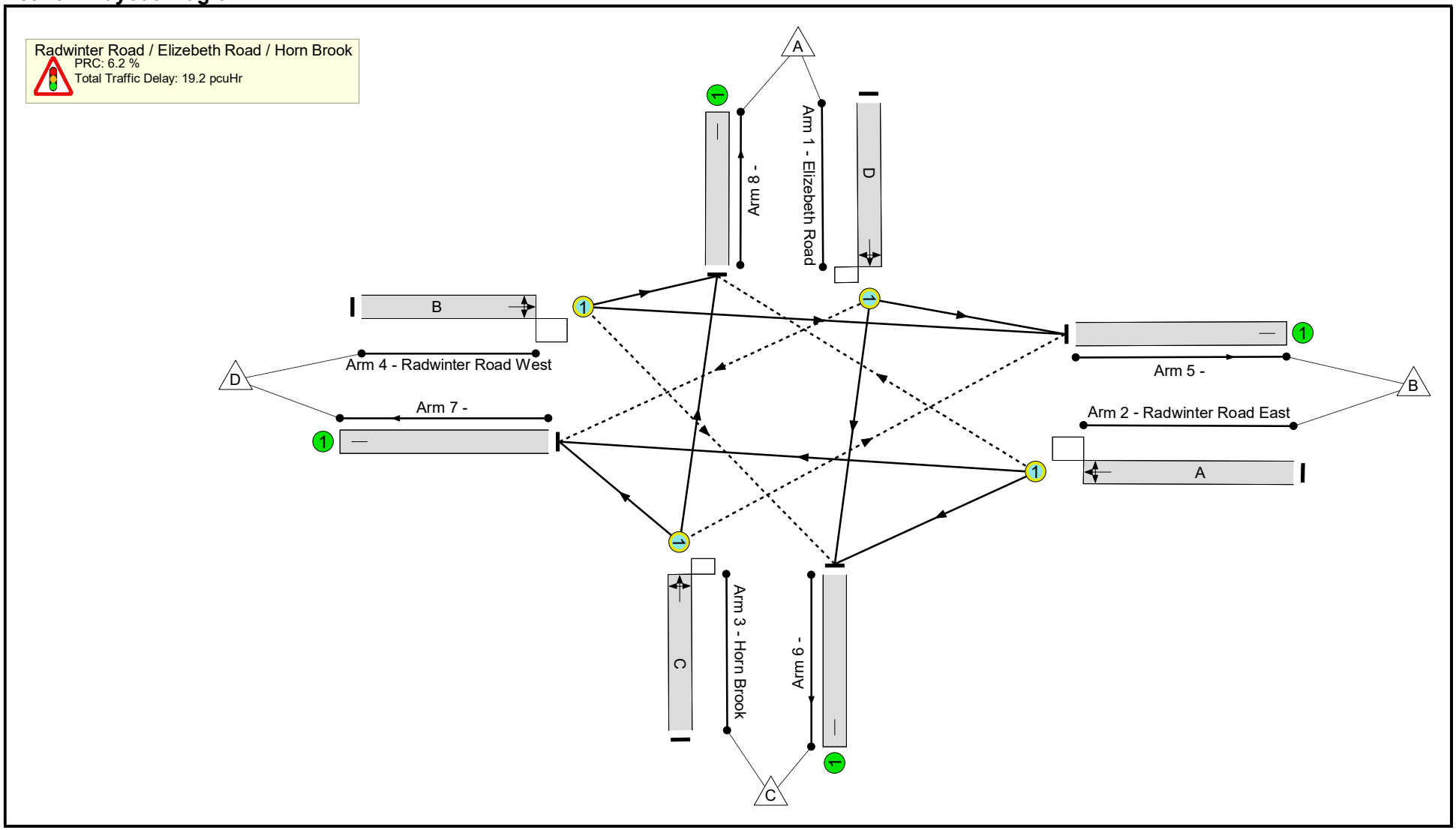
Stage	1	2	3
Duration	63	5	33
Change Point	0	68	82

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.8%**
Radwinter Road / Elizebeth Road / Horn Brook	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.8%**
1/1	Elizebeth Road Left Ahead Right	O	N/A	N/A	D		1	33	-	417	1736	492	84.8%
2/1	Radwinter Road East Left Ahead Right	O	N/A	N/A	A		1	63	-	539	1837	644	83.7%
3/1	Horn Brook Right Left Ahead	O	N/A	N/A	C		1	33	-	18	1923	370	4.9%
4/1	Radwinter Road West Ahead Right Left	O	N/A	N/A	B		1	63	-	630	1809	965	65.3%
5/1		U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	506	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%

Full Input Data And Results

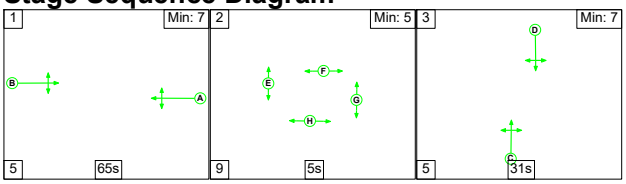
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**313**	**12**	**0**	**12.6**	**6.0**	**0.6**	**19.2**	**-**	**-**	**-**	**-**
Radwinter Road / Elizebeth Road / Horn Brook	**-**	**-**	**313**	**12**	**0**	**12.6**	**6.0**	**0.6**	**19.2**	**-**	**-**	**-**	**-**
1/1	417	417	136	0	0	4.7	2.6	0.0	7.3	63.1	13.1	2.6	15.7
2/1	539	539	175	0	0	4.2	2.5	0.6	7.3	48.6	16.5	2.5	18.9
3/1	18	18	2	0	0	0.2	0.0	0.0	0.2	36.7	0.4	0.0	0.5
4/1	630	630	0	12	0	3.5	0.9	0.0	4.4	25.4	14.9	0.9	15.8
5/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 6.2 Total Delay for Signalled Lanes (pcuHr): 19.20 Cycle Time (s): 120
PRC Over All Lanes (%): 6.2 Total Delay Over All Lanes(pcuHr): 19.20

Full Input Data And Results

Scenario 5: 'Scenario 5' (FG5: '2026 AM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

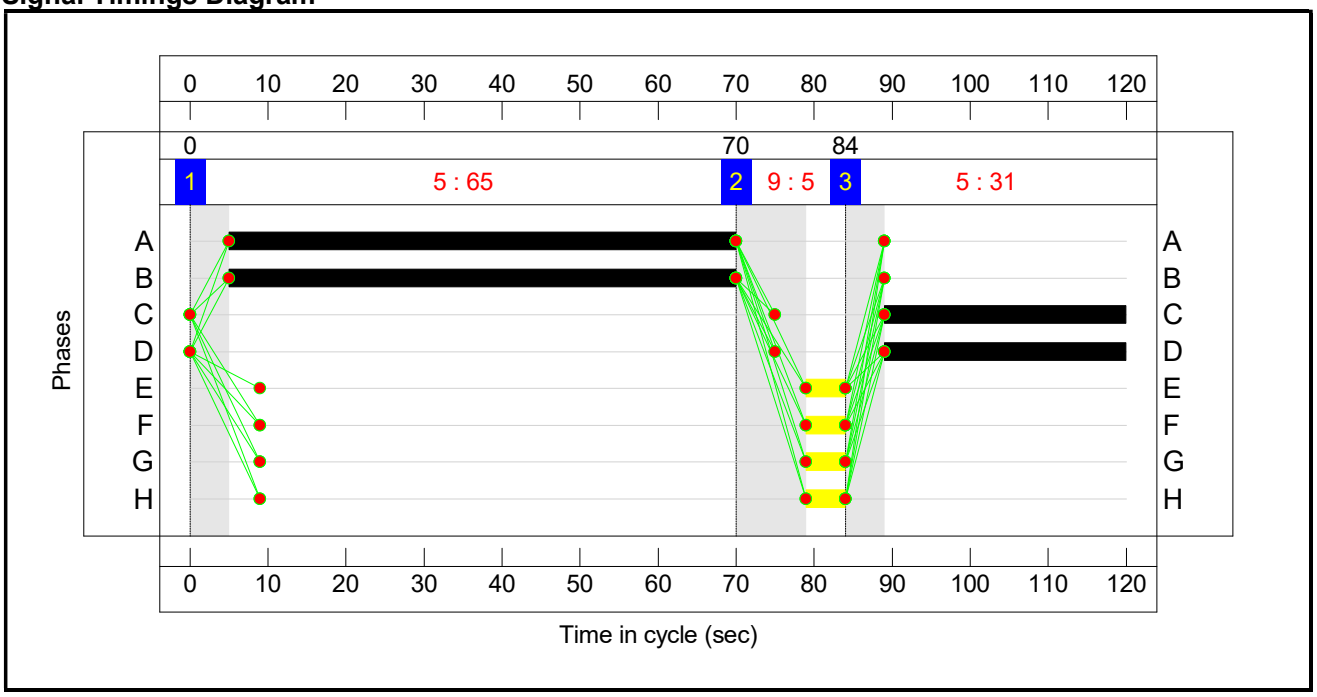
Stage Sequence Diagram



Stage Timings

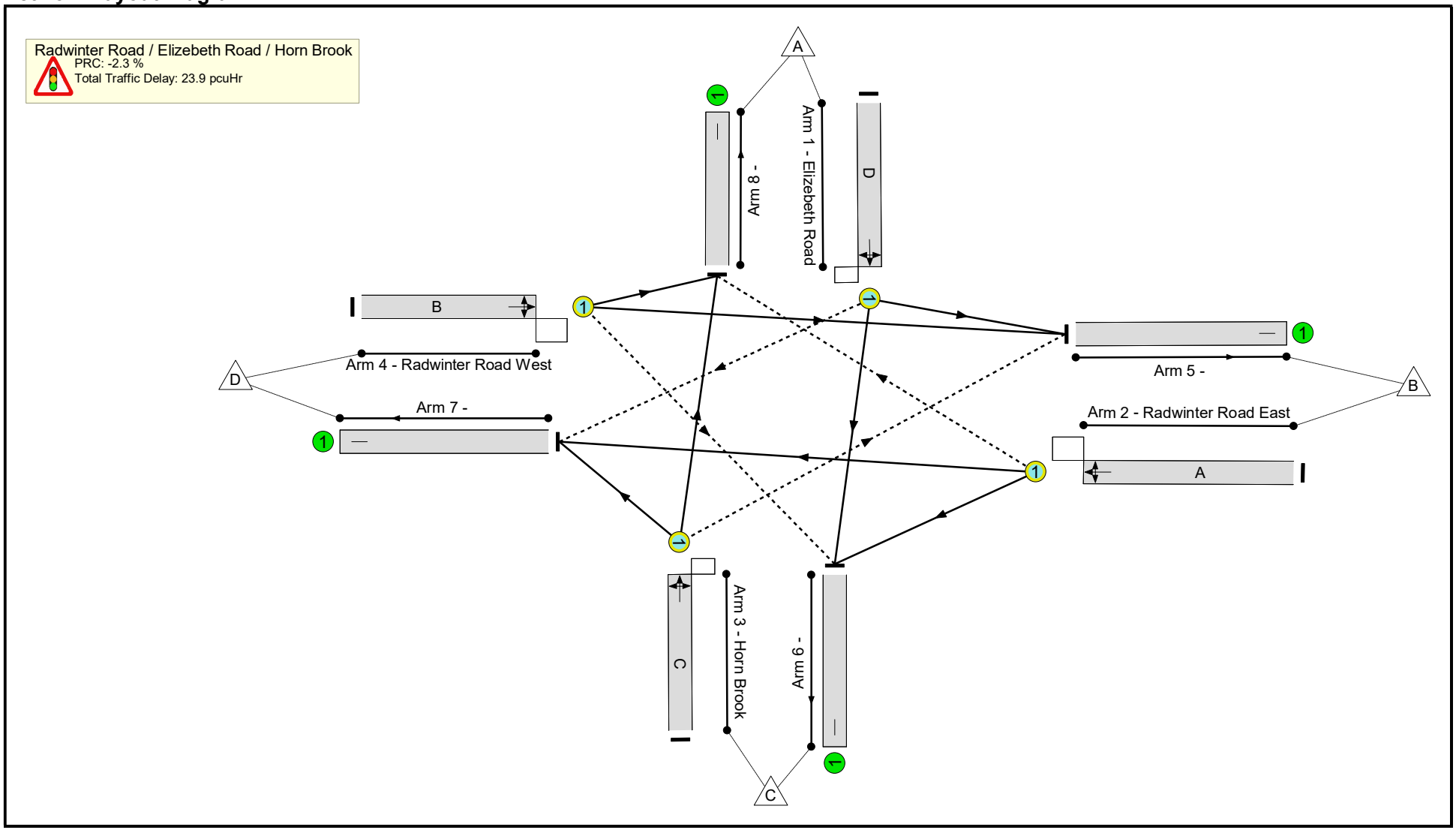
Stage	1	2	3
Duration	65	5	31
Change Point	0	70	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.0%**
Radwinter Road / Elizebeth Road / Horn Brook	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.0%**
1/1	Elizebeth Road Left Ahead Right	O	N/A	N/A	D		1	31	-	421	1744	458	92.0%
2/1	Radwinter Road East Left Ahead Right	O	N/A	N/A	A		1	65	-	709	1829	770	92.0%
3/1	Horn Brook Right Left Ahead	O	N/A	N/A	C		1	31	-	20	1935	510	3.9%
4/1	Radwinter Road West Ahead Right Left	O	N/A	N/A	B		1	65	-	480	1786	982	48.9%
5/1		U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%

Full Input Data And Results

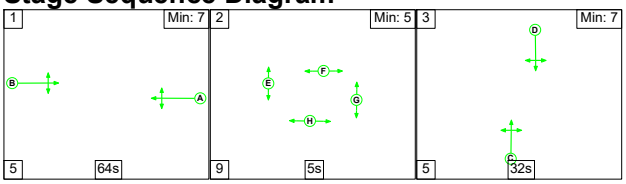
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**570**	**2**	**0**	**13.3**	**10.1**	**0.5**	**23.9**	**-**	**-**	**-**	**-**
Radwinter Road / Elizebeth Road / Horn Brook	**-**	**-**	**570**	**2**	**0**	**13.3**	**10.1**	**0.5**	**23.9**	**-**	**-**	**-**	**-**
1/1	421	421	242	0	0	5.0	4.6	0.0	9.6	82.1	13.6	4.6	18.1
2/1	709	709	327	0	0	5.9	5.0	0.5	11.4	57.8	22.3	5.0	27.2
3/1	20	20	1	0	0	0.2	0.0	0.0	0.2	36.5	0.5	0.0	0.5
4/1	480	480	0	2	0	2.2	0.5	0.0	2.7	20.2	9.7	0.5	10.2
5/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -2.3 Total Delay for Signalled Lanes (pcuHr): 23.89 Cycle Time (s): 120
PRC Over All Lanes (%): -2.3 Total Delay Over All Lanes(pcuHr): 23.89

Full Input Data And Results

Scenario 6: 'Scenario 6' (FG6: '2026 PM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

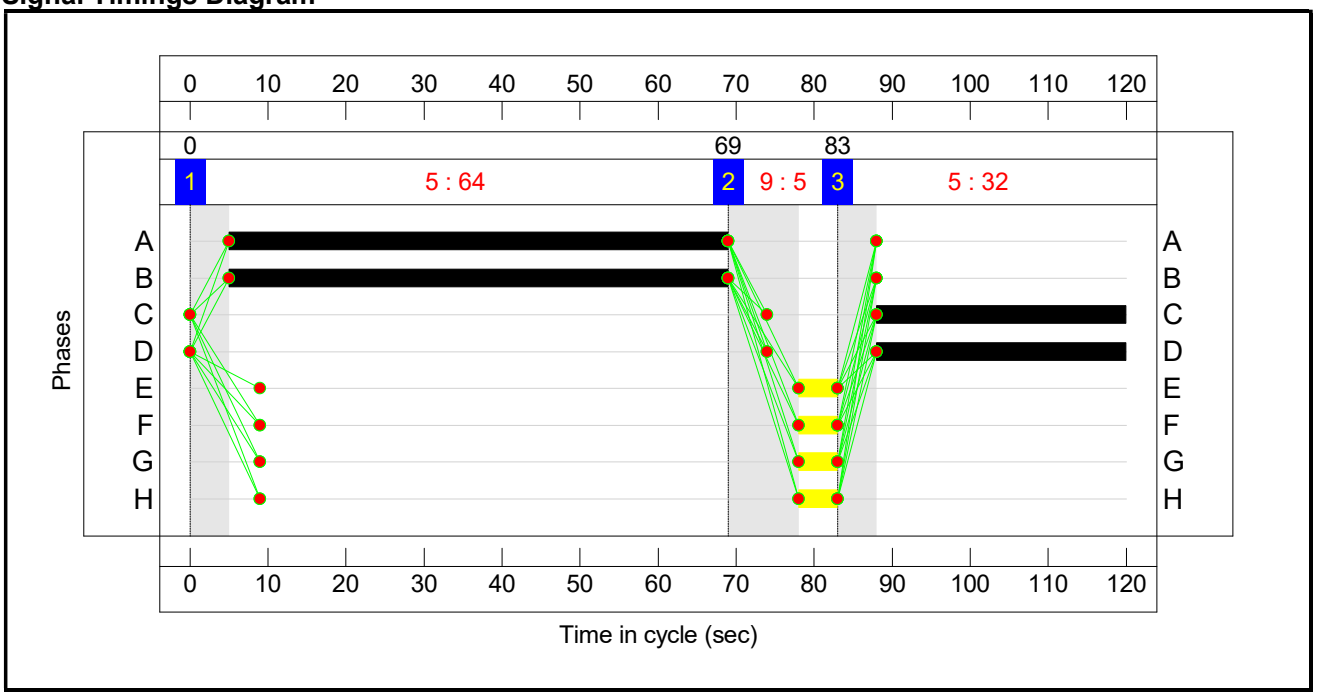
Stage Sequence Diagram



Stage Timings

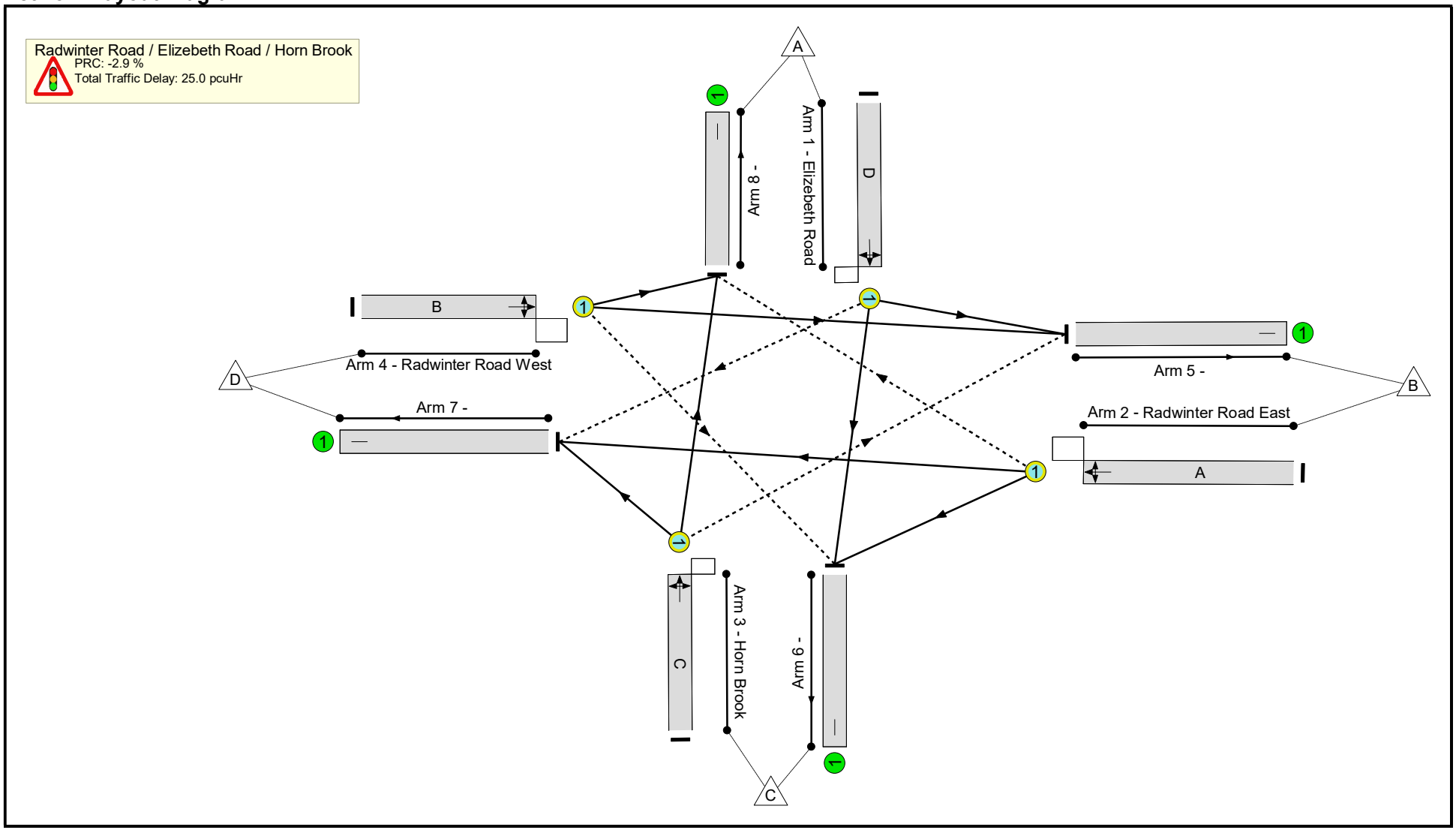
Stage	1	2	3
Duration	64	5	32
Change Point	0	69	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.6%**
Radwinter Road / Elizebeth Road / Horn Brook	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.6%**
1/1	Elizebeth Road Left Ahead Right	O	N/A	N/A	D		1	32	-	442	1735	477	92.6%
2/1	Radwinter Road East Left Ahead Right	O	N/A	N/A	A		1	64	-	566	1836	620	91.3%
3/1	Horn Brook Right Left Ahead	O	N/A	N/A	C		1	32	-	18	1923	299	6.0%
4/1	Radwinter Road West Ahead Right Left	O	N/A	N/A	B		1	64	-	663	1814	983	67.5%
5/1		U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**331**	**12**	**0**	**13.8**	**10.5**	**0.7**	**25.0**	**-**	**-**	**-**	**-**
Radwinter Road / Elizebeth Road / Horn Brook	**-**	**-**	**331**	**12**	**0**	**13.8**	**10.5**	**0.7**	**25.0**	**-**	**-**	**-**	**-**
1/1	442	442	136	0	0	5.2	4.9	0.0	10.1	82.4	14.2	4.9	19.2
2/1	566	566	193	0	0	4.8	4.5	0.7	10.0	63.5	17.9	4.5	22.4
3/1	18	18	2	0	0	0.2	0.0	0.0	0.2	38.8	0.4	0.0	0.5
4/1	663	663	0	12	0	3.7	1.0	0.0	4.7	25.5	15.8	1.0	16.9
5/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

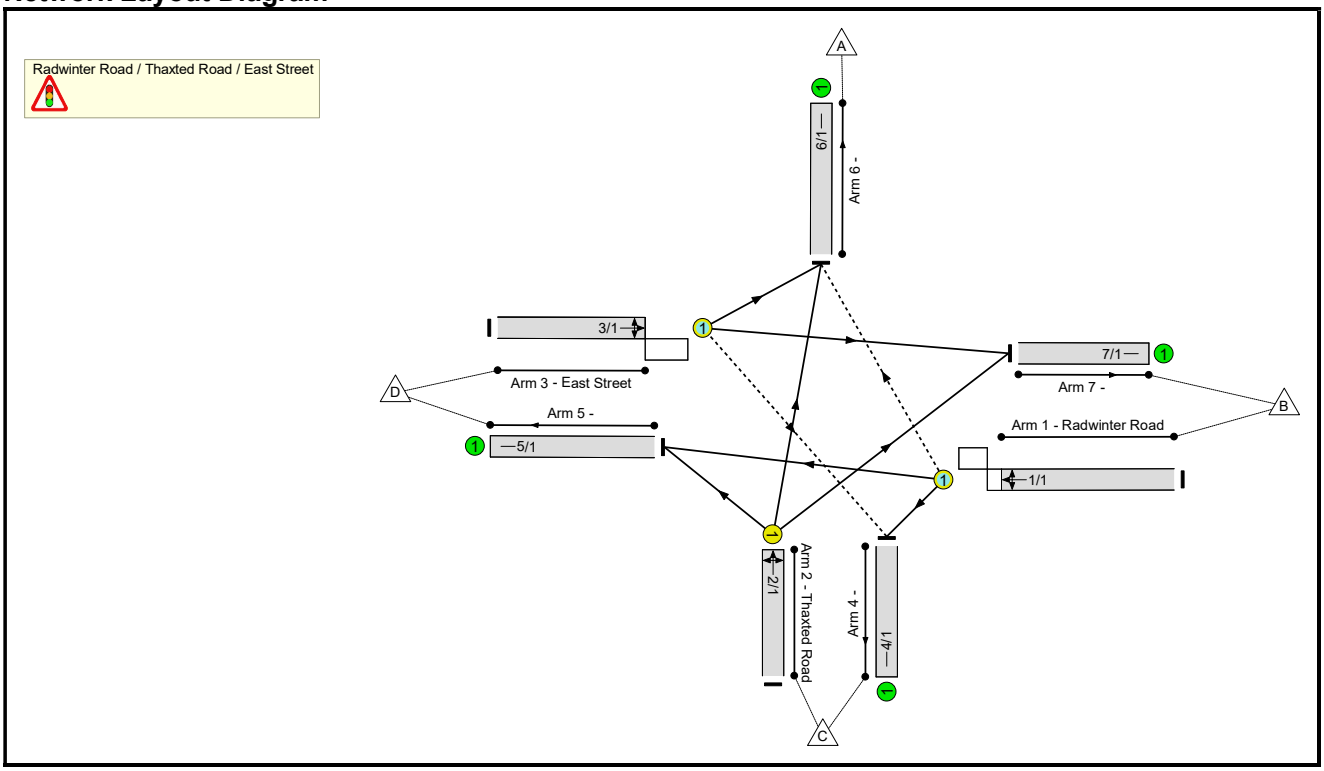
C1 PRC for Signalled Lanes (%): -2.9 Total Delay for Signalled Lanes (pcuHr): 24.99 Cycle Time (s): 120
PRC Over All Lanes (%): -2.9 Total Delay Over All Lanes(pcuHr): 24.99

Full Input Data And Results

User and Project Details

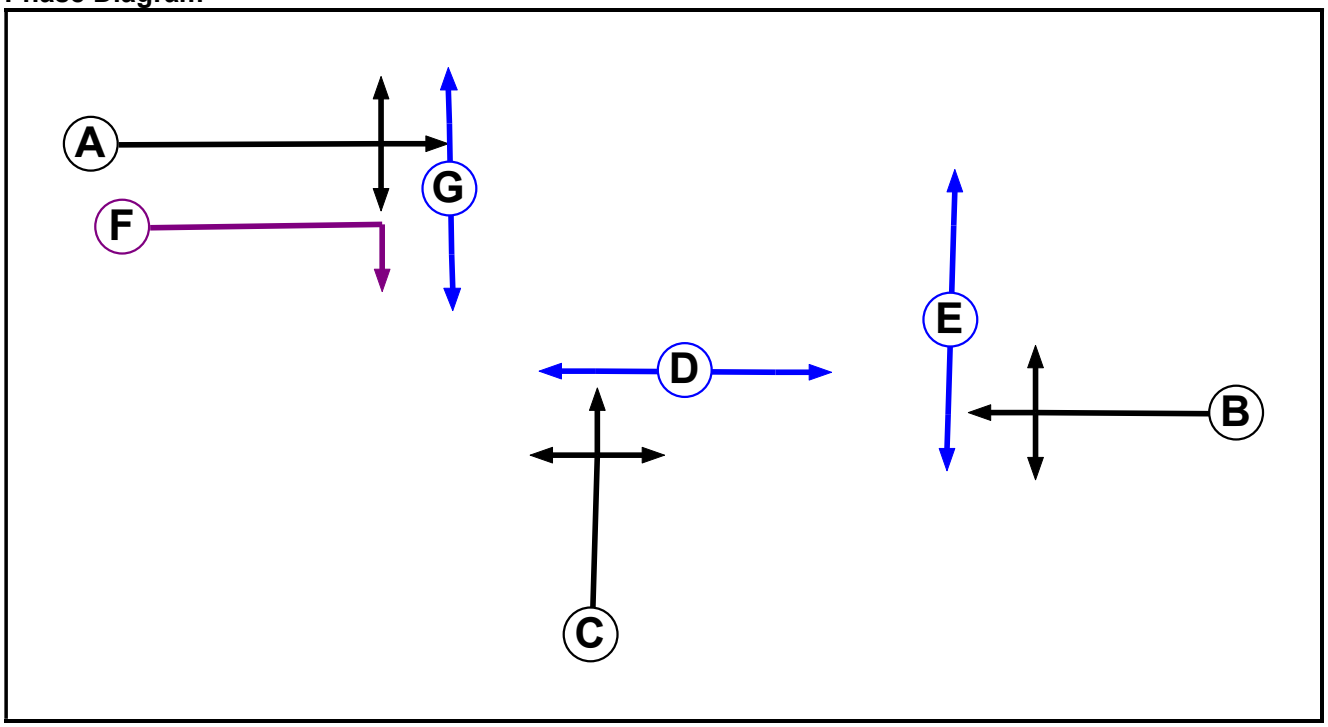
Project:	
Title:	
Location:	
Additional detail:	
File name:	Radwinter_East_Thaxted LinSig.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



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	Pedestrian		8	8
E	Pedestrian		7	7
F	Ind. Arrow	A	4	4
G	Pedestrian		6	6

Full Input Data And Results

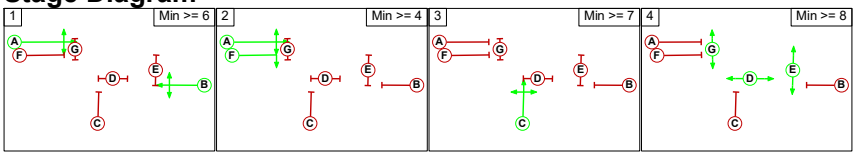
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	7	9	9	-	9
	B	-		6	9	9	6	9
	C	6	5		9	9	6	9
	D	5	5	5		-	5	-
	E	5	5	5	-		5	-
	F	-	7	7	9	9		9
	G	5	5	5	-	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A F
3	C
4	D E G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		6	7	9
	2	7		7	9
	3	6	6		9
	4	5	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Radwinter Road / Thaxted Road / East Street											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Radwinter Road)	6/1 (Right)	1439	0	3/1	1.09	All	3.00	2.00	0.50	3	3.00
3/1 (East Street)	4/1 (Right)	1439	0	1/1	1.09	All	3.00	3.00	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: Radwinter Road / Thaxted Road / East Street												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Radwinter Road)	O	B	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 4 Left	8.90
											Arm 5 Ahead	Inf
											Arm 6 Right	13.80
2/1 (Thaxted Road)	U	C	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 5 Left	8.90
											Arm 6 Ahead	Inf
											Arm 7 Right	13.80
3/1 (East Street)	O	A F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	26.80
											Arm 6 Left	10.40
											Arm 7 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM Base With LR'	08:00	09:00	01:00	
2: '2023 PM Base With LR'	17:00	18:00	01:00	
3: '2026 AM + CD With LR'	08:00	09:00	01:00	
4: '2026 PM + CD With LR'	17:00	18:00	01:00	
5: '2026 AM + CD + Dev With LR'	08:00	09:00	01:00	
6: '2026 PM + CD + Dev With LR'	17:00	18:00	01:00	
7: '2023 AM Base No LR'	08:00	09:00	01:00	
8: '2023 PM Base No LR'	17:00	18:00	01:00	
9: '2026 AM + CD No LR'	08:00	09:00	01:00	
10: '2026 PM + CD No LR'	17:00	18:00	01:00	
11: '2026 AM + CD + Dev No LR'	08:00	09:00	01:00	
12: '2026 PM + CD + Dev No LR'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	180	391	611
	C	160	116	0	166	442
	D	16	191	200	0	407
	Tot.	216	307	380	557	1460

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	611
2/1	442
3/1	407
4/1	380
5/1	557
6/1	216
7/1	307

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	29.5 %	1784	1784
				Arm 5 Ahead	Inf	64.0 %		
				Arm 6 Right	13.80	6.5 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	37.6 %	1726	1726
				Arm 6 Ahead	Inf	36.2 %		
				Arm 7 Right	13.80	26.2 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	49.1 %	1854	1854
				Arm 6 Left	10.40	3.9 %		
				Arm 7 Ahead	Inf	46.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	42	0	146	222	410
	C	179	201	0	96	476
	D	12	333	247	0	592
	Tot.	233	534	393	318	1478

Traffic Lane Flows

Lane	Scenario 2: Scenario 2
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	410
2/1	476
3/1	592
4/1	393
5/1	318
6/1	233
7/1	534

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	35.6 %	1760	1760
				Arm 5 Ahead	Inf	54.1 %		
				Arm 6 Right	13.80	10.2 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.2 %	1746	1746
				Arm 6 Ahead	Inf	37.6 %		
				Arm 7 Right	13.80	42.2 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	41.7 %	1866	1866
				Arm 6 Left	10.40	2.0 %		
				Arm 7 Ahead	Inf	56.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Scenario 3' (FG3: '2026 AM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	195	447	682
	C	161	132	0	169	462
	D	16	254	206	0	476
	Tot.	217	386	401	616	1620

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	682
2/1	462
3/1	476
4/1	401
5/1	616
6/1	217
7/1	386

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	28.6 %	1787	1787
				Arm 5 Ahead	Inf	65.5 %		
				Arm 6 Right	13.80	5.9 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	36.6 %	1725	1725
				Arm 6 Ahead	Inf	34.8 %		
				Arm 7 Right	13.80	28.6 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	43.3 %	1861	1861
				Arm 6 Left	10.40	3.4 %		
				Arm 7 Ahead	Inf	53.4 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 4' (FG4: '2026 PM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	42	0	166	285	493
	C	180	220	0	101	501
	D	12	383	251	0	646
	Tot.	234	603	417	386	1640

Traffic Lane Flows

Lane	Scenario 4: Scenario 4
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	493
2/1	501
3/1	646
4/1	417
5/1	386
6/1	234
7/1	603

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	33.7 %	1768	1768
				Arm 5 Ahead	Inf	57.8 %		
				Arm 6 Right	13.80	8.5 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.2 %	1743	1743
				Arm 6 Ahead	Inf	35.9 %		
				Arm 7 Right	13.80	43.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	38.9 %	1869	1869
				Arm 6 Left	10.40	1.9 %		
				Arm 7 Ahead	Inf	59.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Scenario 5' (FG5: '2026 AM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	194	466	700
	C	161	131	0	169	461
	D	16	267	206	0	489
	Tot.	217	398	400	635	1650

Traffic Lane Flows

Lane	Scenario 5: Scenario 5
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	700
2/1	461
3/1	489
4/1	400
5/1	635
6/1	217
7/1	398

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	27.7 %	1790	1790
				Arm 5 Ahead	Inf	66.6 %		
				Arm 6 Right	13.80	5.7 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	36.7 %	1725	1725
				Arm 6 Ahead	Inf	34.9 %		
				Arm 7 Right	13.80	28.4 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	42.1 %	1862	1862
				Arm 6 Left	10.40	3.3 %		
				Arm 7 Ahead	Inf	54.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Scenario 6' (FG6: '2026 PM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	42	0	166	294	502
	C	180	220	0	101	501
	D	12	416	251	0	679
	Tot.	234	636	417	395	1682

Traffic Lane Flows

Lane	Scenario 6: Scenario 6
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	502
2/1	501
3/1	679
4/1	417
5/1	395
6/1	234
7/1	636

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	33.1 %	1770	1770
				Arm 5 Ahead	Inf	58.6 %		
				Arm 6 Right	13.80	8.4 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.2 %	1743	1743
				Arm 6 Ahead	Inf	35.9 %		
				Arm 7 Right	13.80	43.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	37.0 %	1872	1872
				Arm 6 Left	10.40	1.8 %		
				Arm 7 Ahead	Inf	61.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Scenario 7' (FG7: '2023 AM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	36	0	200	325	561
	C	149	206	0	125	480
	D	7	237	182	0	426
	Tot.	192	443	382	450	1467

Traffic Lane Flows

Lane	Scenario 7: Scenario 7
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	561
2/1	480
3/1	426
4/1	382
5/1	450
6/1	192
7/1	443

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	35.7 %	1767	1767
				Arm 5 Ahead	Inf	57.9 %		
				Arm 6 Right	13.80	6.4 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	26.0 %	1729	1729
				Arm 6 Ahead	Inf	31.0 %		
				Arm 7 Right	13.80	42.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	42.7 %	1866	1866
				Arm 6 Left	10.40	1.6 %		
				Arm 7 Ahead	Inf	55.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Scenario 8' (FG8: '2023 PM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	39	0	195	235	469
	C	171	232	0	113	516
	D	8	332	218	0	558
	Tot.	218	564	413	348	1543

Traffic Lane Flows

Lane	Scenario 8: Scenario 8
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	469
2/1	516
3/1	558
4/1	413
5/1	348
6/1	218
7/1	564

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	41.6 %	1747	1747
				Arm 5 Ahead	Inf	50.1 %		
				Arm 6 Right	13.80	8.3 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	21.9 %	1736	1736
				Arm 6 Ahead	Inf	33.1 %		
				Arm 7 Right	13.80	45.0 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	39.1 %	1870	1870
				Arm 6 Left	10.40	1.4 %		
				Arm 7 Ahead	Inf	59.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Scenario 9' (FG9: '2026 AM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	36	0	225	399	660
	C	166	243	0	137	546
	D	7	286	204	0	497
	Tot.	209	529	429	536	1703

Traffic Lane Flows

Lane	Scenario 9: Scenario 9
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	660
2/1	546
3/1	497
4/1	429
5/1	536
6/1	209
7/1	529

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	34.1 %	1773	1773
				Arm 5 Ahead	Inf	60.5 %		
				Arm 6 Right	13.80	5.5 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	25.1 %	1728	1728
				Arm 6 Ahead	Inf	30.4 %		
				Arm 7 Right	13.80	44.5 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	41.0 %	1868	1868
				Arm 6 Left	10.40	1.4 %		
				Arm 7 Ahead	Inf	57.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Scenario 10' (FG10: '2026 PM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	218	279	537
	C	192	254	0	118	564
	D	8	379	240	0	627
	Tot.	240	633	458	397	1728

Traffic Lane Flows

Lane	Scenario 10: Scenario 10
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	537
2/1	564
3/1	627
4/1	458
5/1	397
6/1	240
7/1	633

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	40.6 %	1751	1751
				Arm 5 Ahead	Inf	52.0 %		
				Arm 6 Right	13.80	7.4 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.9 %	1739	1739
				Arm 6 Ahead	Inf	34.0 %		
				Arm 7 Right	13.80	45.0 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	38.3 %	1871	1871
				Arm 6 Left	10.40	1.3 %		
				Arm 7 Ahead	Inf	60.4 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Scenario 11' (FG11: '2026 AM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	36	0	236	433	705
	C	166	247	0	137	550
	D	7	305	204	0	516
	Tot.	209	552	440	570	1771

Traffic Lane Flows

Lane	Scenario 11: Scenario 11
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	705
2/1	550
3/1	516
4/1	440
5/1	570
6/1	209
7/1	552

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	33.5 %	1775	1775
				Arm 5 Ahead	Inf	61.4 %		
				Arm 6 Right	13.80	5.1 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	24.9 %	1728	1728
				Arm 6 Ahead	Inf	30.2 %		
				Arm 7 Right	13.80	44.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	39.5 %	1870	1870
				Arm 6 Left	10.40	1.4 %		
				Arm 7 Ahead	Inf	59.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Scenario 12' (FG12: '2026 PM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	222	294	556
	C	192	264	0	118	574
	D	8	425	240	0	673
	Tot.	240	689	462	412	1803

Traffic Lane Flows

Lane	Scenario 12: Scenario 12
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	556
2/1	574
3/1	673
4/1	462
5/1	412
6/1	240
7/1	689

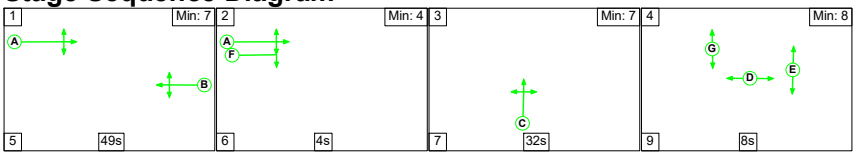
Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	39.9 %	1753	1753
				Arm 5 Ahead	Inf	52.9 %		
				Arm 6 Right	13.80	7.2 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.6 %	1738	1738
				Arm 6 Ahead	Inf	33.4 %		
				Arm 7 Right	13.80	46.0 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	35.7 %	1874	1874
				Arm 6 Left	10.40	1.2 %		
				Arm 7 Ahead	Inf	63.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram

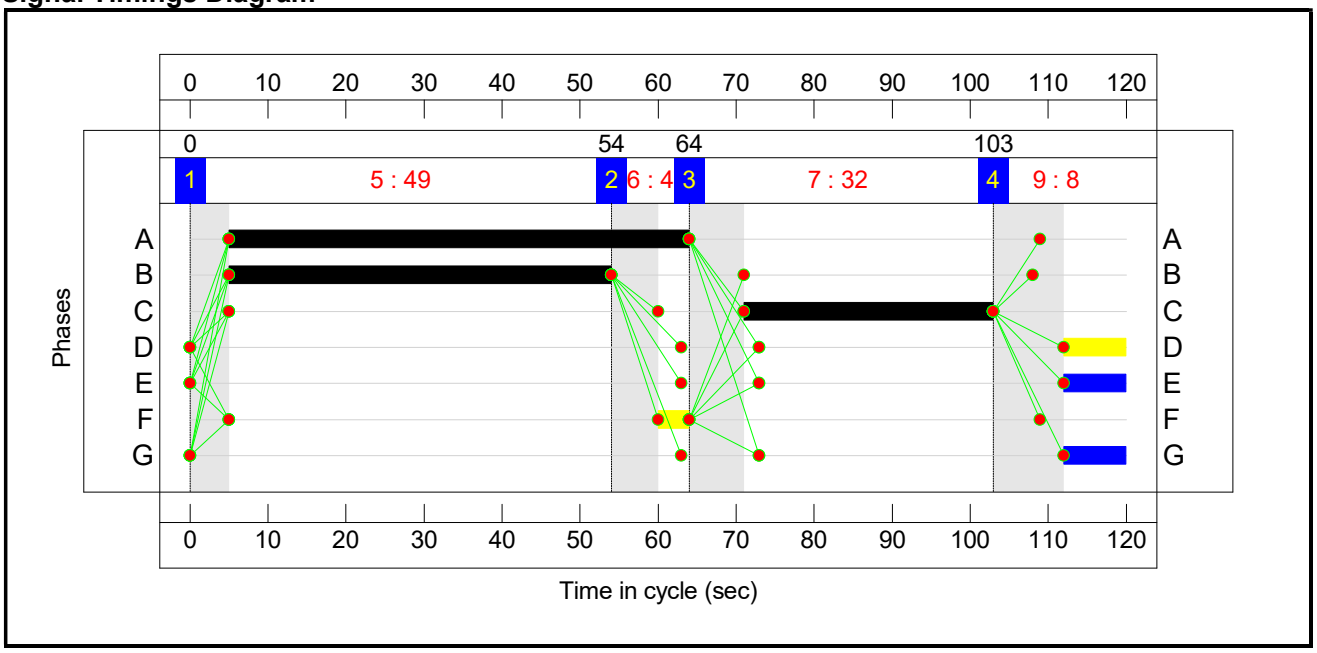


Stage Timings

Stage	1	2	3	4
Duration	49	4	32	8
Change Point	0	54	64	103

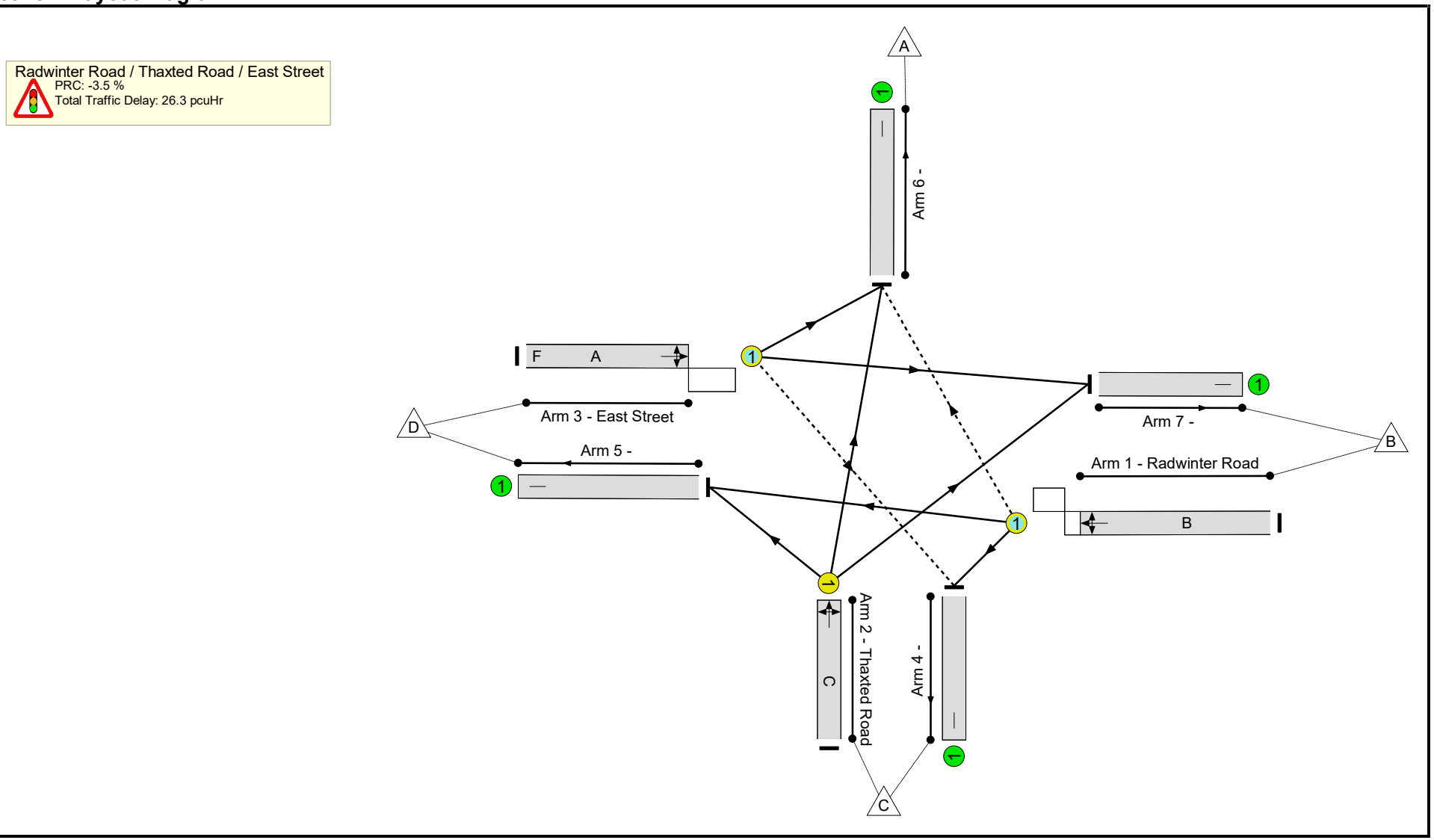
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.1%**
Radwinter Road / Thaxted Road / East Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.1%**
1/1	Radwinter Road Left Ahead Right	O	N/A	N/A	B		1	49	-	611	1784	743	82.2%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	32	-	442	1726	475	93.1%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	59	4	407	1854	450	90.4%
4/1		U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**116**	**116**	**8**	**13.8**	**11.3**	**1.1**	**26.3**	-	-	-	-
Radwinter Road / Thaxted Road / East Street	-	-	**116**	**116**	**8**	**13.8**	**11.3**	**1.1**	**26.3**	-	-	-	-
1/1	611	611	37	0	3	5.3	2.2	0.0	7.5	44.3	18.0	2.2	20.2
2/1	442	442	-	-	-	5.2	5.1	-	10.4	84.3	14.2	5.1	19.4
3/1	407	407	79	116	5	3.4	4.0	1.0	8.4	74.2	13.1	4.0	17.1
4/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

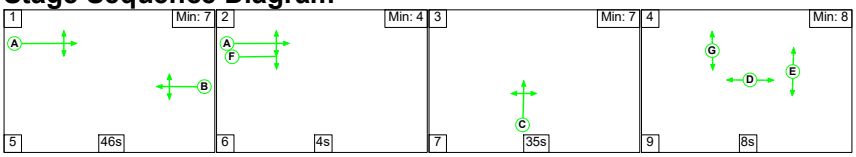
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-3.5	Total Delay for Signalled Lanes (pcuHr):	26.25	Cycle Time (s):	120	
	PRC Over All Lanes (%):	-3.5	Total Delay Over All Lanes(pcuHr):	26.25			

Full Input Data And Results

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

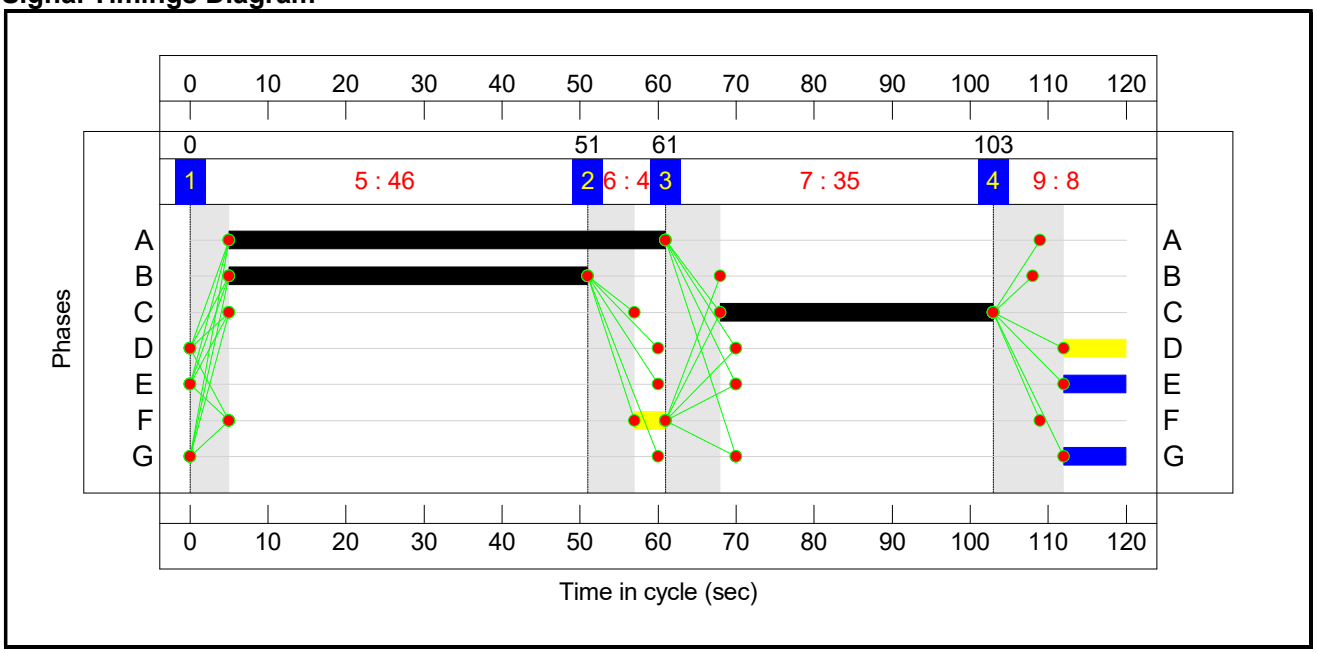
Stage Sequence Diagram



Stage Timings

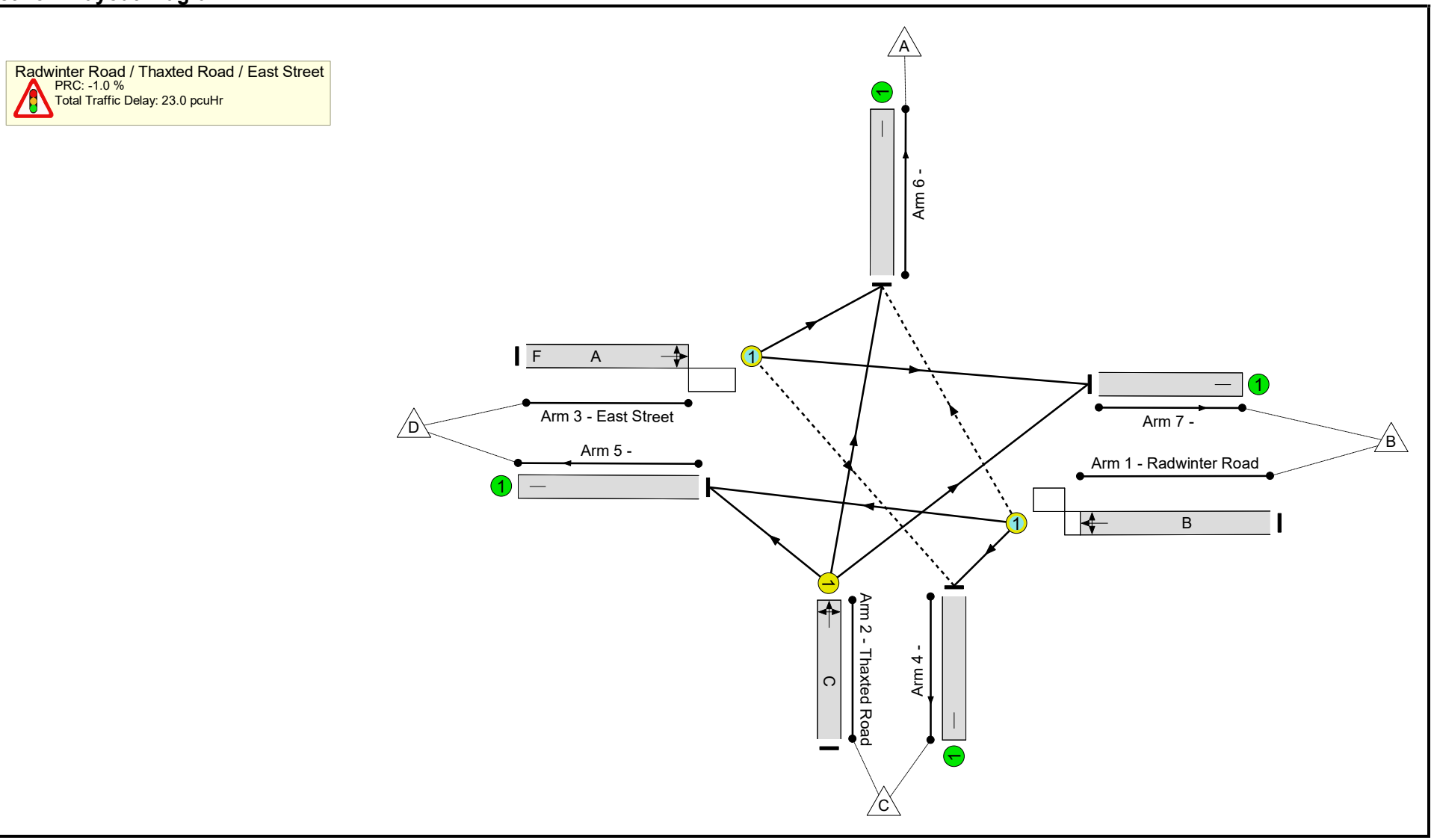
Stage	1	2	3	4
Duration	46	4	35	8
Change Point	0	51	61	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.9%**
Radwinter Road / Thaxted Road / East Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.9%**
1/1	Radwinter Road Left Ahead Right	O	N/A	N/A	B		1	46	-	410	1760	689	59.5%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	35	-	476	1746	524	90.9%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	56	4	592	1866	667	88.8%
4/1		U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	233	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**241**	**42**	**7**	**13.8**	**8.6**	**0.7**	**23.0**	-	-	-	-
Radwinter Road / Thaxted Road / East Street	-	-	**241**	**42**	**7**	**13.8**	**8.6**	**0.7**	**23.0**	-	-	-	-
1/1	410	410	42	0	0	3.3	0.7	0.0	4.1	35.6	10.8	0.7	11.5
2/1	476	476	-	-	-	5.3	4.2	-	9.6	72.4	15.2	4.2	19.4
3/1	592	592	199	42	6	5.1	3.6	0.6	9.4	57.0	18.4	3.6	22.0
4/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

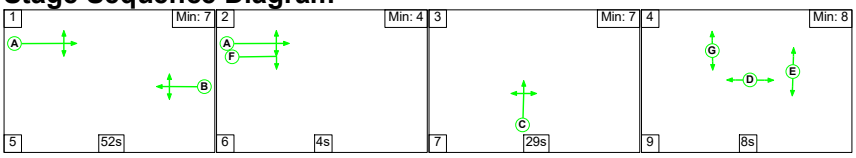
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):	23.00	Cycle Time (s):	120	
	PRC Over All Lanes (%):	-1.0	Total Delay Over All Lanes(pcuHr):	23.00			

Full Input Data And Results

Scenario 3: 'Scenario 3' (FG3: '2026 AM + CD With LR', Plan 1: 'Network Control Plan 1')

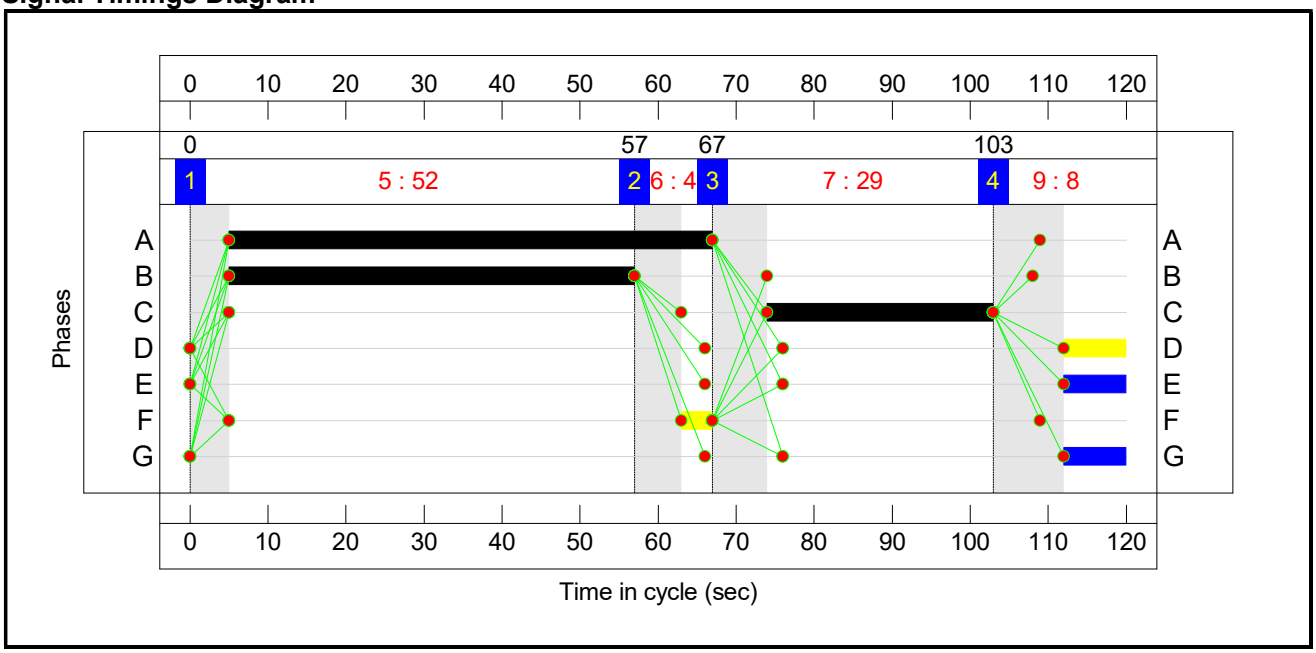
Stage Sequence Diagram



Stage Timings

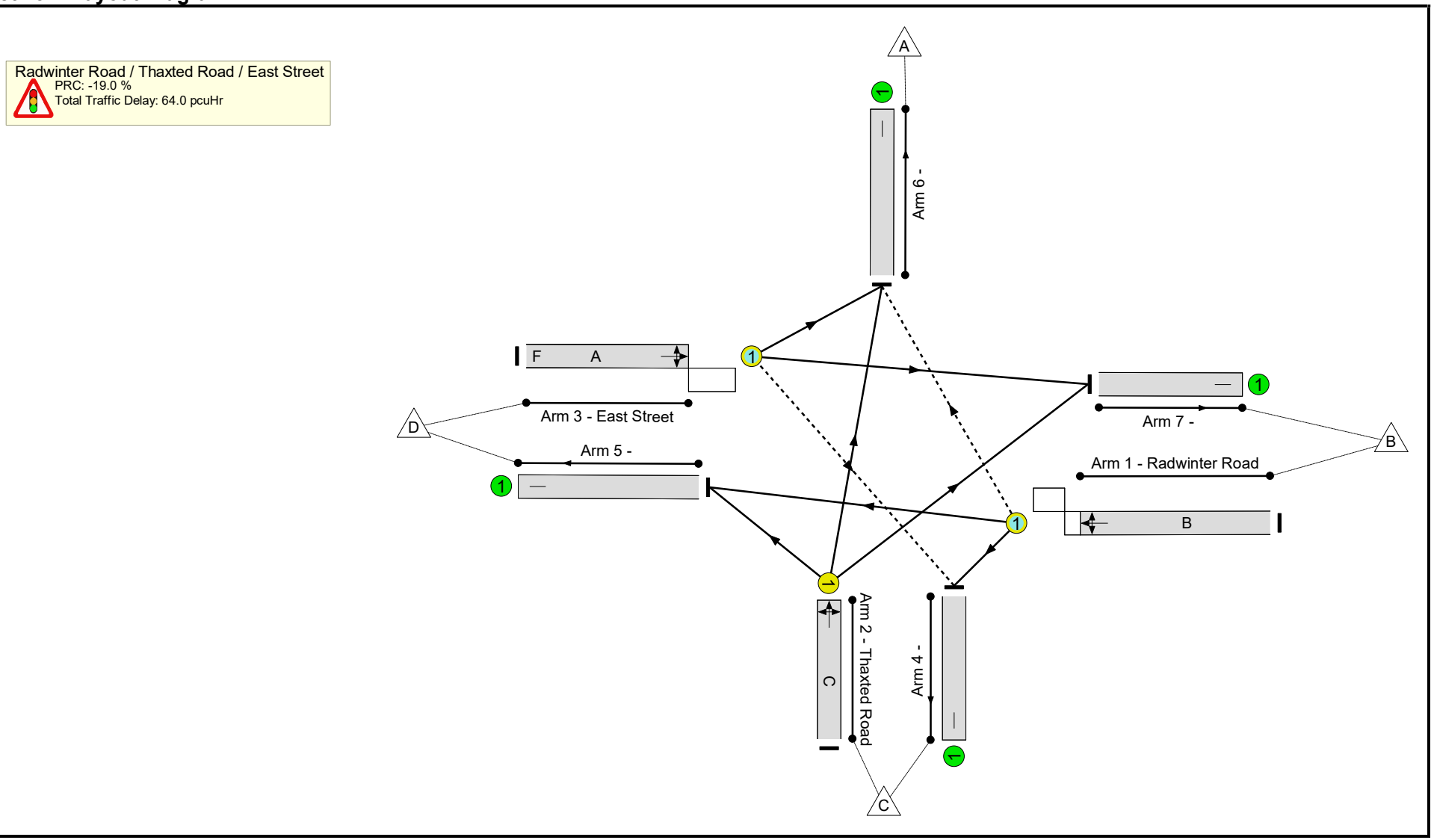
Stage	1	2	3	4
Duration	52	4	29	8
Change Point	0	57	67	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.1%**
Radwinter Road / Thaxted Road / East Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.1%**
1/1	Radwinter Road Left Ahead Right	O	N/A	N/A	B		1	52	-	682	1787	789	86.4%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	29	-	462	1725	431	107.1%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	62	4	476	1861	446	106.7%
4/1		U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	616	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**98**	**113**	**22**	**18.3**	**44.6**	**1.1**	**64.0**	-	-	-	-
Radwinter Road / Thaxted Road / East Street	-	-	**98**	**113**	**22**	**18.3**	**44.6**	**1.1**	**64.0**	-	-	-	-
1/1	682	682	38	0	2	5.7	3.0	0.0	8.8	46.2	20.5	3.0	23.5
2/1	462	431	-	-	-	7.1	20.9	-	28.0	217.8	16.4	20.9	37.3
3/1	476	446	60	113	20	5.5	20.7	1.1	27.3	206.8	16.9	20.7	37.5
4/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

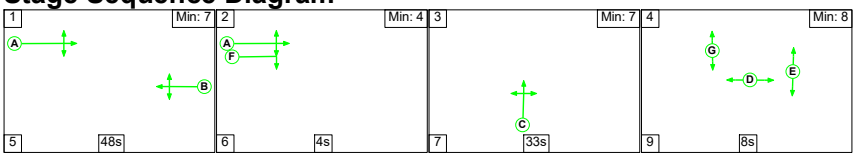
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-19.0	Total Delay for Signalled Lanes (pcuHr):	64.04	Cycle Time (s):	120	
	PRC Over All Lanes (%):	-19.0	Total Delay Over All Lanes(pcuHr):	64.04			

Full Input Data And Results

Scenario 4: 'Scenario 4' (FG4: '2026 PM + CD With LR', Plan 1: 'Network Control Plan 1')

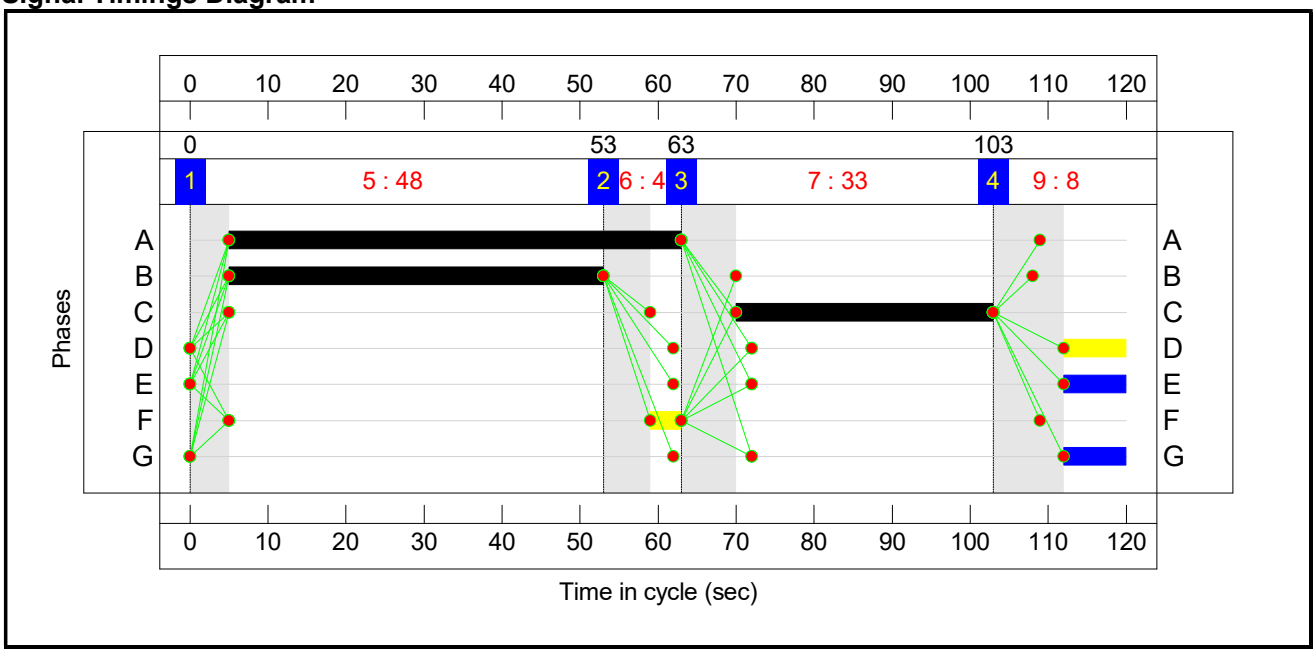
Stage Sequence Diagram



Stage Timings

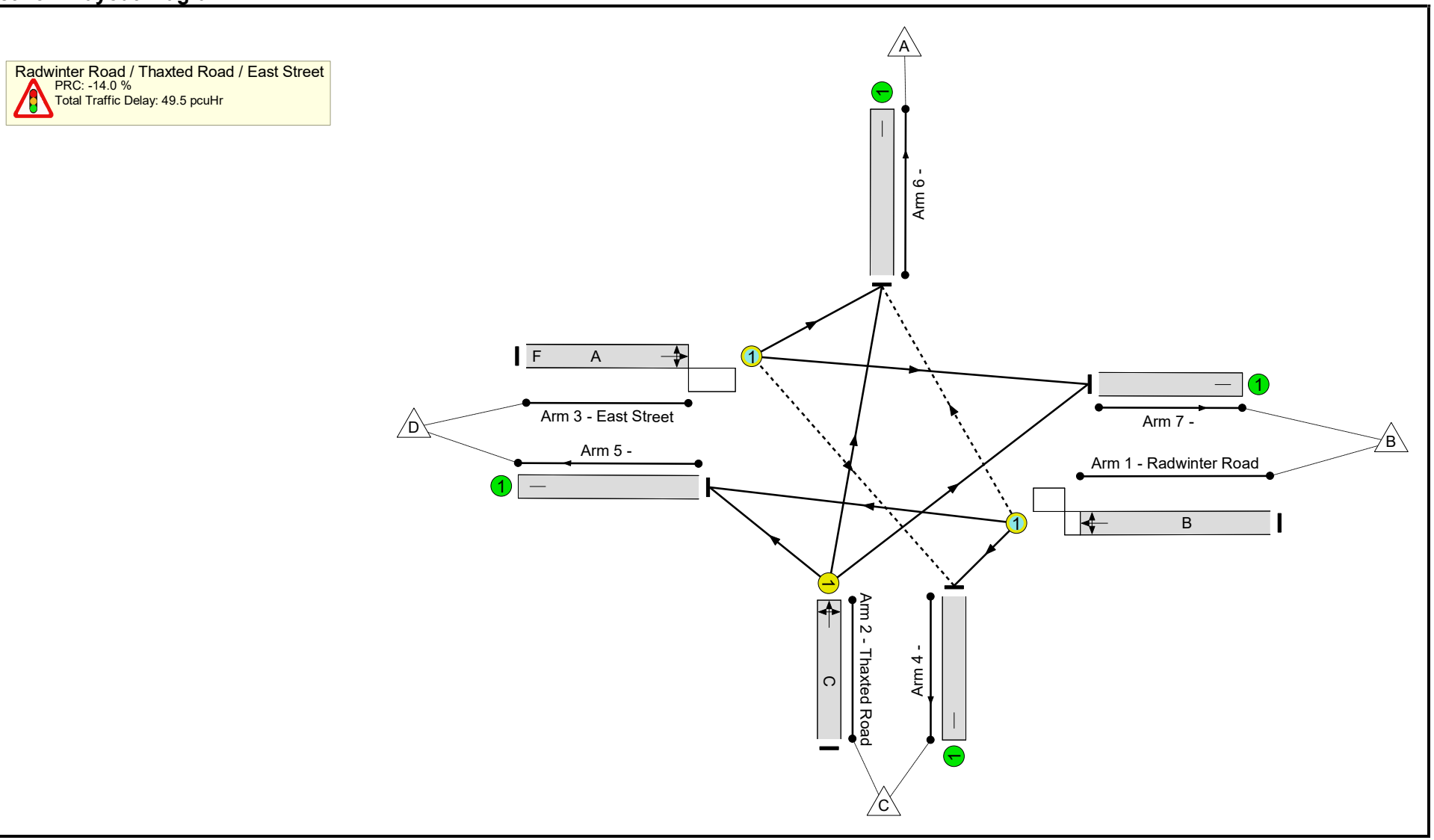
Stage	1	2	3	4
Duration	48	4	33	8
Change Point	0	53	63	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.6%**
Radwinter Road / Thaxted Road / East Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.6%**
1/1	Radwinter Road Left Ahead Right	O	N/A	N/A	B		1	48	-	493	1768	722	68.3%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	33	-	501	1743	494	101.4%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	58	4	646	1869	630	102.6%
4/1		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**191**	**72**	**24**	**17.1**	**31.6**	**0.8**	**49.5**	-	-	-	-
Radwinter Road / Thaxted Road / East Street	-	-	**191**	**72**	**24**	**17.1**	**31.6**	**0.8**	**49.5**	-	-	-	-
1/1	493	493	36	0	6	4.0	1.1	0.0	5.1	37.1	13.4	1.1	14.5
2/1	501	494	-	-	-	6.3	13.1	-	19.4	139.4	16.9	13.1	30.1
3/1	646	630	155	72	18	6.8	17.5	0.8	25.0	139.4	22.1	17.5	39.5
4/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

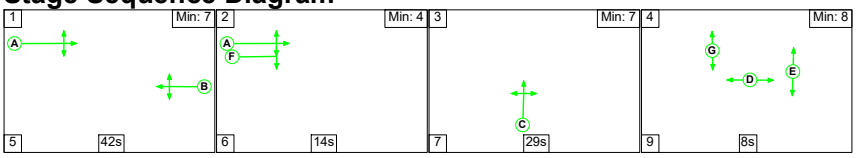
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-14.0	Total Delay for Signalled Lanes (pcuHr):	49.50	Cycle Time (s):	120
	PRC Over All Lanes (%):	-14.0	Total Delay Over All Lanes(pcuHr):	49.50		

Full Input Data And Results

Scenario 5: 'Scenario 5' (FG5: '2026 AM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

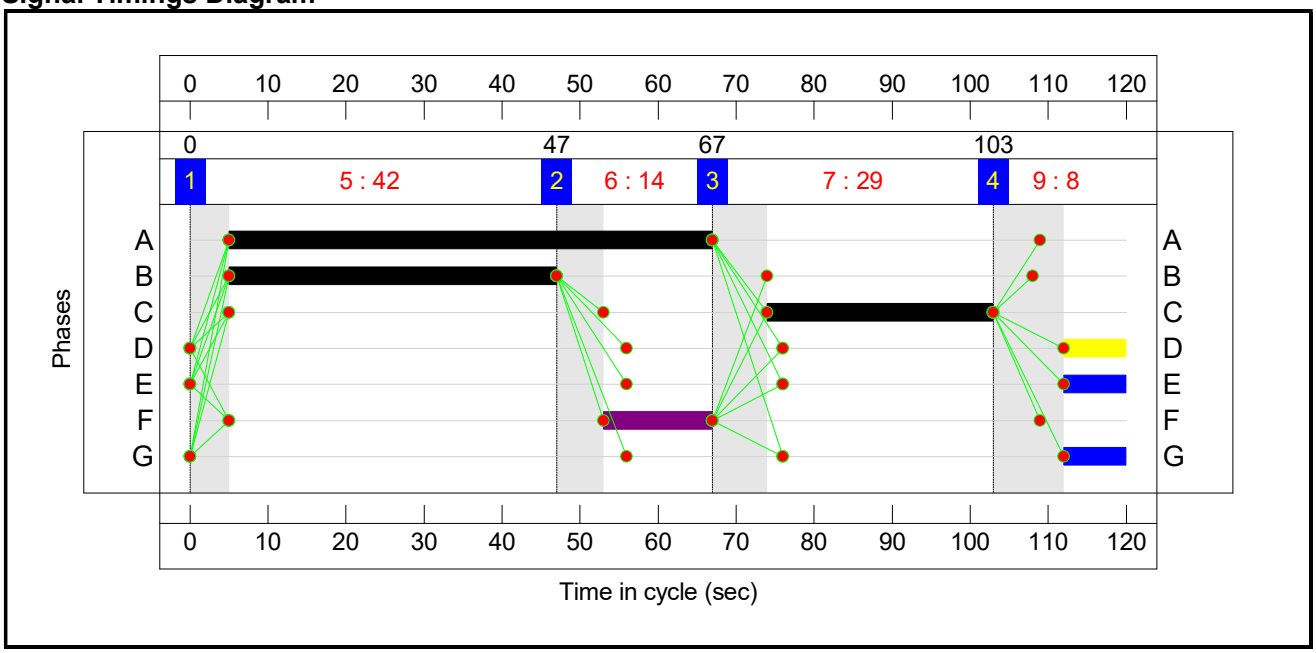
Stage Sequence Diagram



Stage Timings

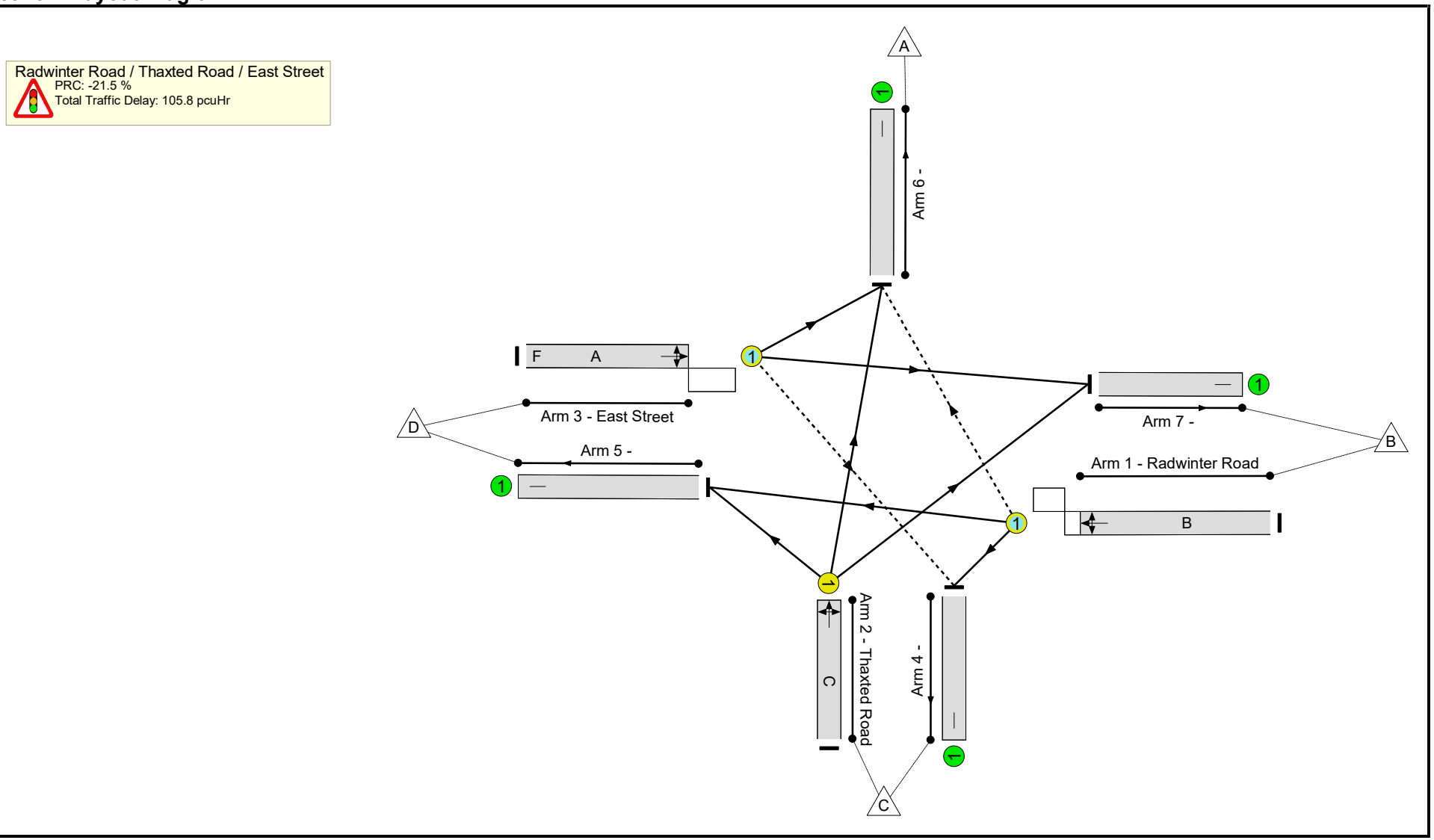
Stage	1	2	3	4
Duration	42	14	29	8
Change Point	0	47	67	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**109.4%**
Radwinter Road / Thaxted Road / East Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**109.4%**
1/1	Radwinter Road Left Ahead Right	O	N/A	N/A	B		1	42	-	700	1790	641	109.1%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	29	-	461	1725	431	106.9%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	62	14	489	1862	447	109.4%
4/1		U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**36**	**168**	**21**	**24.2**	**80.6**	**1.0**	**105.8**	-	-	-	-
Radwinter Road / Thaxted Road / East Street	-	-	**36**	**168**	**21**	**24.2**	**80.6**	**1.0**	**105.8**	-	-	-	-
1/1	700	641	36	0	1	10.9	34.4	0.0	45.3	233.1	25.3	34.4	59.7
2/1	461	431	-	-	-	7.0	20.5	-	27.5	214.7	16.4	20.5	36.9
3/1	489	447	0	168	20	6.3	25.7	0.9	33.0	242.7	17.7	25.7	43.4
4/1	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

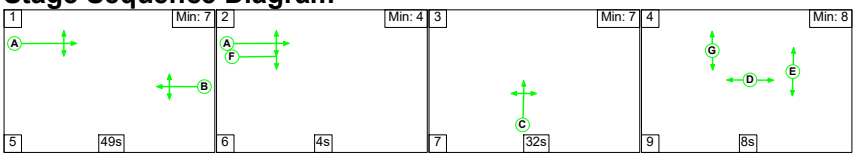
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-21.5	Total Delay for Signalled Lanes (pcuHr):	105.79	Cycle Time (s):	120	
	PRC Over All Lanes (%):	-21.5	Total Delay Over All Lanes(pcuHr):	105.79			

Full Input Data And Results

Scenario 6: 'Scenario 6' (FG6: '2026 PM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

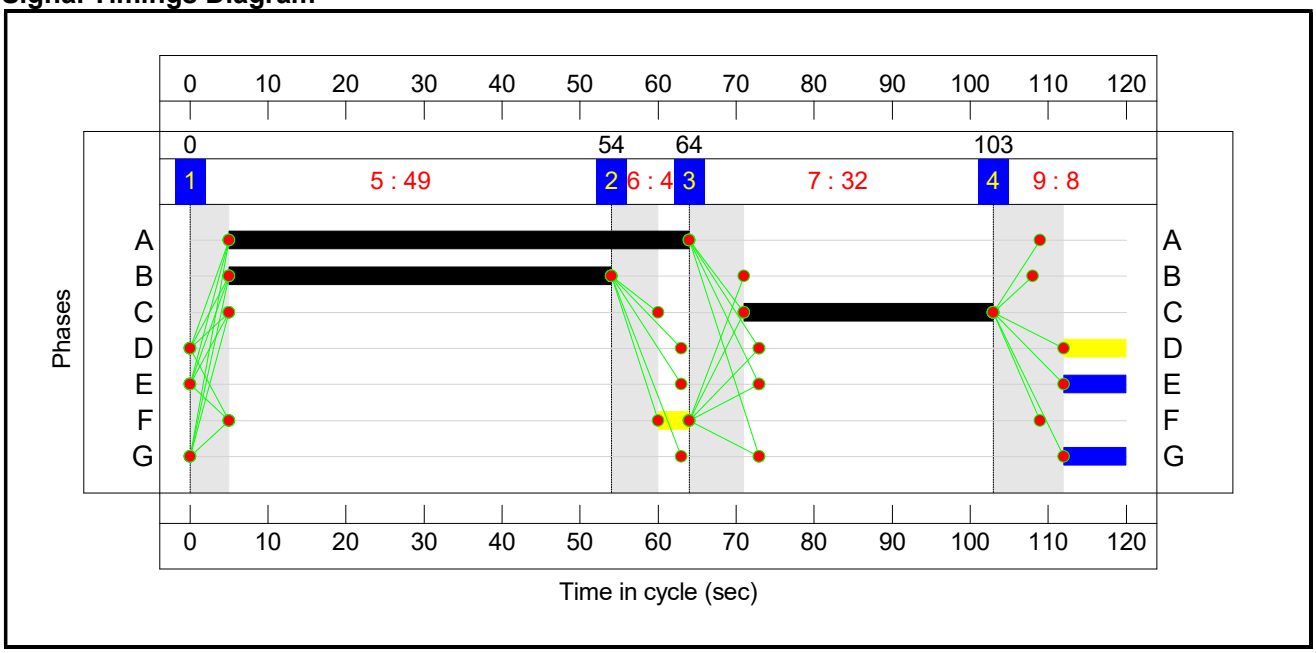
Stage Sequence Diagram



Stage Timings

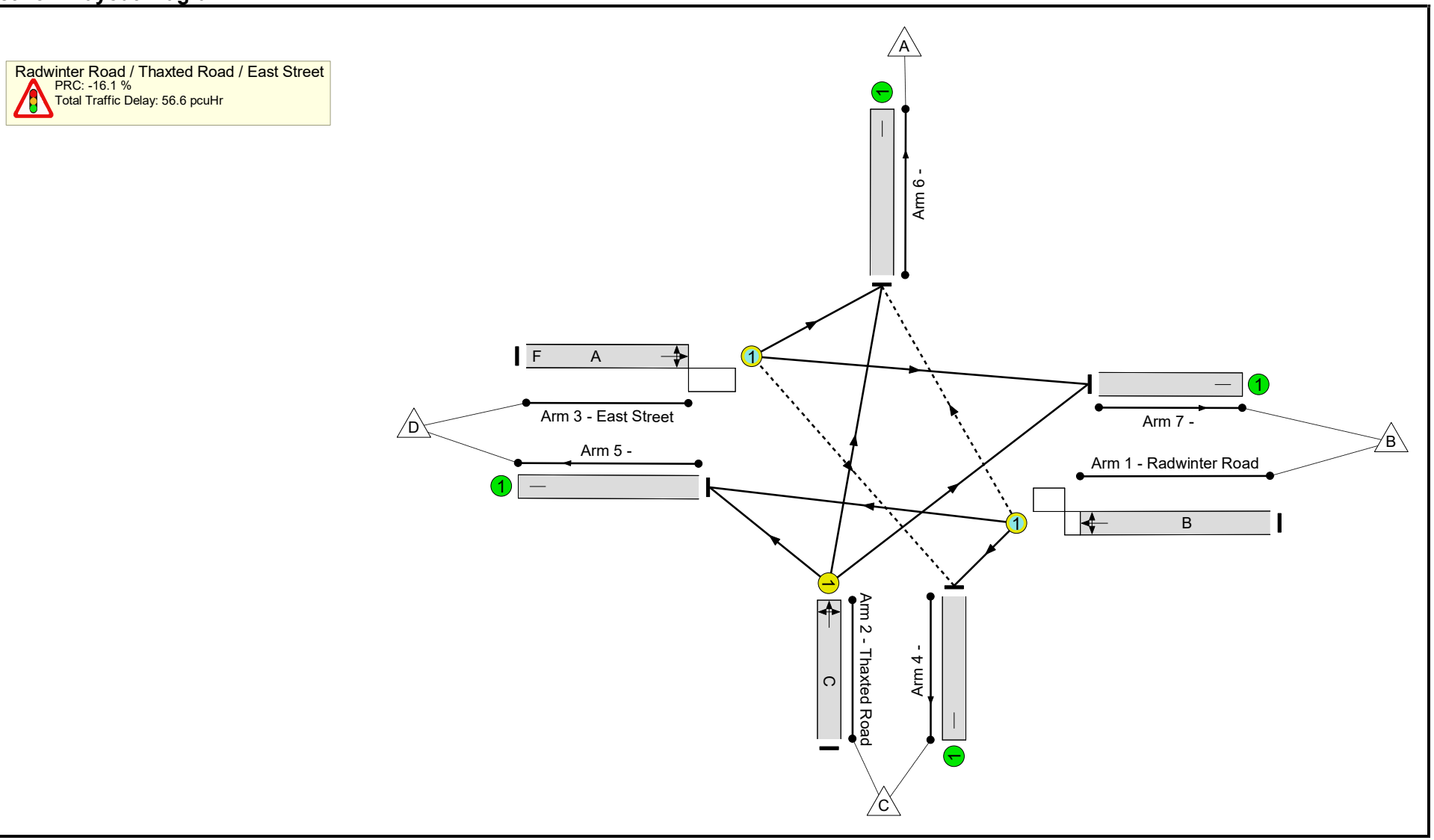
Stage	1	2	3	4
Duration	49	4	32	8
Change Point	0	54	64	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.5%**
Radwinter Road / Thaxted Road / East Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.5%**
1/1	Radwinter Road Left Ahead Right	O	N/A	N/A	B		1	49	-	502	1770	737	68.1%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	32	-	501	1743	479	104.5%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	59	4	679	1872	660	103.0%
4/1		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**194**	**69**	**23**	**18.1**	**37.7**	**0.8**	**56.6**	-	-	-	-
Radwinter Road / Thaxted Road / East Street	-	-	**194**	**69**	**23**	**18.1**	**37.7**	**0.8**	**56.6**	-	-	-	-
1/1	502	502	36	0	6	4.0	1.1	0.0	5.1	36.3	13.5	1.1	14.6
2/1	501	479	-	-	-	7.0	17.9	-	24.8	178.3	17.4	17.9	35.3
3/1	679	660	158	69	17	7.1	18.8	0.8	26.7	141.5	23.3	18.8	42.1
4/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

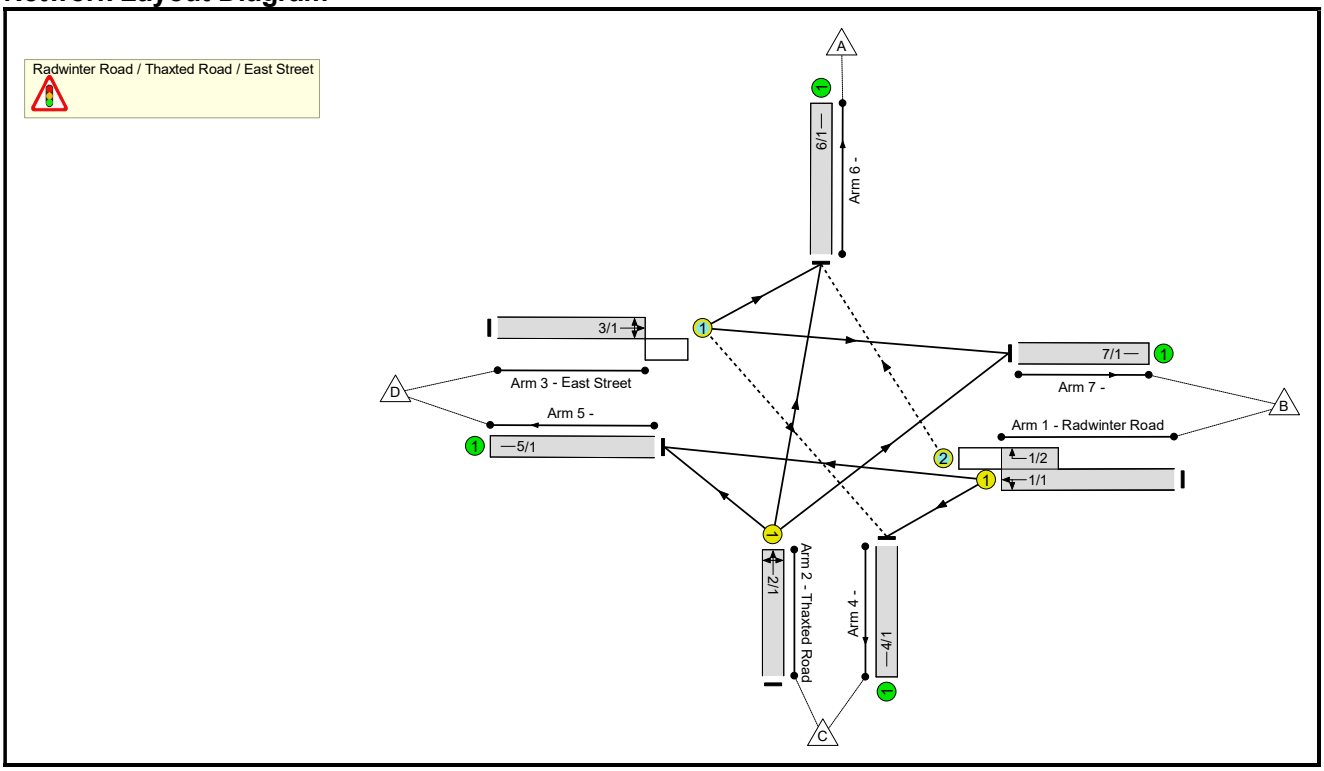
C1	PRC for Signalled Lanes (%):	-16.1	Total Delay for Signalled Lanes (pcuHr):	56.57	Cycle Time (s):	120
	PRC Over All Lanes (%):	-16.1	Total Delay Over All Lanes(pcuHr):	56.57		

Full Input Data And Results

User and Project Details

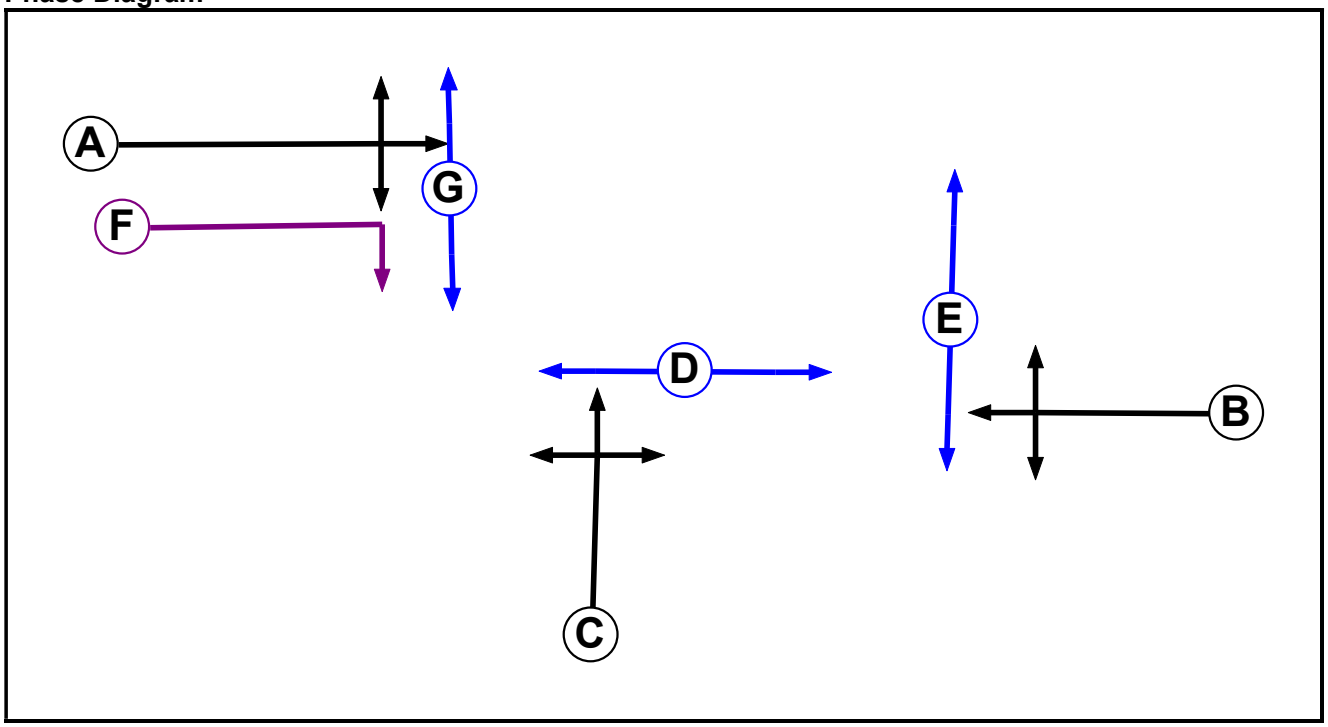
Project:	
Title:	
Location:	
Additional detail:	
File name:	Radwinter_East_Thaxted Imps LinSig.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



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	Pedestrian		8	8
E	Pedestrian		7	7
F	Ind. Arrow	A	4	4
G	Pedestrian		6	6

Full Input Data And Results

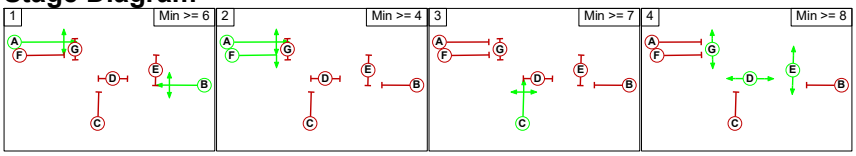
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	7	9	9	-	9
	B	-		6	9	9	6	9
	C	6	5		9	9	6	9
	D	5	5	5		-	5	-
	E	5	5	5	-		5	-
	F	-	7	7	9	9		9
	G	5	5	5	-	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A F
3	C
4	D E G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		6	7	9
	2	7		7	9
	3	6	6		9
	4	5	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Radwinter Road / Thaxted Road / East Street											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Radwinter Road)	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	3.00
3/1 (East Street)	4/1 (Right)	1439	0	1/1	1.09	All	3.00	3.00	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: Radwinter Road / Thaxted Road / East Street												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Radwinter Road)	U	B	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 4 Left	8.90
											Arm 5 Ahead	Inf
1/2 (Radwinter Road)	O	B	2	3	4.0	Geom	-	3.00	0.00	N	Arm 6 Right	20.00
2/1 (Thaxted Road)	U	C	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 5 Left	8.90
											Arm 6 Ahead	Inf
											Arm 7 Right	13.80
3/1 (East Street)	O	A F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	26.80
											Arm 6 Left	10.40
											Arm 7 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM Base With LR'	08:00	09:00	01:00	
2: '2023 PM Base With LR'	17:00	18:00	01:00	
3: '2026 AM + CD With LR'	08:00	09:00	01:00	
4: '2026 PM + CD With LR'	17:00	18:00	01:00	
5: '2026 AM + CD + Dev With LR'	08:00	09:00	01:00	
6: '2026 PM + CD + Dev With LR'	17:00	18:00	01:00	
7: '2023 AM Base No LR'	08:00	09:00	01:00	
8: '2023 PM Base No LR'	17:00	18:00	01:00	
9: '2026 AM + CD No LR'	08:00	09:00	01:00	
10: '2026 PM + CD No LR'	17:00	18:00	01:00	
11: '2026 AM + CD + Dev No LR'	08:00	09:00	01:00	
12: '2026 PM + CD + Dev No LR'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	180	391	611
	C	160	116	0	166	442
	D	16	191	200	0	407
	Tot.	216	307	380	557	1460

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	611(In) 571(Out)
1/2 (short)	40
2/1	442
3/1	407
4/1	380
5/1	557
6/1	216
7/1	307

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	31.5 %	1790	1790
				Arm 5 Ahead	Inf	68.5 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	37.6 %	1726	1726
				Arm 6 Ahead	Inf	36.2 %		
				Arm 7 Right	13.80	26.2 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	49.1 %	1854	1854
				Arm 6 Left	10.40	3.9 %		
				Arm 7 Ahead	Inf	46.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	42	0	146	222	410
	C	179	201	0	96	476
	D	12	333	247	0	592
	Tot.	233	534	393	318	1478

Traffic Lane Flows

Lane	Scenario 2: Scenario 2
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	410(In) 368(Out)
1/2 (short)	42
2/1	476
3/1	592
4/1	393
5/1	318
6/1	233
7/1	534

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	39.7 %	1767	1767
				Arm 5 Ahead	Inf	60.3 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.2 %	1746	1746
				Arm 6 Ahead	Inf	37.6 %		
				Arm 7 Right	13.80	42.2 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	41.7 %	1866	1866
				Arm 6 Left	10.40	2.0 %		
				Arm 7 Ahead	Inf	56.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Scenario 3' (FG3: '2026 AM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	195	447	682
	C	161	132	0	169	462
	D	16	254	206	0	476
	Tot.	217	386	401	616	1620

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	682(In) 642(Out)
1/2 (short)	40
2/1	462
3/1	476
4/1	401
5/1	616
6/1	217
7/1	386

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	30.4 %	1793	1793
				Arm 5 Ahead	Inf	69.6 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	36.6 %	1725	1725
				Arm 6 Ahead	Inf	34.8 %		
				Arm 7 Right	13.80	28.6 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	43.3 %	1861	1861
				Arm 6 Left	10.40	3.4 %		
				Arm 7 Ahead	Inf	53.4 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 4' (FG4: '2026 PM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	42	0	166	285	493
	C	180	220	0	101	501
	D	12	383	251	0	646
	Tot.	234	603	417	386	1640

Traffic Lane Flows

Lane	Scenario 4: Scenario 4
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	493(In) 451(Out)
1/2 (short)	42
2/1	501
3/1	646
4/1	417
5/1	386
6/1	234
7/1	603

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	36.8 %	1775	1775
				Arm 5 Ahead	Inf	63.2 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.2 %	1743	1743
				Arm 6 Ahead	Inf	35.9 %		
				Arm 7 Right	13.80	43.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	38.9 %	1869	1869
				Arm 6 Left	10.40	1.9 %		
				Arm 7 Ahead	Inf	59.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Scenario 5' (FG5: '2026 AM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	194	466	700
	C	161	131	0	169	461
	D	16	267	206	0	489
	Tot.	217	398	400	635	1650

Traffic Lane Flows

Lane	Scenario 5: Scenario 5
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	700(In) 660(Out)
1/2 (short)	40
2/1	461
3/1	489
4/1	400
5/1	635
6/1	217
7/1	398

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	29.4 %	1796	1796
				Arm 5 Ahead	Inf	70.6 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	36.7 %	1725	1725
				Arm 6 Ahead	Inf	34.9 %		
				Arm 7 Right	13.80	28.4 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	42.1 %	1862	1862
				Arm 6 Left	10.40	3.3 %		
				Arm 7 Ahead	Inf	54.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Scenario 6' (FG6: '2026 PM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	42	0	166	294	502
	C	180	220	0	101	501
	D	12	416	251	0	679
	Tot.	234	636	417	395	1682

Traffic Lane Flows

Lane	Scenario 6: Scenario 6
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	502(In) 460(Out)
1/2 (short)	42
2/1	501
3/1	679
4/1	417
5/1	395
6/1	234
7/1	636

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	36.1 %	1777	1777
				Arm 5 Ahead	Inf	63.9 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.2 %	1743	1743
				Arm 6 Ahead	Inf	35.9 %		
				Arm 7 Right	13.80	43.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	37.0 %	1872	1872
				Arm 6 Left	10.40	1.8 %		
				Arm 7 Ahead	Inf	61.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Scenario 7' (FG7: '2023 AM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	36	0	200	325	561
	C	149	206	0	125	480
	D	7	237	182	0	426
	Tot.	192	443	382	450	1467

Traffic Lane Flows

Lane	Scenario 7: Scenario 7
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	561(In) 525(Out)
1/2 (short)	36
2/1	480
3/1	426
4/1	382
5/1	450
6/1	192
7/1	443

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	38.1 %	1771	1771
				Arm 5 Ahead	Inf	61.9 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	26.0 %	1729	1729
				Arm 6 Ahead	Inf	31.0 %		
				Arm 7 Right	13.80	42.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	42.7 %	1866	1866
				Arm 6 Left	10.40	1.6 %		
				Arm 7 Ahead	Inf	55.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Scenario 8' (FG8: '2023 PM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	39	0	195	235	469
	C	171	232	0	113	516
	D	8	332	218	0	558
	Tot.	218	564	413	348	1543

Traffic Lane Flows

Lane	Scenario 8: Scenario 8
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	469(In) 430(Out)
1/2 (short)	39
2/1	516
3/1	558
4/1	413
5/1	348
6/1	218
7/1	564

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	45.3 %	1751	1751
				Arm 5 Ahead	Inf	54.7 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	21.9 %	1736	1736
				Arm 6 Ahead	Inf	33.1 %		
				Arm 7 Right	13.80	45.0 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	39.1 %	1870	1870
				Arm 6 Left	10.40	1.4 %		
				Arm 7 Ahead	Inf	59.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Scenario 9' (FG9: '2026 AM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	36	0	225	399	660
	C	166	243	0	137	546
	D	7	286	204	0	497
	Tot.	209	529	429	536	1703

Traffic Lane Flows

Lane	Scenario 9: Scenario 9
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	660(In) 624(Out)
1/2 (short)	36
2/1	546
3/1	497
4/1	429
5/1	536
6/1	209
7/1	529

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	36.1 %	1777	1777
				Arm 5 Ahead	Inf	63.9 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	25.1 %	1728	1728
				Arm 6 Ahead	Inf	30.4 %		
				Arm 7 Right	13.80	44.5 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	41.0 %	1868	1868
				Arm 6 Left	10.40	1.4 %		
				Arm 7 Ahead	Inf	57.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Scenario 10' (FG10: '2026 PM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	218	279	537
	C	192	254	0	118	564
	D	8	379	240	0	627
	Tot.	240	633	458	397	1728

Traffic Lane Flows

Lane	Scenario 10: Scenario 10
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	537(In) 497(Out)
1/2 (short)	40
2/1	564
3/1	627
4/1	458
5/1	397
6/1	240
7/1	633

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	43.9 %	1755	1755
				Arm 5 Ahead	Inf	56.1 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.9 %	1739	1739
				Arm 6 Ahead	Inf	34.0 %		
				Arm 7 Right	13.80	45.0 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	38.3 %	1871	1871
				Arm 6 Left	10.40	1.3 %		
				Arm 7 Ahead	Inf	60.4 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Scenario 11' (FG11: '2026 AM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	36	0	236	433	705
	C	166	247	0	137	550
	D	7	305	204	0	516
	Tot.	209	552	440	570	1771

Traffic Lane Flows

Lane	Scenario 11: Scenario 11
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	705(In) 669(Out)
1/2 (short)	36
2/1	550
3/1	516
4/1	440
5/1	570
6/1	209
7/1	552

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	35.3 %	1779	1779
				Arm 5 Ahead	Inf	64.7 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	24.9 %	1728	1728
				Arm 6 Ahead	Inf	30.2 %		
				Arm 7 Right	13.80	44.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	39.5 %	1870	1870
				Arm 6 Left	10.40	1.4 %		
				Arm 7 Ahead	Inf	59.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Scenario 12' (FG12: '2026 PM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	222	294	556
	C	192	264	0	118	574
	D	8	425	240	0	673
	Tot.	240	689	462	412	1803

Traffic Lane Flows

Lane	Scenario 12: Scenario 12
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	556(In) 516(Out)
1/2 (short)	40
2/1	574
3/1	673
4/1	462
5/1	412
6/1	240
7/1	689

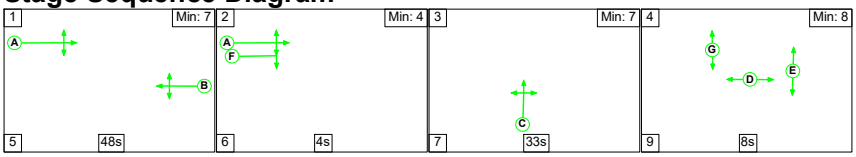
Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	43.0 %	1758	1758
				Arm 5 Ahead	Inf	57.0 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.6 %	1738	1738
				Arm 6 Ahead	Inf	33.4 %		
				Arm 7 Right	13.80	46.0 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	35.7 %	1874	1874
				Arm 6 Left	10.40	1.2 %		
				Arm 7 Ahead	Inf	63.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram



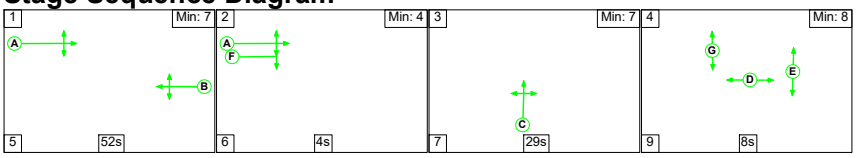
Stage Timings

Stage	1	2	3	4
Duration	48	4	33	8
Change Point	0	53	63	103

Full Input Data And Results

Scenario 5: 'Scenario 5' (FG5: '2026 AM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

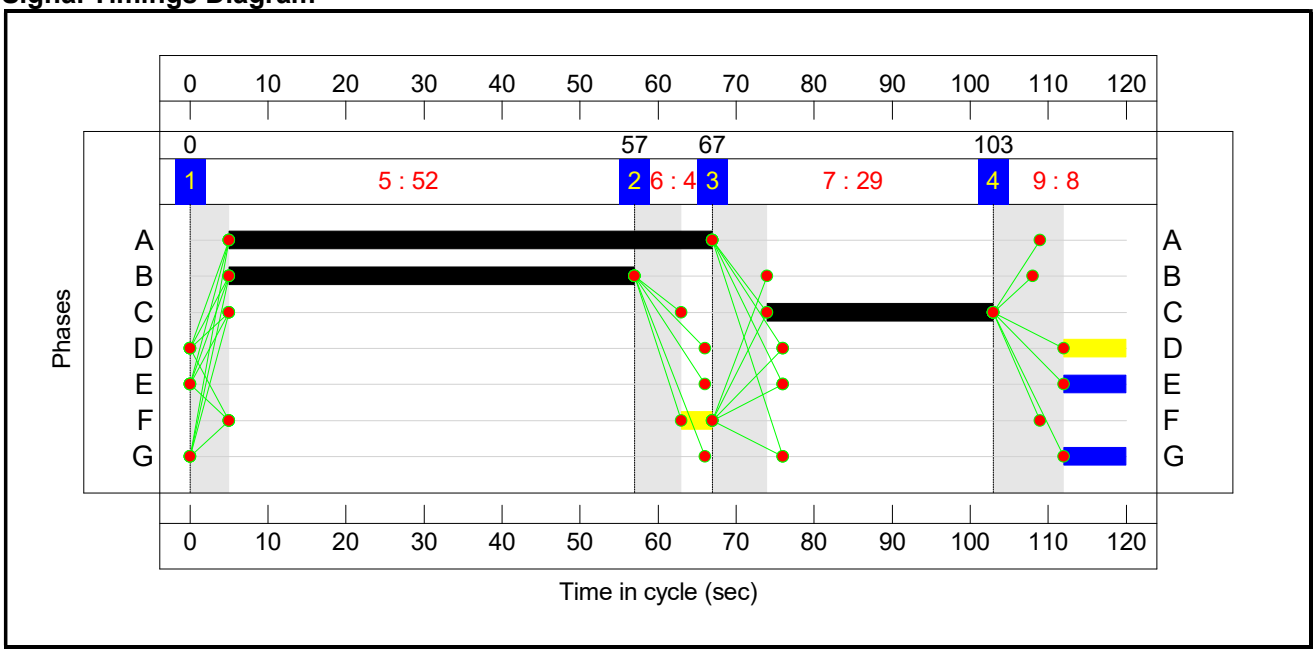
Stage Sequence Diagram



Stage Timings

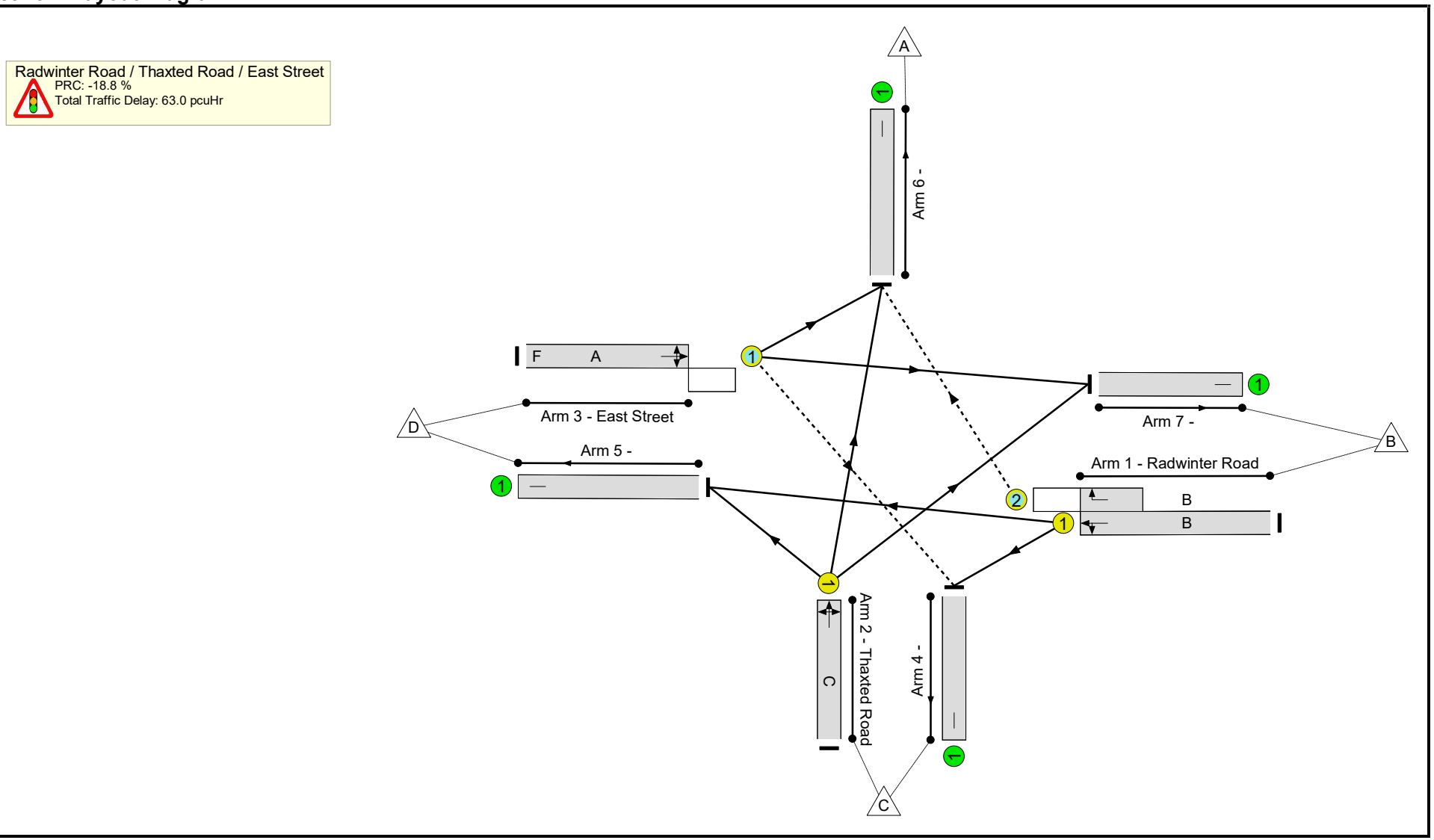
Stage	1	2	3	4
Duration	52	4	29	8
Change Point	0	57	67	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**106.9%**
Radwinter Road / Thaxted Road / East Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**106.9%**
1/1+1/2	Radwinter Road Left Ahead Right	U+O	N/A	N/A	B		1	52	-	700	1796:1912	757+46	87.2 : 87.2%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	29	-	461	1725	431	106.9%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	62	4	489	1862	462	105.9%
4/1		U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**104**	**109**	**22**	**18.4**	**43.4**	**1.1**	**63.0**	-	-	-	-
Radwinter Road / Thaxted Road / East Street	-	-	**104**	**109**	**22**	**18.4**	**43.4**	**1.1**	**63.0**	-	-	-	-
1/1+1/2	700	700	38	0	2	5.9	3.2	0.0	9.1	46.7	20.8	3.2	24.0
2/1	461	431	-	-	-	7.0	20.5	-	27.5	214.7	16.4	20.5	36.9
3/1	489	462	66	109	20	5.6	19.7	1.1	26.4	194.3	17.2	19.7	36.9
4/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

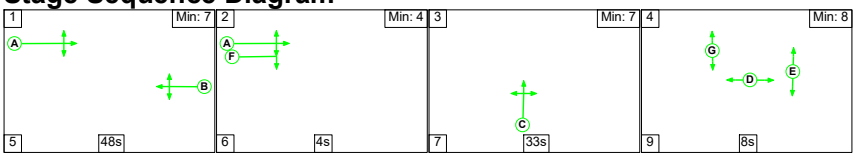
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-18.8	Total Delay for Signalled Lanes (pcuHr):	62.96	Cycle Time (s):	120
	PRC Over All Lanes (%):	-18.8	Total Delay Over All Lanes(pcuHr):	62.96		

Full Input Data And Results

Scenario 6: 'Scenario 6' (FG6: '2026 PM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

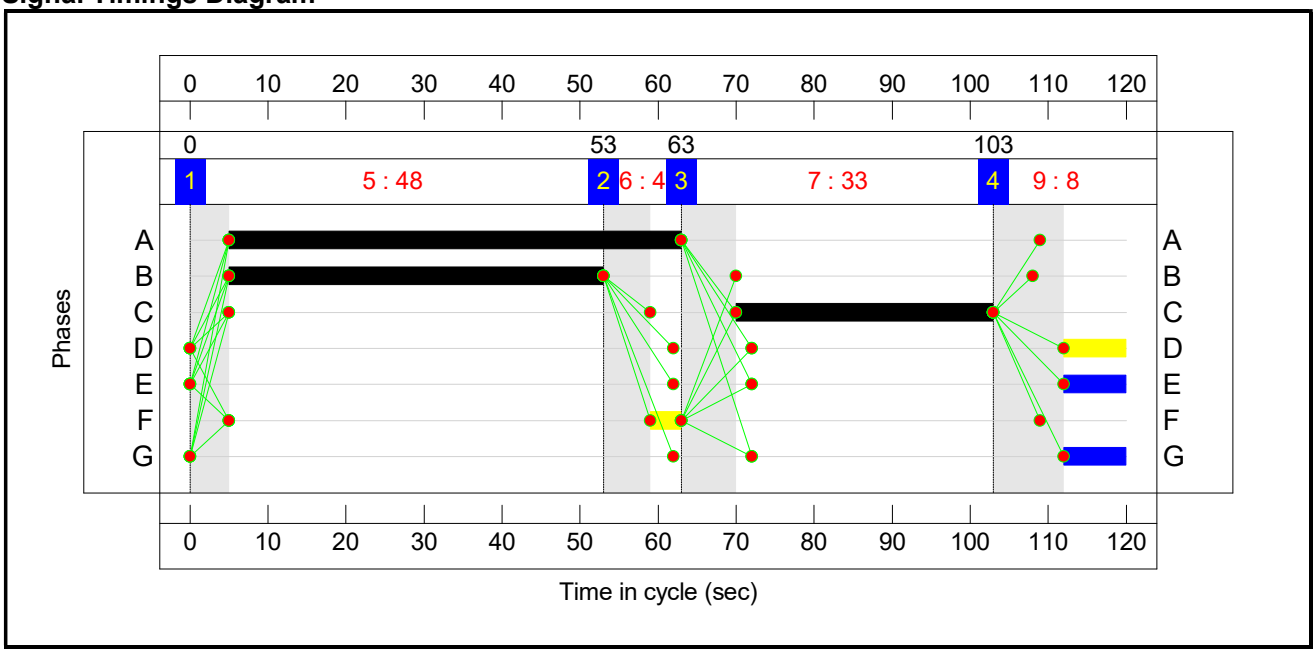
Stage Sequence Diagram



Stage Timings

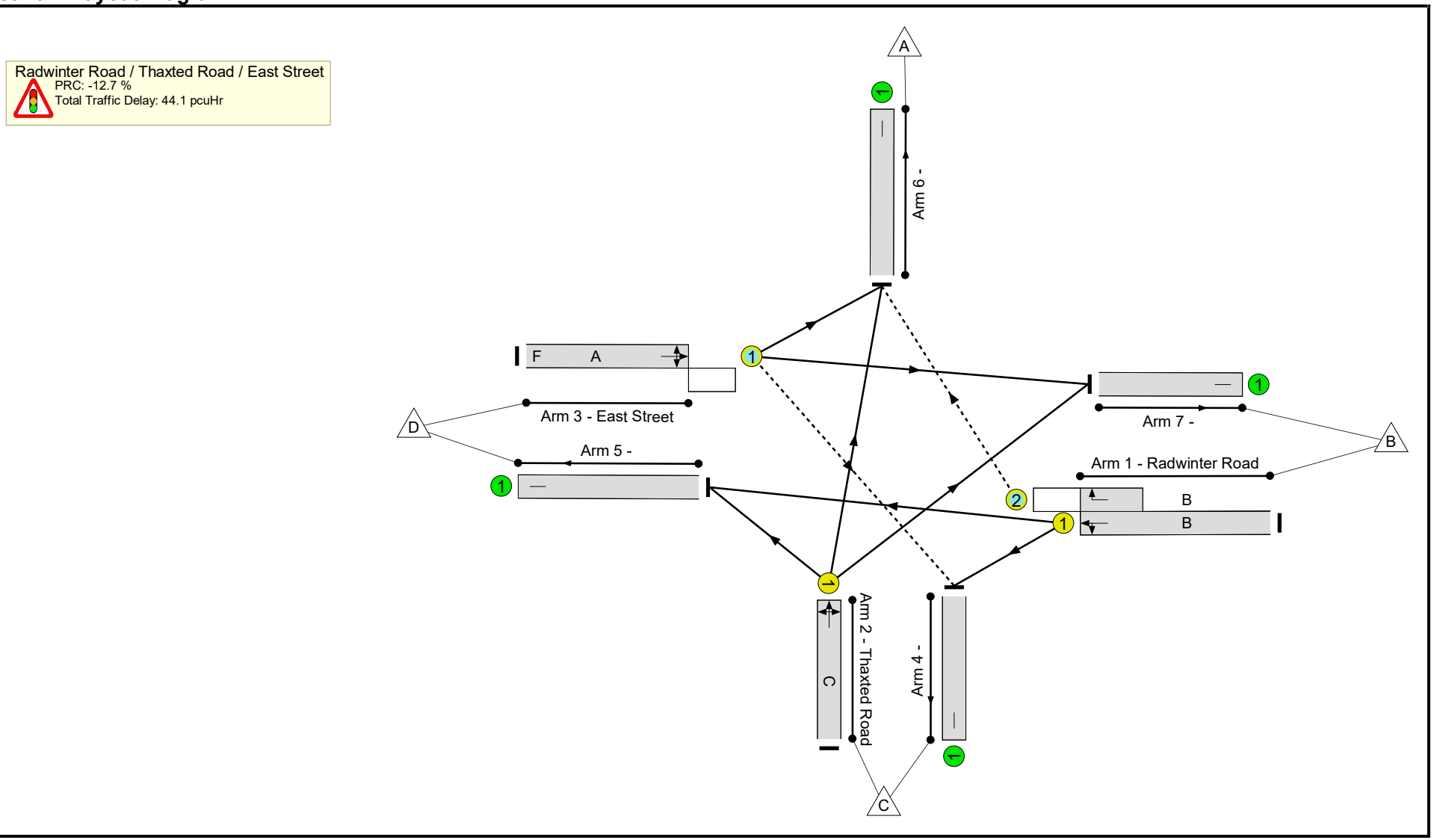
Stage	1	2	3	4
Duration	48	4	33	8
Change Point	0	53	63	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.4%**
Radwinter Road / Thaxted Road / East Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**101.4%**
1/1+1/2	Radwinter Road Left Ahead Right	U+O	N/A	N/A	B		1	48	-	502	1777:1912	680+62	67.7 : 67.7%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	33	-	501	1743	494	101.4%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	58	4	679	1872	680	99.8%
4/1		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**208**	**61**	**23**	**16.4**	**26.9**	**0.8**	**44.1**	**-**	**-**	**-**	**-**
Radwinter Road / Thaxted Road / East Street	**-**	**-**	**208**	**61**	**23**	**16.4**	**26.9**	**0.8**	**44.1**	**-**	**-**	**-**	**-**
1/1+1/2	502	502	35	0	7	4.0	1.0	0.0	5.1	36.4	13.2	1.0	14.2
2/1	501	494	-	-	-	6.3	13.1	-	19.4	139.4	16.9	13.1	30.1
3/1	679	679	173	61	17	6.2	12.7	0.7	19.6	103.8	22.4	12.7	35.2
4/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

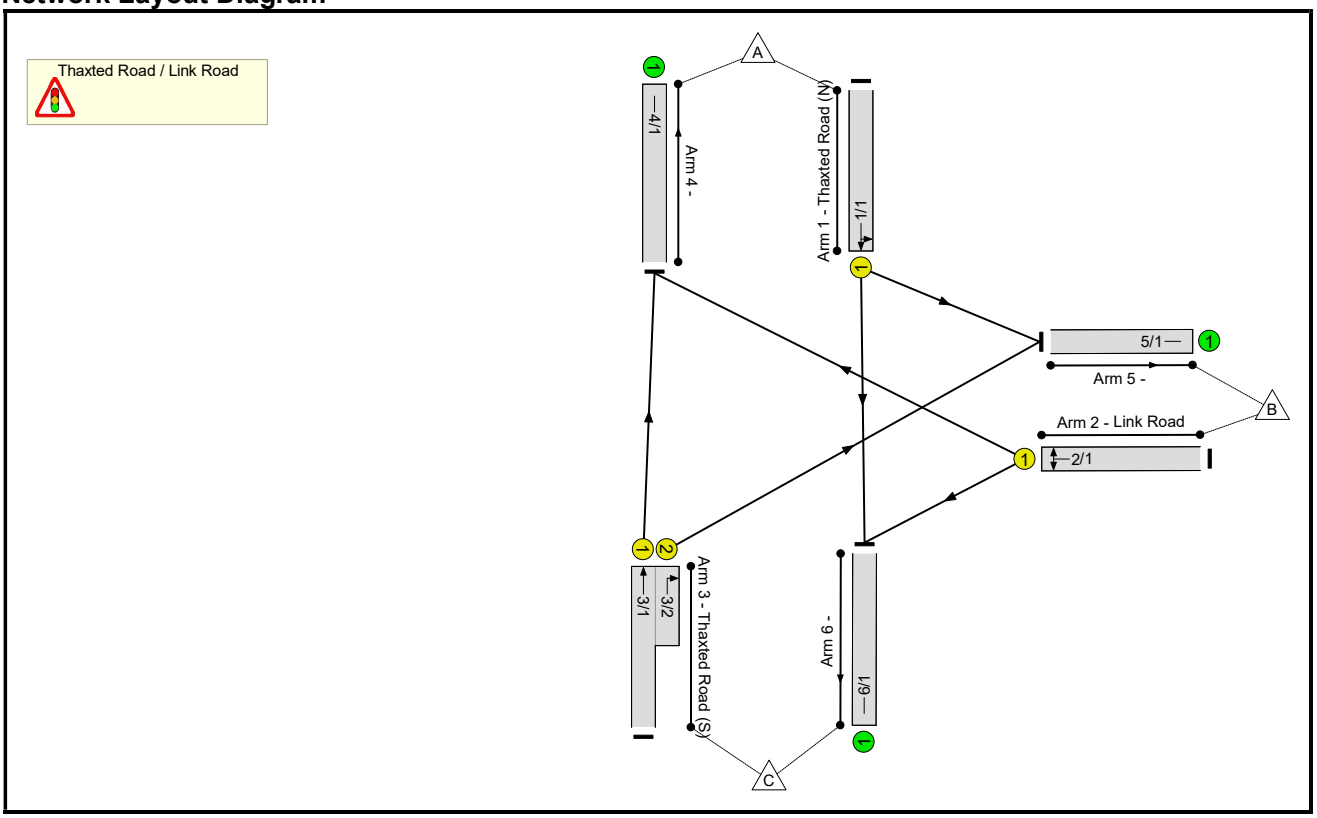
C1	PRC for Signalled Lanes (%):	-12.7	Total Delay for Signalled Lanes (pcuHr):	44.06	Cycle Time (s):	120
	PRC Over All Lanes (%):	-12.7	Total Delay Over All Lanes(pcuHr):	44.06		

Full Input Data And Results

User and Project Details

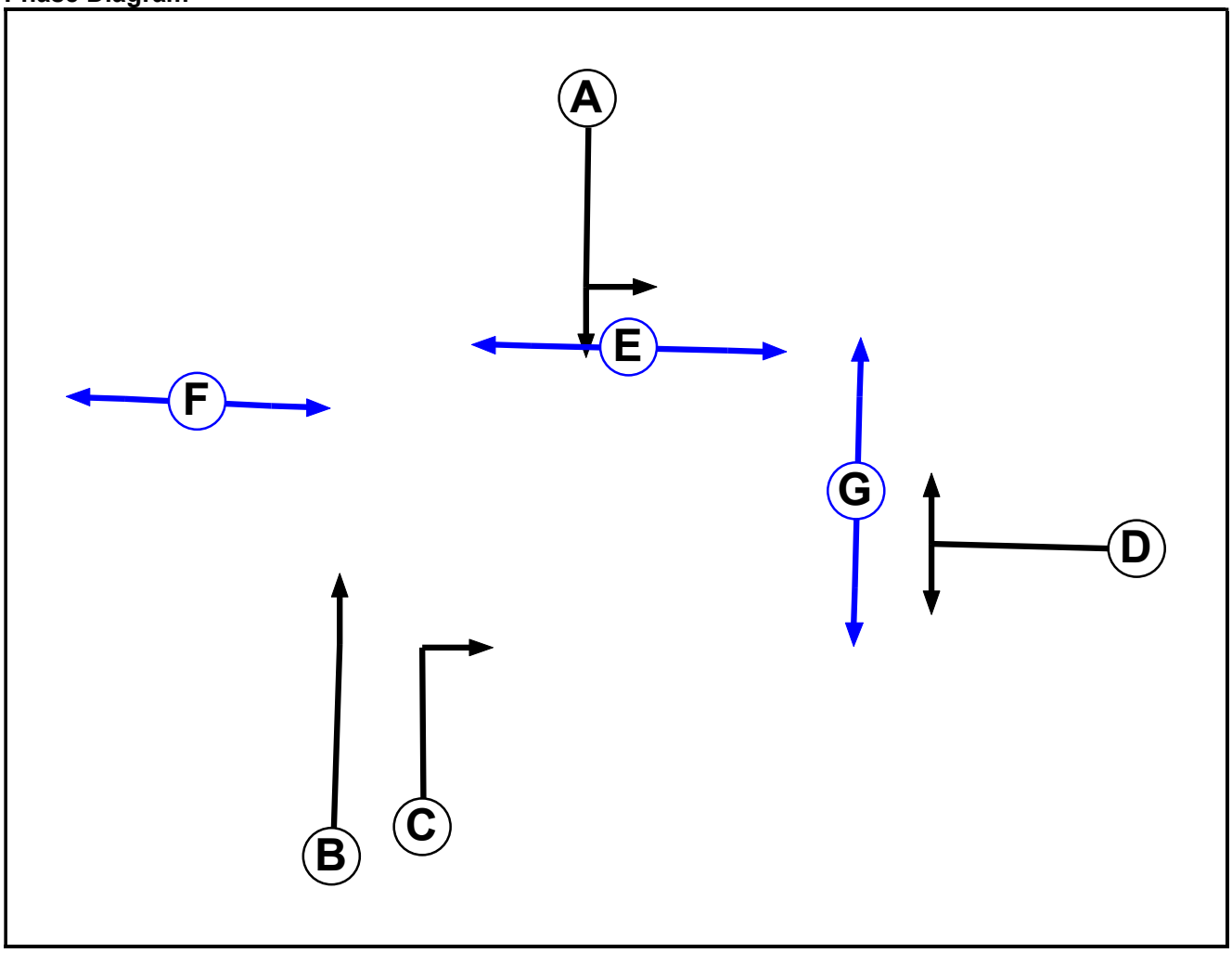
Project:	
Title:	
Location:	
Additional detail:	
File name:	Thaxted_Link Rd LinSig.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



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		5	5
F	Pedestrian		5	5
G	Pedestrian		7	7

Full Input Data And Results

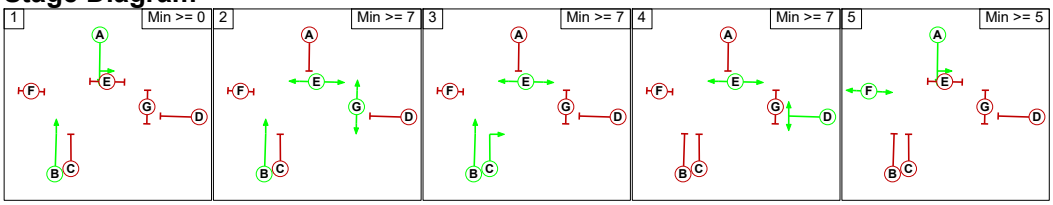
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	8	9	7	-	11
	B	-		-	7	-	10	-
	C	6	-		6	-	-	10
	D	5	5	5		-	10	5
	E	8	-	-	-		-	-
	F	-	8	-	8	-		-
	G	5	-	5	5	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B E G
3	B C E
4	D E
5	A F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		11	8	9	10
	2	8		5	7	10
	3	8	10		7	10
	4	8	5	5		10
	5	8	11	8	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Thaxted Road / Link Road
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Thaxted Road / Link Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Thaxted Road (N))	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	15.00
											Arm 6 Ahead	Inf
2/1 (Link Road)	U	D	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 4 Right	14.00
											Arm 6 Left	15.00
3/1 (Thaxted Road (S))	U	B	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 4 Ahead	Inf
3/2 (Thaxted Road (S))	U	C	2	3	5.0	Geom	-	3.30	0.00	Y	Arm 5 Right	16.60
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2023 Base'	08:00	09:00	01:00	
2: 'PM 2023 Base'	17:00	18:00	01:00	
3: 'AM 2026 + Committed Dev'	08:00	09:00	01:00	
4: 'PM 2026 + Committed Dev'	17:00	18:00	01:00	
5: 'AM 2026 + Committed + Proposed Development'	08:00	09:00	01:00	
6: 'PM 2026 + Committed + Proposed Development'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	76	278	354
	B	164	0	47	211
	C	501	30	0	531
	Tot.	665	106	325	1096

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: Thaxted Road / Link Road	
1/1	354
2/1	211
3/1 (with short)	531(In) 501(Out)
3/2 (short)	30
4/1	665
5/1	106
6/1	325

Lane Saturation Flows

Junction: Thaxted Road / Link Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Thaxted Road (N))	3.00	0.00	Y	Arm 5 Left	15.00	21.5 %	1875	1875
				Arm 6 Ahead	Inf	78.5 %		
2/1 (Link Road)	3.75	0.00	Y	Arm 4 Right	14.00	77.7 %	1800	1800
				Arm 6 Left	15.00	22.3 %		
3/1 (Thaxted Road (S))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Thaxted Road (S))	3.30	0.00	Y	Arm 5 Right	16.60	100.0 %	1784	1784
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	82	449	531
	B	123	0	37	160
	C	330	30	0	360
	Tot.	453	112	486	1051

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Scenario 2
Junction: Thaxted Road / Link Road	
1/1	531
2/1	160
3/1 (with short)	360(In) 330(Out)
3/2 (short)	30
4/1	453
5/1	112
6/1	486

Lane Saturation Flows

Junction: Thaxted Road / Link Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Thaxted Road (N))	3.00	0.00	Y	Arm 5 Left	15.00	15.4 %	1886	1886
				Arm 6 Ahead	Inf	84.6 %		
2/1 (Link Road)	3.75	0.00	Y	Arm 4 Right	14.00	76.9 %	1800	1800
				Arm 6 Left	15.00	23.1 %		
3/1 (Thaxted Road (S))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Thaxted Road (S))	3.30	0.00	Y	Arm 5 Right	16.60	100.0 %	1784	1784
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Scenario 3' (FG3: 'AM 2026 + Committed Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	76	286	362
	B	165	0	68	233
	C	507	65	0	572
	Tot.	672	141	354	1167

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: Thaxted Road / Link Road	
1/1	362
2/1	233
3/1 (with short)	572(In) 507(Out)
3/2 (short)	65
4/1	672
5/1	141
6/1	354

Lane Saturation Flows

Junction: Thaxted Road / Link Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Thaxted Road (N))	3.00	0.00	Y	Arm 5 Left	15.00	21.0 %	1876	1876
				Arm 6 Ahead	Inf	79.0 %		
2/1 (Link Road)	3.75	0.00	Y	Arm 4 Right	14.00	70.8 %	1801	1801
				Arm 6 Left	15.00	29.2 %		
3/1 (Thaxted Road (S))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Thaxted Road (S))	3.30	0.00	Y	Arm 5 Right	16.60	100.0 %	1784	1784
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 4' (FG4: 'PM 2026 + Committed Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	83	454	537
	B	124	0	70	194
	C	336	54	0	390
	Tot.	460	137	524	1121

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Scenario 4
Junction: Thaxted Road / Link Road	
1/1	537
2/1	194
3/1 (with short)	390(In) 336(Out)
3/2 (short)	54
4/1	460
5/1	137
6/1	524

Lane Saturation Flows

Junction: Thaxted Road / Link Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Thaxted Road (N))	3.00	0.00	Y	Arm 5 Left	15.00	15.5 %	1886	1886
				Arm 6 Ahead	Inf	84.5 %		
2/1 (Link Road)	3.75	0.00	Y	Arm 4 Right	14.00	63.9 %	1802	1802
				Arm 6 Left	15.00	36.1 %		
3/1 (Thaxted Road (S))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Thaxted Road (S))	3.30	0.00	Y	Arm 5 Right	16.60	100.0 %	1784	1784
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Scenario 5' (FG5: 'AM 2026 + Committed + Proposed Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	84	285	369
	B	185	0	73	258
	C	506	67	0	573
	Tot.	691	151	358	1200

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Scenario 5
Junction: Thaxted Road / Link Road	
1/1	369
2/1	258
3/1 (with short)	573(In) 506(Out)
3/2 (short)	67
4/1	691
5/1	151
6/1	358

Lane Saturation Flows

Junction: Thaxted Road / Link Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Thaxted Road (N))	3.00	0.00	Y	Arm 5 Left	15.00	22.8 %	1872	1872
				Arm 6 Ahead	Inf	77.2 %		
2/1 (Link Road)	3.75	0.00	Y	Arm 4 Right	14.00	71.7 %	1801	1801
				Arm 6 Left	15.00	28.3 %		
3/1 (Thaxted Road (S))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Thaxted Road (S))	3.30	0.00	Y	Arm 5 Right	16.60	100.0 %	1784	1784
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Scenario 6' (FG6: 'PM 2026 + Committed + Proposed Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	101	454	555
	B	132	0	72	204
	C	336	59	0	395
	Tot.	468	160	526	1154

Full Input Data And Results

Traffic Lane Flows

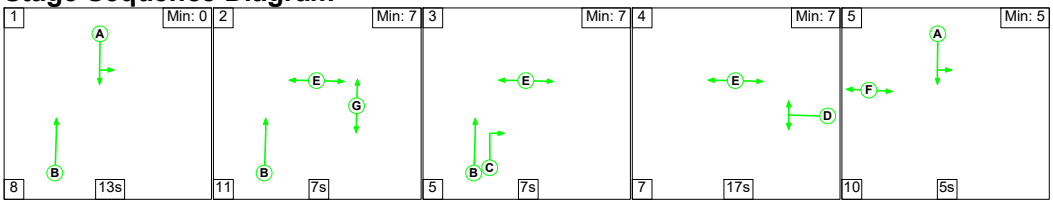
Lane	Scenario 6: Scenario 6
Junction: Thaxted Road / Link Road	
1/1	555
2/1	204
3/1 (with short)	395(In) 336(Out)
3/2 (short)	59
4/1	468
5/1	160
6/1	526

Lane Saturation Flows

Junction: Thaxted Road / Link Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Thaxted Road (N))	3.00	0.00	Y	Arm 5 Left	15.00	18.2 %	1881	1881
				Arm 6 Ahead	Inf	81.8 %		
2/1 (Link Road)	3.75	0.00	Y	Arm 4 Right	14.00	64.7 %	1802	1802
				Arm 6 Left	15.00	35.3 %		
3/1 (Thaxted Road (S))	3.20	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1935	1935
3/2 (Thaxted Road (S))	3.30	0.00	Y	Arm 5 Right	16.60	100.0 %	1784	1784
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram

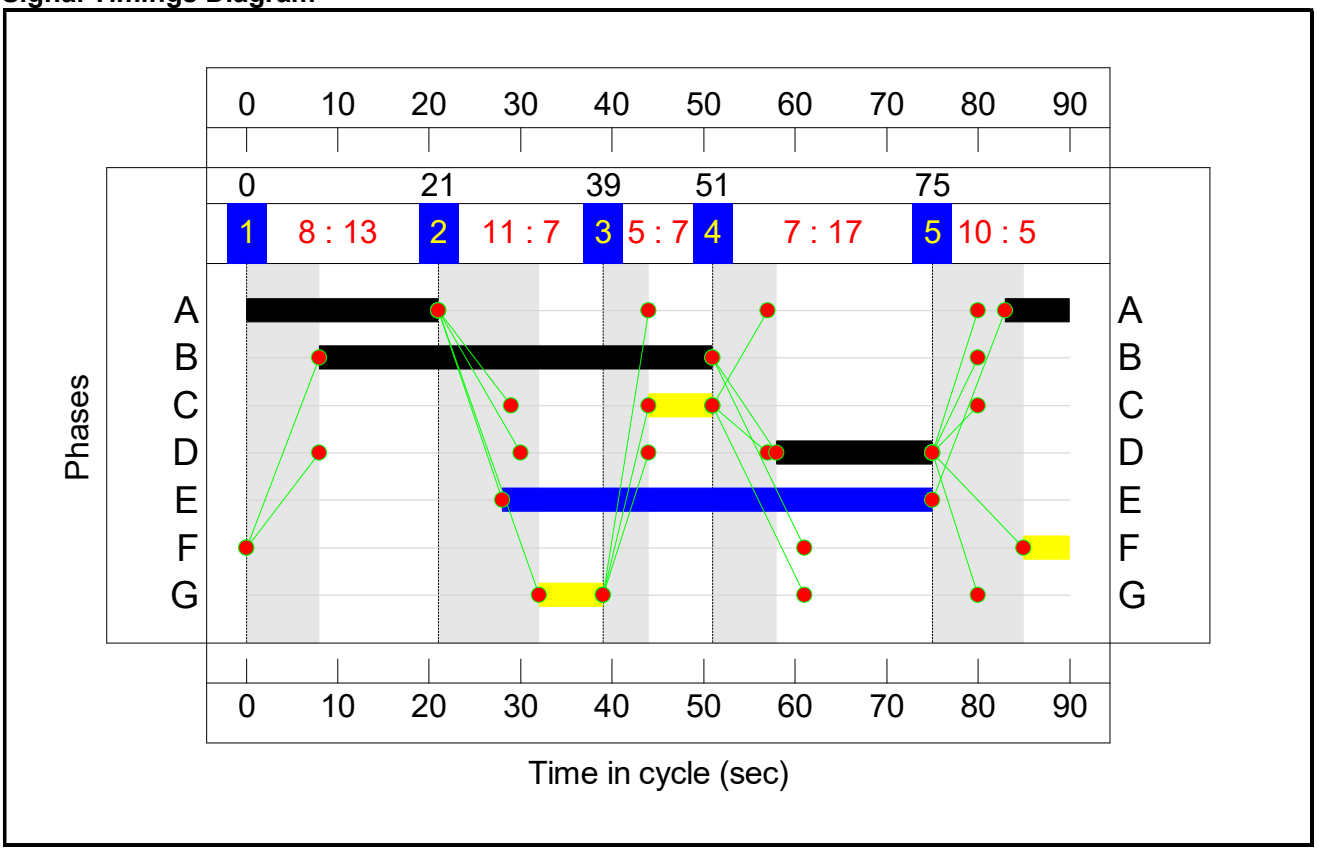


Stage Timings

Stage	1	2	3	4	5
Duration	13	7	7	17	5
Change Point	0	21	39	51	75

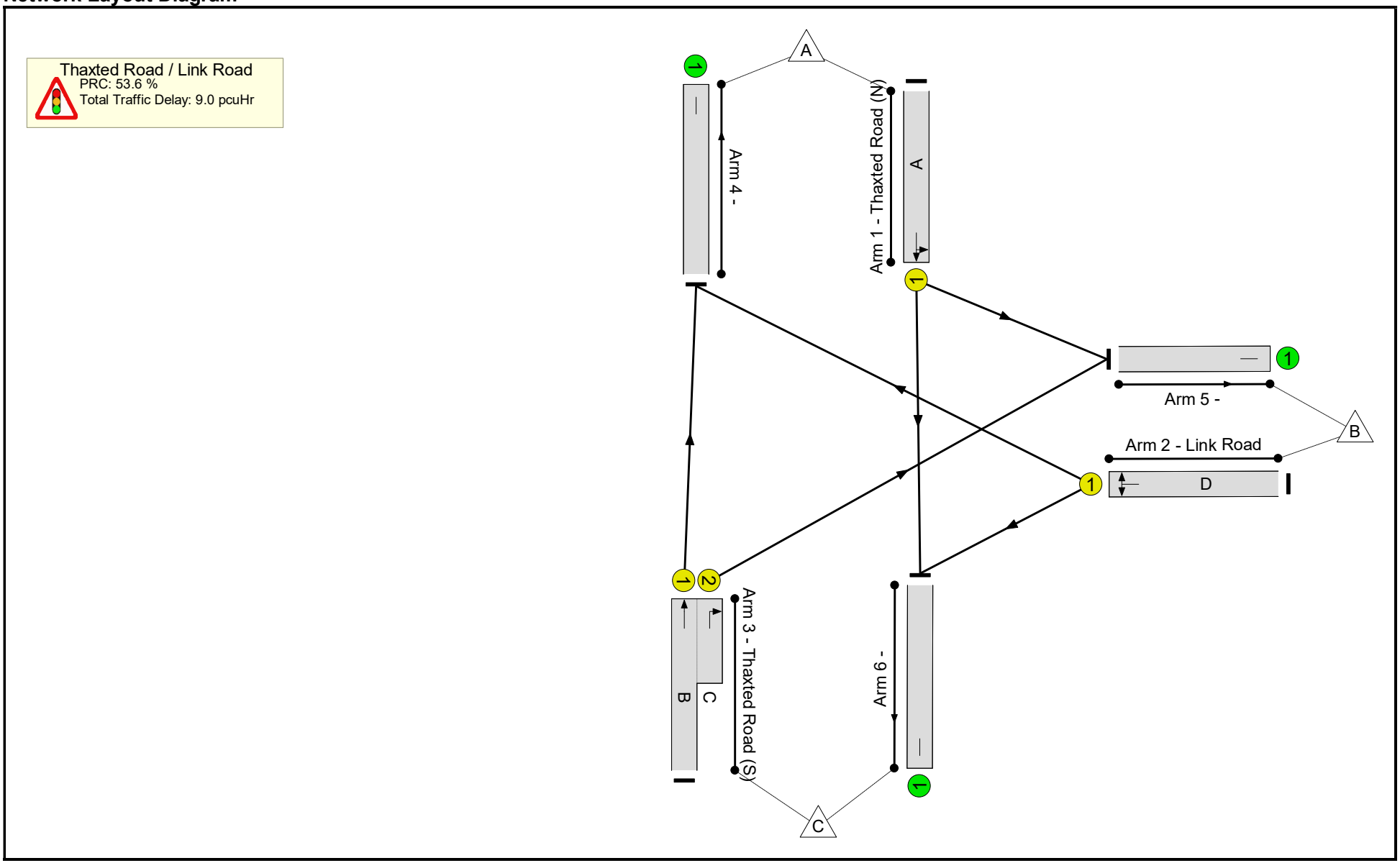
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.6%**
Thaxted Road / Link Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**58.6%**
1/1	Thaxted Road (N) Left Ahead	U	N/A	N/A	A		1	28	-	354	1875	604	58.6%
2/1	Link Road Right Left	U	N/A	N/A	D		1	17	-	211	1800	360	58.6%
3/1+3/2	Thaxted Road (S) Ahead Right	U	N/A	N/A	B C		1	43:7	-	531	1935:1784	907+54	55.3 : 55.3%
4/1		U	N/A	N/A	-		-	-	-	665	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	106	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%

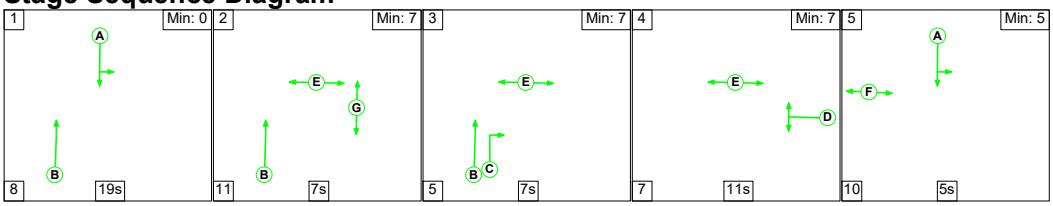
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**6.9**	**2.0**	**0.0**	**9.0**	**-**	**-**	**-**	**-**
Thaxted Road / Link Road	**-**	**-**	**0**	**0**	**0**	**6.9**	**2.0**	**0.0**	**9.0**	**-**	**-**	**-**	**-**
1/1	354	354	-	-	-	2.5	0.7	-	3.2	32.6	7.4	0.7	8.1
2/1	211	211	-	-	-	1.9	0.7	-	2.6	44.6	4.7	0.7	5.4
3/1+3/2	531	531	-	-	-	2.5	0.6	-	3.1	21.3	8.8	0.6	9.5
4/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 53.6 Total Delay for Signalled Lanes (pcuHr): 8.97 Cycle Time (s): 90
PRC Over All Lanes (%): 53.6 Total Delay Over All Lanes(pcuHr): 8.97

Full Input Data And Results

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

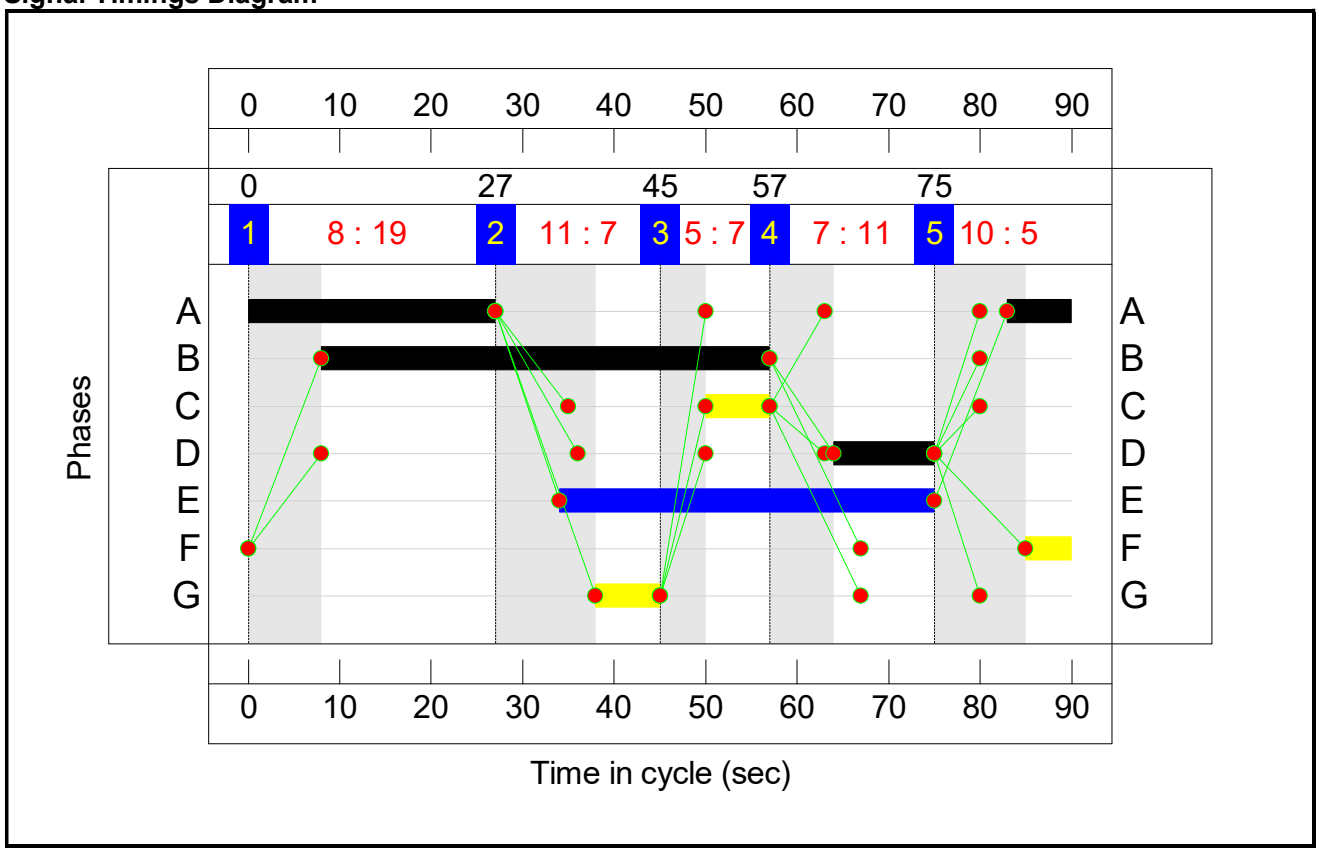
Stage Sequence Diagram



Stage Timings

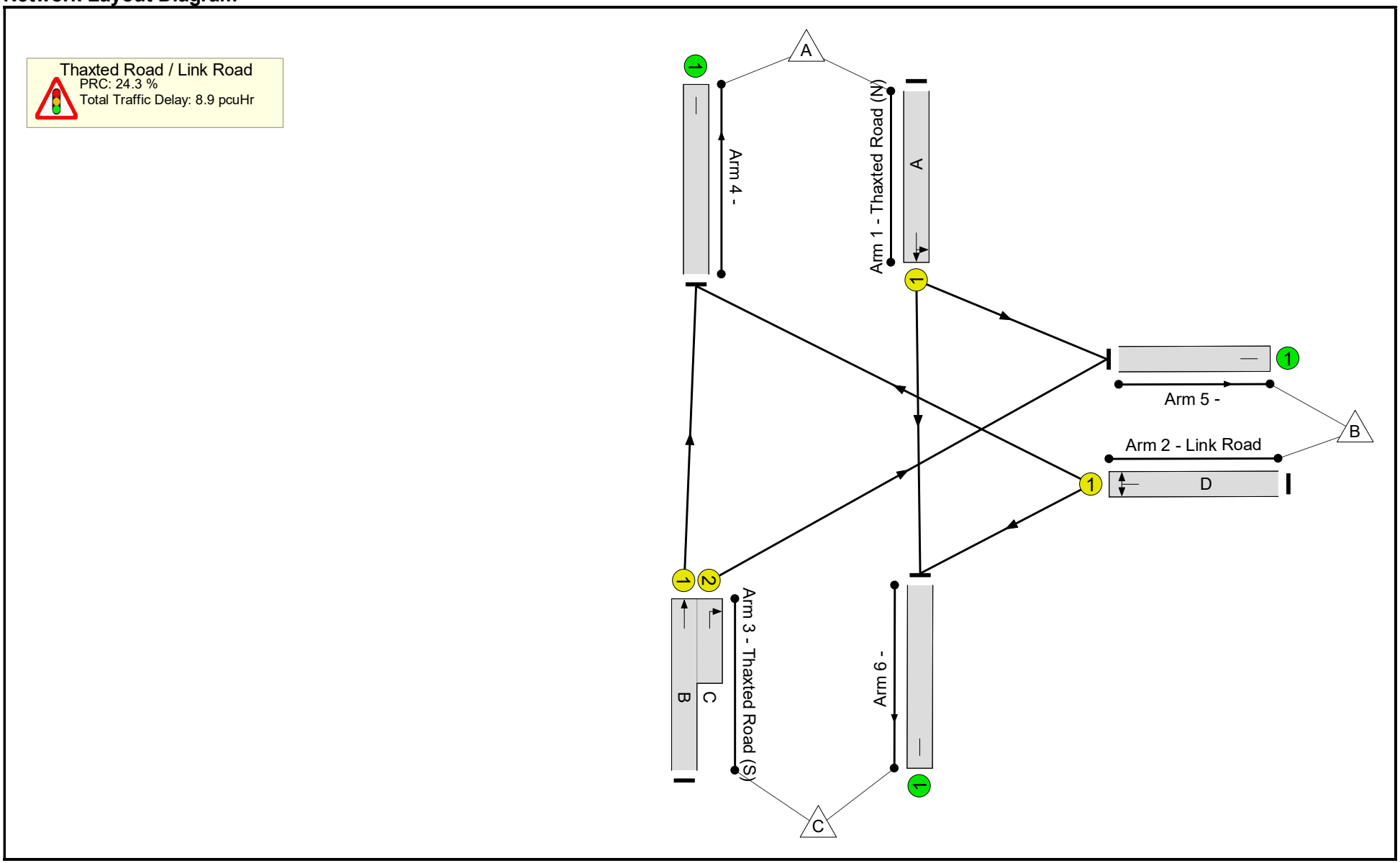
Stage	1	2	3	4	5
Duration	19	7	7	11	5
Change Point	0	27	45	57	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.4%**
Thaxted Road / Link Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.4%**
1/1	Thaxted Road (N) Left Ahead	U	N/A	N/A	A		1	34	-	531	1886	733	72.4%
2/1	Link Road Right Left	U	N/A	N/A	D		1	11	-	160	1800	240	66.7%
3/1+3/2	Thaxted Road (S) Ahead Right	U	N/A	N/A	B C		1	49:7	-	360	1935:1784	1002+91	32.9 : 32.9%
4/1		U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	112	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%

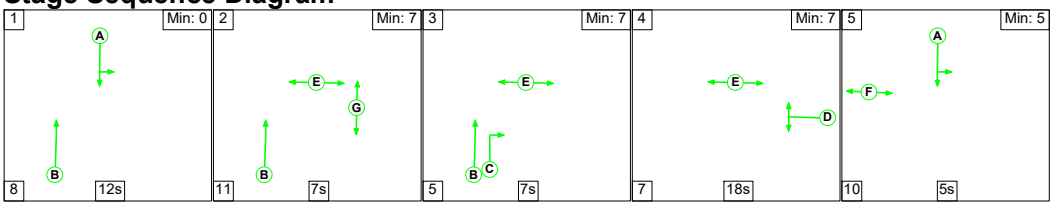
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**6.4**	**2.5**	**0.0**	**8.9**	-	-	-	-
Thaxted Road / Link Road	-	-	**0**	**0**	**0**	**6.4**	**2.5**	**0.0**	**8.9**	-	-	-	-
1/1	531	531	-	-	-	3.5	1.3	-	4.7	32.2	11.2	1.3	12.5
2/1	160	160	-	-	-	1.6	1.0	-	2.6	59.1	3.8	1.0	4.8
3/1+3/2	360	360	-	-	-	1.3	0.2	-	1.5	15.5	4.4	0.2	4.6
4/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 24.3 Total Delay for Signalled Lanes (pcuHr): 8.92 Cycle Time (s): 90
PRC Over All Lanes (%): 24.3 Total Delay Over All Lanes(pcuHr): 8.92

Full Input Data And Results

Scenario 3: 'Scenario 3' (FG3: 'AM 2026 + Committed Dev', Plan 1: 'Network Control Plan 1')

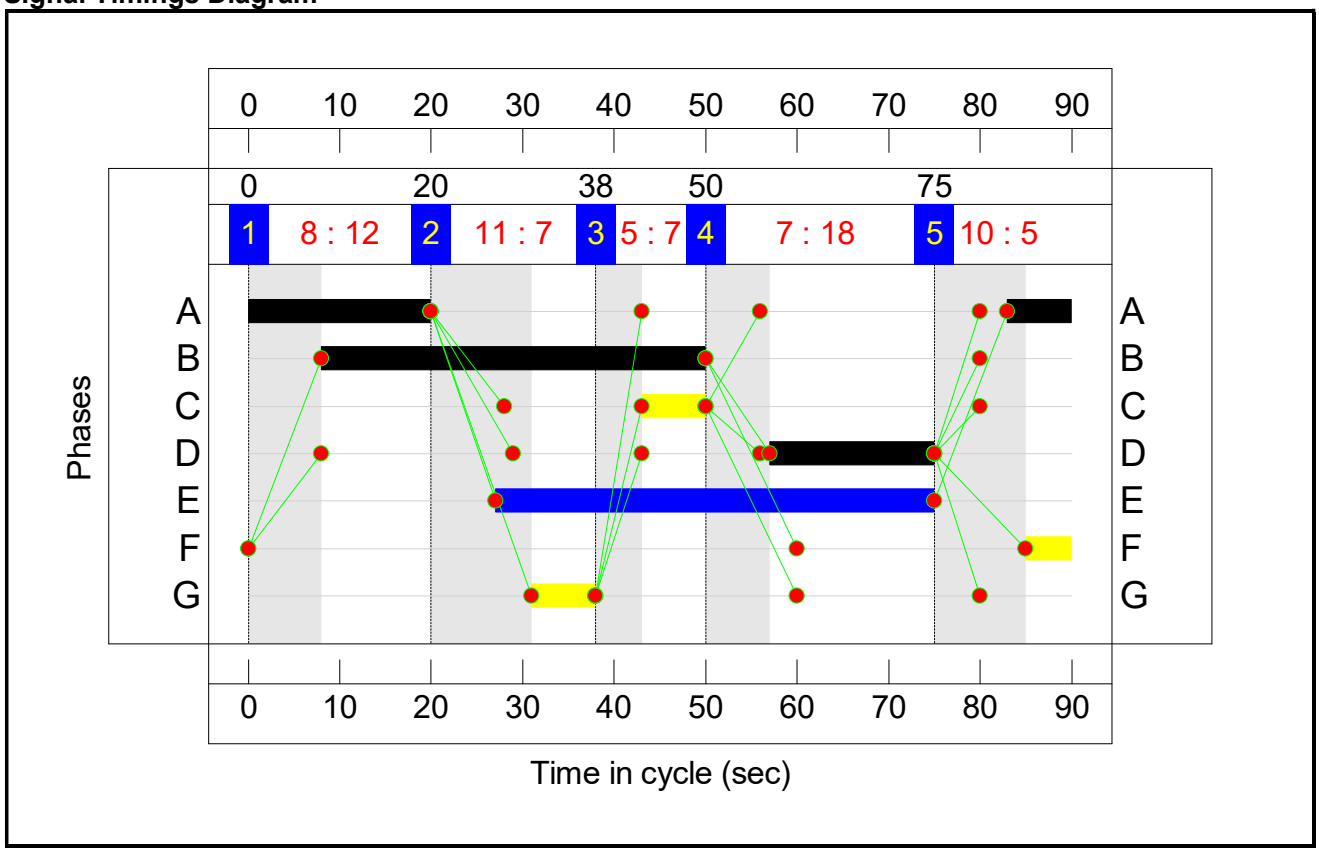
Stage Sequence Diagram



Stage Timings

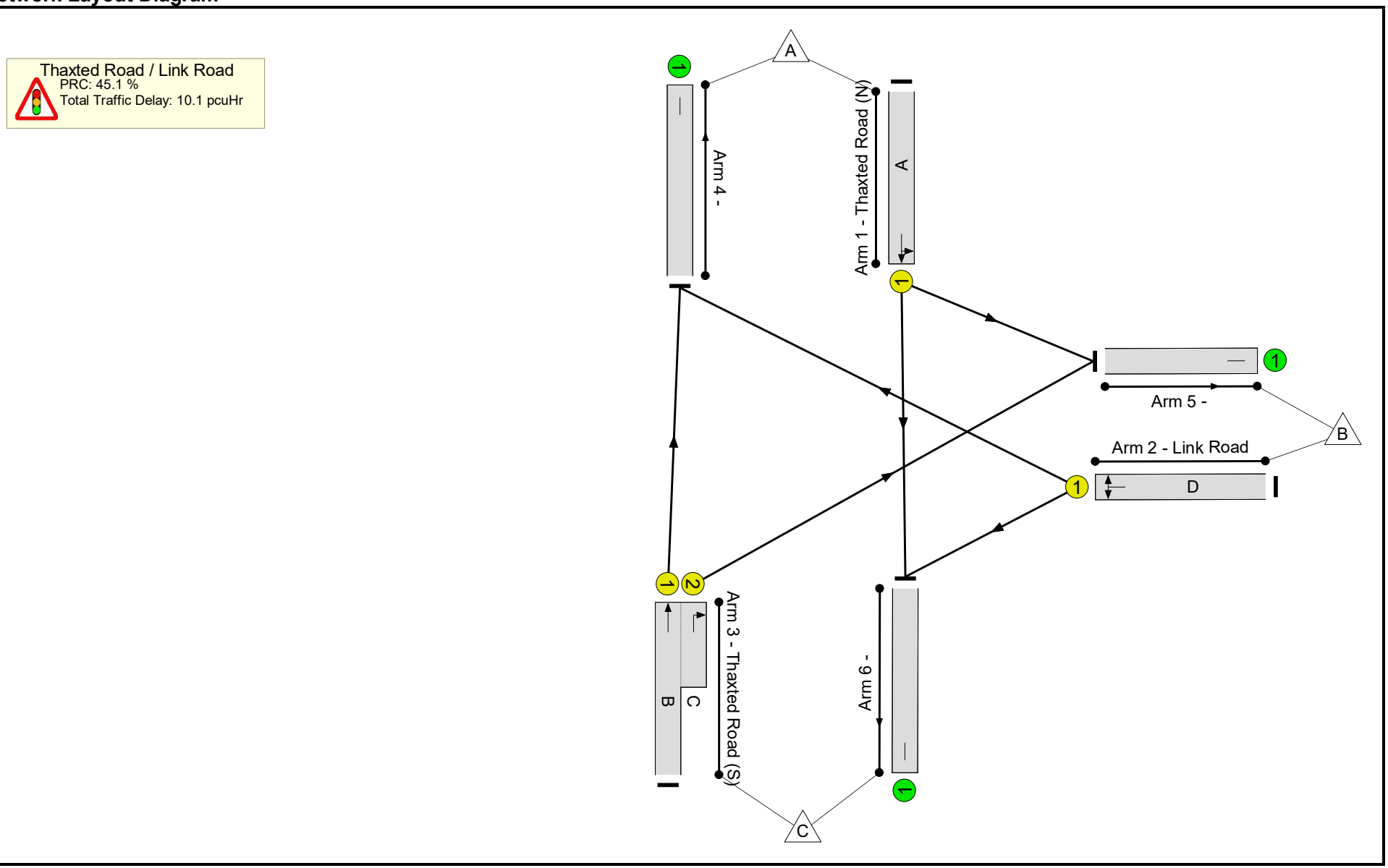
Stage	1	2	3	4	5
Duration	12	7	7	18	5
Change Point	0	20	38	50	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.0%**
Thaxted Road / Link Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**62.0%**
1/1	Thaxted Road (N) Left Ahead	U	N/A	N/A	A		1	27	-	362	1876	584	62.0%
2/1	Link Road Right Left	U	N/A	N/A	D		1	18	-	233	1801	380	61.3%
3/1+3/2	Thaxted Road (S) Ahead Right	U	N/A	N/A	B C		1	42:7	-	572	1935:1784	842+108	60.2 : 60.2%
4/1		U	N/A	N/A	-		-	-	-	672	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	141	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%

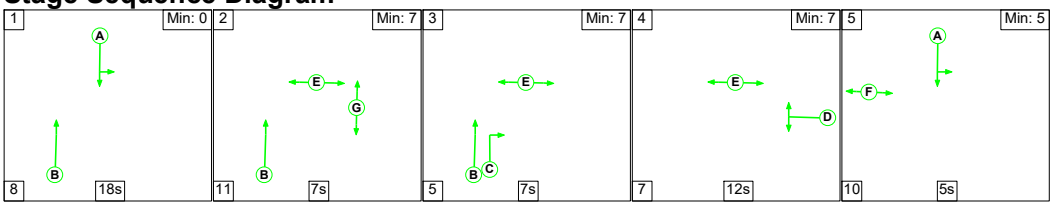
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**7.8**	**2.3**	**0.0**	**10.1**	**-**	**-**	**-**	**-**
Thaxted Road / Link Road	**-**	**-**	**0**	**0**	**0**	**7.8**	**2.3**	**0.0**	**10.1**	**-**	**-**	**-**	**-**
1/1	362	362	-	-	-	2.7	0.8	-	3.5	34.5	7.6	0.8	8.5
2/1	233	233	-	-	-	2.1	0.8	-	2.9	44.3	5.2	0.8	6.0
3/1+3/2	572	572	-	-	-	3.1	0.8	-	3.8	24.0	9.5	0.8	10.3
4/1	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	141	141	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 45.1 Total Delay for Signalled Lanes (pcuHr): 10.15 Cycle Time (s): 90
PRC Over All Lanes (%): 45.1 Total Delay Over All Lanes(pcuHr): 10.15

Full Input Data And Results

Scenario 4: 'Scenario 4' (FG4: 'PM 2026 + Committed Dev', Plan 1: 'Network Control Plan 1')

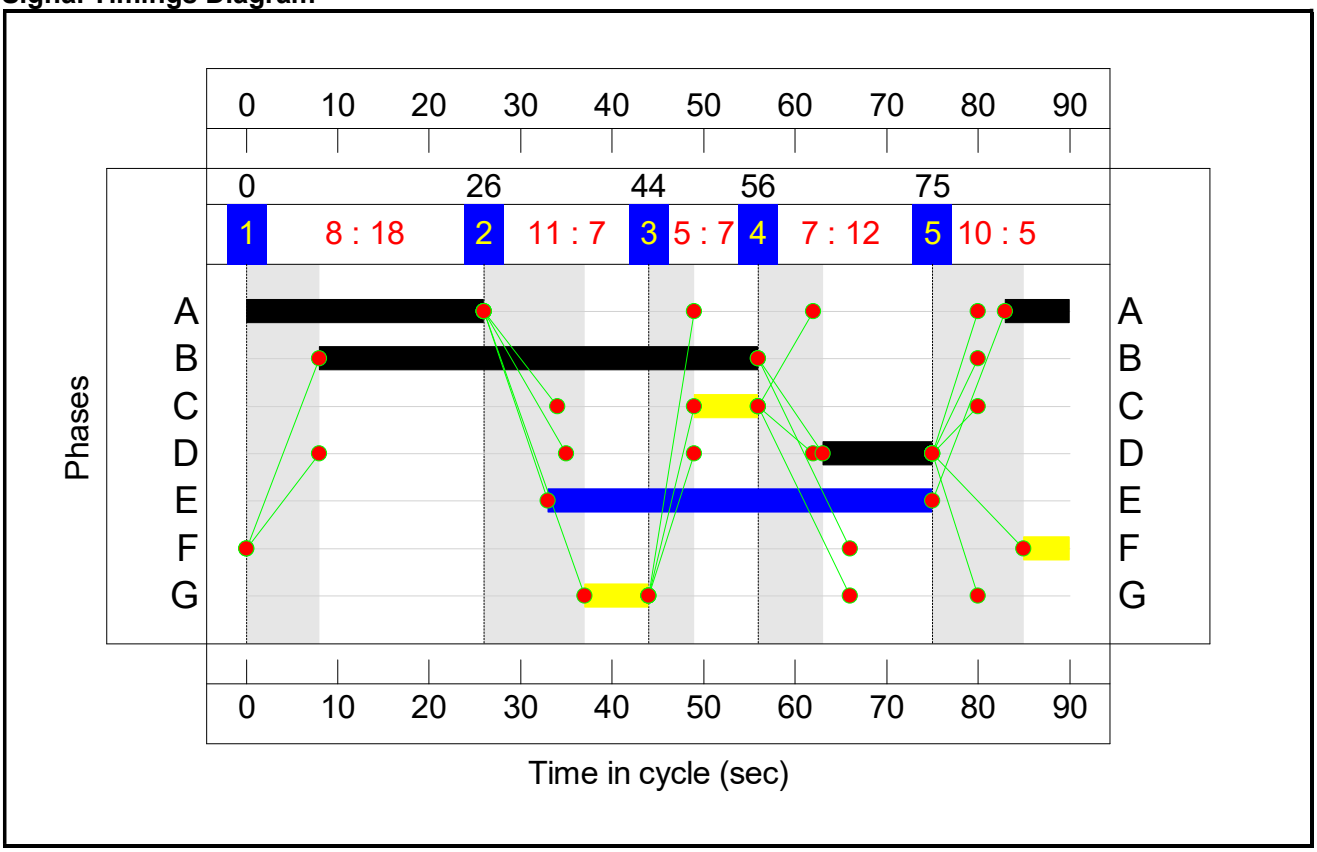
Stage Sequence Diagram



Stage Timings

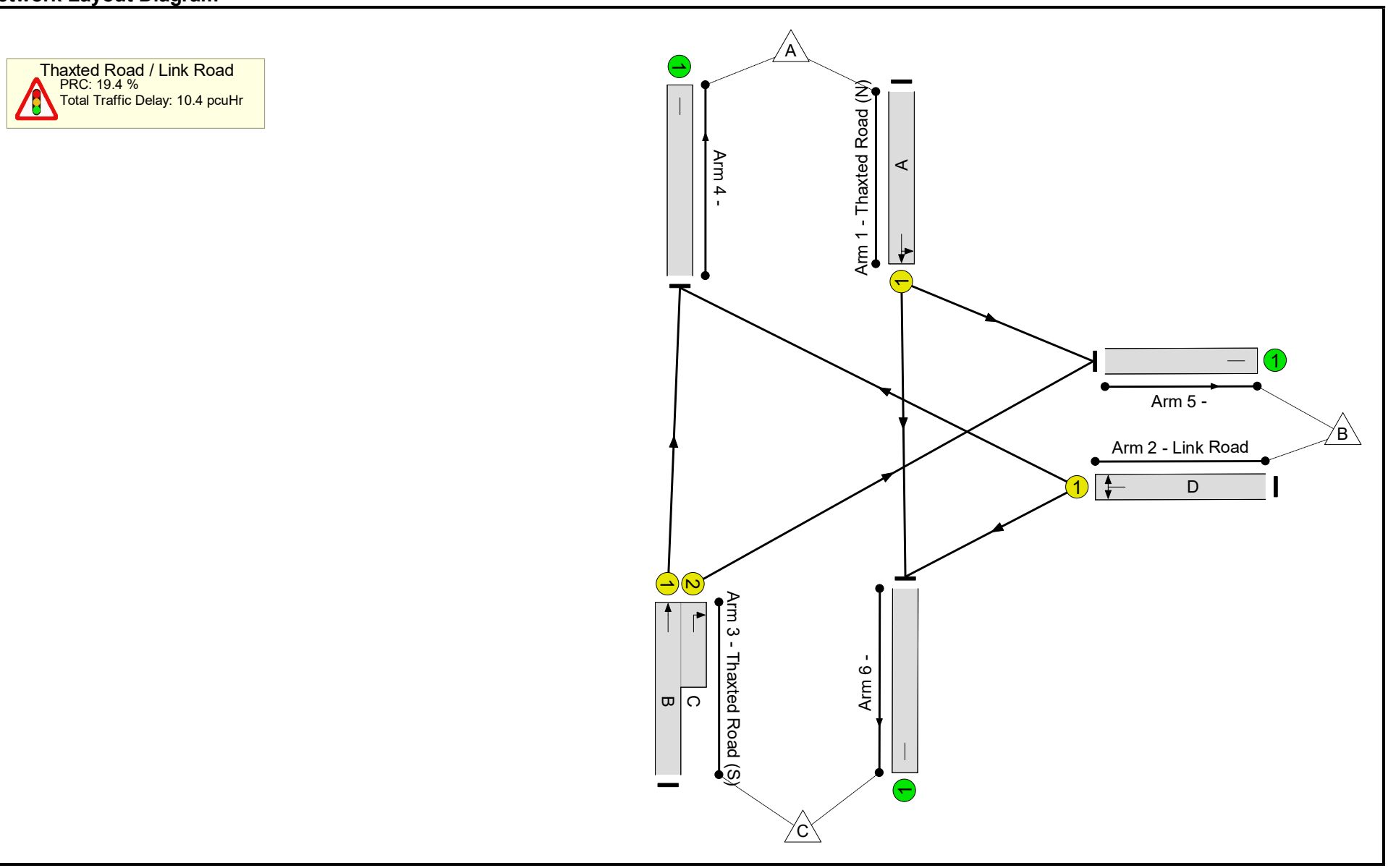
Stage	1	2	3	4	5
Duration	18	7	7	12	5
Change Point	0	26	44	56	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.4%**
Thaxted Road / Link Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.4%**
1/1	Thaxted Road (N) Left Ahead	U	N/A	N/A	A		1	33	-	537	1886	712	75.4%
2/1	Link Road Right Left	U	N/A	N/A	D		1	12	-	194	1802	260	74.5%
3/1+3/2	Thaxted Road (S) Ahead Right	U	N/A	N/A	B C		1	48:7	-	390	1935:1784	932+150	36.0 : 36.0%
4/1		U	N/A	N/A	-		-	-	-	460	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	137	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	524	Inf	Inf	0.0%

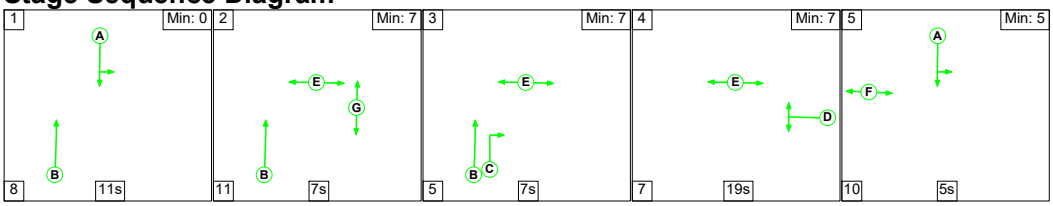
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**7.3**	**3.2**	**0.0**	**10.4**	**-**	**-**	**-**	**-**
Thaxted Road / Link Road	**-**	**-**	**0**	**0**	**0**	**7.3**	**3.2**	**0.0**	**10.4**	**-**	**-**	**-**	**-**
1/1	537	537	-	-	-	3.6	1.5	-	5.1	34.4	11.6	1.5	13.1
2/1	194	194	-	-	-	2.0	1.4	-	3.4	63.0	4.6	1.4	6.0
3/1+3/2	390	390	-	-	-	1.6	0.3	-	1.9	17.7	4.6	0.3	4.9
4/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 19.4 Total Delay for Signalled Lanes (pcuHr): 10.45 Cycle Time (s): 90
PRC Over All Lanes (%): 19.4 Total Delay Over All Lanes(pcuHr): 10.45

Full Input Data And Results

Scenario 5: 'Scenario 5' (FG5: 'AM 2026 + Committed + Proposed Development', Plan 1: 'Network Control Plan 1')

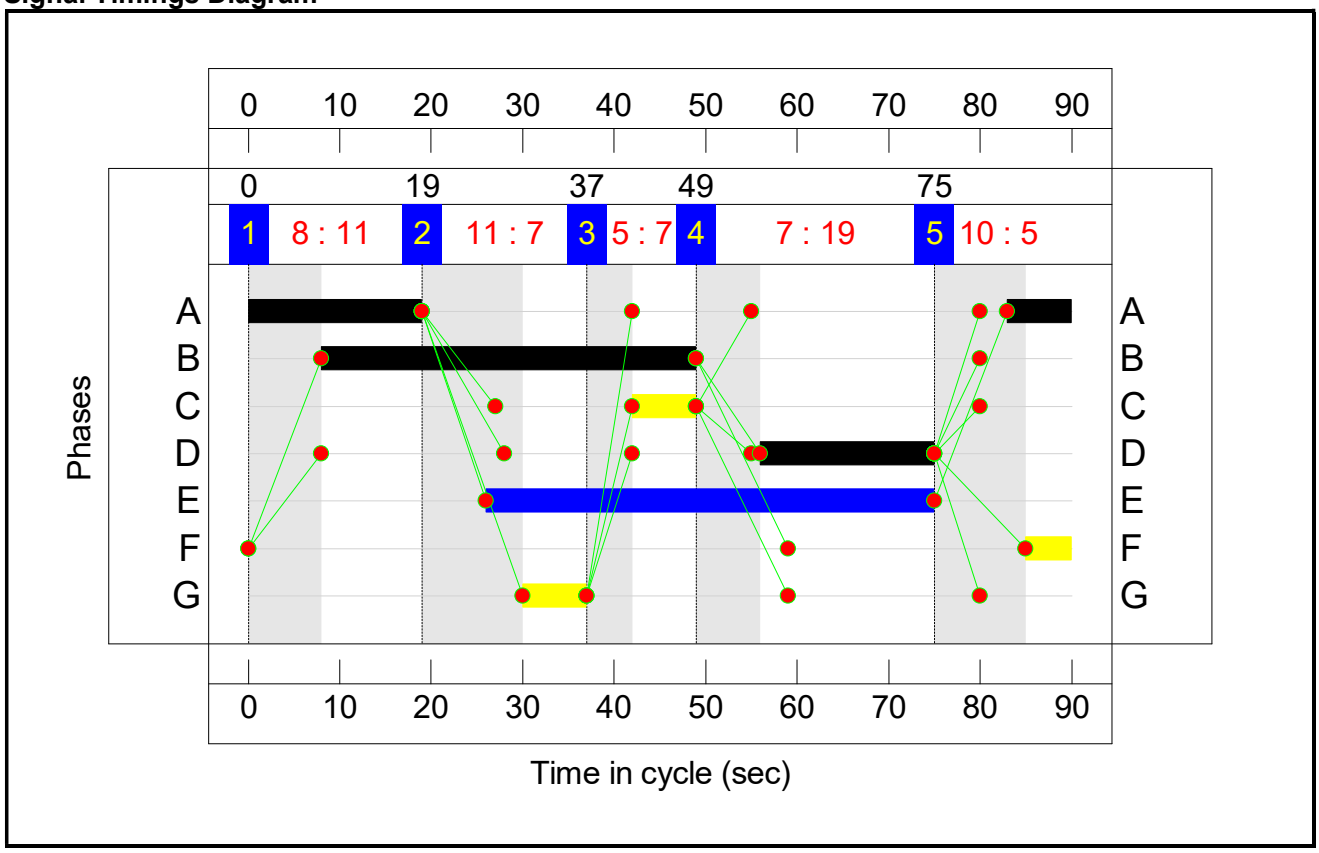
Stage Sequence Diagram



Stage Timings

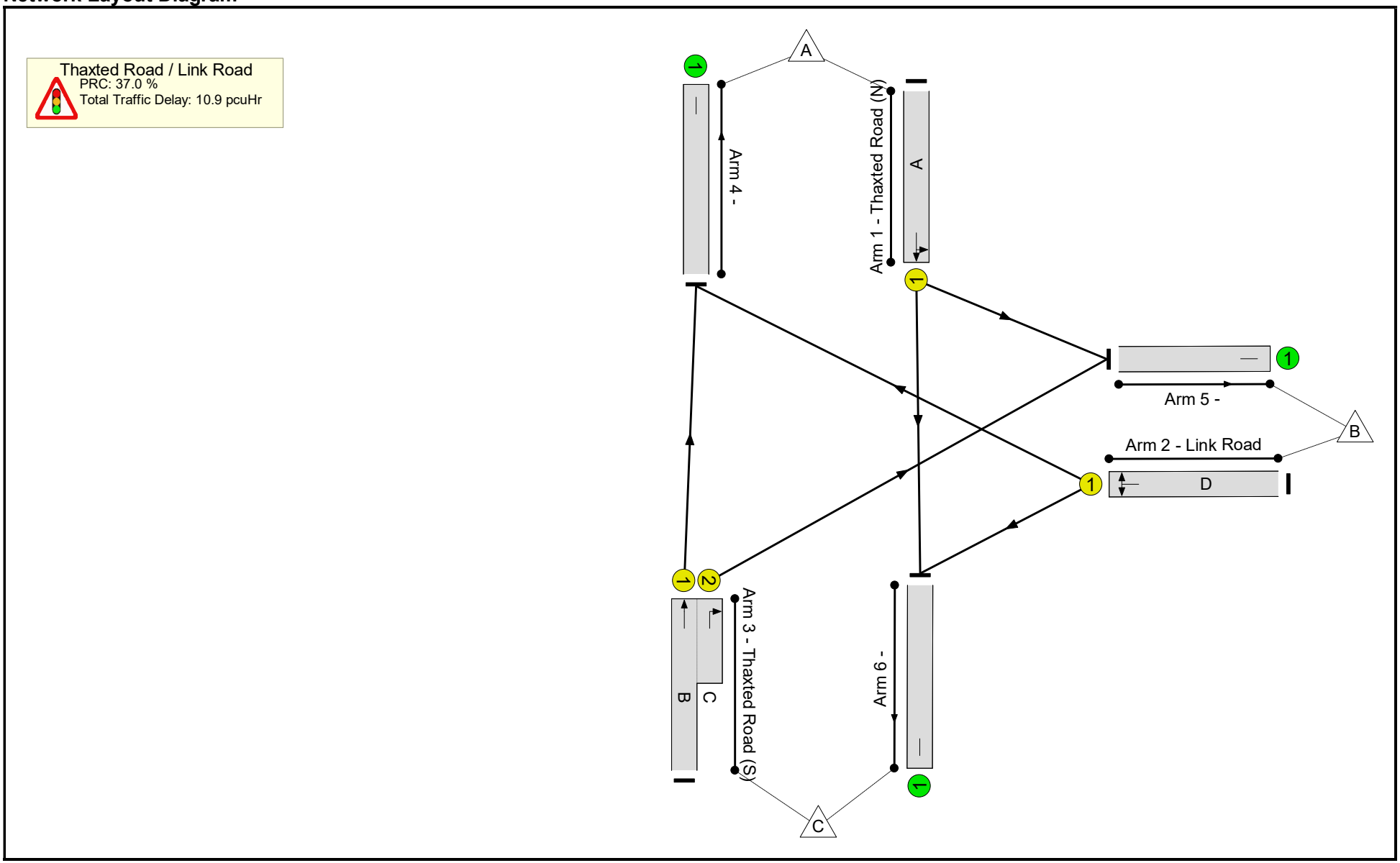
Stage	1	2	3	4	5
Duration	11	7	7	19	5
Change Point	0	19	37	49	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**
Thaxted Road / Link Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**
1/1	Thaxted Road (N) Left Ahead	U	N/A	N/A	A		1	26	-	369	1872	562	65.7%
2/1	Link Road Right Left	U	N/A	N/A	D		1	19	-	258	1801	400	64.5%
3/1+3/2	Thaxted Road (S) Ahead Right	U	N/A	N/A	B C		1	41:7	-	573	1935:1784	820+109	61.7 : 61.7%
4/1		U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%

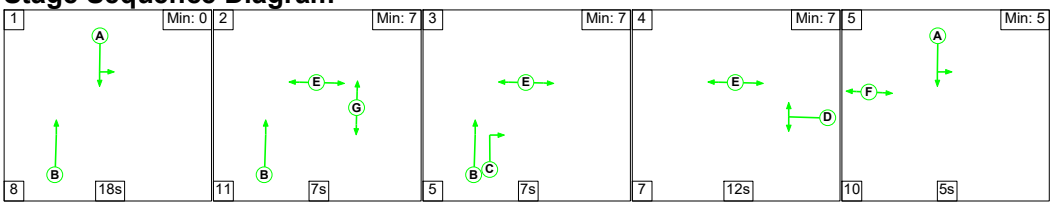
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.3**	**2.6**	**0.0**	**10.9**	**-**	**-**	**-**	**-**
Thaxted Road / Link Road	**-**	**-**	**0**	**0**	**0**	**8.3**	**2.6**	**0.0**	**10.9**	**-**	**-**	**-**	**-**
1/1	369	369	-	-	-	2.8	0.9	-	3.8	36.7	8.0	0.9	8.9
2/1	258	258	-	-	-	2.3	0.9	-	3.2	44.3	5.8	0.9	6.7
3/1+3/2	573	573	-	-	-	3.2	0.8	-	4.0	25.0	9.8	0.8	10.6
4/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 37.0 Total Delay for Signalled Lanes (pcuHr): 10.91 Cycle Time (s): 90
PRC Over All Lanes (%): 37.0 Total Delay Over All Lanes(pcuHr): 10.91

Full Input Data And Results

Scenario 6: 'Scenario 6' (FG6: 'PM 2026 + Committed + Proposed Development', Plan 1: 'Network Control Plan 1')

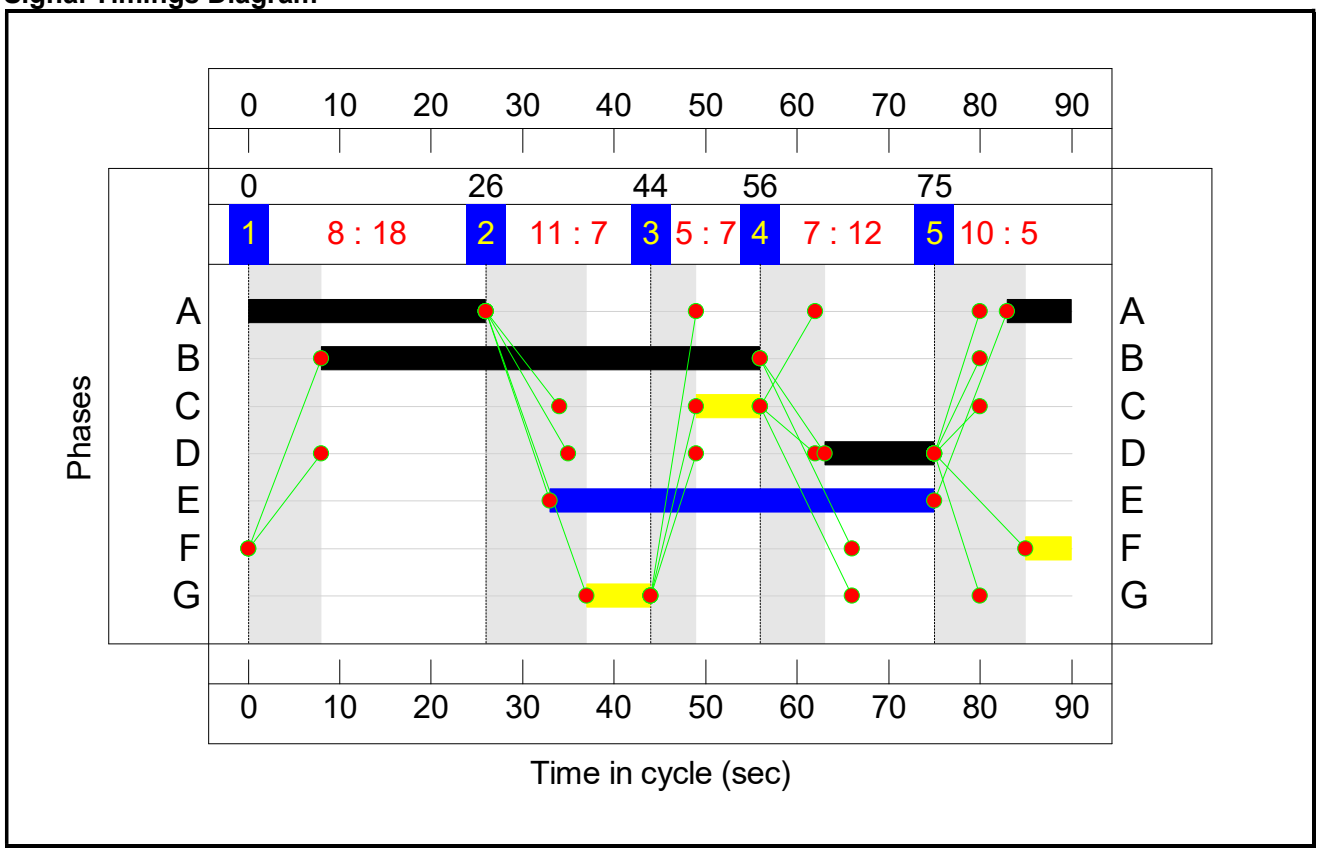
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	18	7	7	12	5
Change Point	0	26	44	56	75

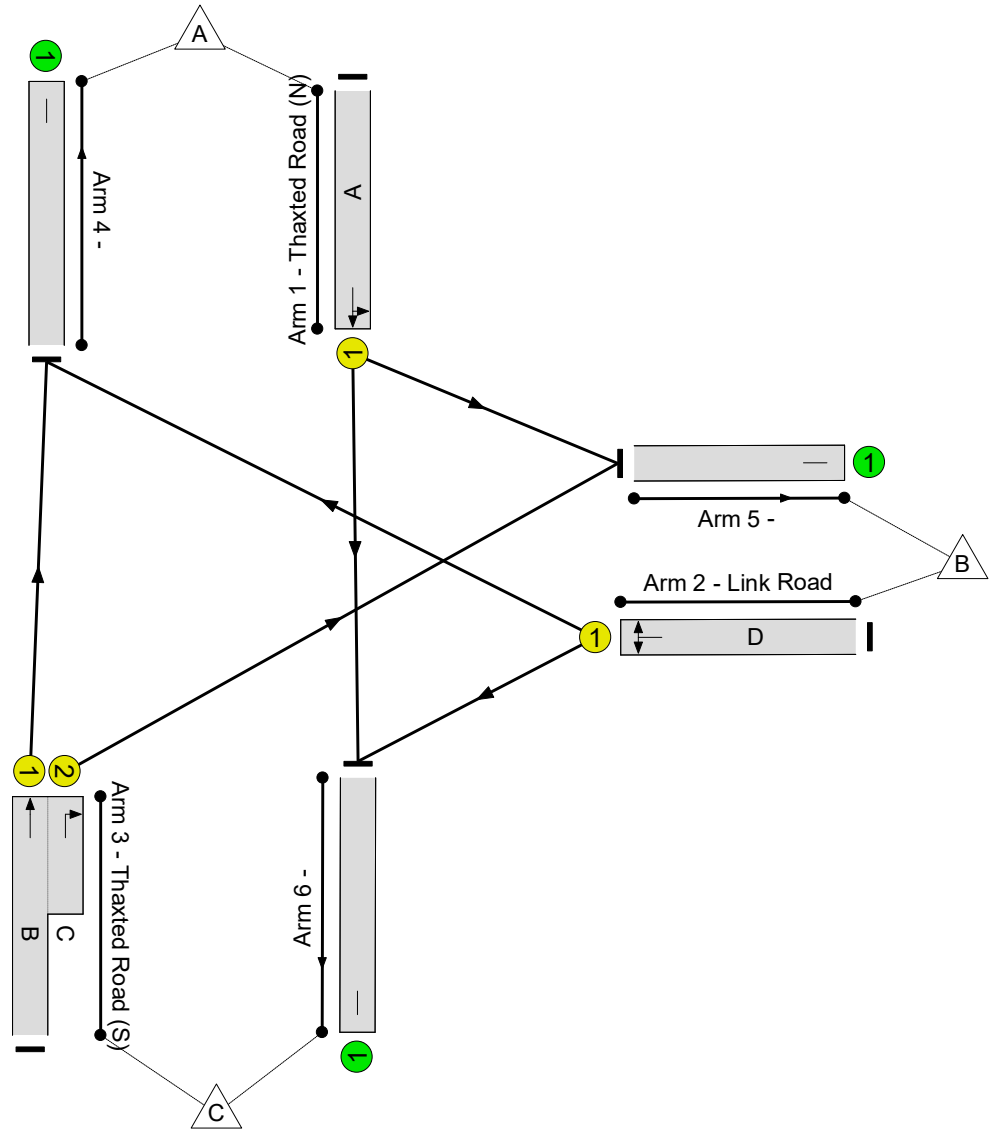
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Thaxted Road / Link Road
PRC: 14.8 %
Total Traffic Delay: 11.3 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.4%**
Thaxted Road / Link Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.4%**
1/1	Thaxted Road (N) Left Ahead	U	N/A	N/A	A		1	33	-	555	1881	711	78.1%
2/1	Link Road Right Left	U	N/A	N/A	D		1	12	-	204	1802	260	78.4%
3/1+3/2	Thaxted Road (S) Ahead Right	U	N/A	N/A	B C		1	48:7	-	395	1935:1784	922+159	36.4 : 37.2%
4/1		U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	526	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**7.6**	**3.7**	**0.0**	**11.3**	-	-	-	-
Thaxted Road / Link Road	-	-	**0**	**0**	**0**	**7.6**	**3.7**	**0.0**	**11.3**	-	-	-	-
1/1	555	555	-	-	-	3.8	1.7	-	5.6	36.0	12.2	1.7	13.9
2/1	204	204	-	-	-	2.1	1.7	-	3.8	67.3	4.9	1.7	6.6
3/1+3/2	395	395	-	-	-	1.7	0.3	-	2.0	18.0	4.6	0.3	4.9
4/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

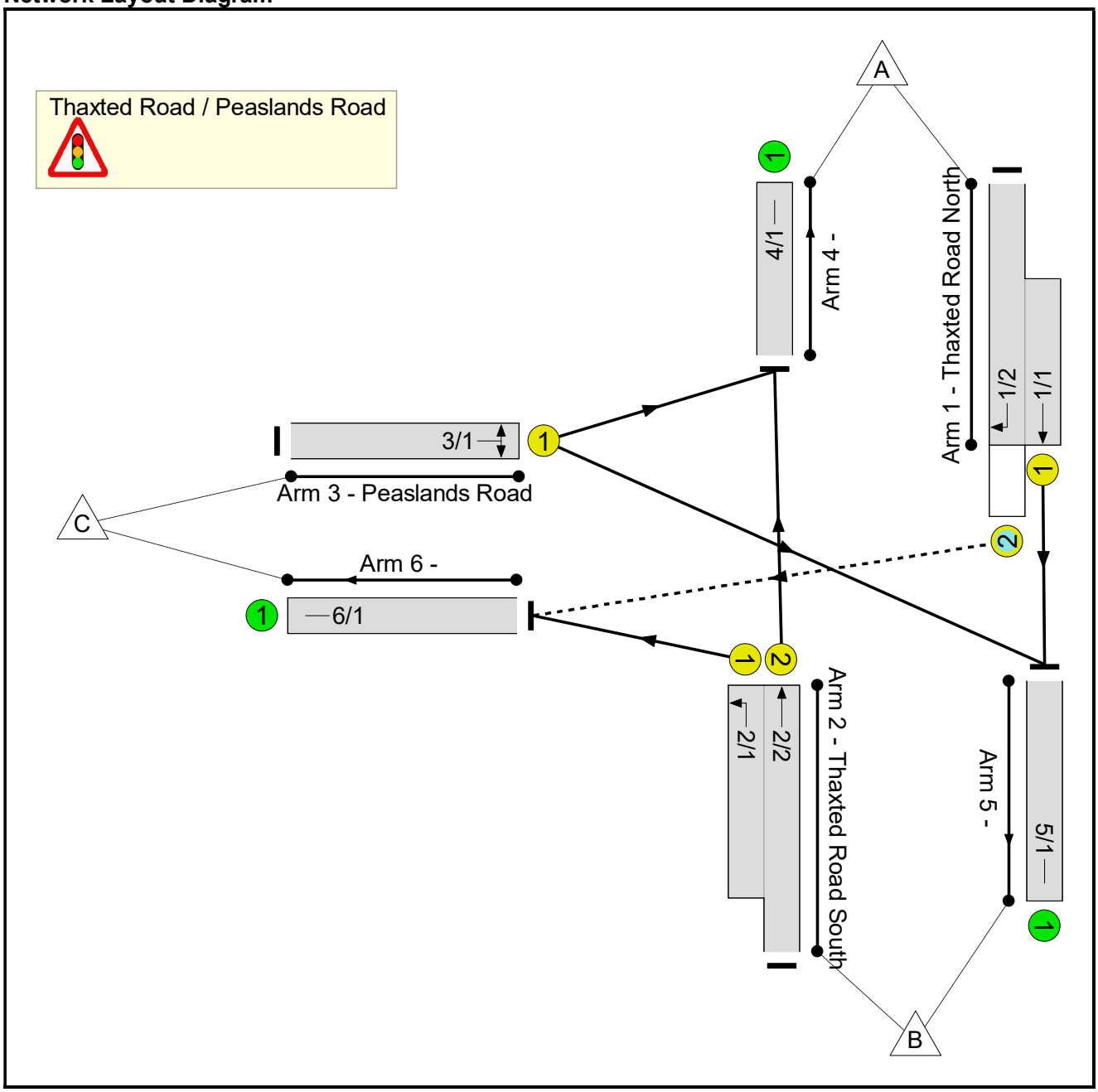
C1 PRC for Signalled Lanes (%): 14.8 Total Delay for Signalled Lanes (pcuHr): 11.35 Cycle Time (s): 90
PRC Over All Lanes (%): 14.8 Total Delay Over All Lanes(pcuHr): 11.35

Full Input Data And Results

User and Project Details

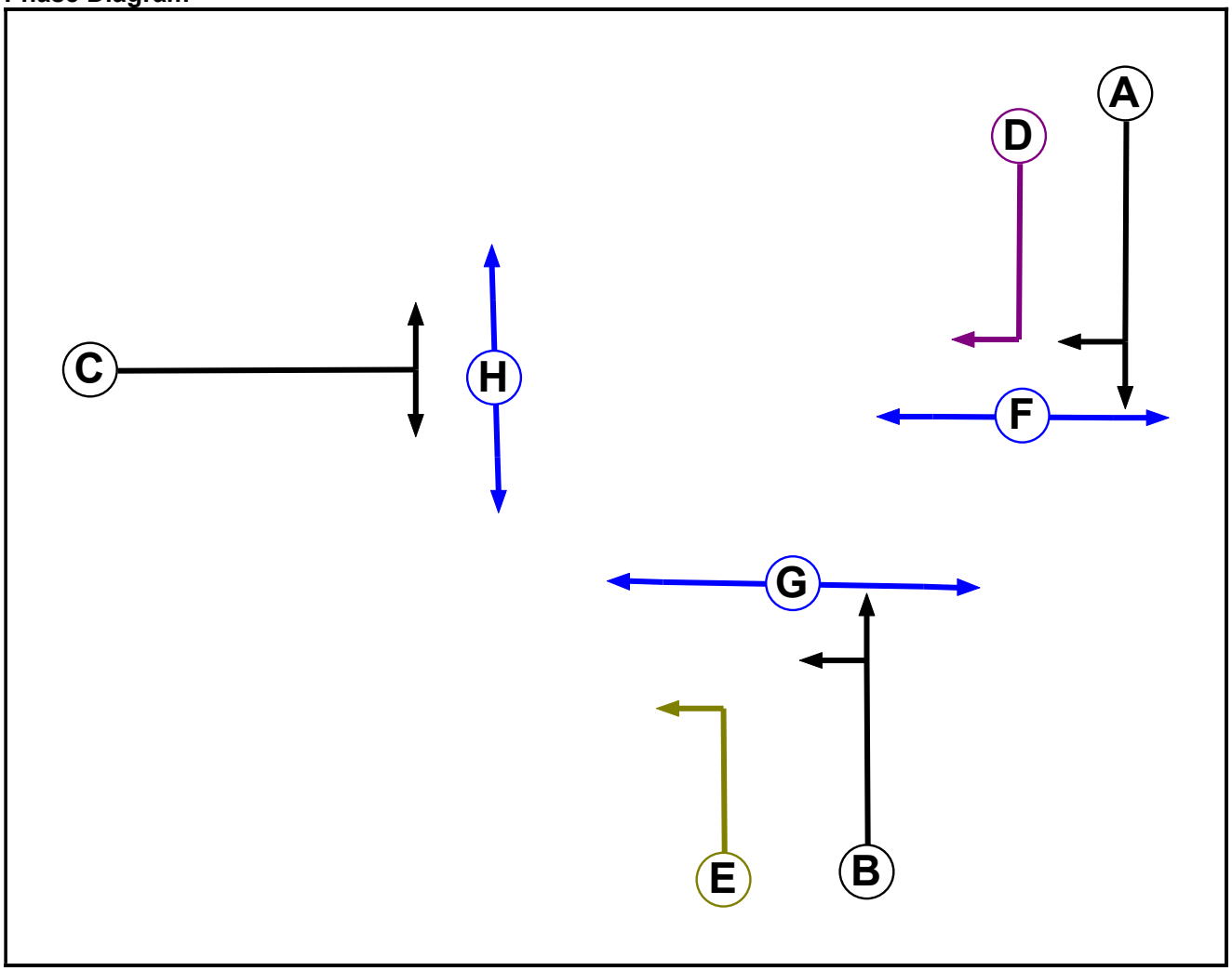
Project:	
Title:	
Location:	
Additional detail:	
File name:	New LinSig Model 1 Thaxted_Peaslands.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



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	Ind. Arrow	A	4	4
E	Filter	B	4	4
F	Pedestrian		8	8
G	Pedestrian		9	9
H	Pedestrian		7	7

Full Input Data And Results

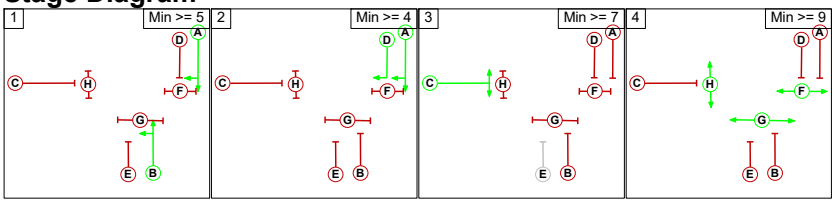
Phase Intergreens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		-	5	-	5	9	9	9
	B	-		6	6	-	9	9	9
	C	7	5		7	-	9	9	9
	D	-	7	5		5	9	-	9
	E	5	-	-	6		-	9	9
	F	5	5	5	5	-		-	-
	G	5	5	5	-	5	-		-
	H	5	5	5	5	5	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A D
3	C
4	F G H

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage				
		1	2	3	4
From Stage	1		6	6	9
	2	7		5	9
	3	7	7		9
	4	5	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Thaxted Road / Peaslands Road											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Thaxted Road North)	6/1 (Right)	1439	0	2/1	1.09	All	3.00	-	0.50	3	2.00
				2/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Thaxted Road / Peaslands Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Thaxted Road North)	U	A	2	3	7.0	Geom	-	2.50	0.00	Y	Arm 5 Ahead	Inf
1/2 (Thaxted Road North)	O	A D	2	3	60.0	Geom	-	3.00	0.00	N	Arm 6 Right	15.00
2/1 (Thaxted Road South)	U	B E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Left	12.00
2/2 (Thaxted Road South)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 4 Ahead	Inf
3/1 (Peaslands Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Left	Inf
											Arm 5 Right	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 AM + CD + PD + LR'	08:00	09:00	01:00	
2: '2026 PM + CD + PD + LR'	17:00	18:00	01:00	
3: '2026 AM + CD + PD NLR'	08:00	09:00	01:00	
4: '2026 PM + CD + PD NLR'	17:00	18:00	01:00	

Scenario 1: 'Scenario 5' (FG1: '2026 AM + CD + PD + LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	137	195	332
	B	300	0	391	691
	C	334	232	0	566
	Tot.	634	369	586	1589

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Scenario 5
Junction: Thaxted Road / Peaslands Road	
1/1 (short)	137
1/2 (with short)	332(In) 195(Out)
2/1 (short)	391
2/2 (with short)	691(In) 300(Out)
3/1	566
4/1	634
5/1	369
6/1	586

Lane Saturation Flows

Junction: Thaxted Road / Peaslands Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Thaxted Road North)	2.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1865	1865
1/2 (Thaxted Road North)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
2/1 (Thaxted Road South)	3.00	0.00	Y	Arm 6 Left	12.00	100.0 %	1702	1702
2/2 (Thaxted Road South)	3.00	0.00	N	Arm 4 Ahead	Inf	100.0 %	2055	2055
3/1 (Peaslands Road)	3.25	0.00	Y	Arm 4 Left	Inf	59.0 %	1940	1940
				Arm 5 Right	Inf	41.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Scenario 6' (FG2: '2026 PM + CD + PD + LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	298	247	545
	B	187	0	282	469
	C	304	280	0	584
	Tot.	491	578	529	1598

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Scenario 6
Junction: Thaxted Road / Peaslands Road	
1/1 (short)	298
1/2 (with short)	545(In) 247(Out)
2/1 (short)	282
2/2 (with short)	469(In) 187(Out)
3/1	584
4/1	491
5/1	578
6/1	529

Lane Saturation Flows

Junction: Thaxted Road / Peaslands Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Thaxted Road North)	2.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1865	1865
1/2 (Thaxted Road North)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
2/1 (Thaxted Road South)	3.00	0.00	Y	Arm 6 Left	12.00	100.0 %	1702	1702
2/2 (Thaxted Road South)	3.00	0.00	N	Arm 4 Ahead	Inf	100.0 %	2055	2055
3/1 (Peaslands Road)	3.25	0.00	Y	Arm 4 Left	Inf	52.1 %	1940	1940
				Arm 5 Right	Inf	47.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Scenario 7' (FG3: '2026 AM + CD + PD NLR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	195	245	440
	B	356	0	254	610
	C	323	188	0	511
	Tot.	679	383	499	1561

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Scenario 7
Junction: Thaxted Road / Peaslands Road	
1/1 (short)	195
1/2 (with short)	440(In) 245(Out)
2/1 (short)	254
2/2 (with short)	610(In) 356(Out)
3/1	511
4/1	679
5/1	383
6/1	499

Lane Saturation Flows

Junction: Thaxted Road / Peaslands Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Thaxted Road North)	2.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1865	1865
1/2 (Thaxted Road North)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
2/1 (Thaxted Road South)	3.00	0.00	Y	Arm 6 Left	12.00	100.0 %	1702	1702
2/2 (Thaxted Road South)	3.00	0.00	N	Arm 4 Ahead	Inf	100.0 %	2055	2055
3/1 (Peaslands Road)	3.25	0.00	Y	Arm 4 Left	Inf	63.2 %	1940	1940
				Arm 5 Right	Inf	36.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 8' (FG4: '2026 PM + CD + PD NLR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	336	340	676
	B	234	0	180	414
	C	271	262	0	533
	Tot.	505	598	520	1623

Full Input Data And Results

Traffic Lane Flows

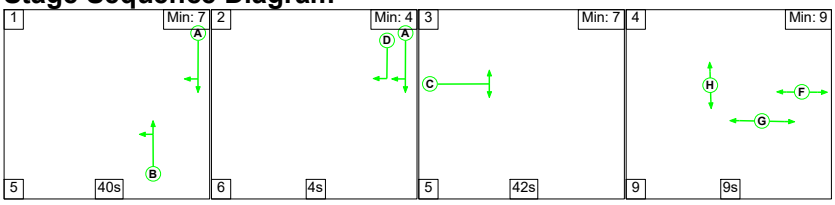
Lane	Scenario 4: Scenario 8
Junction: Thaxted Road / Peaslands Road	
1/1 (short)	336
1/2 (with short)	676(In) 340(Out)
2/1 (short)	180
2/2 (with short)	414(In) 234(Out)
3/1	533
4/1	505
5/1	598
6/1	520

Lane Saturation Flows

Junction: Thaxted Road / Peaslands Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Thaxted Road North)	2.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1865	1865
1/2 (Thaxted Road North)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
2/1 (Thaxted Road South)	3.00	0.00	Y	Arm 6 Left	12.00	100.0 %	1702	1702
2/2 (Thaxted Road South)	3.00	0.00	N	Arm 4 Ahead	Inf	100.0 %	2055	2055
3/1 (Peaslands Road)	3.25	0.00	Y	Arm 4 Left	Inf	50.8 %	1940	1940
				Arm 5 Right	Inf	49.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Scenario 5' (FG1: '2026 AM + CD + PD + LR', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

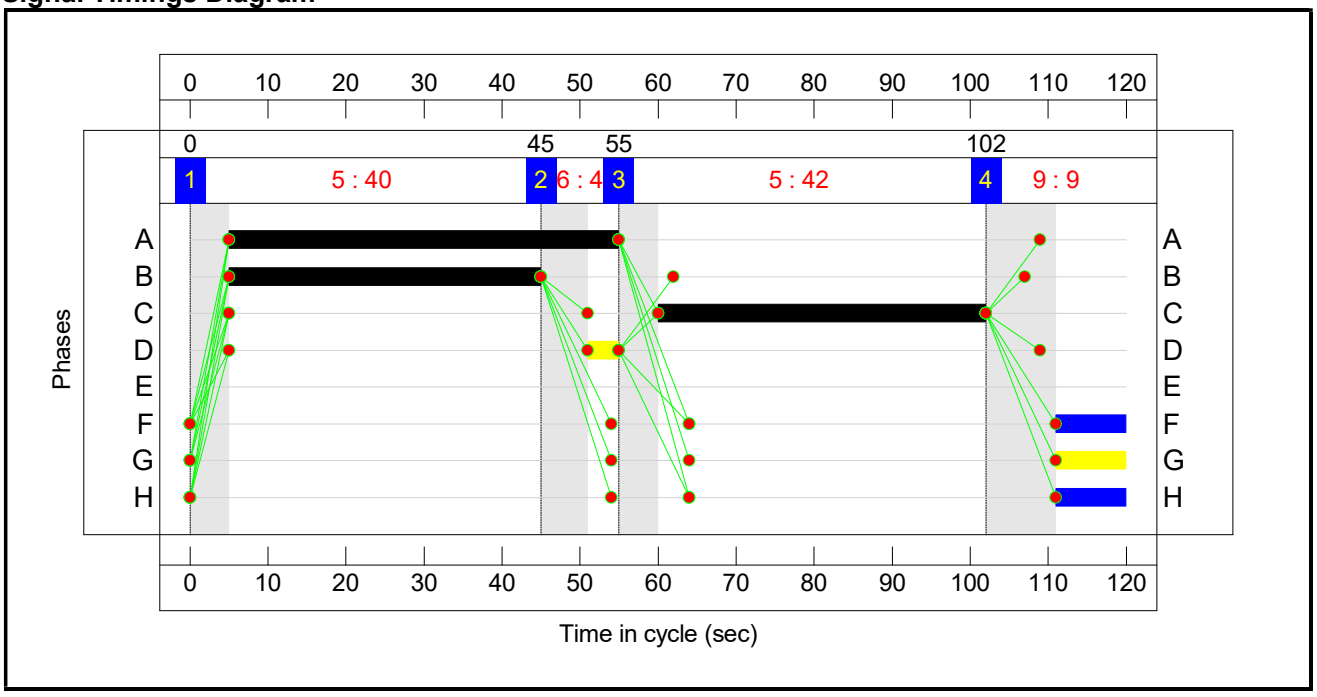


Stage Timings

Stage	1	2	3	4
Duration	40	4	42	9
Change Point	0	45	55	102

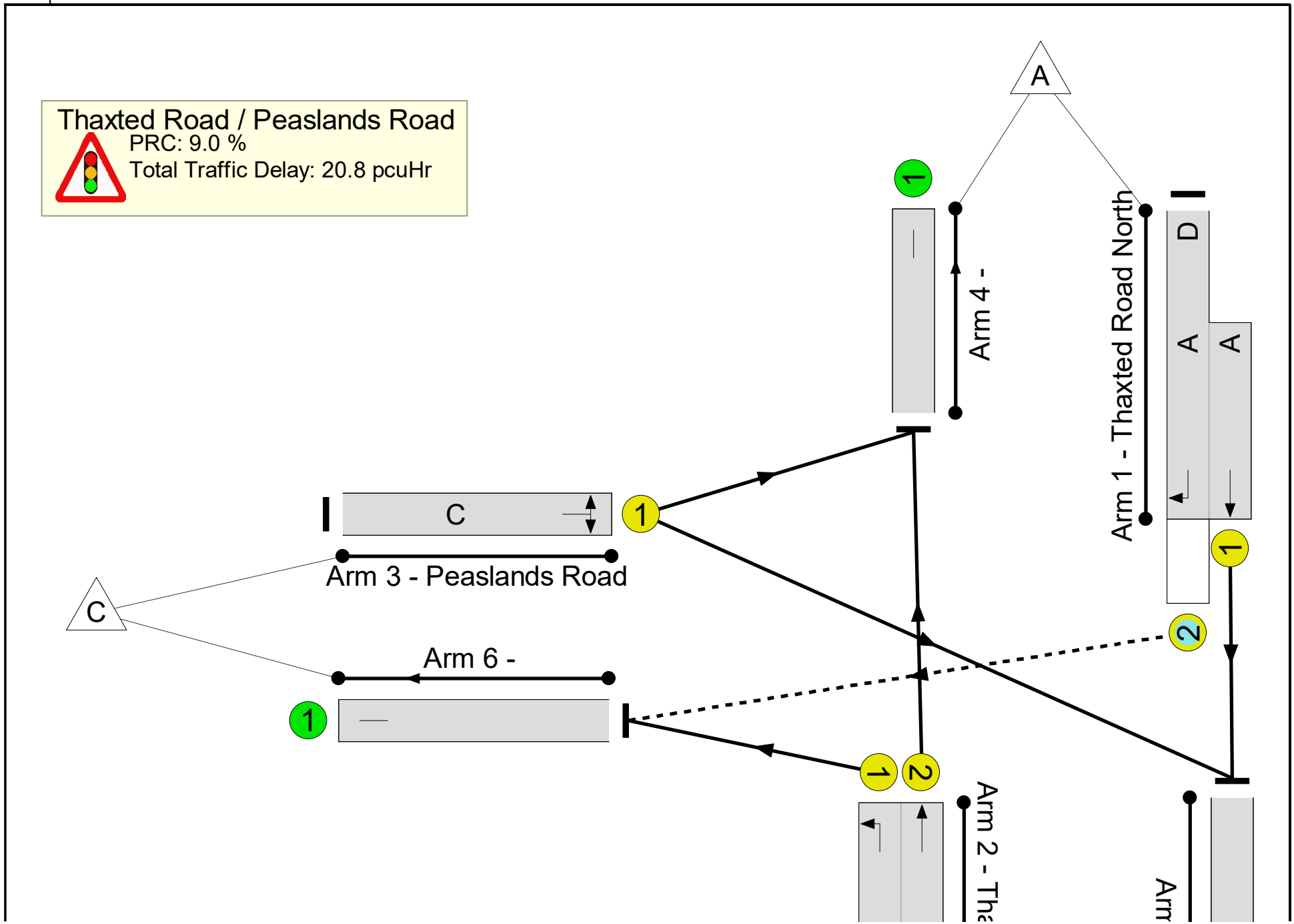
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Thaxted Road / Peaslands Road
PRC: 9.0 %
Total Traffic Delay: 20.8 pcuHr
A
C
C
Arm 3 - Peaslands Road
Arm 6 -
Arm 4 -
Arm 1 - Thaxted Road North
D
A
A
Arm 2 - Tha
Arm
1
2

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.6%**
Thaxted Road / Peaslands Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.6%**
1/2+1/1	Thaxted Road North Ahead Right	O+U	N/A	N/A	A	D	1	50	4	332	1868:1865	272+191	71.8 : 71.8%
2/2+2/1	Thaxted Road South Ahead Left	U	N/A	N/A	B	E	1	40	0	691	2055:1702	363+473	82.6 : 82.6%
3/1	Peaslands Road Left Right	U	N/A	N/A	C		1	42	-	566	1940	695	81.4%
4/1		U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	586	Inf	Inf	0.0%

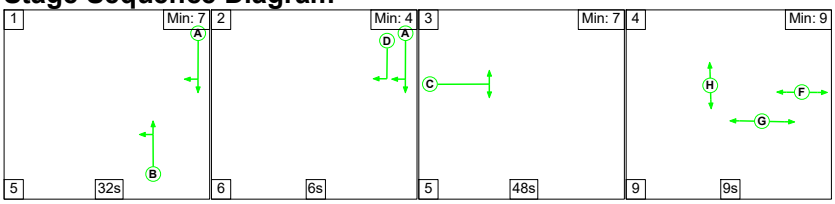
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**87**	**103**	**5**	**14.2**	**5.7**	**0.9**	**20.8**	-	-	-	-
Thaxted Road / Peaslands Road	-	-	**87**	**103**	**5**	**14.2**	**5.7**	**0.9**	**20.8**	-	-	-	-
1/2+1/1	332	332	87	103	5	2.5	1.2	0.9	4.6	50.4	6.1	1.2	7.3
2/2+2/1	691	691	-	-	-	6.2	2.3	-	8.5	44.5	12.5	2.3	14.8
3/1	566	566	-	-	-	5.5	2.1	-	7.6	48.4	17.0	2.1	19.1
4/1	634	634	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	369	369	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.0 Total Delay for Signalled Lanes (pcuHr): 20.79 Cycle Time (s): 120
PRC Over All Lanes (%): 9.0 Total Delay Over All Lanes(pcuHr): 20.79

Full Input Data And Results

Scenario 2: 'Scenario 6' (FG2: '2026 PM + CD + PD + LR', Plan 1: 'Network Control Plan 1')

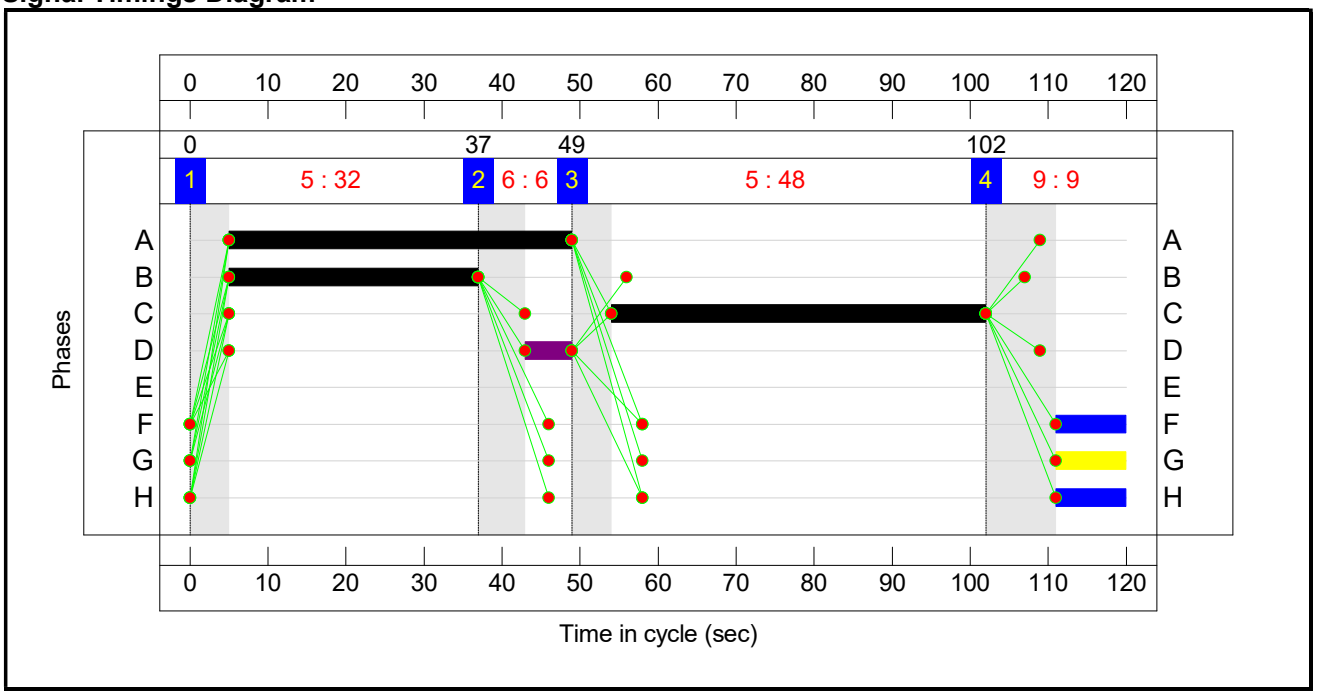
Stage Sequence Diagram



Stage Timings

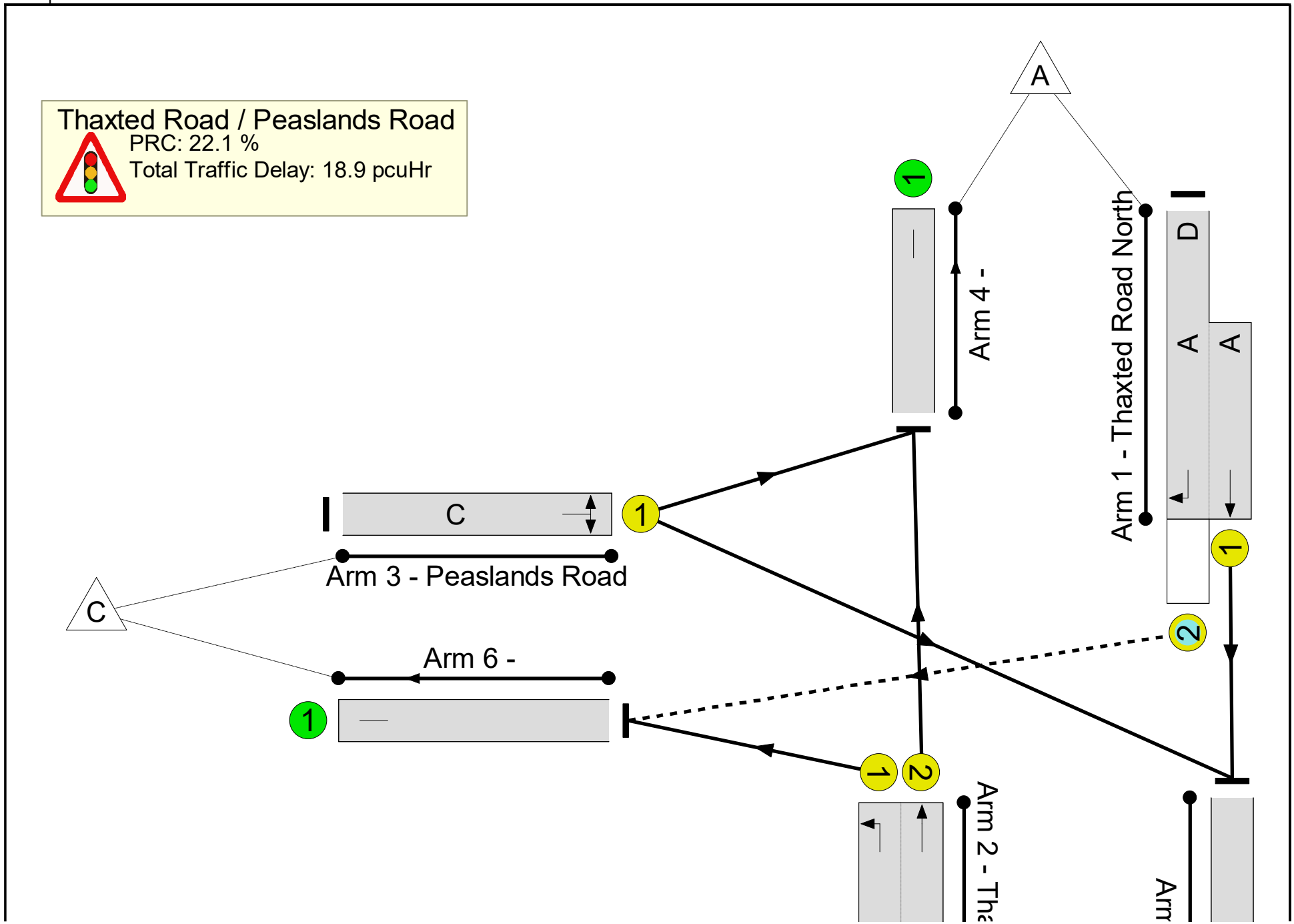
Stage	1	2	3	4
Duration	32	6	48	9
Change Point	0	37	49	102

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Thaxted Road / Peaslands Road
PRC: 22.1 %
Total Traffic Delay: 18.9 pcuHr
A
1
Arm 4 -
Arm 1 - Thaxted Road North
D
A
A
C
1
Arm 3 - Peaslands Road
C
Arm 6 -
1
2
1
2
Arm 2 - Tha
Arm

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.7%**
Thaxted Road / Peaslands Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.7%**
1/2+1/1	Thaxted Road North Ahead Right	O+U	N/A	N/A	A	D	1	44	6	545	1868:1865	336+406	73.6 : 73.3%
2/2+2/1	Thaxted Road South Ahead Left	U	N/A	N/A	B	E	1	32	0	469	2055:1702	272+410	68.8 : 68.8%
3/1	Peaslands Road Left Right	U	N/A	N/A	C		1	48	-	584	1940	792	73.7%
4/1		U	N/A	N/A	-		-	-	-	491	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**120**	**121**	**6**	**14.4**	**3.8**	**0.7**	**18.9**	-	-	-	-
Thaxted Road / Peaslands Road	-	-	**120**	**121**	**6**	**14.4**	**3.8**	**0.7**	**18.9**	-	-	-	-
1/2+1/1	545	545	120	121	6	4.7	1.4	0.7	6.8	44.9	7.9	1.4	9.3
2/2+2/1	469	469	-	-	-	4.8	1.1	-	5.9	44.9	8.1	1.1	9.2
3/1	584	584	-	-	-	4.9	1.4	-	6.3	38.6	16.4	1.4	17.8
4/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

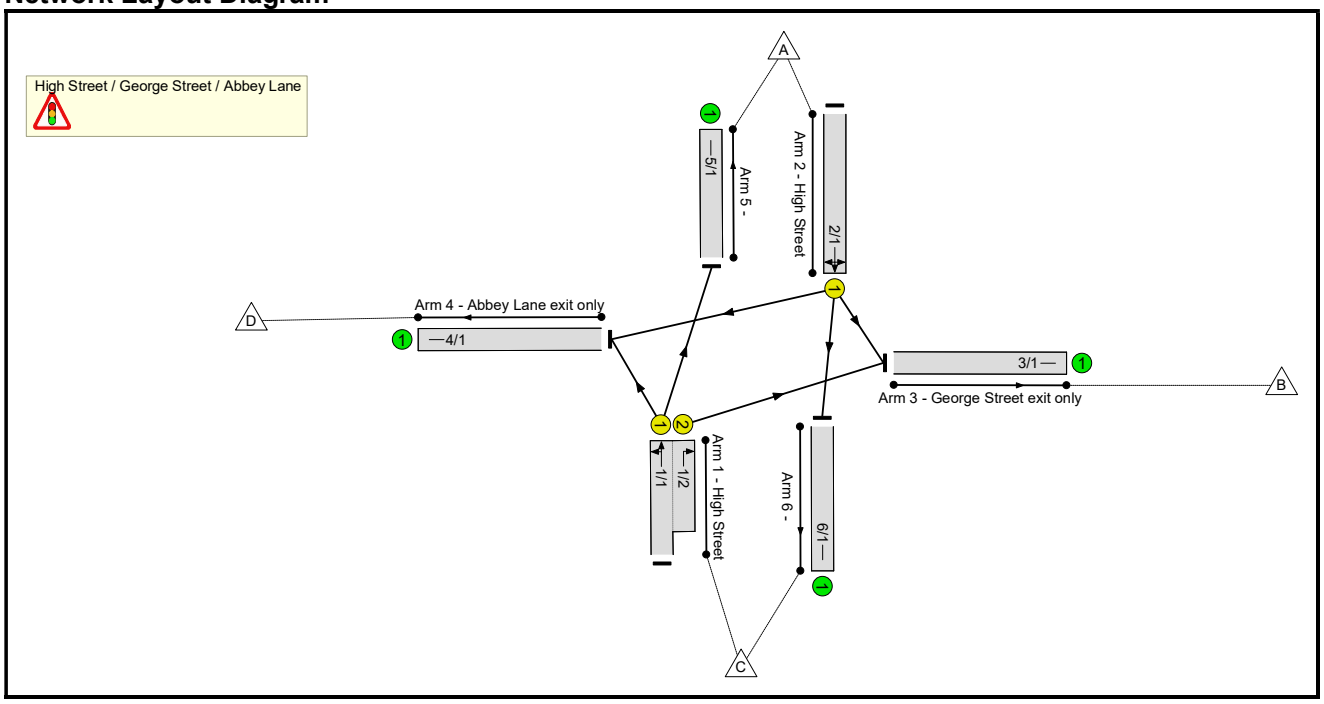
C1 PRC for Signalled Lanes (%): 22.1 Total Delay for Signalled Lanes (pcuHr): 18.91 Cycle Time (s): 120
PRC Over All Lanes (%): 22.1 Total Delay Over All Lanes(pcuHr): 18.91

Full Input Data And Results

User and Project Details

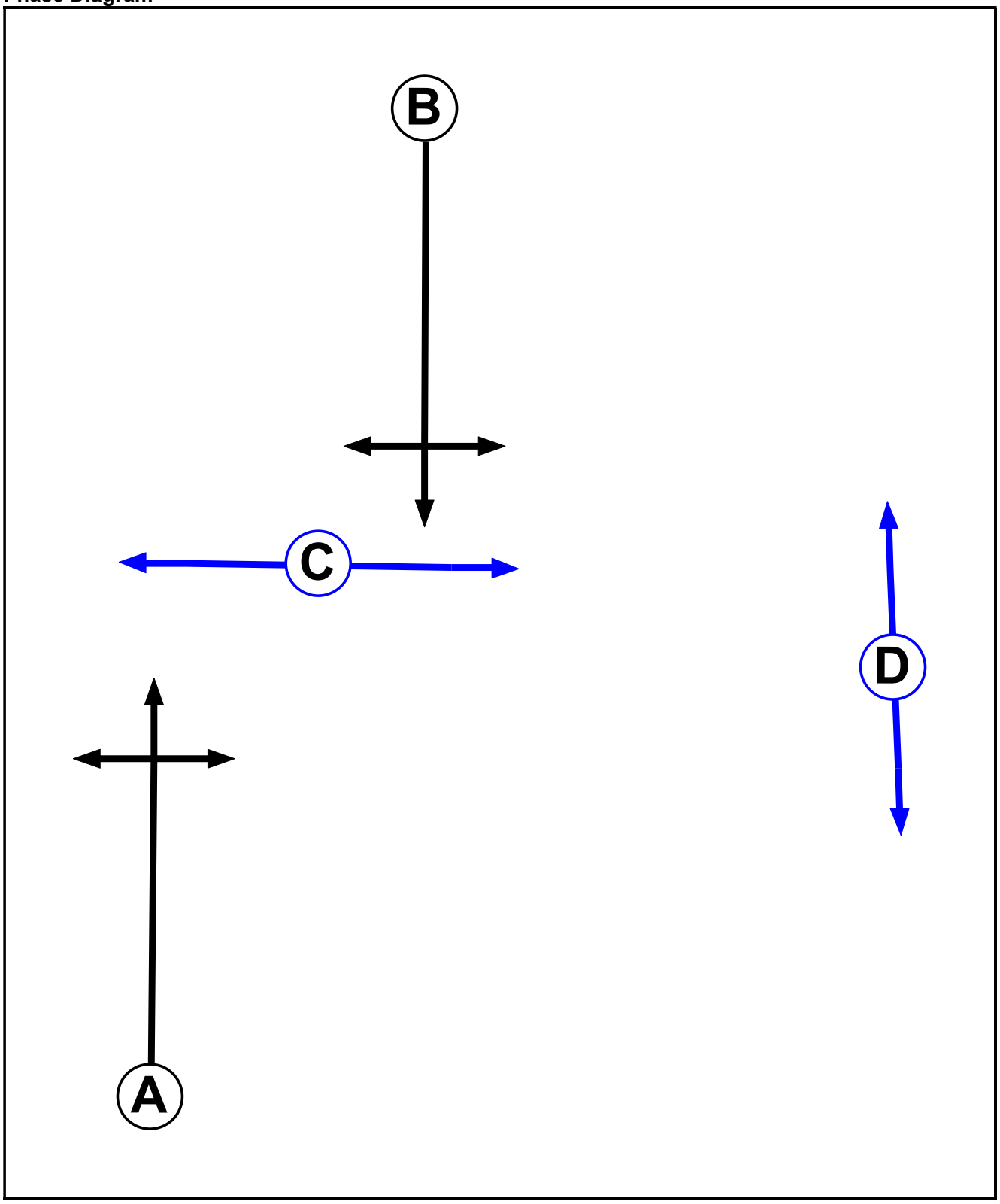
Project:	
Title:	
Location:	
Additional detail:	
File name:	High Street_George Street_Abbey Lane LinSig.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		6	6
D	Pedestrian		6	6

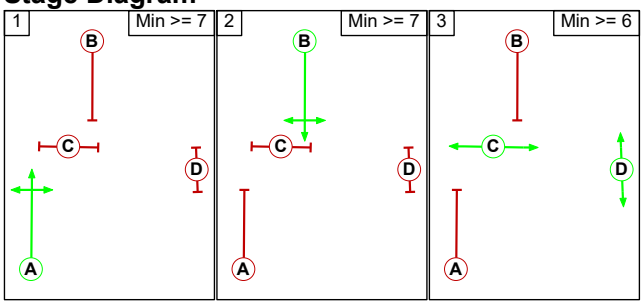
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		5	7	7
	B	7		9	9
	C	7	7		-
	D	7	7	-	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B
3	C D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	7
	2	7		9
	3	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: High Street / George Street / Abbey Lane
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: High Street / George Street / Abbey Lane												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (High Street)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	6.00
											Arm 5 Ahead	Inf
1/2 (High Street)	U	A	2	3	7.0	Geom	-	3.00	0.00	N	Arm 3 Right	8.00
2/1 (High Street)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 3 Left	8.00
											Arm 4 Right	6.00
											Arm 6 Ahead	Inf
3/1 (George Street exit only)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Abbey Lane exit only)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM Base With LR'	08:00	09:00	01:00	
2: '2023 PM Base With LR'	17:00	18:00	01:00	
3: '2026 AM + CD With LR'	08:00	09:00	01:00	
4: '2026 PM + CD With LR'	17:00	18:00	01:00	
5: '2026 AM + CD + Dev With LR'	08:00	09:00	01:00	
6: '2026 PM + CD + Dev With LR'	17:00	18:00	01:00	
7: '2023 AM Base No LR'	08:00	09:00	01:00	
8: '2023 PM Base No LR'	17:00	18:00	01:00	
9: '2026 AM + CD No LR'	08:00	09:00	01:00	
10: '2026 PM + CD No LR'	17:00	18:00	01:00	
11: '2026 AM + CD + Dev No LR'	08:00	09:00	01:00	
12: '2026 PM + CD + Dev No LR'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	174	190	14	378
	B	0	0	0	0	0
	C	493	448	0	11	952
	D	0	0	0	0	0
	Tot.	493	622	190	25	1330

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	952(In) 504(Out)
1/2 (short)	448
2/1	378
3/1	622
4/1	25
5/1	493
6/1	190

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	2.2 %	1905	1905
				Arm 5 Ahead	Inf	97.8 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	46.0 %	1839	1839
				Arm 4 Right	6.00	3.7 %		
				Arm 6 Ahead	Inf	50.3 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	150	335	9	494
	B	0	0	0	0	0
	C	274	529	0	19	822
	D	0	0	0	0	0
	Tot.	274	679	335	28	1316

Traffic Lane Flows

Lane	Scenario 2: Scenario 2
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	822(In) 293(Out)
1/2 (short)	529
2/1	494
3/1	679
4/1	28
5/1	274
6/1	335

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	6.5 %	1884	1884
				Arm 5 Ahead	Inf	93.5 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	30.4 %	1898	1898
				Arm 4 Right	6.00	1.8 %		
				Arm 6 Ahead	Inf	67.8 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Scenario 3' (FG3: '2026 AM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	179	191	14	384
	B	0	0	0	0	0
	C	500	505	0	11	1016
	D	0	0	0	0	0
	Tot.	500	684	191	25	1400

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	1016(In) 511(Out)
1/2 (short)	505
2/1	384
3/1	684
4/1	25
5/1	500
6/1	191

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	2.2 %	1905	1905
				Arm 5 Ahead	Inf	97.8 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	46.6 %	1838	1838
				Arm 4 Right	6.00	3.6 %		
				Arm 6 Ahead	Inf	49.7 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 4' (FG4: '2026 PM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	156	337	9	502
	B	0	0	0	0	0
	C	282	584	0	19	885
	D	0	0	0	0	0
	Tot.	282	740	337	28	1387

Traffic Lane Flows

Lane	Scenario 4: Scenario 4
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	885(In) 301(Out)
1/2 (short)	584
2/1	502
3/1	740
4/1	28
5/1	282
6/1	337

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	6.3 %	1885	1885
				Arm 5 Ahead	Inf	93.7 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	31.1 %	1896	1896
				Arm 4 Right	6.00	1.8 %		
				Arm 6 Ahead	Inf	67.1 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Scenario 5' (FG5: '2026 AM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	187	191	14	392
	B	0	0	0	0	0
	C	504	510	0	11	1025
	D	0	0	0	0	0
	Tot.	504	697	191	25	1417

Traffic Lane Flows

Lane	Scenario 5: Scenario 5
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	1025(In) 515(Out)
1/2 (short)	510
2/1	392
3/1	697
4/1	25
5/1	504
6/1	191

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	2.1 %	1905	1905
				Arm 5 Ahead	Inf	97.9 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	47.7 %	1835	1835
				Arm 4 Right	6.00	3.6 %		
				Arm 6 Ahead	Inf	48.7 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Scenario 6' (FG6: '2026 PM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	174	337	9	520
	B	0	0	0	0	0
	C	284	599	0	19	902
	D	0	0	0	0	0
	Tot.	284	773	337	28	1422

Traffic Lane Flows

Lane	Scenario 6: Scenario 6
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	902(In) 303(Out)
1/2 (short)	599
2/1	520
3/1	773
4/1	28
5/1	284
6/1	337

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	6.3 %	1885	1885
				Arm 5 Ahead	Inf	93.7 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	33.5 %	1888	1888
				Arm 4 Right	6.00	1.7 %		
				Arm 6 Ahead	Inf	64.8 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Scenario 7' (FG7: '2023 AM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	166	222	14	402
	B	0	0	0	0	0
	C	479	444	0	8	931
	D	0	0	0	0	0
	Tot.	479	610	222	22	1333

Traffic Lane Flows

Lane	Scenario 7: Scenario 7
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	931(In) 487(Out)
1/2 (short)	444
2/1	402
3/1	610
4/1	22
5/1	479
6/1	222

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	1.6 %	1907	1907
				Arm 5 Ahead	Inf	98.4 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	41.3 %	1855	1855
				Arm 4 Right	6.00	3.5 %		
				Arm 6 Ahead	Inf	55.2 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Scenario 8 ' (FG8: '2023 PM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	153	289	10	452
	B	0	0	0	0	0
	C	263	547	0	18	828
	D	0	0	0	0	0
	Tot.	263	700	289	28	1280

Traffic Lane Flows

Lane	Scenario 8: Scenario 8
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	828(In) 281(Out)
1/2 (short)	547
2/1	452
3/1	700
4/1	28
5/1	263
6/1	289

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	6.4 %	1885	1885
				Arm 5 Ahead	Inf	93.6 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	33.8 %	1885	1885
				Arm 4 Right	6.00	2.2 %		
				Arm 6 Ahead	Inf	63.9 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Scenario 9' (FG9: '2026 AM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	178	228	15	421
	B	0	0	0	0	0
	C	509	498	0	8	1015
	D	0	0	0	0	0
	Tot.	509	676	228	23	1436

Traffic Lane Flows

Lane	Scenario 9: Scenario 9
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	1015(In) 517(Out)
1/2 (short)	498
2/1	421
3/1	676
4/1	23
5/1	509
6/1	228

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	1.5 %	1908	1908
				Arm 5 Ahead	Inf	98.5 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	42.3 %	1852	1852
				Arm 4 Right	6.00	3.6 %		
				Arm 6 Ahead	Inf	54.2 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Scenario 10' (FG10: '2026 PM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	178	301	10	489
	B	0	0	0	0	0
	C	278	596	0	19	893
	D	0	0	0	0	0
	Tot.	278	774	301	29	1382

Traffic Lane Flows

Lane	Scenario 10: Scenario 10
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	893(In) 297(Out)
1/2 (short)	596
2/1	489
3/1	774
4/1	29
5/1	278
6/1	301

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	6.4 %	1885	1885
				Arm 5 Ahead	Inf	93.6 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	36.4 %	1877	1877
				Arm 4 Right	6.00	2.0 %		
				Arm 6 Ahead	Inf	61.6 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Scenario 11' (FG11: '2026 AM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	186	228	15	429
	B	0	0	0	0	0
	C	513	510	0	8	1031
	D	0	0	0	0	0
	Tot.	513	696	228	23	1460

Traffic Lane Flows

Lane	Scenario 11: Scenario 11
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	1031(In) 521(Out)
1/2 (short)	510
2/1	429
3/1	696
4/1	23
5/1	513
6/1	228

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	1.5 %	1908	1908
				Arm 5 Ahead	Inf	98.5 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	43.4 %	1849	1849
				Arm 4 Right	6.00	3.5 %		
				Arm 6 Ahead	Inf	53.1 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Scenario 12' (FG12: '2026 PM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	196	301	10	507
	B	0	0	0	0	0
	C	280	624	0	19	923
	D	0	0	0	0	0
	Tot.	280	820	301	29	1430

Traffic Lane Flows

Lane	Scenario 12: Scenario 12
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	923(In) 299(Out)
1/2 (short)	624
2/1	507
3/1	820
4/1	29
5/1	280
6/1	301

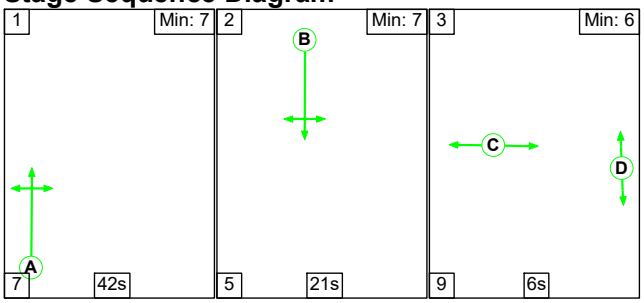
Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	6.4 %	1885	1885
				Arm 5 Ahead	Inf	93.6 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	38.7 %	1870	1870
				Arm 4 Right	6.00	2.0 %		
				Arm 6 Ahead	Inf	59.4 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram

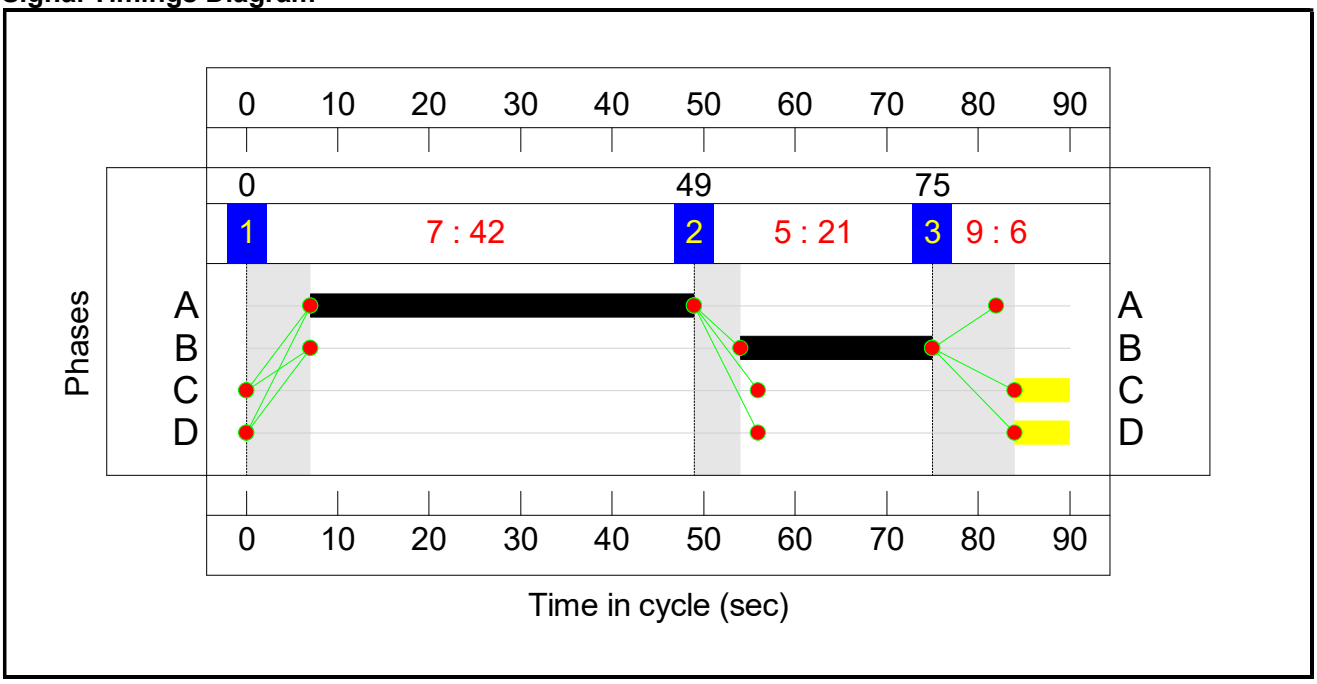


Stage Timings

Stage	1	2	3
Duration	42	21	6
Change Point	0	49	75

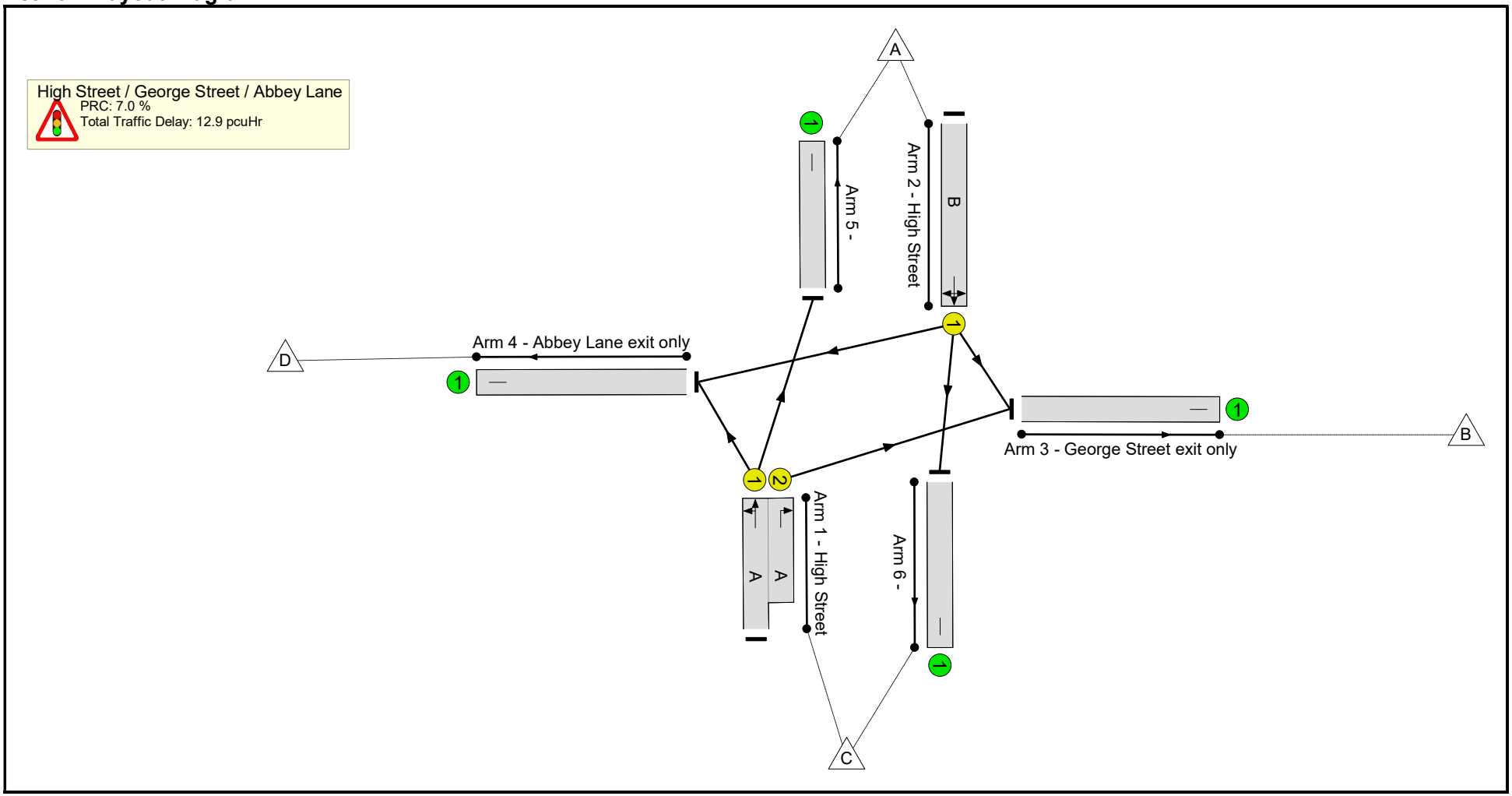
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
High Street / George Street / Abbey Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.1%**
1/1+1/2	High Street Right Left Ahead	U	N/A	N/A	A		1	42	-	952	1905:1731	601+534	83.9 : 83.9%
2/1	High Street Left Right Ahead	U	N/A	N/A	B		1	21	-	378	1839	450	84.1%
3/1	George Street exit only	U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
4/1	Abbey Lane exit only	U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	493	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	190	Inf	Inf	0.0%

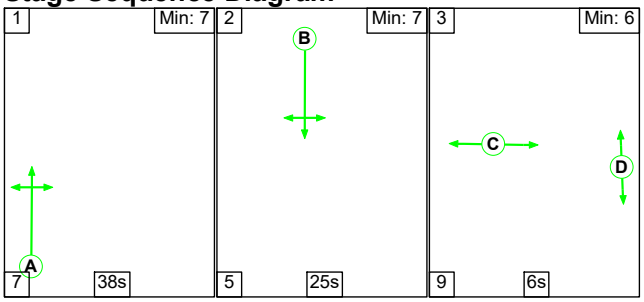
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**7.9**	**5.0**	**0.0**	**12.9**	**-**	**-**	**-**	**-**
High Street / George Street / Abbey Lane	**-**	**-**	**0**	**0**	**0**	**7.9**	**5.0**	**0.0**	**12.9**	**-**	**-**	**-**	**-**
1/1+1/2	952	952	-	-	-	4.5	2.5	-	7.1	26.7	12.3	2.5	14.8
2/1	378	378	-	-	-	3.4	2.5	-	5.9	55.9	8.9	2.5	11.4
3/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 7.0 Total Delay for Signalled Lanes (pcuHr): 12.92 Cycle Time (s): 90
PRC Over All Lanes (%): 7.0 Total Delay Over All Lanes(pcuHr): 12.92

Full Input Data And Results

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

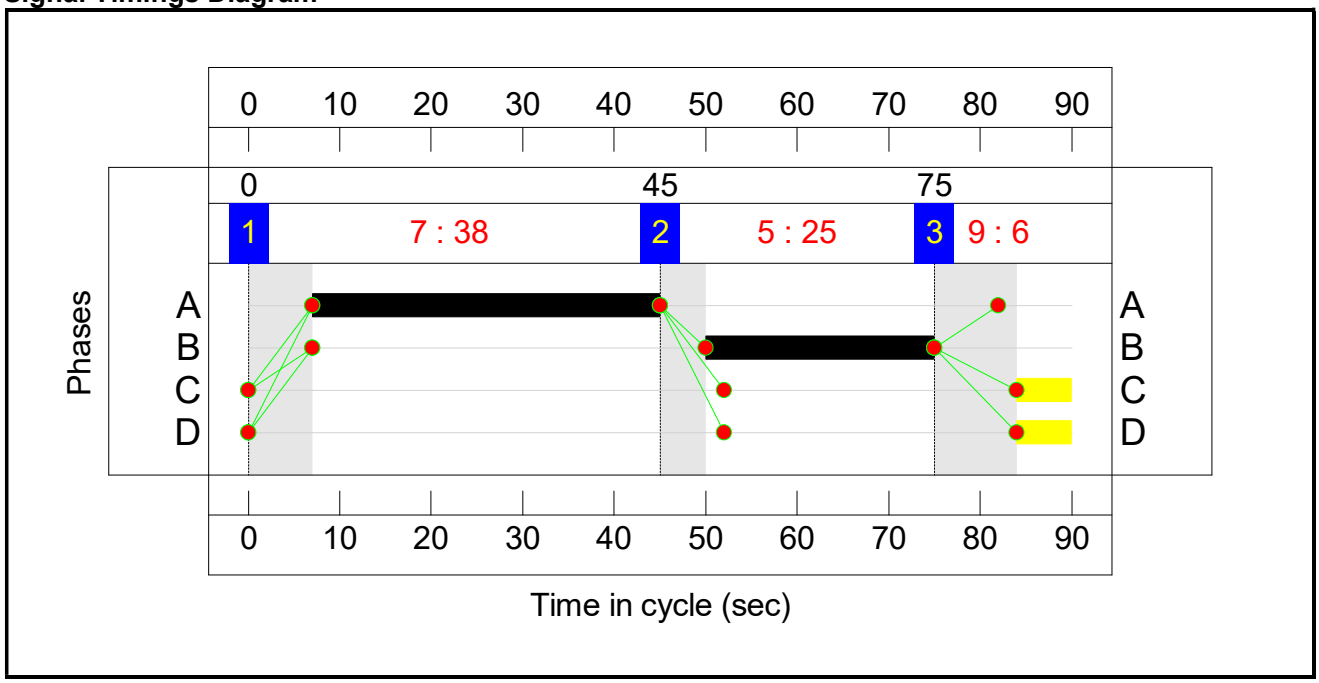
Stage Sequence Diagram



Stage Timings

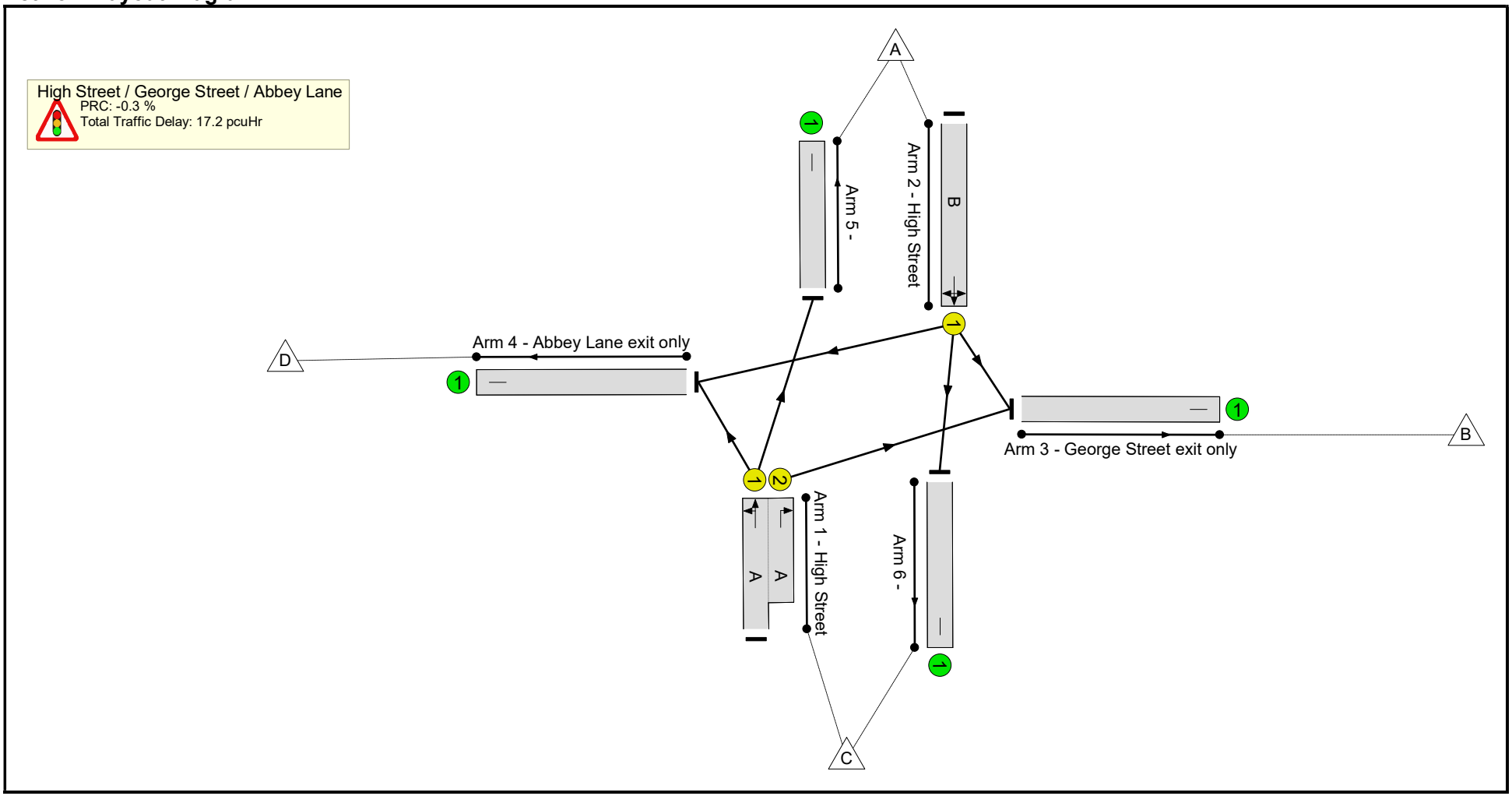
Stage	1	2	3
Duration	38	25	6
Change Point	0	45	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.3%**
High Street / George Street / Abbey Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.3%**
1/1+1/2	High Street Right Left Ahead	U	N/A	N/A	A		1	38	-	822	1884:1731	325+586	90.3 : 90.3%
2/1	High Street Left Right Ahead	U	N/A	N/A	B		1	25	-	494	1898	548	90.1%
3/1	George Street exit only	U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
4/1	Abbey Lane exit only	U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	274	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%

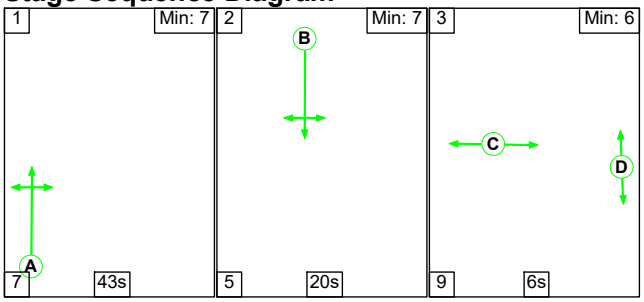
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.0**	**8.2**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
High Street / George Street / Abbey Lane	**-**	**-**	**0**	**0**	**0**	**9.0**	**8.2**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
1/1+1/2	822	822	-	-	-	4.8	4.2	-	9.0	39.5	14.6	4.2	18.9
2/1	494	494	-	-	-	4.2	4.0	-	8.2	59.7	11.8	4.0	15.8
3/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -0.3 Total Delay for Signalled Lanes (pcuHr): 17.21 Cycle Time (s): 90
PRC Over All Lanes (%): -0.3 Total Delay Over All Lanes(pcuHr): 17.21

Full Input Data And Results

Scenario 3: 'Scenario 3' (FG3: '2026 AM + CD With LR', Plan 1: 'Network Control Plan 1')

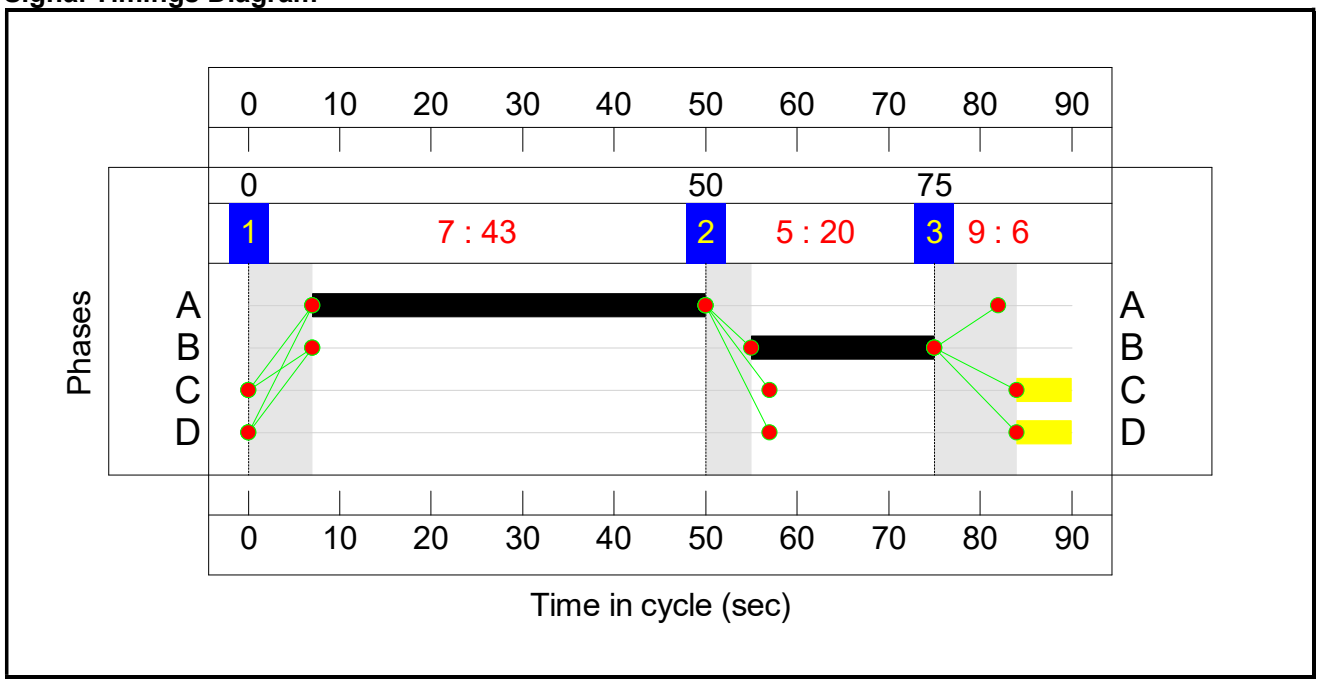
Stage Sequence Diagram



Stage Timings

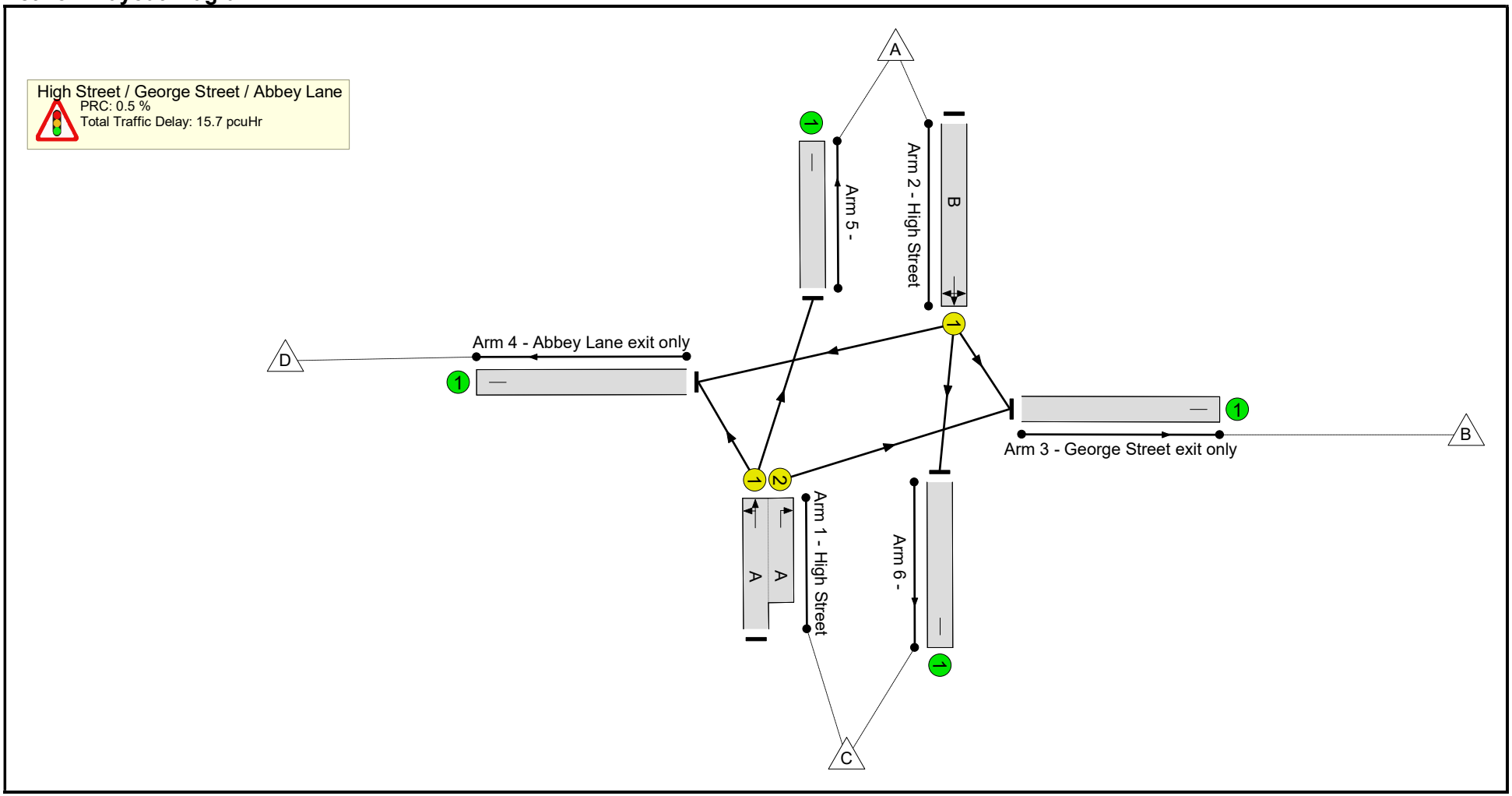
Stage	1	2	3
Duration	43	20	6
Change Point	0	50	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.5%**
High Street / George Street / Abbey Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.5%**
1/1+1/2	High Street Right Left Ahead	U	N/A	N/A	A		1	43	-	1016	1905:1731	577+571	88.5 : 88.5%
2/1	High Street Left Right Ahead	U	N/A	N/A	B		1	20	-	384	1838	429	89.5%
3/1	George Street exit only	U	N/A	N/A	-		-	-	-	684	Inf	Inf	0.0%
4/1	Abbey Lane exit only	U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	500	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%

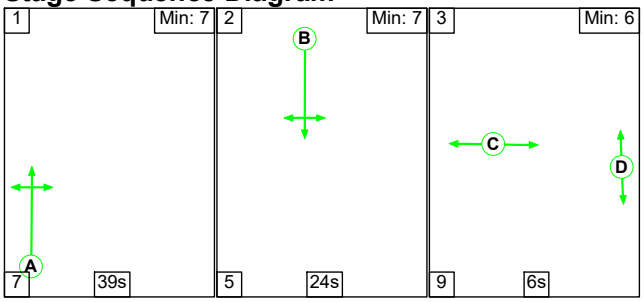
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.4**	**7.3**	**0.0**	**15.7**	**-**	**-**	**-**	**-**
High Street / George Street / Abbey Lane	**-**	**-**	**0**	**0**	**0**	**8.4**	**7.3**	**0.0**	**15.7**	**-**	**-**	**-**	**-**
1/1+1/2	1016	1016	-	-	-	4.8	3.6	-	8.4	29.9	14.1	3.6	17.7
2/1	384	384	-	-	-	3.6	3.7	-	7.2	67.9	9.3	3.7	13.0
3/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.5 Total Delay for Signalled Lanes (pcuHr): 15.69 Cycle Time (s): 90
PRC Over All Lanes (%): 0.5 Total Delay Over All Lanes(pcuHr): 15.69

Full Input Data And Results

Scenario 4: 'Scenario 4' (FG4: '2026 PM + CD With LR', Plan 1: 'Network Control Plan 1')

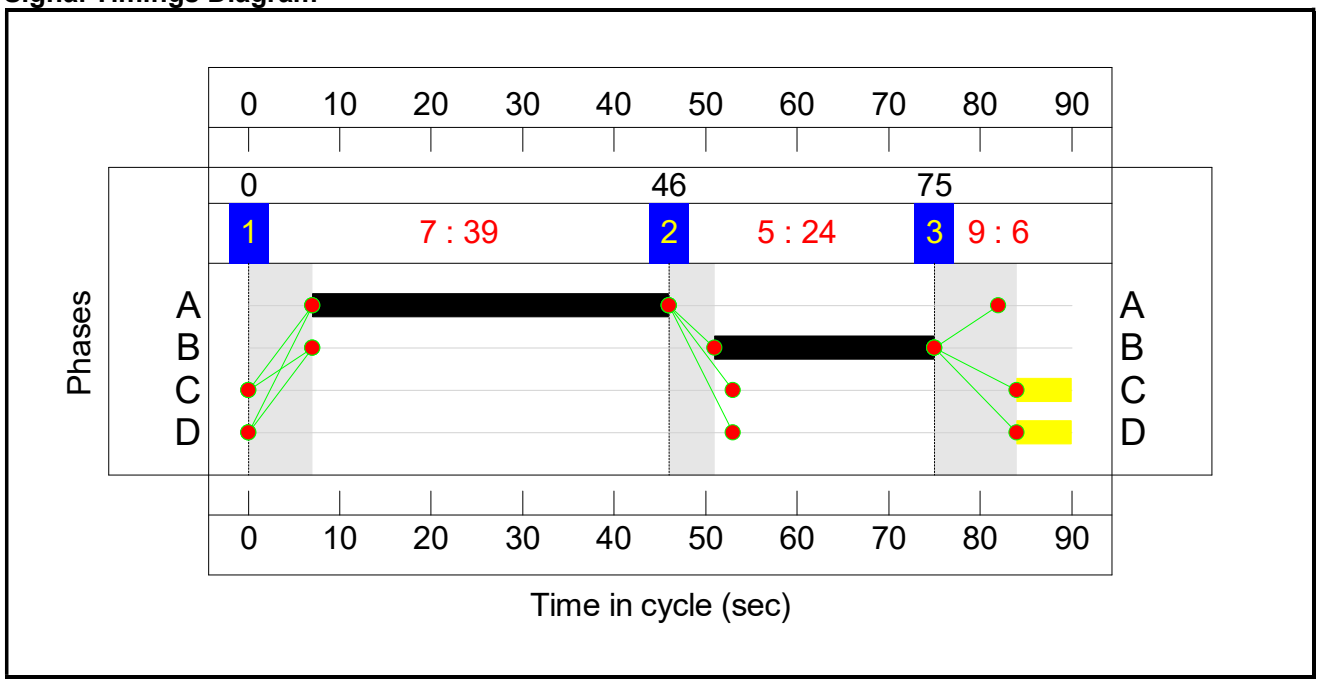
Stage Sequence Diagram



Stage Timings

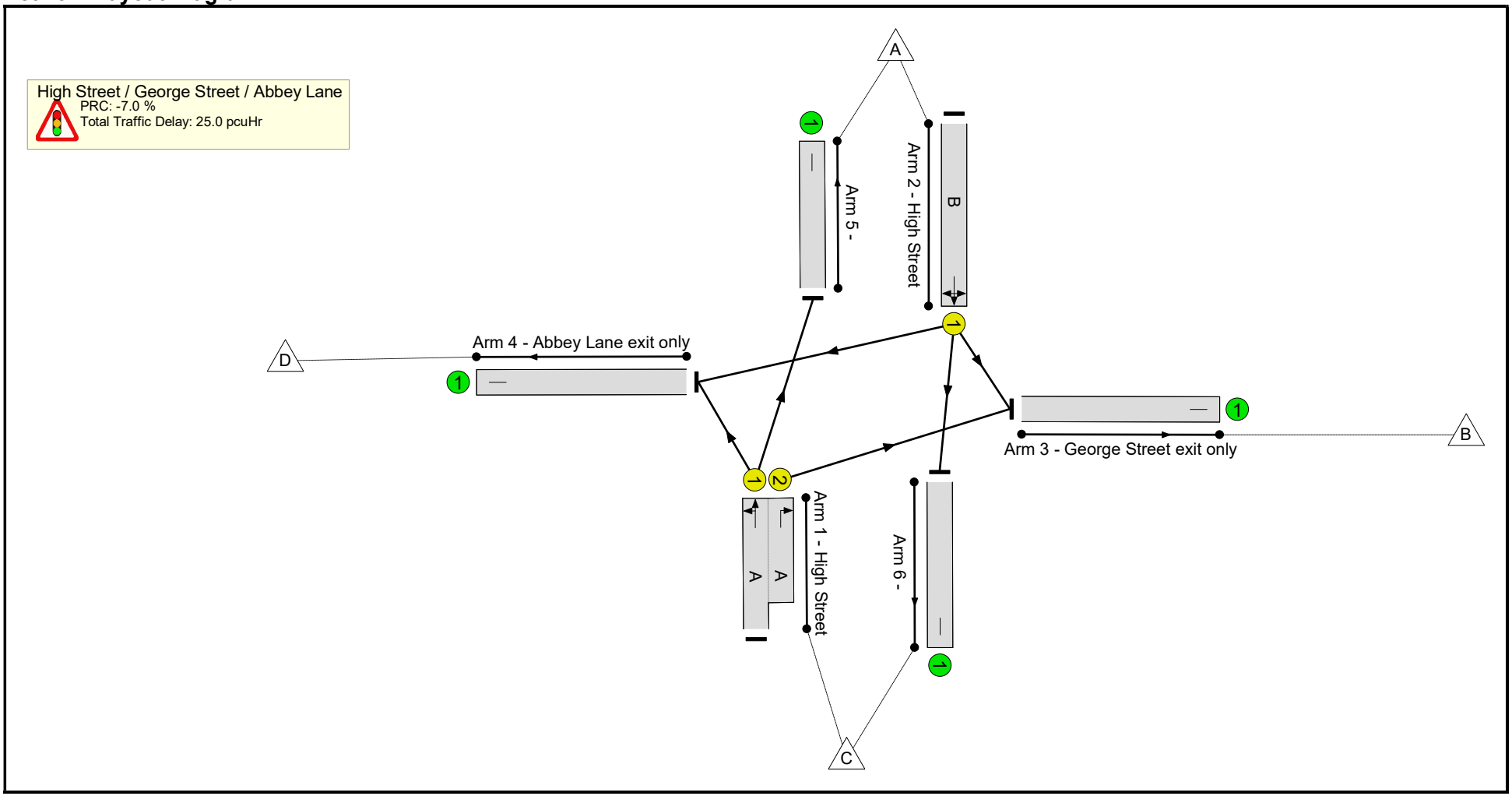
Stage	1	2	3
Duration	39	24	6
Change Point	0	46	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.3%**
High Street / George Street / Abbey Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.3%**
1/1+1/2	High Street Right Left Ahead	U	N/A	N/A	A		1	39	-	885	1885:1731	313+606	96.3 : 96.3%
2/1	High Street Left Right Ahead	U	N/A	N/A	B		1	24	-	502	1896	527	95.3%
3/1	George Street exit only	U	N/A	N/A	-		-	-	-	740	Inf	Inf	0.0%
4/1	Abbey Lane exit only	U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	337	Inf	Inf	0.0%

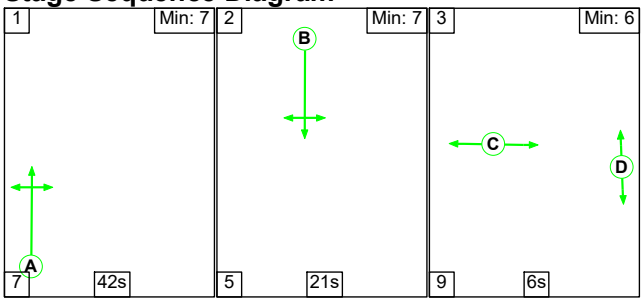
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.8**	**15.3**	**0.0**	**25.0**	**-**	**-**	**-**	**-**
High Street / George Street / Abbey Lane	**-**	**-**	**0**	**0**	**0**	**9.8**	**15.3**	**0.0**	**25.0**	**-**	**-**	**-**	**-**
1/1+1/2	885	885	-	-	-	5.3	8.6	-	14.0	56.8	17.5	8.6	26.2
2/1	502	502	-	-	-	4.5	6.6	-	11.1	79.4	12.3	6.6	18.9
3/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -7.0 Total Delay for Signalled Lanes (pcuHr): 25.04 Cycle Time (s): 90
PRC Over All Lanes (%): -7.0 Total Delay Over All Lanes(pcuHr): 25.04

Full Input Data And Results

Scenario 5: 'Scenario 5' (FG5: '2026 AM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

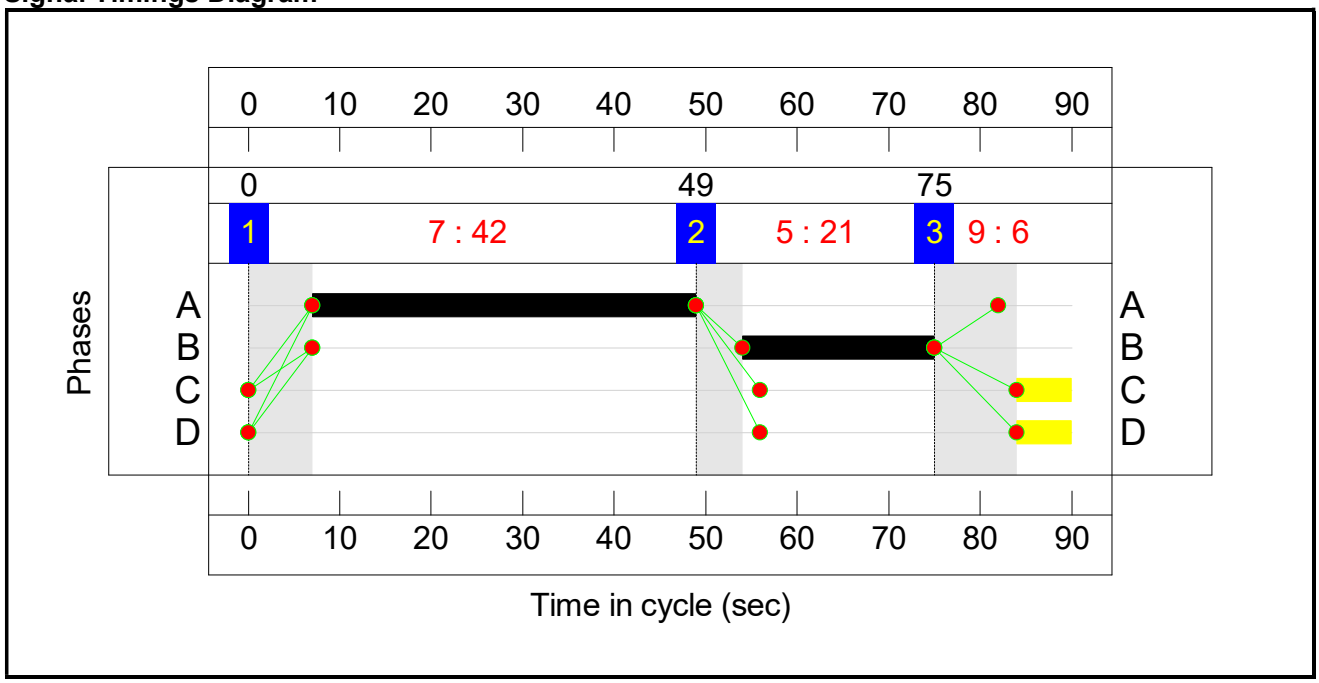
Stage Sequence Diagram



Stage Timings

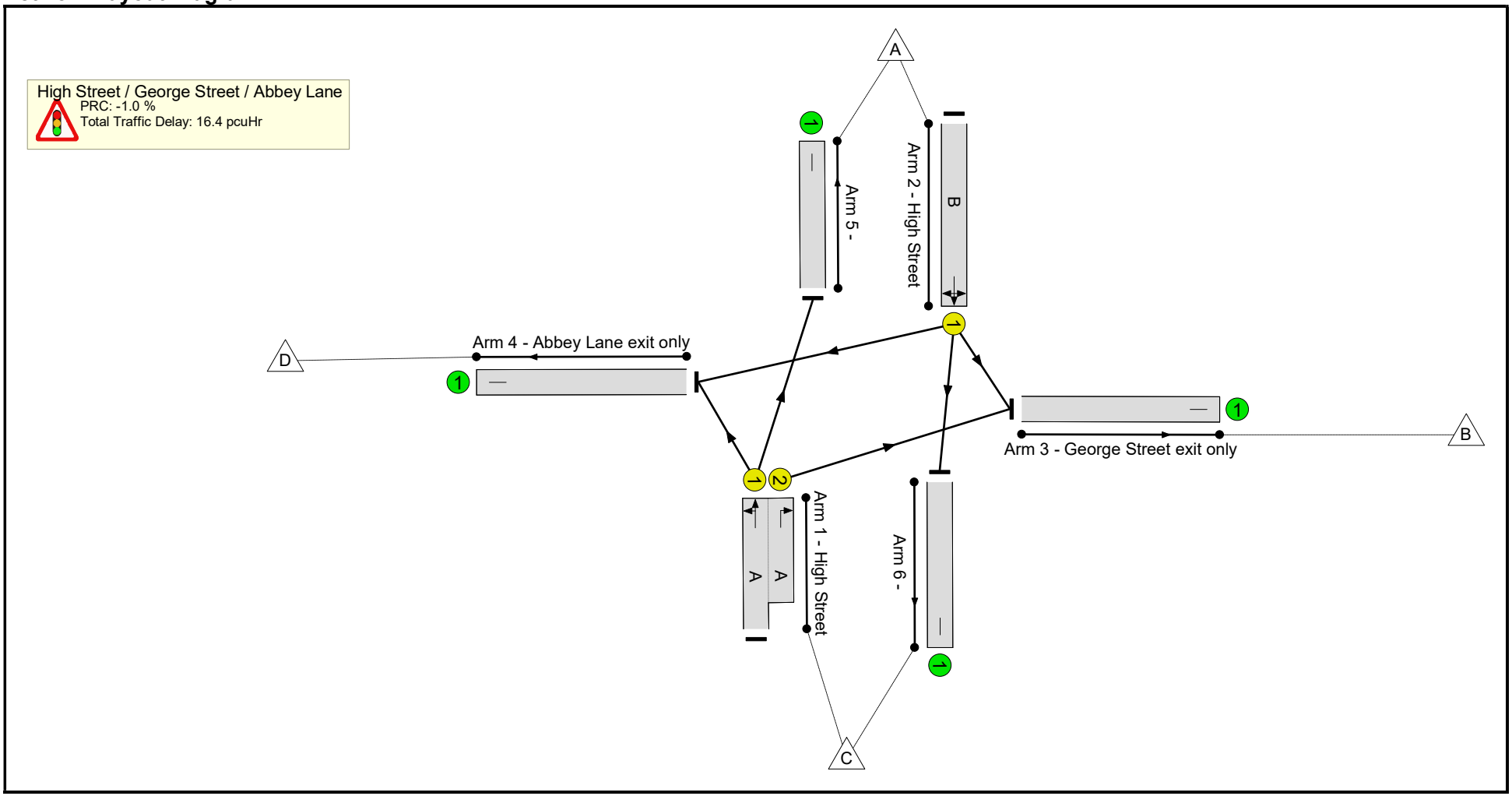
Stage	1	2	3
Duration	42	21	6
Change Point	0	49	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.9%**
High Street / George Street / Abbey Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.9%**
1/1+1/2	High Street Right Left Ahead	U	N/A	N/A	A		1	42	-	1025	1905:1731	566+561	90.9 : 90.9%
2/1	High Street Left Right Ahead	U	N/A	N/A	B		1	21	-	392	1835	449	87.4%
3/1	George Street exit only	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
4/1	Abbey Lane exit only	U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	504	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%

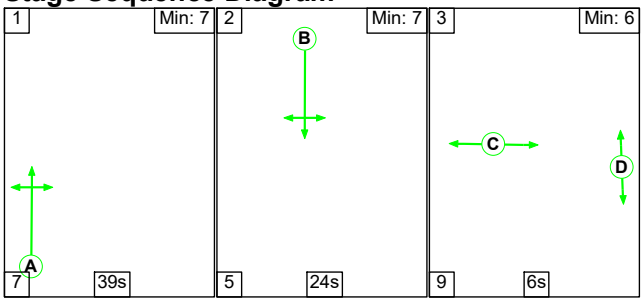
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.7**	**7.7**	**0.0**	**16.4**	**-**	**-**	**-**	**-**
High Street / George Street / Abbey Lane	**-**	**-**	**0**	**0**	**0**	**8.7**	**7.7**	**0.0**	**16.4**	**-**	**-**	**-**	**-**
1/1+1/2	1025	1025	-	-	-	5.1	4.6	-	9.7	34.1	15.1	4.6	19.7
2/1	392	392	-	-	-	3.6	3.1	-	6.7	61.3	9.4	3.1	12.5
3/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	191	191	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -1.0 Total Delay for Signalled Lanes (pcuHr): 16.40 Cycle Time (s): 90
PRC Over All Lanes (%): -1.0 Total Delay Over All Lanes(pcuHr): 16.40

Full Input Data And Results

Scenario 6: 'Scenario 6' (FG6: '2026 PM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

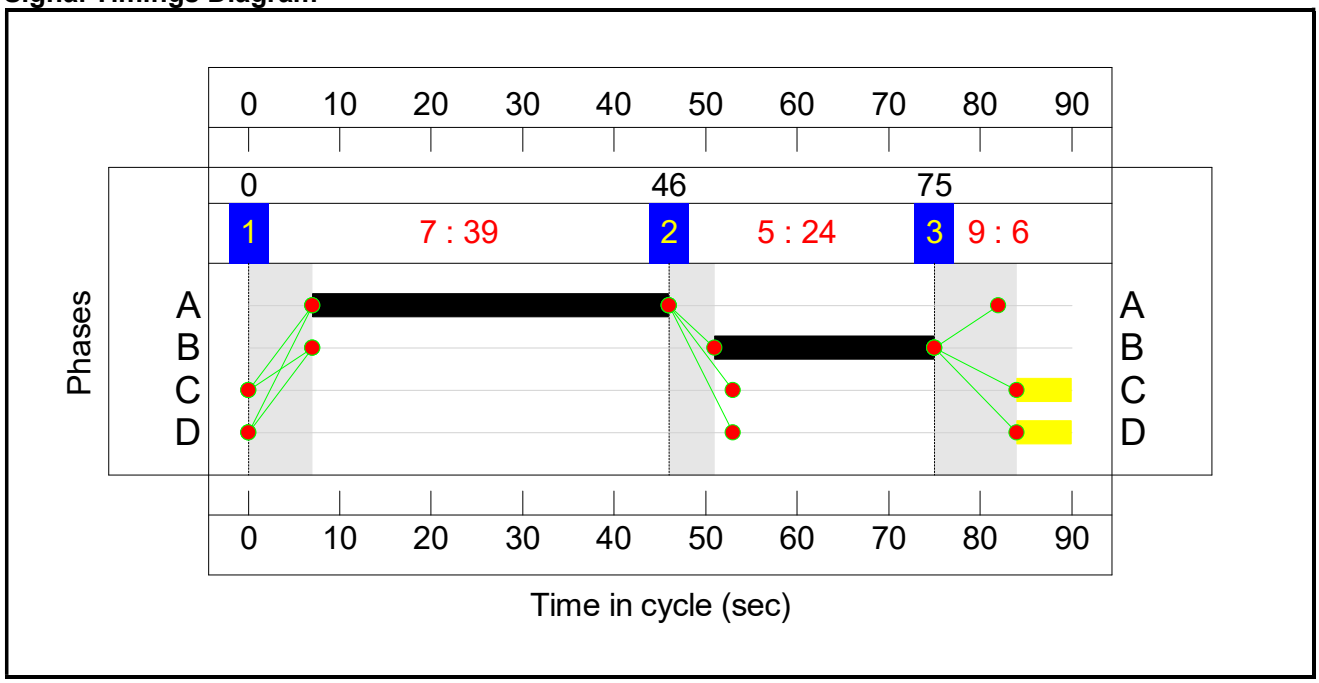
Stage Sequence Diagram



Stage Timings

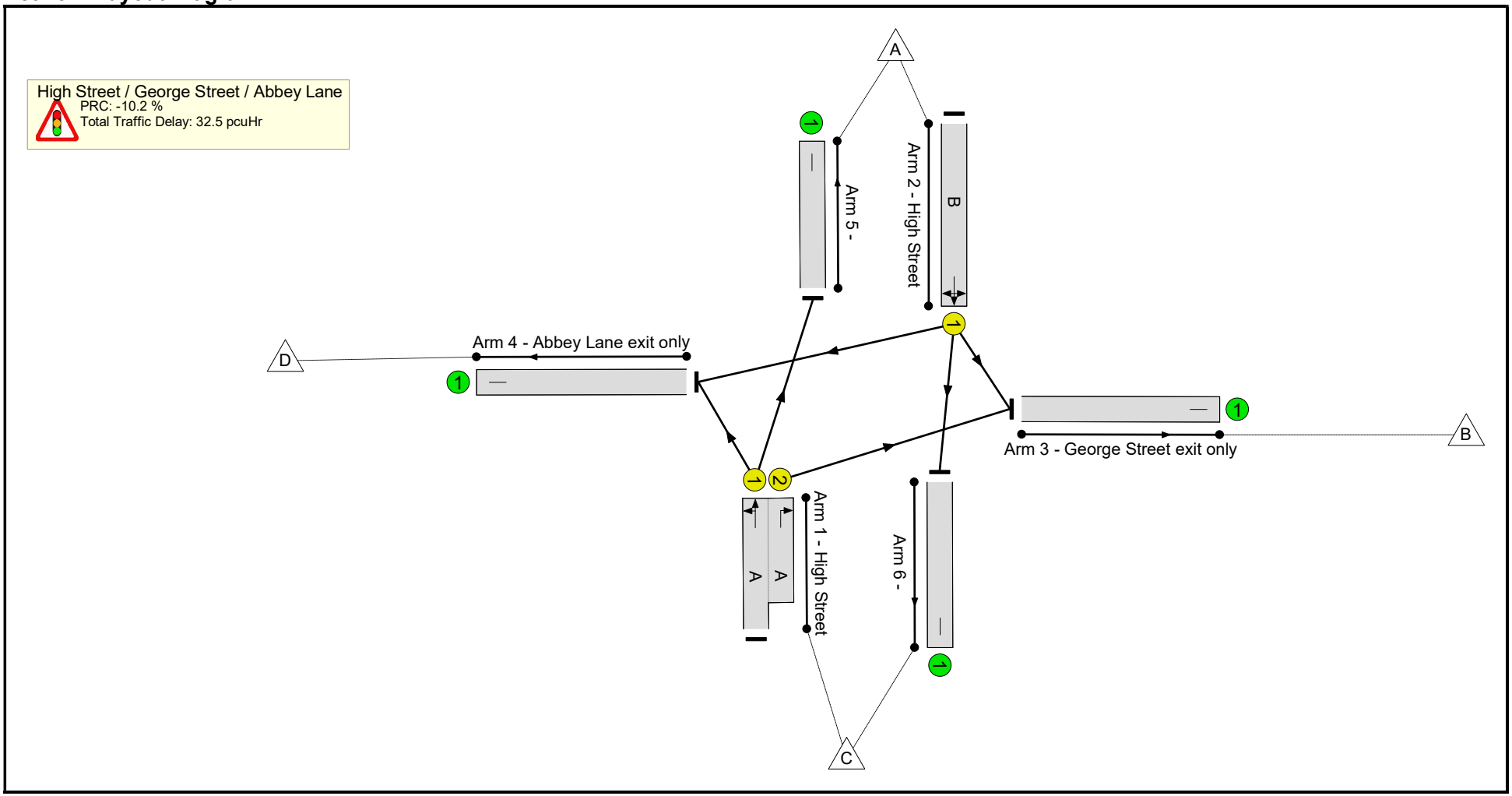
Stage	1	2	3
Duration	39	24	6
Change Point	0	46	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.2%**
High Street / George Street / Abbey Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.2%**
1/1+1/2	High Street Right Left Ahead	U	N/A	N/A	A		1	39	-	902	1885:1731	308+608	98.5 : 98.5%
2/1	High Street Left Right Ahead	U	N/A	N/A	B		1	24	-	520	1888	524	99.2%
3/1	George Street exit only	U	N/A	N/A	-		-	-	-	773	Inf	Inf	0.0%
4/1	Abbey Lane exit only	U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	337	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.2**	**22.3**	**0.0**	**32.5**	**-**	**-**	**-**	**-**
High Street / George Street / Abbey Lane	**-**	**-**	**0**	**0**	**0**	**10.2**	**22.3**	**0.0**	**32.5**	**-**	**-**	**-**	**-**
1/1+1/2	902	902	-	-	-	5.5	11.9	-	17.5	69.7	18.5	11.9	30.4
2/1	520	520	-	-	-	4.7	10.3	-	15.0	104.0	12.9	10.3	23.2
3/1	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

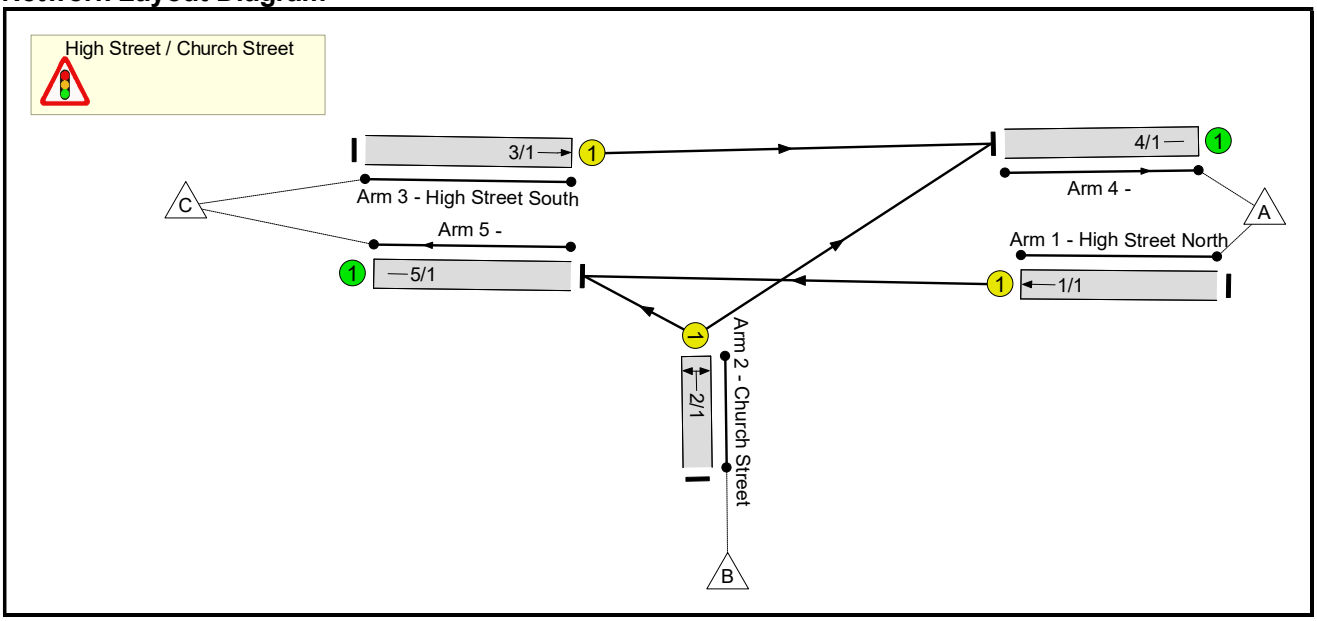
C1 PRC for Signalled Lanes (%): -10.2 Total Delay for Signalled Lanes (pcuHr): 32.48 Cycle Time (s): 90
PRC Over All Lanes (%): -10.2 Total Delay Over All Lanes(pcuHr): 32.48

Full Input Data And Results

User and Project Details

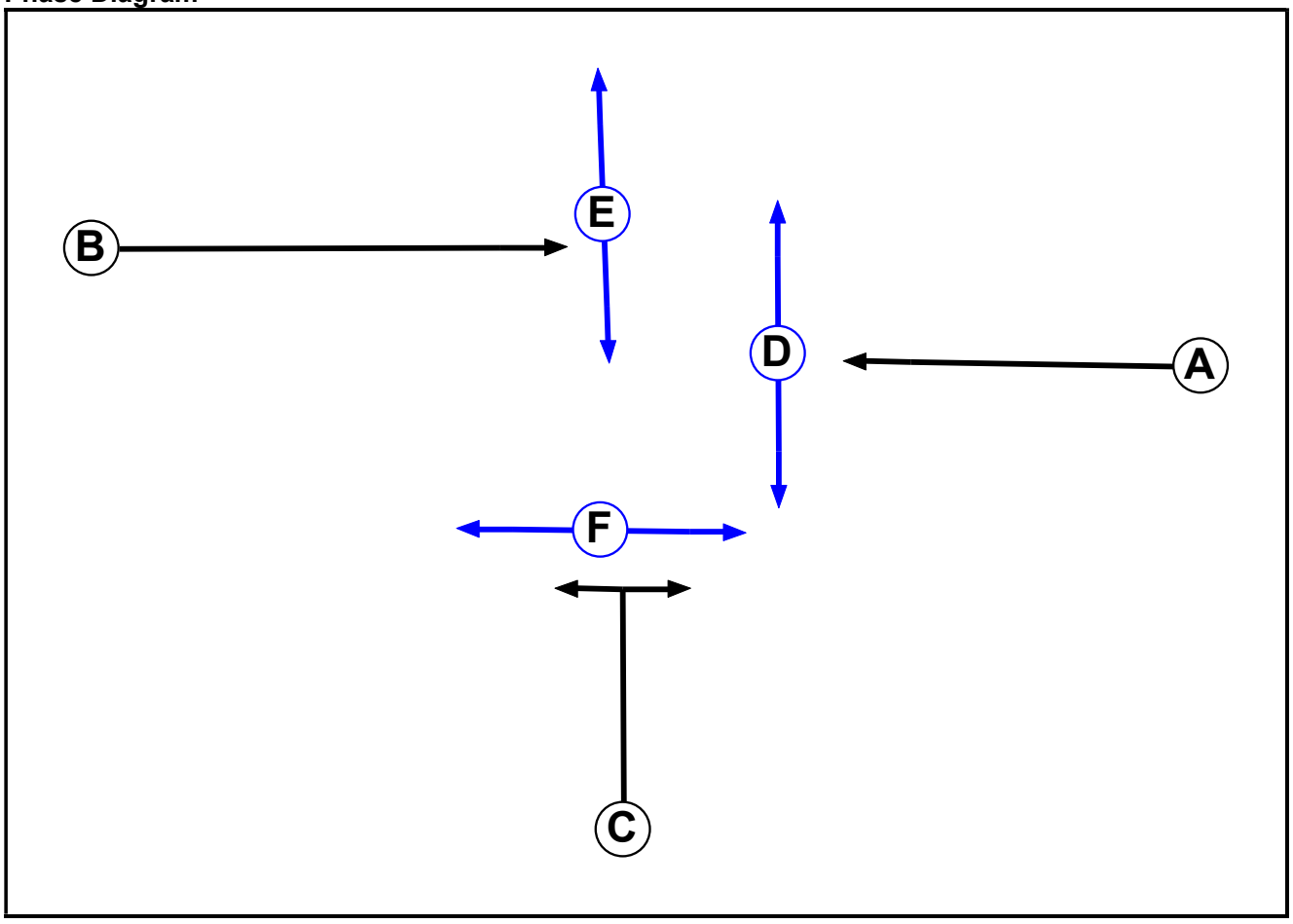
Project:	
Title:	
Location:	
Additional detail:	
File name:	High Street_ Church Street Proposed.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



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	Pedestrian		5	5
E	Pedestrian		5	5
F	Pedestrian		5	5

Full Input Data And Results

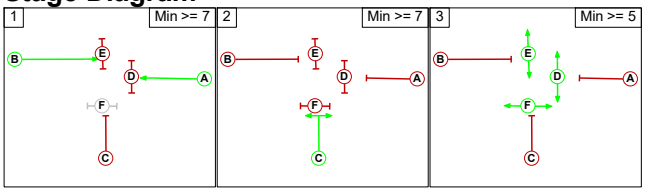
Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		-	5	5	5	-
	B	-		5	5	5	-
	C	7	7		5	5	5
	D	8	9	9		-	-
	E	9	8	9	-		-
	F	-	-	8	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D E F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	5
	2	7		5
	3	9	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: High Street / Church Street
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: High Street / Church Street												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (High Street North)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
2/1 (Church Street)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	15.00
											Arm 5 Left	15.00
3/1 (High Street South)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 AM Plus Dev With LR'	08:00	09:00	01:00	
2: '2026 PM Plus Dev With LR'	17:00	18:00	01:00	
3: '2026 AM Plus Dev No LR'	08:00	09:00	01:00	
4: '2026 PM Plus Dev No LR'	17:00	18:00	01:00	

Scenario 1: 'Scenario 1' (FG1: '2026 AM Plus Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	293	293
	B	478	0	119	597
	C	496	0	0	496
	Tot.	974	0	412	1386

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: High Street / Church Street	
1/1	293
2/1	597
3/1	496
4/1	974
5/1	412

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / Church Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street North)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Church Street)	3.00	0.00	Y	Arm 4 Right	15.00	80.1 %	1741	1741
				Arm 5 Left	15.00	19.9 %		
3/1 (High Street South)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Scenario 2' (FG2: '2026 PM Plus Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	437	437
	B	289	0	116	405
	C	269	0	0	269
	Tot.	558	0	553	1111

Traffic Lane Flows

Lane	Scenario 2: Scenario 2
Junction: High Street / Church Street	
1/1	437
2/1	405
3/1	269
4/1	558
5/1	553

Lane Saturation Flows

Junction: High Street / Church Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street North)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Church Street)	3.00	0.00	Y	Arm 4 Right	15.00	71.4 %	1741	1741
				Arm 5 Left	15.00	28.6 %		
3/1 (High Street South)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Scenario 3' (FG3: '2026 AM Plus Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	263	263
	B	466	0	171	637
	C	487	0	0	487
	Tot.	953	0	434	1387

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: High Street / Church Street	
1/1	263
2/1	637
3/1	487
4/1	953
5/1	434

Lane Saturation Flows

Junction: High Street / Church Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street North)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Church Street)	3.00	0.00	Y	Arm 4 Right	15.00	73.2 %	1741	1741
				Arm 5 Left	15.00	26.8 %		
3/1 (High Street South)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 4' (FG4: '2026 PM Plus Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	395	395
	B	293	0	127	420
	C	253	0	0	253
	Tot.	546	0	522	1068

Full Input Data And Results

Traffic Lane Flows

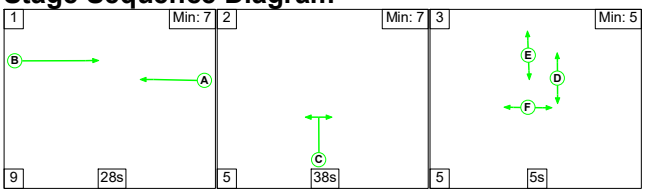
Lane	Scenario 4: Scenario 4
Junction: High Street / Church Street	
1/1	395
2/1	420
3/1	253
4/1	546
5/1	522

Lane Saturation Flows

Junction: High Street / Church Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street North)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Church Street)	3.00	0.00	Y	Arm 4 Right	15.00	69.8 %	1741	1741
				Arm 5 Left	15.00	30.2 %		
3/1 (High Street South)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Scenario 1' (FG1: '2026 AM Plus Dev With LR', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

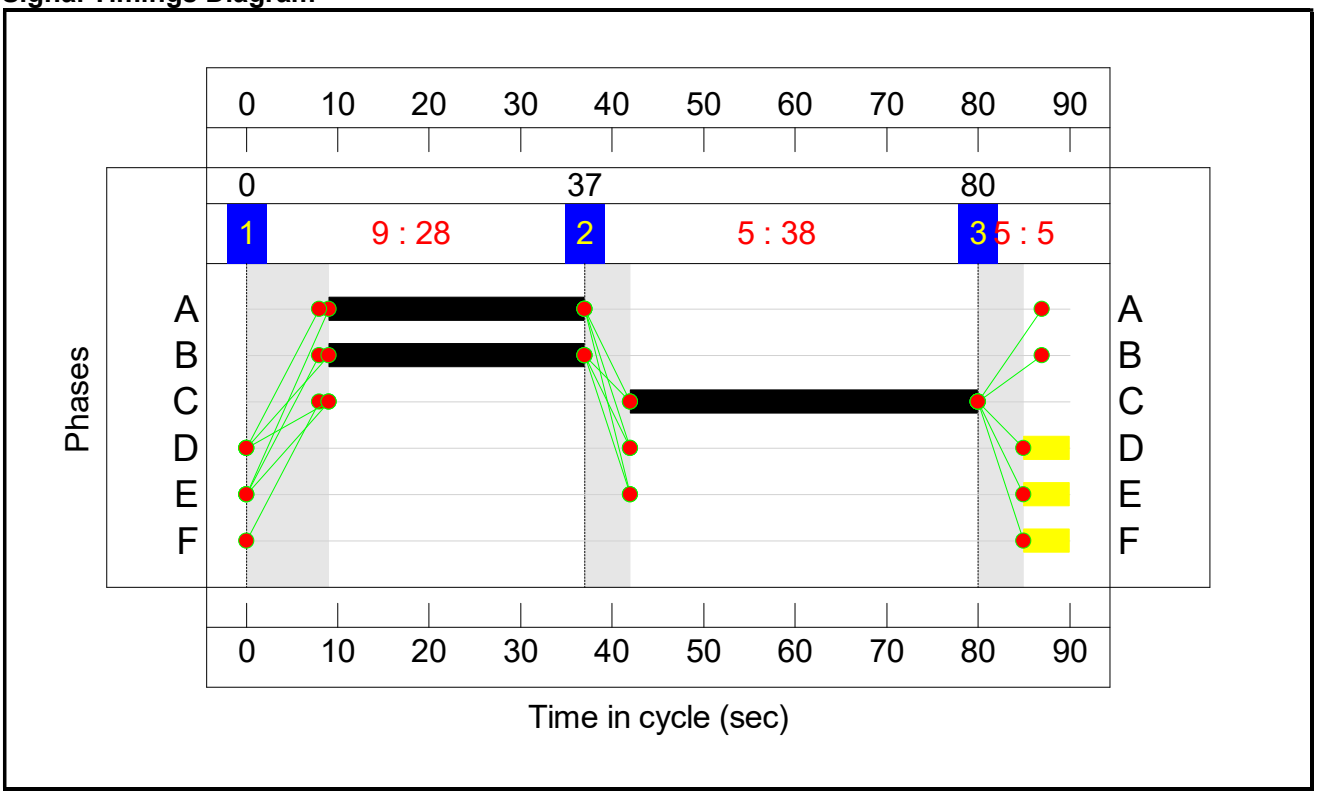


Stage Timings

Stage	1	2	3
Duration	28	38	5
Change Point	0	37	80

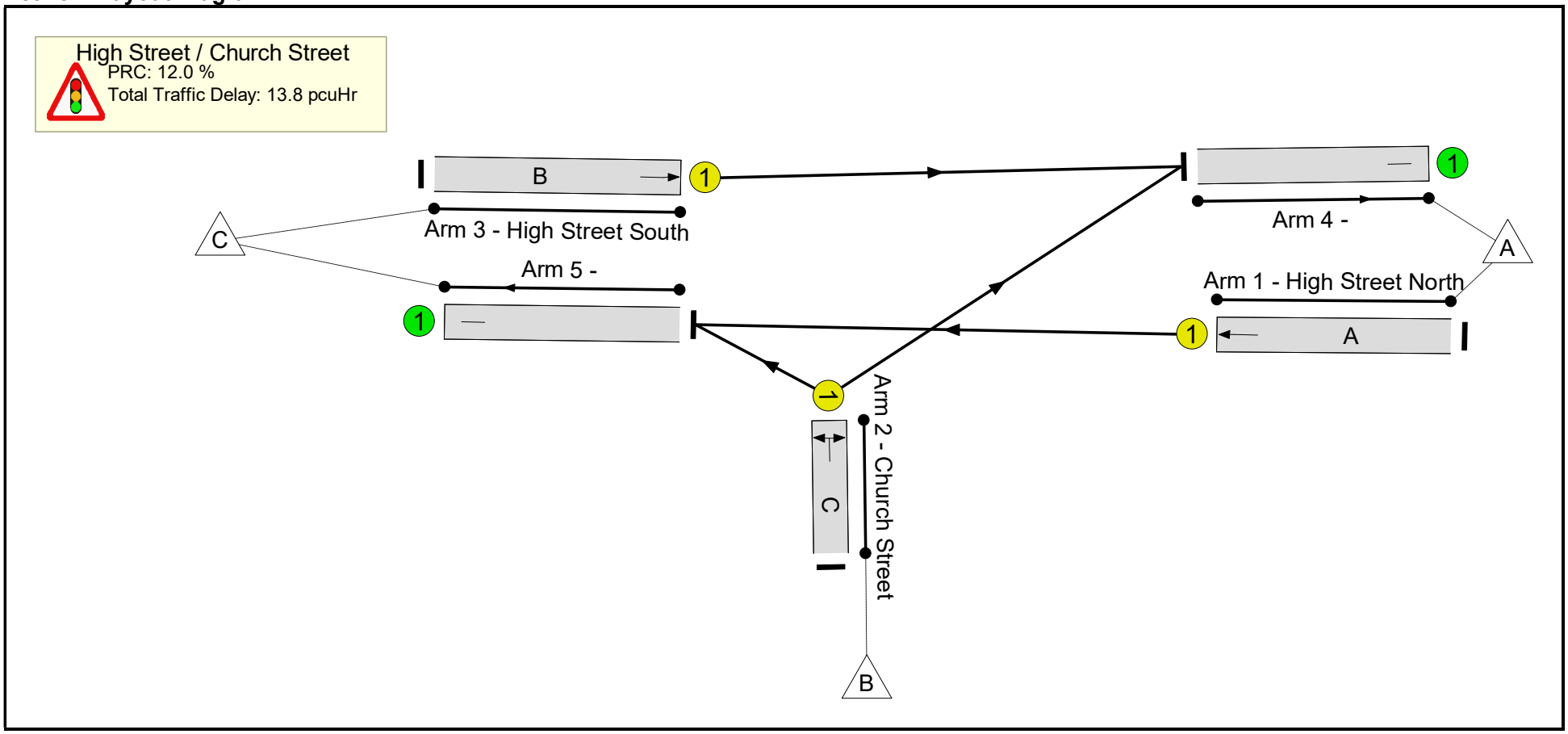
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.4%**
High Street / Church Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.4%**
1/1	High Street North Ahead	U	N/A	N/A	A		1	28	-	293	1915	617	47.5%
2/1	Church Street Right Left	U	N/A	N/A	C		1	38	-	597	1741	754	79.1%
3/1	High Street South Ahead	U	N/A	N/A	B		1	28	-	496	1915	617	80.4%
4/1		U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%

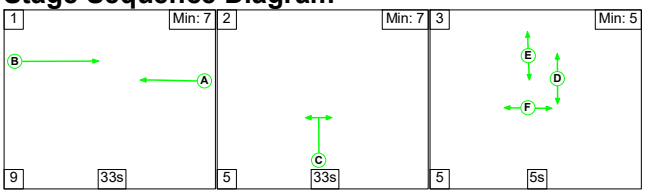
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**9.5**	**4.3**	**0.0**	**13.8**	-	-	-	-
High Street / Church Street	-	-	**0**	**0**	**0**	**9.5**	**4.3**	**0.0**	**13.8**	-	-	-	-
1/1	293	293	-	-	-	2.0	0.5	-	2.4	29.9	5.9	0.5	6.3
2/1	597	597	-	-	-	3.6	1.9	-	5.5	33.2	12.8	1.9	14.6
3/1	496	496	-	-	-	3.8	2.0	-	5.8	42.3	11.3	2.0	13.3
4/1	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.0 Total Delay for Signalled Lanes (pcuHr): 13.76 Cycle Time (s): 90
PRC Over All Lanes (%): 12.0 Total Delay Over All Lanes(pcuHr): 13.76

Full Input Data And Results

Scenario 2: 'Scenario 2' (FG2: '2026 PM Plus Dev With LR', Plan 1: 'Network Control Plan 1')

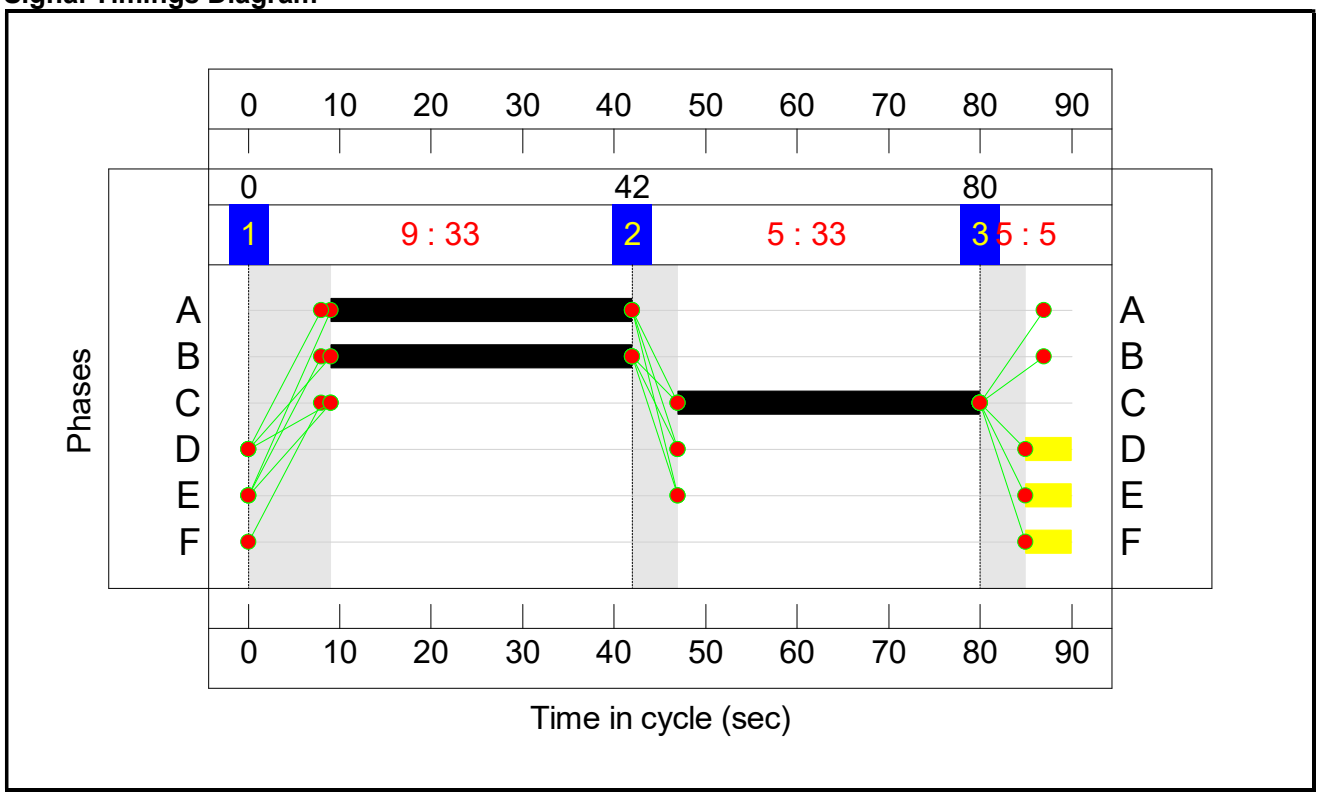
Stage Sequence Diagram



Stage Timings

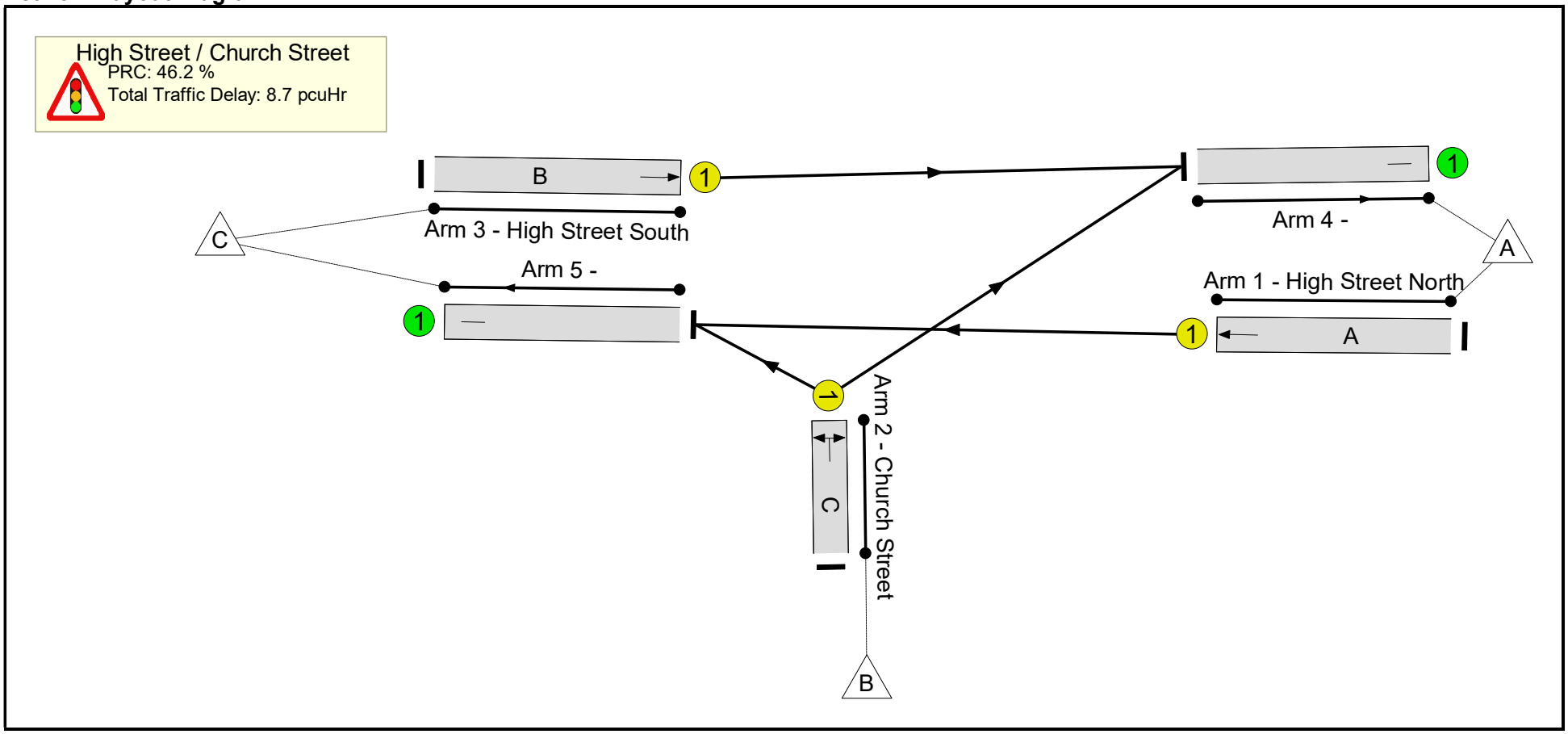
Stage	1	2	3
Duration	33	33	5
Change Point	0	42	80

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**61.6%**
High Street / Church Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**61.6%**
1/1	High Street North Ahead	U	N/A	N/A	A		1	33	-	437	1915	723	60.4%
2/1	Church Street Right Left	U	N/A	N/A	C		1	33	-	405	1741	658	61.6%
3/1	High Street South Ahead	U	N/A	N/A	B		1	33	-	269	1915	723	37.2%
4/1		U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%

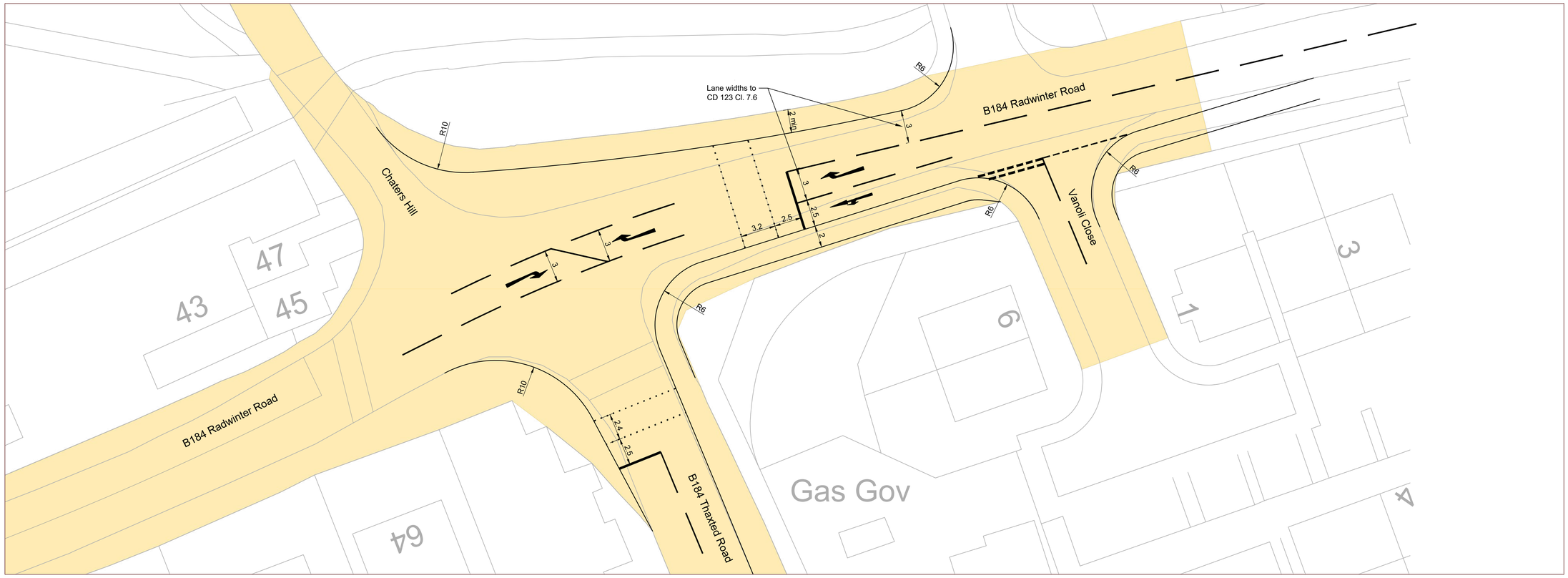
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**6.8**	**1.9**	**0.0**	**8.7**	-	-	-	-
High Street / Church Street	-	-	**0**	**0**	**0**	**6.8**	**1.9**	**0.0**	**8.7**	-	-	-	-
1/1	437	437	-	-	-	2.7	0.8	-	3.5	28.8	8.7	0.8	9.5
2/1	405	405	-	-	-	2.6	0.8	-	3.4	29.8	8.1	0.8	8.9
3/1	269	269	-	-	-	1.5	0.3	-	1.8	24.2	4.9	0.3	5.2
4/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

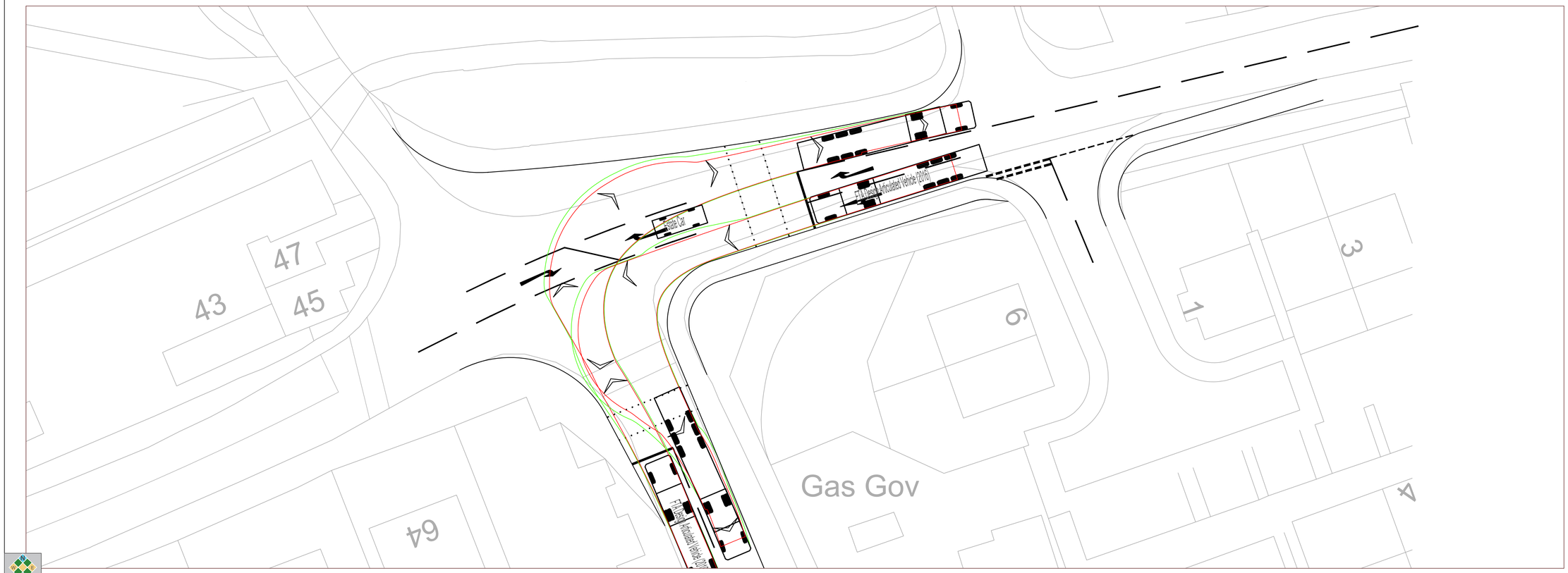
C1 PRC for Signalled Lanes (%): 46.2 Total Delay for Signalled Lanes (pcuHr): 8.66 Cycle Time (s): 90
PRC Over All Lanes (%): 46.2 Total Delay Over All Lanes(pcuHr): 8.66

COTSWOLD
TRANSPORT
PLANNING

Appendix P

Proposed Junction Improvement:
Radwinter Road / Thaxted Road /
East Street / Chaters Hill





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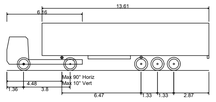


FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Estate Car

Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

Key

Extent of adoptable highway land maintainable at public expense

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT:
Rosconn Group

PROJECT:
Radwinter Road
Saffron Walden

TITLE:
Proposed Offsite Works
Radwinter Rd / Thaxted Rd
Junction Improvements

STATUS:
INFORMATION

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	13.05.21	OAS	MP	CE

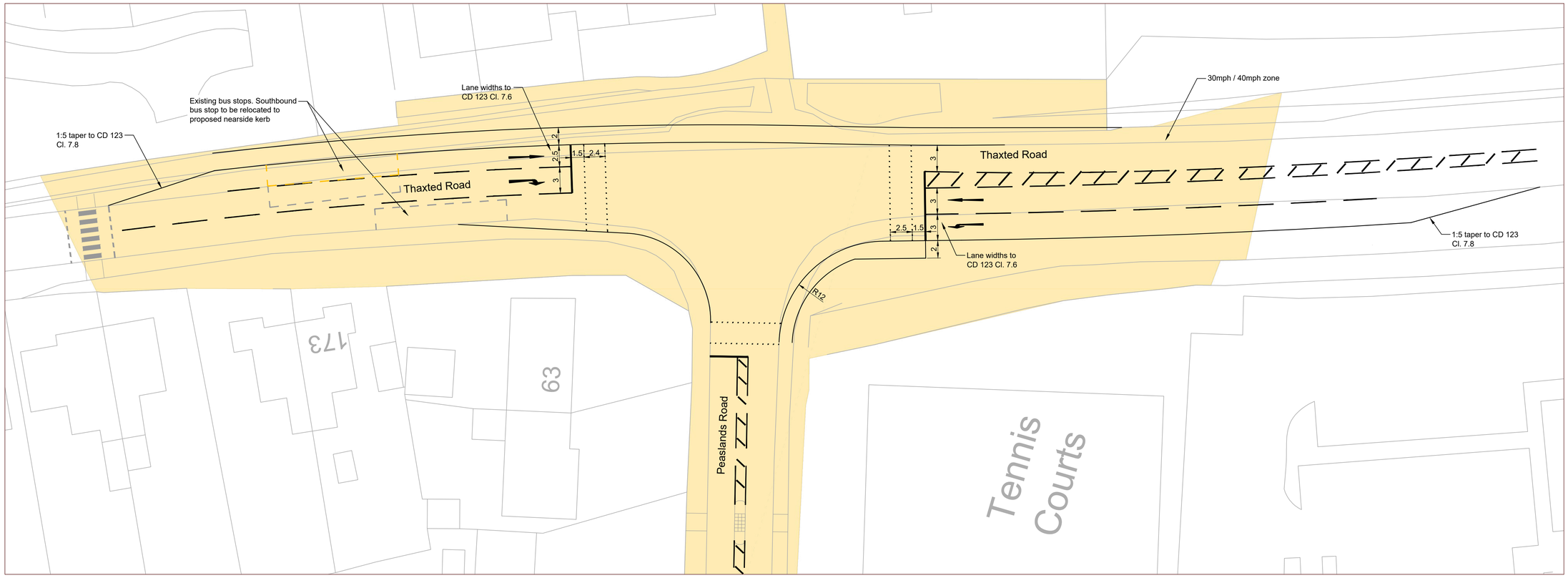
JOB NO:	DRAWING NO:	REVISION:
CTP-20-1142	SK10	-

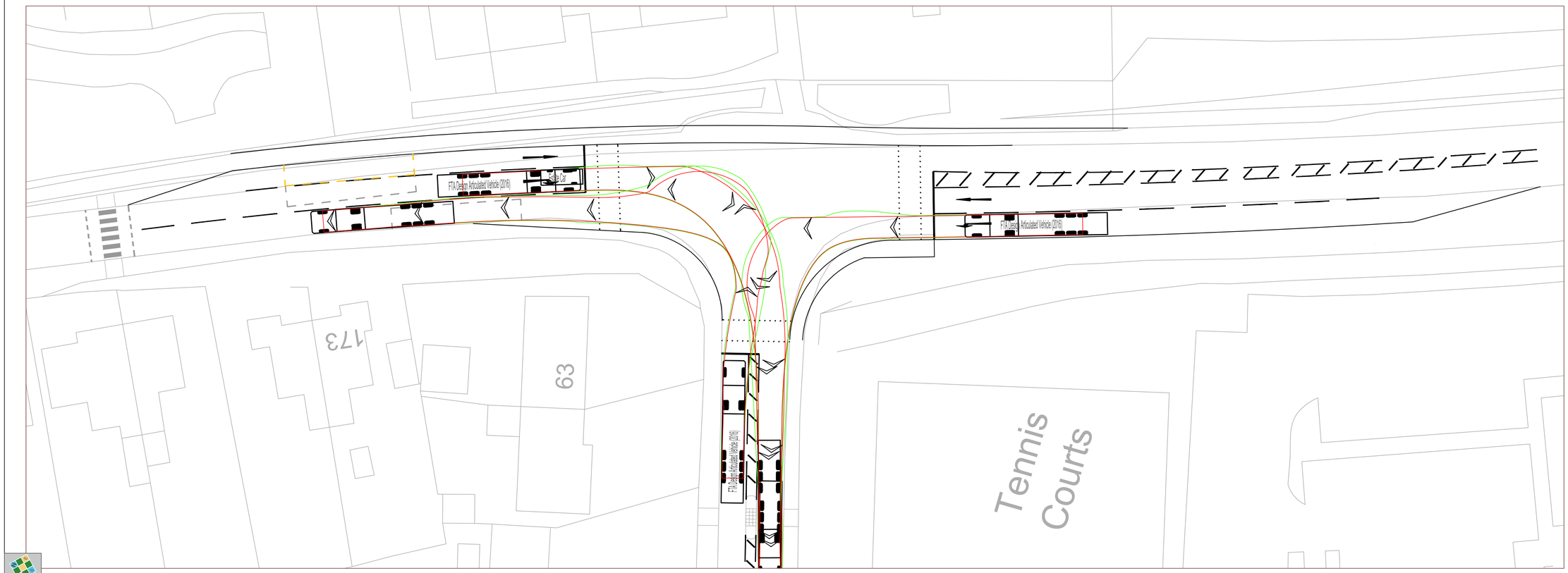
INDICATIVE

COTSWOLD
TRANSPORT
PLANNING

Appendix Q

Proposed Junction Improvement:
Thaxted Road / Peaslands Road





INDICATIVE

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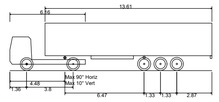


FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Key

Extent of adoptable highway land maintainable at public expense

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT: Rosconn Group

PROJECT: Radwinter Road
Saffron Walden

TITLE: Proposed Offsite Works
Thaxted Rd / Peaslands Rd
Junction Improvements

STATUS: INFORMATION

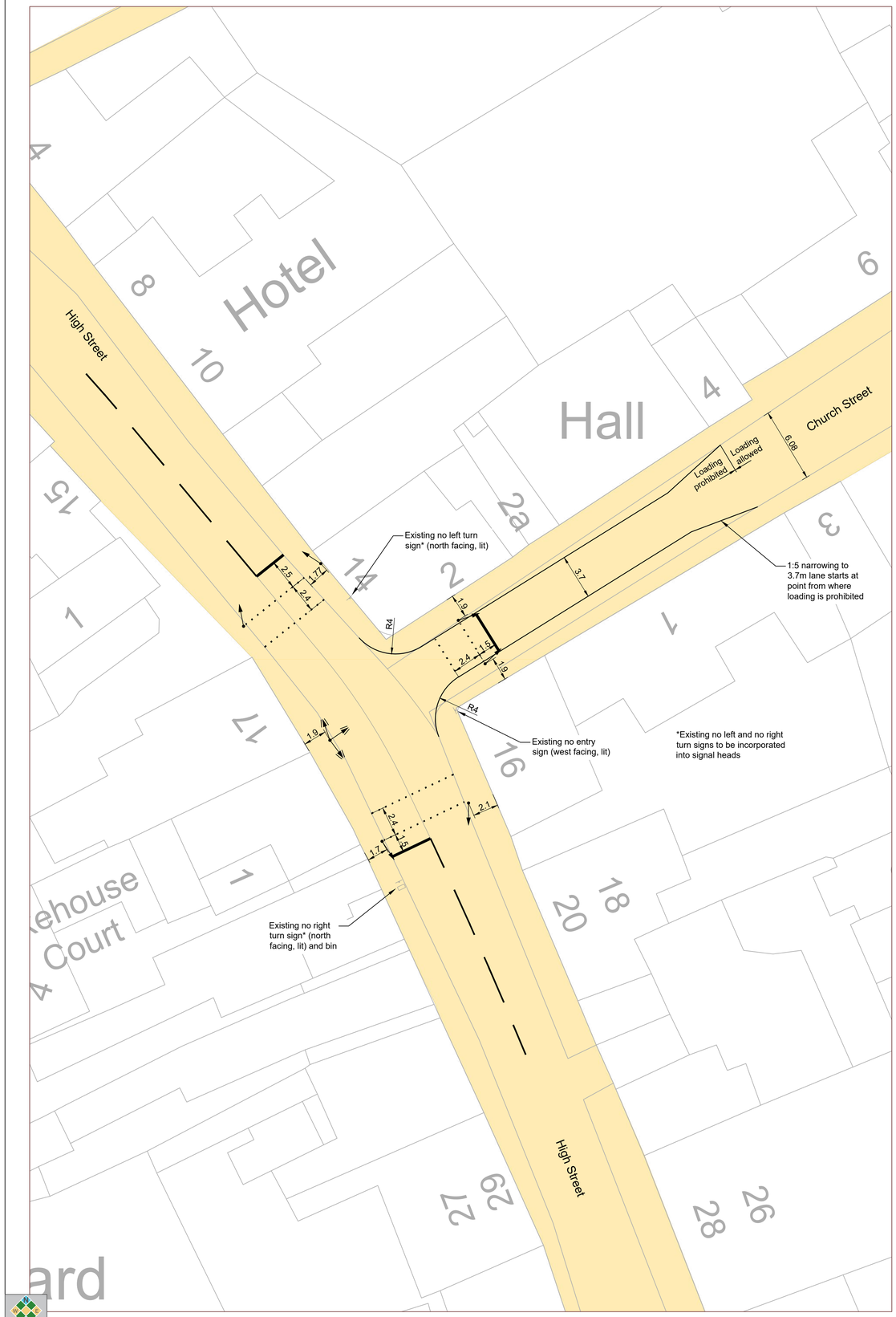
SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	13.05.21	OAS	MP	JA

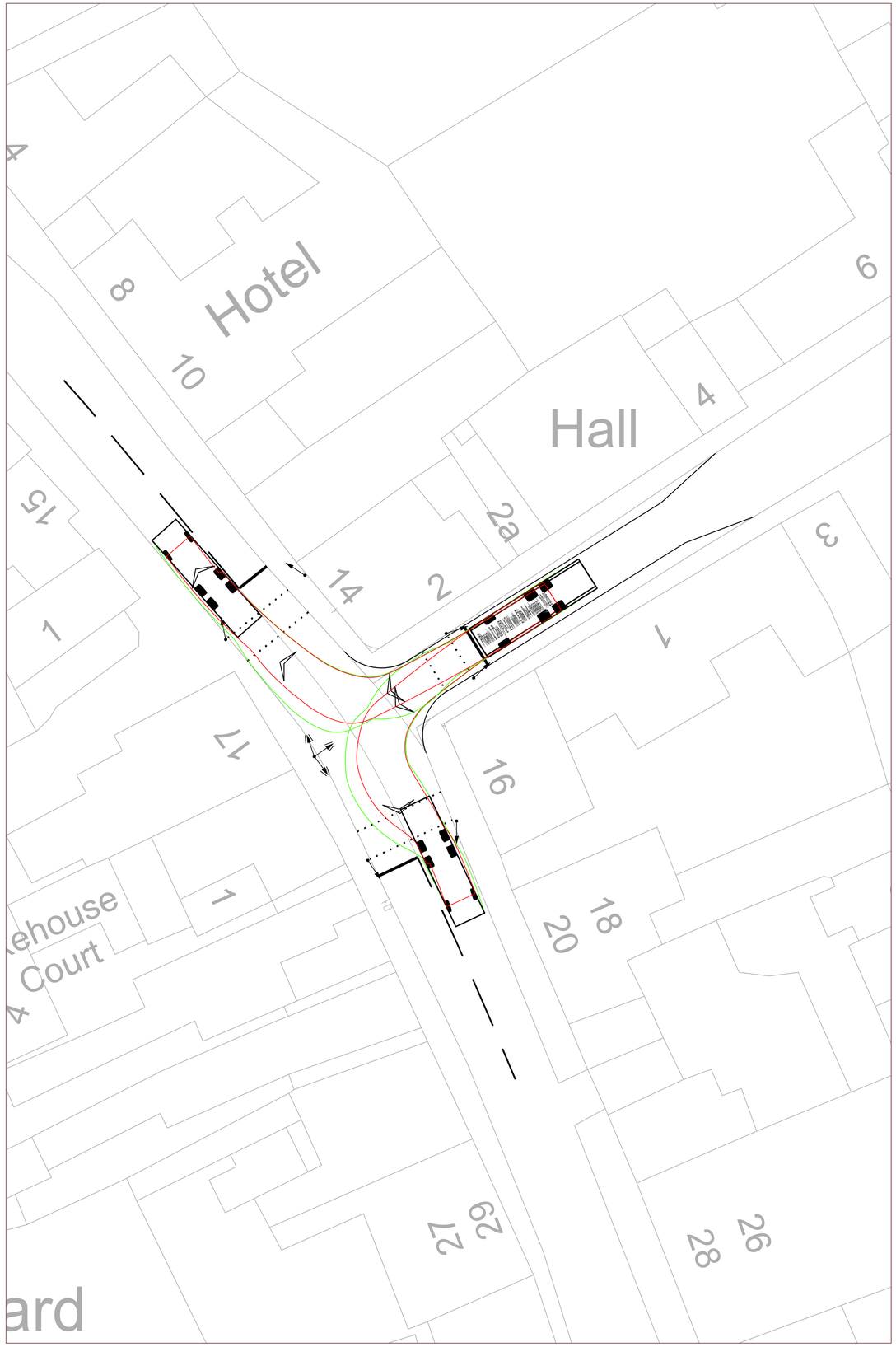
JOB NO:	DRAWING NO:	REVISION:
CTP-20-1142	SK11	-

COTSWOLD TRANSPORT PLANNING

Appendix R

Proposed Junction Improvement:
High Street / Church Street





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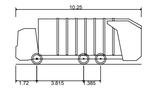

Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)_10.25	
Overall Length	10.250m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m

Key

- Extent of adoptable highway land maintainable at public expense
- Signal heads (approximate location only)

Rev	Date	Details	Drawn by	Checked by
-	-	-	-	-

COTSWOLD TRANSPORT PLANNING

CLIENT: Rosconn Group

PROJECT: Radwinter Road
Saffron Walden

TITLE: Proposed Offsite Works
High Street / Church Street
Junction Improvements

STATUS: INFORMATION

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	18.05.21	OAS	MP	JA

JOB NO:	DRAWING NO:	REVISION:
CTP-20-1142	SK12	-

INDICATIVE

COTSWOLD TRANSPORT PLANNING

Appendix S

Summary of Main Performance Indicators: 'Without Link Road' Scenario

Without Link Road

Junction R	Junction
1	Radwinter Road / Site Access
3	Radwinter Road / Elizabeth Road / Horn Brook
4	Radwinter Road / Thaxted Road / East Street / Chatters Hill
6	Thaxted Road / Peaslands Road
8	London Road / Borough Lane
9	London Road / Audley End Road / Newport Road
10	London Road / Debden Road
11	High Street / Debden Road / Audley Road
12	High Street / George Street / Abbey Lane
13	High Street / Church Street
14	High Street / Bridge Street / castle Street / Myddylton Place
15	Church Street / Castle Hill / Ashdon Road / Common Hill
17	Ashdon Road / Chatters Hill
18	Ashdon Road / Elizabeth Way

1 Radwinter Road / Site Access

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2026 Base + CD + D - Without LR									
Stream B-C	D1	0.2	7.57	0.17	A	D2	0.1	5.93	0.06	A
Stream B-A		0	10.55	0.02	B		0	9.97	0.01	A
Stream C-AB		0.1	6.16	0.06	A		0.1	5.88	0.13	A

3 Radwinter Road / Elizabeth Way / Horn Brook

Arm / Traffic Stream	AM Peak		PM Peak	
	Deg. Sat.	Queue	Deg. Sat.	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
Elizabeth Way	57.40%	9	56.60%	8
Radwinter Rd East	58.40%	13	50.90%	10
Horn Brook	3.40%	1	3.50%	1
Radwinter Rd West	43.30%	9	56.70%	13
Total Junction	PRC +54.1%; Total delay (pcuHr) 10.12		PRC +58.7%; Total delay (pcuHr) 9.96	
2026 + Committed Development				
Elizabeth Way	82.80%	15	78.50%	14
Radwinter Rd East	84.80%	22	80.50%	17
Horn Brook	3.80%	1	4.20%	0
Radwinter Rd West	50.60%	11	65.50%	16
Total Junction	PRC +6.2%; Total delay (pcuHr) 17.97		PRC +11.8%; Total delay (pcuHr) 17.26	
2026 + Committed + Proposed Development				
Elizabeth Way	93.10%	18	88.80%	17
Radwinter Rd East	91.50%	27	89.70%	21
Horn Brook	4.20%	1	5.30%	1
Radwinter Rd West	50.50%	11	68.70%	17
Total Junction	PRC -3.4%; Total delay (pcuHr) 23.98		PRC +0.4%; Total delay (pcuHr) 22.57	

4 Radwinter Road / Thaxted Road / East Street / Chatters Hill

Arm / Traffic Stream	AM Peak		PM Peak	
	Deg. Sat.	Queue	Deg. Sat.	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
Radwinter Road	81.10%	19	70.00%	14
Thaxted Road	92.50%	20	96.40%	24
East Street	89.70%	17	94.80%	25
Total Junction	PRC -2.8%; Total delay (pcuHr) 25.78		PRC -7.1%; Total delay (pcuHr) 30.81	
2026 + Committed Development				
Radwinter Road	111.70%	63	111.50%	52
Thaxted Road	111.50%	53	111.20%	53
East Street	113.70%	52	109.30%	54
Total Junction	PRC -26.3%; Total delay (pcuHr) 133.56		PRC -23.9%; Total delay (pcuHr) 124.44	
2026 + Committed + Proposed Development				
Radwinter Road	116.20%	79	115.50%	61
Thaxted Road	115.70%	62	113.20%	59
East Street	115.70%	58	113.20%	68
Total Junction	PRC -29.2%; Total delay (pcuHr) 164.67		PRC -28.1%; Total delay (pcuHr) 152.71	
2026 + Committed + Proposed Development + Improvements				
Radwinter Road	114.20%	75	115.10%	61
Thaxted Road	115.70%	62	113.20%	59
East Street	115.70%	58	116.00%	75
Total Junction	PRC -28.6%; Total delay (pcuHr) 158.85		PRC -28.9%; Total delay (pcuHr) 159.82	

6 Thaxted Road / Peaslands Road

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 Base - Without LR									
1 - Thaxted Road (N)	D1	0.9	9.9	0.48	A	D2	3.6	22.22	0.79	C
2 - Peaslands Road		1.6	12.07	0.62	B		2.4	17.75	0.71	C
3 - Thaxted Road (S)		3.3	22.65	0.77	C		1	9.71	0.5	A
	2026 Base + CD - Without LR									
1 - Thaxted Road (N)	D3	1.9	14.97	0.65	B	D4	15.6	78.91	0.98	F
2 - Peaslands Road		2.7	18.07	0.73	C		6.5	42.65	0.89	E
3 - Thaxted Road (S)		12.4	72.12	0.96	F		1.7	13.57	0.63	B
	2026 Base + CD + D - Without LR									
1 - Thaxted Road (N)	D5	1.9	15.3	0.66	C	D6	16.1	80.83	0.98	F
2 - Peaslands Road		2.8	18.37	0.74	C		6.5	43.1	0.89	E
3 - Thaxted Road (S)		12.8	73.93	0.96	F		1.7	13.85	0.64	B

	2026 Base + CD - Without LR - 2023 Base without LR									
1 - Thaxted Road (N)	D3	1	5.07	0.17		D4	12	56.69	0.19	
2 - Peaslands Road		1.1	6	0.11			4.1	24.9	0.18	
3 - Thaxted Road (S)		9.1	49.47	0.19			0.7	3.86	0.13	
	2026 Base + CD + D - Without LR - 2026 B+CD-Without LR									
1 - Thaxted Road (N)	D5	0	0.33	0.01		D6	0.5	1.92	0	
2 - Peaslands Road		0.1	0.3	0.01			0	0.45	0	
3 - Thaxted Road (S)		0.4	1.81	0			0	0.28	0.01	

2026 + Committed + Proposed Development + Improvements				
Thaxted Road North	71.60%	9	73.20%	12
Thaxted Road South	72.20%	11	60.20%	7
Peaslands Road	71.80%	16	71.70%	16
Total Junction	PRC +24.7%; Total delay (pcuHr) 18.14		PRC +23.0%; Total delay (pcuHr) 18.88	

8 London Road / Borough Lane

9 London Road / Audley End Road / Newport Road

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - Without LR									
8 - London Road / Borough Lane - 1 - London Road (N)	D1	4.2	24.71	0.82	C	D2	2.5	16.92	0.72	C
8 - London Road / Borough Lane - 2 - Borough Lane		2.3	24.8	0.71	C		0.6	9.8	0.37	A
8 - London Road / Borough Lane - 3 - London Road (S)		2.8	15.8	0.74	C		3.3	16.77	0.78	C
9 - London Road / Newport Road / Audley End Road - 1 - London Road		2.8	10.91	0.74	B		1.2	6.04	0.55	A
9 - London Road / Newport Road / Audley End Road - 2 - Newport Road		5	46.69	0.86	E		1	9.17	0.49	A
9 - London Road / Newport Road / Audley End Road - 3 - Audley End Road		17.3	129.11	1.02	F		14.2	110.63	0.99	F
	2026 Base + CD - Without LR									
8 - London Road / Borough Lane - 1 - London Road (N)	D3	9.2	49.42	0.93	E	D4	3.6	23.3	0.8	C
8 - London Road / Borough Lane - 2 - Borough Lane		9.1	80.4	0.95	F		1	12.95	0.5	B
8 - London Road / Borough Lane - 3 - London Road (S)		2.7	15.26	0.73	C		3.4	17.39	0.78	C
9 - London Road / Newport Road / Audley End Road - 1 - London Road		5.1	17.92	0.85	C		1.7	7.34	0.63	A
9 - London Road / Newport Road / Audley End Road - 2 - Newport Road		17.8	148.32	1.05	F		1.1	10.5	0.53	B
9 - London Road / Newport Road / Audley End Road - 3 - Audley End Road		17.9	132.33	1.02	F		17	127.29	1.01	F
	2026 Base + CD + D - Without LR									
8 - London Road / Borough Lane - 1 - London Road (N)	D5	13.8	69.44	0.97	F	D6	4	25.38	0.81	D
8 - London Road / Borough Lane - 2 - Borough Lane		11.7	101.12	0.98	F		1	13.36	0.51	B
8 - London Road / Borough Lane - 3 - London Road (S)		2.8	15.73	0.74	C		3.9	19.35	0.81	C
9 - London Road / Newport Road / Audley End Road - 1 - London Road		5.7	19.81	0.86	C		1.7	7.53	0.64	A
9 - London Road / Newport Road / Audley End Road - 2 - Newport Road		20.2	162.56	1.07	F		1.3	11.39	0.56	B
9 - London Road / Newport Road / Audley End Road - 3 - Audley End Road		19.8	144.51	1.03	F		22.6	162	1.05	F

	2026 Base + CD - Without LR - 2023 Base without LR									
8 - London Road / Borough Lane - 1 - London Road (N)	D3	5	24.71	0.11		D4	1.1	6.38	0.08	
8 - London Road / Borough Lane - 2 - Borough Lane		6.8	55.6	0.24			0.4	3.15	0.13	
8 - London Road / Borough Lane - 3 - London Road (S)		-0.1	-0.54	-0.01			0.1	0.62	0	
9 - London Road / Newport Road / Audley End Road - 1 - London Road		2.3	7.01	0.11			0.5	1.3	0.08	
9 - London Road / Newport Road / Audley End Road - 2 - Newport Road		12.8	101.63	0.19			0.1	1.33	0.04	
9 - London Road / Newport Road / Audley End Road - 3 - Audley End Road		0.6	3.22	0			2.8	16.66	0.02	
	2026 Base + CD + D - Without LR - 2026 B+CD-Without LR									
8 - London Road / Borough Lane - 1 - London Road (N)	D5	4.6	20.02	0.04		D6	0.4	2.08	0.01	
8 - London Road / Borough Lane - 2 - Borough Lane		2.6	20.72	0.03			0	0.41	0.01	
8 - London Road / Borough Lane - 3 - London Road (S)		0.1	0.47	0.01			0.5	1.96	0.03	
9 - London Road / Newport Road / Audley End Road - 1 - London Road		0.6	1.89	0.01			0	0.19	0.01	
9 - London Road / Newport Road / Audley End Road - 2 - Newport Road		2.4	14.24	0.02			0.2	0.89	0.03	
9 - London Road / Newport Road / Audley End Road - 3 - Audley End Road		1.9	12.18	0.01			5.6	34.71	0.04	

10 London Road / Debden Road

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - Without LR									
1 - Debdon Ro	D1	9.1	92.6	0.95	F	D2	0.5	10.81	0.35	B
2 - London Ro		6.1	40.29	0.88	E		1.9	13.37	0.66	B
3 - Debden Ro		7.5	37.66	0.9	E		13.7	66.23	0.96	F
	2026 Base + CD - Without LR									
1 - Debdon Ro	D3	16.5	154.92	1.04	F	D4	0.6	11.12	0.36	B
2 - London Ro		10	60.69	0.94	F		2.5	16.29	0.72	C
3 - Debden Ro		17.4	77.24	0.99	F		29.1	121.26	1.04	F
	2026 Base + CD + D - Without LR									
1 - Debdon Ro	D5	21	194.61	1.08	F	D6	0.6	11.29	0.36	B
2 - London Ro		11.6	68.17	0.95	F		3	18.33	0.75	C
3 - Debden Ro		26.6	108.23	1.02	F		34.6	138.99	1.05	F

	2026 Base + CD - Without LR - 2023 Base without LR									
1 - Debdon Ro	D3	7.4	62.32	0.09		D4	0.1	0.31	0.01	
2 - London Ro		3.9	20.4	0.06			0.6	2.92	0.06	
3 - Debden Ro		9.9	39.58	0.09			15.4	55.03	0.08	
	2026 Base + CD + D - Without LR - 2026 B+CD-Without LR									
1 - Debdon Ro	D5	4.5	39.69	0.04		D6	0	0.17	0	
2 - London Ro		1.6	7.48	0.01			0.5	2.04	0.03	
3 - Debden Ro		9.2	30.99	0.03			5.5	17.73	0.01	

11 High Street / Debden Road / Audley Road

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - Without LR									
Stream B-C	D1	3.2	24.47	0.77	C	D2	1.8	16.09	0.65	C
Stream B-A		1.3	23.63	0.57	C		0.9	18.75	0.48	C
Stream C-AB		0	0	0	A		0	0	0	A
	2026 Base + CD - Without LR									
Stream B-C	D3	9	62.78	0.93	F	D4	2.4	20.29	0.72	C
Stream B-A		4.9	77	0.88	F		1.1	22.21	0.54	C
Stream C-AB		0	0	0	A		0	0	0	A
	2026 Base + CD + B - Without LR									
Stream B-C	D5	16.8	103.22	1.01	F	D6	2.7	22.3	0.74	C
Stream B-A		9.4	140.89	0.98	F		1.2	23.66	0.56	C
Stream C-AB		0	0	0	A		0	0	0	A

	2026 Base + CD - Without LR - 2023 Base without LR									
Stream B-C	D3	5.8	38.31	0.16		D4	0.6	4.2	0.07	
Stream B-A		3.6	53.37	0.31			0.2	3.46	0.06	
Stream C-AB		0	0	0			0	0	0	
	2026 Base + CD + D - Without LR - 2026 B+CD-Without LR									
Stream B-C	D5	7.8	40.44	0.08		D6	0.3	2.01	0.02	
Stream B-A		4.5	63.89	0.1			0.1	1.45	0.02	
Stream C-AB		0	0	0			0	0	0	

12 High Street / George Street / Abbey Lane

Arm / Traffic Stream	AM Peak		PM Peak	
	Deg. Sat.	Queue	Deg. Sat.	Queue
2023 Base + Linden / Bellway / Shire Hill Farm				
High Street South	84.50%	15	88.30%	18
High Street North	81.30%	12	89.90%	15
Total Junction	PRC +6.4%; Total delay (pcuHr) 12.94		PRC +0.1%; Total delay (pcuHr) 15.91	
2026 + Committed Development				
High Street South	91.00%	19	95.70%	26
High Street North	89.00%	14	97.70%	21
Total Junction	PRC _1.1%; Total delay (pcuHr) 17.16		PRC -8.6%; Total delay (pcuHr) 26.13	
2026 + Committed + Proposed Development				
High Street South	92.80%	21	101.60%	40
High Street North	90.80%	15	97.60%	21
Total Junction	PRC -3.1%; Total delay (pcuHr) 19.07		PRC -12.9%; Total delay (pcuHr) 38.81	

13 High Street / Church Street

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - Without LR									
Stream B-C	D1	7.8	161.51	1	F	D2	0.5	13.48	0.33	B
Stream B-A		12.4	125.87	0.99	F		1.4	23.48	0.59	C
Stream C-AB		0	0	0	A		0	0	0	A
	2026 Base + CD - Without LR									
Stream B-C	D3	23.2	540.59	1.28	F	D4	0.6	17.27	0.39	C
Stream B-A		57.6	514.43	1.26	F		3.8	47.41	0.81	E
Stream C-AB		0	0	0	A		0	0	0	A
	2026 Base + CD + D - Without LR									
Stream B-C	D5	31.3	771.17	1.34	F	D6	0.7	19.77	0.43	C
Stream B-A		84.6	742.8	1.36	F		4.9	59.42	0.86	F
Stream C-AB		0	0	0	A		0	0	0	A

	2026 Base + CD - Without LR - 2023 Base without LR									
Stream B-C	D3	15.4	379.08	0.28		D4	0.1	3.79	0.06	
Stream B-A		45.2	388.56	0.27			2.4	23.93	0.22	
Stream C-AB		0	0	0			0	0	0	
	2026 Base + CD + D - Without LR - 2026 B+CD-Without LR									
Stream B-C	D5	8.1	230.58	0.06		D6	0.1	2.5	0.04	
Stream B-A		27	228.37	0.1			1.1	12.01	0.05	
Stream C-AB		0	0	0			0	0	0	

2026 + Committed + Proposed Development + Improvements				
High Street North	44.10%	6	59.90%	9
Church Street	82.30%	16	58.70%	9
High Street South	81.70%	13	38.40%	5
Total Junction	PRC +9.3%; Total delay (pcuHr) 14.36		PRC +50.3%; Total delay (pcuHr) 8.40	

14 High Street / Bridge Street / castle Street / Myddylton Place

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - Without LR									
Stream B-ACD	D1	0	0	0	A	D2	0	0	0	A
Stream A-BCD		0	5.2	0	A		0	0	0	A
Stream D-ABC		0	12.96	0.02	B		0	0	0	A
Stream C-ABD		1	4.74	0.29	A		0.6	6.2	0.23	A
	2026 Base + CD - Without LR									
Stream B-ACD	D3	0	0	0	A	D4	0	0	0	A
Stream A-BCD		0	5.03	0	A		0	0	0	A
Stream D-ABC		0	15.17	0.03	C		0	0	0	A
Stream C-ABD		1.4	4.9	0.36	A		0.8	6.09	0.27	A
	2026 Base + CD + B - Without LR									
Stream B-ACD	D5	0	0	0	A	D6	0	0	0	A
Stream A-BCD		0	5.02	0	A		0	0	0	A
Stream D-ABC		0	15.88	0.03	C		0	0	0	A
Stream C-ABD		1.6	5.03	0.39	A		0.9	6.25	0.29	A

	2026 Base + CD - Without LR - 2023 Base without LR									
Stream B-ACD	D3	0	0	0		D4	0	0	0	
Stream A-BCD		0	-0.17	0			0	0	0	
Stream D-ABC		0	2.21	0.01			0	0	0	
Stream C-ABD		0.4	0.16	0.07			0.2	-0.11	0.04	
	2026 Base + CD + D - Without LR - 2026 B+CD-Without LR									
Stream B-ACD	D5	0	0	0		D6	0	0	0	
Stream A-BCD		0	-0.01	0			0	0	0	
Stream D-ABC		0	0.71	0			0	0	0	
Stream C-ABD		0.2	0.13	0.03			0.1	0.16	0.02	

15 Church Street / Castle Hill / Ashdon Road / Common Hill

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - Without LR									
1 - Castle Hill	D1	1.5	9.06	0.61	A	D2	1.6	9.61	0.62	A
2 - Ashdon Ro		4.1	25.97	0.82	D		0.8	8.13	0.45	A
3 - Common H		0.4	6.18	0.29	A		0.5	5.19	0.31	A
4 - Church Str		0	0	0	A		0	0	0	A
	2026 Base + CD - Without LR									
1 - Castle Hill	D3	3	14.83	0.75	B	D4	3.2	15.87	0.77	C
2 - Ashdon Ro		22.1	109.47	1.02	F		1.7	12.49	0.63	B
3 - Common H		0.6	7.76	0.39	A		0.7	6.61	0.41	A
4 - Church Str		0	0	0	A		0	0	0	A
	2026 Base + CD + D - Without LR									
1 - Castle Hill	D5	3.1	15.44	0.76	C	D6	3.6	17.62	0.79	C
2 - Ashdon Ro		37.4	166.04	1.08	F		1.9	13.3	0.66	B
3 - Common H		0.6	7.92	0.39	A		0.7	6.75	0.42	A
4 - Church Str		0	0	0	A		0	0	0	A

	2026 Base + CD - Without LR - 2023 Base without LR									
1 - Castle Hill	D3	1.5	5.77	0.14		D4	1.6	6.26	0.15	
2 - Ashdon Ro		18	83.5	0.2			0.9	4.36	0.18	
3 - Common H		0.2	1.58	0.1			0.2	1.42	0.1	
4 - Church Str		0	0	0			0	0	0	
	2026 Base + CD + D - Without LR - 2026 B+CD-Without LR									
1 - Castle Hill	D5	0.1	0.61	0.01		D6	0.4	1.75	0.02	
2 - Ashdon Ro		15.3	56.57	0.06			0.2	0.81	0.03	
3 - Common H		0	0.16	0			0	0.14	0.01	
4 - Church Str		0	0	0			0	0	0	

17 Ashdon Road / Chatters Hill

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - Without LR									
Stream B-AC	D1	0.4	8.98	0.28	A	D2	0.7	10.25	0.41	B
Stream C-AB		0	0	0	A		0	0	0	A
	2026 Base + CD - Without LR									
Stream B-AC	D3	0.5	10.34	0.34	B	D4	0.9	12.33	0.48	B
Stream C-AB		0	0	0	A		0	0	0	A
	2026 Base + CD + D - Without LR									
Stream B-AC	D5	0.5	10.7	0.34	B	D6	0.9	12.6	0.49	B
Stream C-AB		0	0	0	A		0	0	0	A

	2026 Base + CD - Without LR - 2023 Base without LR									
Stream B-AC	D3	0.1	1.36	0.06		D4	0.2	2.08	0.07	
Stream C-AB		0	0	0			0	0	0	
	2026 Base + CD + D - Without LR - 2026 B+CD-Without LR									
Stream B-AC	D5	0	0.36	0		D6	0	0.27	0.01	
Stream C-AB		0	0	0			0	0	0	

18 Ashdon Road / Elizabeth Way

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - Without LR									
Stream B-C	D1	0.5	9.52	0.35	A	D2	0.3	7.76	0.24	A
Stream B-A		0.5	14.75	0.33	B		0.5	12.13	0.32	B
Stream C-AB		0.3	8.18	0.24	A		0.5	7.59	0.29	A
	2026 Base + CD - Without LR									
Stream B-C	D3	3.1	45.25	0.78	E	D4	0.6	11.37	0.38	B
Stream B-A		3.9	63.41	0.83	F		1	19.56	0.5	C
Stream C-AB		0.7	9.15	0.34	A		0.9	9.37	0.42	A
	2026 Base + CD + D - Without LR									
Stream B-C	D5	9.5	115.87	0.98	F	D6	0.7	12.5	0.43	B
Stream B-A		8.4	128.58	0.97	F		1.1	21.73	0.53	C
Stream C-AB		0.7	9.49	0.37	A		1	10.24	0.46	B

	2026 Base + CD - Without LR - 2023 Base without LR									
Stream B-C	D3	2.6	35.73	0.43		D4	0.3	3.61	0.14	
Stream B-A		3.4	48.66	0.5			0.5	7.43	0.18	
Stream C-AB		0.4	0.97	0.1			0.4	1.78	0.13	
	2026 Base + CD + D - Without LR - 2026 B+CD-Without LR									
Stream B-C	D5	6.4	70.62	0.2		D6	0.1	1.13	0.05	
Stream B-A		4.5	65.17	0.14			0.1	2.17	0.03	
Stream C-AB		0	0.34	0.03			0.1	0.87	0.04	

COTSWOLD TRANSPORT PLANNING

Appendix T

Junction Model Output: 'Without Link Road' Scenario

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
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Filename: J1_Radwinter Road-Site Access - Without LR.j9
Path: C:\Users\Owner\OneDrive\Cotswold Transport Planning Ltd\CADtest - Documents\Martin\Saffron Walden
Report generation date: 16/04/2021 08:55:23

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2026 Base + CD + D - Without LR									
Stream B-C	D1	0.2	7.57	0.17	A	D2	0.1	5.93	0.06	A
Stream B-A		0.0	10.55	0.02	B		0.0	9.97	0.01	A
Stream C-AB		0.1	6.16	0.06	A		0.1	5.88	0.13	A

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

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

File summary

File Description

Title	Radwinter Road, Saffron Walden
Location	Radwinter Road/Site Access
Site number	
Date	16/04/2021
Version	01
Status	Issue
Identifier	J1
Client	Rosconn Group
Jobnumber	CTP-20-1124
Enumerator	MW
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + CD + D - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2026 Base + CD + D - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Radwinter Road/Site Access	T-Junction	Two-way		1.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Radwinter Road (E)		Major
B	Site Access		Minor
C	Radwinter Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Radwinter Road (W)	6.00		✓	3.50	144.1	✓	9.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	4.70	3.40	3.40	3.40	✓	1.00	32	19

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	480	0.087	0.221	0.139	0.315
B-C	694	0.106	0.269	-	-
C-B	750	0.291	0.291	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 Base + CD + D - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Radwinter Road (E)		ONE HOUR	✓	403	100.000
B - Site Access		ONE HOUR	✓	94	100.000
C - Radwinter Road (W)		ONE HOUR	✓	168	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Radwinter Road (E)	B - Site Access	C - Radwinter Road (W)
From	A - Radwinter Road (E)	0	2	401
	B - Site Access	6	0	88
	C - Radwinter Road (W)	134	34	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Radwinter Road (E)	B - Site Access	C - Radwinter Road (W)
From	A - Radwinter Road (E)	0	0	0
	B - Site Access	0	0	0
	C - Radwinter Road (W)	1	0	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-C	0.17	7.57	0.2	A	81	121
B-A	0.02	10.55	0.0	B	6	8
C-AB	0.06	6.16	0.1	A	31	47
C-A					123	184
A-B					2	3
A-C					368	552

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	17	611	0.108	66	0.0	0.1	6.593	A
B-A	5	1	390	0.012	4	0.0	0.0	9.331	A
C-AB	26	6	662	0.039	25	0.0	0.0	5.652	A
C-A	101	25			101				
A-B	2	0.38			2				
A-C	302	75			302				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	595	0.133	79	0.1	0.2	6.973	A
B-A	5	1	373	0.014	5	0.0	0.0	9.805	A
C-AB	31	8	645	0.047	31	0.0	0.0	5.857	A
C-A	120	30			120				
A-B	2	0.45			2				
A-C	360	90			360				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	97	24	573	0.169	97	0.2	0.2	7.559	A
B-A	7	2	348	0.019	7	0.0	0.0	10.548	B
C-AB	37	9	621	0.060	37	0.0	0.1	6.163	A
C-A	148	37			148				
A-B	2	0.55			2				
A-C	442	110			442				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	97	24	573	0.169	97	0.2	0.2	7.565	A
B-A	7	2	348	0.019	7	0.0	0.0	10.549	B
C-AB	37	9	621	0.060	37	0.1	0.1	6.163	A
C-A	148	37			148				
A-B	2	0.55			2				
A-C	442	110			442				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	79	20	595	0.133	79	0.2	0.2	6.984	A
B-A	5	1	372	0.014	5	0.0	0.0	9.808	A
C-AB	31	8	645	0.047	31	0.1	0.1	5.858	A
C-A	120	30			120				
A-B	2	0.45			2				
A-C	360	90			360				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	66	17	611	0.108	66	0.2	0.1	6.607	A
B-A	5	1	390	0.012	5	0.0	0.0	9.337	A
C-AB	26	6	662	0.039	26	0.1	0.0	5.655	A
C-A	101	25			101				
A-B	2	0.38			2				
A-C	302	75			302				

2026 Base + CD + D - Without LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Radwinter Road/Site Access	T-Junction	Two-way		1.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Radwinter Road (E)		ONE HOUR	✓	156	100.000
B - Site Access		ONE HOUR	✓	40	100.000
C - Radwinter Road (W)		ONE HOUR	✓	407	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Radwinter Road (E)	B - Site Access	C - Radwinter Road (W)
From	A - Radwinter Road (E)	0	5	151
	B - Site Access	2	0	38
	C - Radwinter Road (W)	327	80	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Radwinter Road (E)	B - Site Access	C - Radwinter Road (W)
From	A - Radwinter Road (E)	0	0	0
	B - Site Access	0	0	0
	C - Radwinter Road (W)	0	0	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-C	0.06	5.93	0.1	A	35	52
B-A	0.01	9.97	0.0	A	2	3
C-AB	0.13	5.88	0.1	A	73	110
C-A					300	450
A-B					5	7
A-C					139	208

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	664	0.043	28	0.0	0.0	5.666	A
B-A	2	0.38	400	0.004	1	0.0	0.0	9.040	A
C-AB	60	15	716	0.084	60	0.0	0.1	5.482	A
C-A	246	62			246				
A-B	4	0.94			4				
A-C	114	28			114				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	657	0.052	34	0.0	0.1	5.775	A
B-A	2	0.45	384	0.005	2	0.0	0.0	9.410	A
C-AB	72	18	710	0.101	72	0.1	0.1	5.644	A
C-A	294	73			294				
A-B	4	1			4				
A-C	136	34			136				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	10	649	0.064	42	0.1	0.1	5.929	A
B-A	2	0.55	363	0.006	2	0.0	0.0	9.970	A
C-AB	88	22	700	0.126	88	0.1	0.1	5.875	A
C-A	360	90			360				
A-B	6	1			6				
A-C	166	42			166				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	42	10	649	0.064	42	0.1	0.1	5.929	A
B-A	2	0.55	363	0.006	2	0.0	0.0	9.971	A
C-AB	88	22	700	0.126	88	0.1	0.1	5.877	A
C-A	360	90			360				
A-B	6	1			6				
A-C	166	42			166				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	34	9	657	0.052	34	0.1	0.1	5.776	A
B-A	2	0.45	384	0.005	2	0.0	0.0	9.411	A
C-AB	72	18	710	0.101	72	0.1	0.1	5.646	A
C-A	294	73			294				
A-B	4	1			4				
A-C	136	34			136				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	7	664	0.043	29	0.1	0.0	5.669	A
B-A	2	0.38	400	0.004	2	0.0	0.0	9.045	A
C-AB	60	15	716	0.084	60	0.1	0.1	5.490	A
C-A	246	62			246				
A-B	4	0.94			4				
A-C	114	28			114				

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J6_Thaxted Road-Peaslands Road_Without Link Road.j9
Path: C:\Users\Owner\Cotswold Transport Planning Ltd\Projects - Documents\Rosconn Group\Radwinter Road, Saffron Walden - CTP-20-1142\06 Calculations\Junction Modelling\Without Link Road\Alt Run
Report generation date: 19/05/2021 10:24:40

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2023 Base - Without LR										
1 - Thaxted Road (N)	D1	0.9	9.90	0.48	A	D2	3.6	22.22	0.79	C
2 - Peaslands Road		1.6	12.07	0.62	B		2.4	17.75	0.71	C
3 - Thaxted Road (S)		3.3	22.65	0.77	C		1.0	9.71	0.50	A
2026 Base + CD - Without LR										
1 - Thaxted Road (N)	D3	1.9	14.97	0.65	B	D4	15.6	78.91	0.98	F
2 - Peaslands Road		2.7	18.07	0.73	C		6.5	42.65	0.89	E
3 - Thaxted Road (S)		12.4	72.12	0.96	F		1.7	13.57	0.63	B
2026 Base + CD + D - Without LR										
1 - Thaxted Road (N)	D5	1.9	15.30	0.66	C	D6	16.1	80.83	0.98	F
2 - Peaslands Road		2.8	18.37	0.74	C		6.5	43.10	0.89	E
3 - Thaxted Road (S)		12.8	73.93	0.96	F		1.7	13.85	0.64	B

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	Radwinter Road, Saffron Walden
Location	Thaxted Road / Peaslands Road
Site number	
Date	15/04/2021
Version	01
Status	Issue
Identifier	J6
Client	Rosconn Group
Jobnumber	CTP-20-1142
Enumerator	MW
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - Without LR, 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
6	Thaxted Road / Peaslands Road	Mini-roundabout		1, 2, 3	15.69	C

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Thaxted Road (N)	
2	Peaslands Road	
3	Thaxted Road (S)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Thaxted Road (N)	3.00	3.00	3.00	0.0	13.50	2.00	0.0	
2 - Peaslands Road	3.00	3.00	4.50	2.0	8.50	6.00	0.0	
3 - Thaxted Road (S)	2.50	2.50	3.50	1.0	10.00	2.00	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - Thaxted Road (N)	Direct		-34
2 - Peaslands Road	Direct		-79
3 - Thaxted Road (S)	Direct		114

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Thaxted Road (N)	0.590	871
2 - Peaslands Road	0.607	877
3 - Thaxted Road (S)	0.580	886

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Thaxted Road (N)		ONE HOUR	✓	316	100.000
2 - Peaslands Road		ONE HOUR	✓	445	100.000
3 - Thaxted Road (S)		ONE HOUR	✓	495	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	188	128
	2 - Peaslands Road	282	0	163
	3 - Thaxted Road (S)	274	221	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	3	7
	2 - Peaslands Road	1	0	2
	3 - Thaxted Road (S)	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Thaxted Road (N)	0.48	9.90	0.9	A	290	435
2 - Peaslands Road	0.62	12.07	1.6	B	408	613
3 - Thaxted Road (S)	0.77	22.65	3.3	C	454	681

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	238	59	165	774	0.307	236	415	0.0	0.5	6.972	A
2 - Peaslands Road	335	84	96	819	0.409	332	305	0.0	0.7	7.449	A
3 - Thaxted Road (S)	373	93	211	764	0.488	369	217	0.0	1.0	9.265	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	284	71	198	755	0.376	283	498	0.5	0.6	7.976	A
2 - Peaslands Road	400	100	115	808	0.495	399	366	0.7	1.0	8.898	A
3 - Thaxted Road (S)	445	111	253	739	0.602	443	261	1.0	1.5	12.358	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	348	87	240	730	0.477	347	607	0.6	0.9	9.800	A
2 - Peaslands Road	490	122	140	792	0.618	487	447	1.0	1.6	11.875	B
3 - Thaxted Road (S)	545	136	309	707	0.771	538	319	1.5	3.1	21.134	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	348	87	243	728	0.478	348	612	0.9	0.9	9.901	A
2 - Peaslands Road	490	122	141	792	0.619	490	450	1.6	1.6	12.068	B
3 - Thaxted Road (S)	545	136	310	706	0.772	544	320	3.1	3.3	22.649	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	284	71	202	752	0.378	285	505	0.9	0.6	8.082	A
2 - Peaslands Road	400	100	116	807	0.496	402	371	1.6	1.0	9.067	A
3 - Thaxted Road (S)	445	111	255	738	0.603	452	263	3.3	1.6	13.189	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	238	59	167	773	0.308	239	421	0.6	0.5	7.061	A
2 - Peaslands Road	335	84	97	819	0.409	336	309	1.0	0.7	7.582	A
3 - Thaxted Road (S)	373	93	213	762	0.489	375	220	1.6	1.0	9.599	A

2023 Base - Without LR, 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
6	Thaxted Road / Peaslands Road	Mini-roundabout		1, 2, 3	17.58	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Thaxted Road (N)		ONE HOUR	✓	552	100.000
2 - Peaslands Road		ONE HOUR	✓	455	100.000
3 - Thaxted Road (S)		ONE HOUR	✓	336	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	290	262
	2 - Peaslands Road	222	0	233
	3 - Thaxted Road (S)	177	159	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	0	1
	2 - Peaslands Road	0	0	0
	3 - Thaxted Road (S)	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Thaxted Road (N)	0.79	22.22	3.6	C	507	760
2 - Peaslands Road	0.71	17.75	2.4	C	418	626
3 - Thaxted Road (S)	0.50	9.71	1.0	A	308	462

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	416	104	119	801	0.519	411	298	0.0	1.1	9.180	A
2 - Peaslands Road	343	86	195	759	0.451	339	335	0.0	0.8	8.514	A
3 - Thaxted Road (S)	253	63	166	790	0.320	251	369	0.0	0.5	6.724	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	496	124	143	787	0.630	494	358	1.1	1.7	12.223	B
2 - Peaslands Road	409	102	234	735	0.556	407	402	0.8	1.2	10.925	B
3 - Thaxted Road (S)	302	76	199	771	0.392	301	443	0.5	0.6	7.734	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	608	152	174	768	0.791	601	436	1.7	3.4	20.694	C
2 - Peaslands Road	501	125	285	704	0.711	497	490	1.2	2.3	16.962	C
3 - Thaxted Road (S)	370	92	242	746	0.496	369	539	0.6	1.0	9.612	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	608	152	175	768	0.791	607	439	3.4	3.6	22.223	C
2 - Peaslands Road	501	125	288	703	0.713	501	494	2.3	2.4	17.754	C
3 - Thaxted Road (S)	370	92	244	744	0.497	370	545	1.0	1.0	9.706	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	496	124	144	787	0.631	504	362	3.6	1.8	13.084	B
2 - Peaslands Road	409	102	239	732	0.558	413	408	2.4	1.3	11.438	B
3 - Thaxted Road (S)	302	76	202	769	0.393	303	451	1.0	0.7	7.829	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	416	104	120	801	0.519	418	302	1.8	1.1	9.525	A
2 - Peaslands Road	343	86	199	757	0.453	344	340	1.3	0.8	8.763	A
3 - Thaxted Road (S)	253	63	168	789	0.321	254	375	0.7	0.5	6.805	A

2026 Base + CD - Without LR, 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
6	Thaxted Road / Peaslands Road	Mini-roundabout		1, 2, 3	38.34	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Thaxted Road (N)		ONE HOUR	✓	421	100.000
2 - Peaslands Road		ONE HOUR	✓	505	100.000
3 - Thaxted Road (S)		ONE HOUR	✓	594	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	240	181
	2 - Peaslands Road	321	0	184
	3 - Thaxted Road (S)	343	251	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	2	5
	2 - Peaslands Road	1	0	2
	3 - Thaxted Road (S)	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Thaxted Road (N)	0.65	14.97	1.9	B	386	579
2 - Peaslands Road	0.73	18.07	2.7	C	463	695
3 - Thaxted Road (S)	0.96	72.12	12.4	F	545	818

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	317	79	186	761	0.416	314	494	0.0	0.7	8.260	A
2 - Peaslands Road	380	95	135	796	0.478	377	366	0.0	0.9	8.637	A
3 - Thaxted Road (S)	447	112	239	747	0.598	441	272	0.0	1.5	11.807	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	378	95	224	740	0.512	377	593	0.7	1.1	10.219	B
2 - Peaslands Road	454	113	162	779	0.583	452	439	0.9	1.4	11.095	B
3 - Thaxted Road (S)	534	133	287	719	0.742	529	327	1.5	2.7	18.811	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	464	116	265	715	0.648	460	712	1.1	1.8	14.413	B
2 - Peaslands Road	556	139	198	757	0.734	551	527	1.4	2.6	17.274	C
3 - Thaxted Road (S)	654	164	350	683	0.958	626	399	2.7	9.7	49.605	E

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	464	116	272	711	0.652	463	725	1.8	1.9	14.969	B
2 - Peaslands Road	556	139	199	757	0.735	556	536	2.6	2.7	18.075	C
3 - Thaxted Road (S)	654	164	353	681	0.960	643	402	9.7	12.4	72.123	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	378	95	241	729	0.519	381	621	1.9	1.1	10.783	B
2 - Peaslands Road	454	113	164	778	0.584	459	459	2.7	1.5	11.613	B
3 - Thaxted Road (S)	534	133	292	717	0.745	571	331	12.4	3.3	29.923	D

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	317	79	192	758	0.418	319	505	1.1	0.8	8.485	A
2 - Peaslands Road	380	95	137	794	0.479	382	373	1.5	0.9	8.898	A
3 - Thaxted Road (S)	447	112	243	745	0.600	454	276	3.3	1.6	12.902	B

2026 Base + CD - Without LR, 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
6	Thaxted Road / Peaslands Road	Mini-roundabout		1, 2, 3	50.43	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Thaxted Road (N)		ONE HOUR	✓	672	100.000
2 - Peaslands Road		ONE HOUR	✓	532	100.000
3 - Thaxted Road (S)		ONE HOUR	✓	407	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	340	332
	2 - Peaslands Road	271	0	261
	3 - Thaxted Road (S)	228	179	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	0	1
	2 - Peaslands Road	0	0	0
	3 - Thaxted Road (S)	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Thaxted Road (N)	0.98	78.91	15.6	F	617	925
2 - Peaslands Road	0.89	42.65	6.5	E	488	732
3 - Thaxted Road (S)	0.63	13.57	1.7	B	373	560

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	506	126	134	793	0.638	499	372	0.0	1.7	12.064	B
2 - Peaslands Road	401	100	247	728	0.550	396	386	0.0	1.2	10.696	B
3 - Thaxted Road (S)	306	77	202	769	0.398	304	441	0.0	0.7	7.728	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	604	151	160	777	0.778	598	446	1.7	3.2	19.581	C
2 - Peaslands Road	478	120	295	698	0.685	475	463	1.2	2.1	15.863	C
3 - Thaxted Road (S)	366	91	242	746	0.491	365	528	0.7	0.9	9.457	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	740	185	196	756	0.979	706	541	3.2	11.8	52.032	F
2 - Peaslands Road	586	146	349	666	0.880	572	553	2.1	5.6	34.005	D
3 - Thaxted Road (S)	448	112	291	717	0.625	445	629	0.9	1.6	13.176	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	740	185	197	755	0.980	724	548	11.8	15.6	78.905	F
2 - Peaslands Road	586	146	358	660	0.887	582	563	5.6	6.5	42.649	E
3 - Thaxted Road (S)	448	112	297	714	0.628	448	643	1.6	1.7	13.566	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	604	151	162	776	0.779	651	458	15.6	4.0	35.979	E
2 - Peaslands Road	478	120	322	682	0.701	494	491	6.5	2.5	20.528	C
3 - Thaxted Road (S)	366	91	252	740	0.494	368	564	1.7	1.0	9.800	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	506	126	135	792	0.639	514	379	4.0	1.8	13.420	B
2 - Peaslands Road	401	100	254	723	0.554	405	396	2.5	1.3	11.491	B
3 - Thaxted Road (S)	306	77	207	766	0.400	308	453	1.0	0.7	7.906	A

2026 Base + CD + D - Without LR, 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
6	Thaxted Road / Peaslands Road	Mini-roundabout		1, 2, 3	39.20	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + D - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Thaxted Road (N)		ONE HOUR	✓	426	100.000
2 - Peaslands Road		ONE HOUR	✓	505	100.000
3 - Thaxted Road (S)		ONE HOUR	✓	596	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	240	186
	2 - Peaslands Road	321	0	184
	3 - Thaxted Road (S)	345	251	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	2	5
	2 - Peaslands Road	1	0	2
	3 - Thaxted Road (S)	3	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Thaxted Road (N)	0.66	15.30	1.9	C	391	586
2 - Peaslands Road	0.74	18.37	2.8	C	463	695
3 - Thaxted Road (S)	0.96	73.93	12.8	F	547	820

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	321	80	186	761	0.421	318	496	0.0	0.7	8.328	A
2 - Peaslands Road	380	95	139	793	0.479	377	365	0.0	0.9	8.683	A
3 - Thaxted Road (S)	449	112	239	747	0.600	443	276	0.0	1.5	11.859	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	383	96	223	740	0.518	382	595	0.7	1.1	10.345	B
2 - Peaslands Road	454	113	167	776	0.585	452	438	0.9	1.4	11.186	B
3 - Thaxted Road (S)	536	134	287	719	0.745	531	331	1.5	2.8	18.970	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	469	117	264	715	0.656	466	713	1.1	1.9	14.705	B
2 - Peaslands Road	556	139	203	754	0.737	551	527	1.4	2.7	17.531	C
3 - Thaxted Road (S)	656	164	350	683	0.961	628	404	2.8	9.9	50.413	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	469	117	271	711	0.659	469	726	1.9	1.9	15.297	C
2 - Peaslands Road	556	139	205	753	0.738	556	536	2.7	2.8	18.373	C
3 - Thaxted Road (S)	656	164	353	681	0.963	645	407	9.9	12.8	73.932	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	383	96	242	729	0.525	386	624	1.9	1.2	10.943	B
2 - Peaslands Road	454	113	169	775	0.586	459	459	2.8	1.5	11.725	B
3 - Thaxted Road (S)	536	134	292	717	0.747	574	336	12.8	3.3	30.805	D

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	321	80	192	758	0.423	322	507	1.2	0.8	8.563	A
2 - Peaslands Road	380	95	141	792	0.480	382	373	1.5	1.0	8.951	A
3 - Thaxted Road (S)	449	112	243	745	0.602	456	280	3.3	1.6	12.984	B

2026 Base + CD + D - Without LR, 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
6	Thaxted Road / Peaslands Road	Mini-roundabout		1, 2, 3	51.37	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Thaxted Road (N)		ONE HOUR	✓	674	100.000
2 - Peaslands Road		ONE HOUR	✓	532	100.000
3 - Thaxted Road (S)		ONE HOUR	✓	412	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	340	334
	2 - Peaslands Road	271	0	261
	3 - Thaxted Road (S)	233	179	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Thaxted Road (N)	2 - Peaslands Road	3 - Thaxted Road (S)
From	1 - Thaxted Road (N)	0	0	1
	2 - Peaslands Road	0	0	0
	3 - Thaxted Road (S)	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Thaxted Road (N)	0.98	80.83	16.1	F	618	928
2 - Peaslands Road	0.89	43.10	6.5	E	488	732
3 - Thaxted Road (S)	0.64	13.85	1.7	B	378	567

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	507	127	134	793	0.640	501	375	0.0	1.7	12.120	B
2 - Peaslands Road	401	100	248	727	0.551	396	386	0.0	1.2	10.723	B
3 - Thaxted Road (S)	310	78	202	769	0.403	307	442	0.0	0.7	7.788	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	606	151	160	777	0.780	600	451	1.7	3.3	19.754	C
2 - Peaslands Road	478	120	297	697	0.686	475	463	1.2	2.1	15.935	C
3 - Thaxted Road (S)	370	93	242	746	0.497	369	530	0.7	1.0	9.568	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	742	186	196	756	0.982	707	546	3.3	12.0	52.861	F
2 - Peaslands Road	586	146	350	665	0.881	572	553	2.1	5.6	34.263	D
3 - Thaxted Road (S)	454	113	291	717	0.632	451	631	1.0	1.7	13.432	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	742	186	197	755	0.983	726	553	12.0	16.1	80.831	F
2 - Peaslands Road	586	146	360	659	0.889	582	563	5.6	6.5	43.098	E
3 - Thaxted Road (S)	454	113	297	714	0.635	453	645	1.7	1.7	13.848	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	606	151	162	776	0.781	654	463	16.1	4.0	37.261	E
2 - Peaslands Road	478	120	324	681	0.703	494	492	6.5	2.5	20.753	C
3 - Thaxted Road (S)	370	93	252	740	0.501	373	567	1.7	1.0	9.928	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Thaxted Road (N)	507	127	135	792	0.641	516	383	4.0	1.9	13.514	B
2 - Peaslands Road	401	100	256	722	0.555	405	396	2.5	1.3	11.535	B
3 - Thaxted Road (S)	310	78	207	766	0.405	312	455	1.0	0.7	7.973	A

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J8-J9_London Road Mini Roundabout junctions_Without LR.j9
Path: C:\Users\Owner\Cotswold Transport Planning Ltd\Projects - Documents\Rosconn Group\Radwinter Road, Saffron Walden - CTP-20-1142\06 Calculations\Junction Modelling\Without Link Road\Alt Run
Report generation date: 19/05/2021 10:29:26

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - Without LR									
8 - London Road / Borough Lane - 1 - London Road (N)	D1	4.2	24.71	0.82	C	D2	2.5	16.92	0.72	C
8 - London Road / Borough Lane - 2 - Borough Lane		2.3	24.80	0.71	C		0.6	9.80	0.37	A
8 - London Road / Borough Lane - 3 - London Road (S)		2.8	15.80	0.74	C		3.3	16.77	0.78	C
9 - London Road / Newport Road / Audley End Road - 1 - London Road		2.8	10.91	0.74	B		1.2	6.04	0.55	A
9 - London Road / Newport Road / Audley End Road - 2 - Newport Road		5.0	46.69	0.86	E		1.0	9.17	0.49	A
9 - London Road / Newport Road / Audley End Road - 3 - Audley End Road		17.3	129.11	1.02	F		14.2	110.63	0.99	F
	2026 Base + CD - Without LR									
8 - London Road / Borough Lane - 1 - London Road (N)	D3	9.2	49.42	0.93	E	D4	3.6	23.30	0.80	C
8 - London Road / Borough Lane - 2 - Borough Lane		9.1	80.40	0.95	F		1.0	12.95	0.50	B
8 - London Road / Borough Lane - 3 - London Road (S)		2.7	15.26	0.73	C		3.4	17.39	0.78	C
9 - London Road / Newport Road / Audley End Road - 1 - London Road		5.1	17.92	0.85	C		1.7	7.34	0.63	A
9 - London Road / Newport Road / Audley End Road - 2 - Newport Road		17.8	148.32	1.05	F		1.1	10.50	0.53	B
9 - London Road / Newport Road / Audley End Road - 3 - Audley End Road		17.9	132.33	1.02	F		17.0	127.29	1.01	F
	2026 Base + CD + D - Without LR									
8 - London Road / Borough Lane - 1 - London Road (N)	D5	13.8	69.44	0.97	F	D6	4.0	25.38	0.81	D
8 - London Road / Borough Lane - 2 - Borough Lane		11.7	101.12	0.98	F		1.0	13.36	0.51	B
8 - London Road / Borough Lane - 3 - London Road (S)		2.8	15.73	0.74	C		3.9	19.35	0.81	C
9 - London Road / Newport Road / Audley End Road - 1 - London Road		5.7	19.81	0.86	C		1.7	7.53	0.64	A
9 - London Road / Newport Road / Audley End Road - 2 - Newport Road		20.2	162.56	1.07	F		1.3	11.39	0.56	B
9 - London Road / Newport Road / Audley End Road - 3 - Audley End Road		19.8	144.51	1.03	F		22.6	162.00	1.05	F

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

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

File summary

File Description

Title	Radwinter Road, Saffron Walden
Location	London Road / Borough Lane / Newport Road / Audley End Road
Site number	
Date	15/04/2021
Version	01
Status	Issue
Identifier	J8 and J9
Client	Rosconn Group
Jobnumber	CTP-20-1142
Enumerator	MW
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

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

2026 Base + CD + D - Without LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	8 - London Road / Borough Lane	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 84% of the total flow for the roundabout for one or more time segments]
Warning	Linked Roundabout	8 - London Road / Borough Lane - 3 - London Road (S)	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	9 - London Road / Newport Road / Audley End Road - 1 - London Road	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
8	London Road / Borough Lane	Mini-roundabout		1, 2, 3	20.54	C
9	London Road / Newport Road / Audley End Road	Mini-roundabout		1, 2, 3	52.04	F

Junction Network Options

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

Arms

Arms

Junction	Arm	Name	Description
8 - London Road / Borough Lane	1	London Road (N)	
	2	Borough Lane	
	3	London Road (S)	
9 - London Road / Newport Road / Audley End Road	1	London Road	
	2	Newport Road	
	3	Audley End Road	

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
8 - London Road / Borough Lane	1 - London Road (N)	3.08	3.08	3.08	0.0	6.67	3.92	0.0	
	2 - Borough Lane	3.00	3.00	5.38	2.4	9.30	7.55	0.0	
	3 - London Road (S)	3.00	3.00	3.00	0.0	13.68	3.66	0.0	
9 - London Road / Newport Road / Audley End Road	1 - London Road	3.00	3.00	4.00	2.0	12.50	11.50	0.0	
	2 - Newport Road	3.00	3.00	3.00	0.0	11.00	8.00	0.0	
	3 - Audley End Road	3.00	3.00	3.00	0.0	18.50	18.50	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
8 - London Road / Borough Lane	1 - London Road (N)	0.593	898
	2 - Borough Lane	0.612	898
	3 - London Road (S)	0.590	947
9 - London Road / Newport Road / Audley End Road	1 - London Road	0.609	930
	2 - Newport Road	0.591	680
	3 - Audley End Road	0.734	1060

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

Arm Capacity Adjustments

Junction	Arm	Type	Reason	Percentage capacity adjustment (%)
9 - London Road / Newport Road / Audley End Road	1 - London Road	Percentage	Queue Calibration	150.00
	2 - Newport Road	Percentage	Queue Calibration	160.00
	3 - Audley End Road	Percentage	Queue Calibration	60.00

Traffic Demand

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCU)
8 - London Road / Borough Lane	3 - London Road (S)	9	1	Simple (vertical queueing)	Normal	0	100.00	
9 - London Road / Newport Road / Audley End Road	1 - London Road	8	3	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
8 - London Road / Borough Lane	1 - London Road (N)		ONE HOUR	✓	547	100.000
	2 - Borough Lane		ONE HOUR	✓	253	100.000
	3 - London Road (S)	✓				
9 - London Road / Newport Road / Audley End Road	1 - London Road	✓				
	2 - Newport Road		ONE HOUR	✓	370	100.000
	3 - Audley End Road		ONE HOUR	✓	447	100.000

Origin-Destination Data

Demand (Veh/hr)

8 - London Road / Borough Lane

		To		
		1 - London Road (N)	2 - Borough Lane	3 - London Road (S)
From	1 - London Road (N)	0	31	516
	2 - Borough Lane	8	0	245
	3 - London Road (S)	536	269	0

Demand (Veh/hr)

9 - London Road / Newport Road / Audley End Road

		To		
		1 - London Road	2 - Newport Road	3 - Audley End Road
From	1 - London Road	0	370	305
	2 - Newport Road	340	0	30
	3 - Audley End Road	371	76	0

Vehicle Mix

Heavy Vehicle Percentages

8 - London Road / Borough Lane

		To		
		1 - London Road (N)	2 - Borough Lane	3 - London Road (S)
From	1 - London Road (N)	0	0	1
	2 - Borough Lane	0	0	0
	3 - London Road (S)	0	0	0

Heavy Vehicle Percentages

9 - London Road / Newport Road / Audley End Road

		To		
		1 - London Road	2 - Newport Road	3 - Audley End Road
From	1 - London Road	0	1	0
	2 - Newport Road	1	0	0
	3 - Audley End Road	0	1	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
8 - London Road / Borough Lane	1 - London Road (N)	0.81	25.38	4.0	D	502	753
	2 - Borough Lane	0.51	13.36	1.0	B	232	348
	3 - London Road (S)	0.81	19.35	3.9	C	654	981
9 - London Road / Newport Road / Audley End Road	1 - London Road	0.64	7.53	1.7	A	698	1047
	2 - Newport Road	0.56	11.39	1.3	B	340	509
	3 - Audley End Road	1.05	162.00	22.6	F	410	615

Main Results for each time segment

16:45 - 17:00

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	412	103	176	786	0.524	408	356	0.0
	2 - Borough Lane	190	48	384	661	0.288	189	199	0.0
	3 - London Road (S)	530	133	6	944	0.562	525	567	0.0
9 - London Road / Newport Road / Audley End Road	1 - London Road	568	142	56	1336	0.425	565	528	0.0
	2 - Newport Road	279	70	255	838	0.332	277	366	0.0
	3 - Audley End Road	337	84	254	522	0.644	330	278	0.0

17:00 - 17:15

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	492	123	211	765	0.643	489	428	1.1
	2 - Borough Lane	227	57	461	613	0.371	227	239	0.4
	3 - London Road (S)	635	159	7	943	0.674	632	681	1.3
9 - London Road / Newport Road / Audley End Road	1 - London Road	682	170	67	1326	0.514	681	632	0.7
	2 - Newport Road	333	83	308	790	0.421	332	440	0.5
	3 - Audley End Road	402	100	305	500	0.804	395	334	1.7

17:15 - 17:30

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	602	151	248	744	0.810	594	503	1.7
	2 - Borough Lane	279	70	560	552	0.505	277	281	0.6
	3 - London Road (S)	748	187	9	942	0.794	742	829	2.0
9 - London Road / Newport Road / Audley End Road	1 - London Road	830	207	76	1317	0.630	827	744	1.0
	2 - Newport Road	407	102	374	727	0.560	405	530	0.7
	3 - Audley End Road	492	123	372	470	1.048	448	407	3.5

17:30 - 17:45

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	602	151	253	741	0.813	601	514	3.8
	2 - Borough Lane	279	70	567	548	0.509	278	288	1.0
	3 - London Road (S)	760	190	9	942	0.807	758	837	3.5
9 - London Road / Newport Road / Audley End Road	1 - London Road	838	209	78	1315	0.637	838	756	1.7
	2 - Newport Road	407	102	378	723	0.563	407	537	1.2
	3 - Audley End Road	492	123	374	469	1.050	460	411	14.6

17:45 - 18:00

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	492	123	235	751	0.655	500	476	4.0
	2 - Borough Lane	227	57	472	607	0.375	229	263	1.0
	3 - London Road (S)	700	175	7	943	0.743	704	694	3.9
9 - London Road / Newport Road / Audley End Road	1 - London Road	694	174	80	1314	0.528	697	697	1.7
	2 - Newport Road	333	83	315	783	0.425	335	462	1.3
	3 - Audley End Road	402	100	308	499	0.806	469	342	22.6

18:00 - 18:15

Junction	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)
8 - London Road / Borough Lane	1 - London Road (N)	412	103	186	780	0.528	415	377	2.0
	2 - Borough Lane	190	48	392	656	0.290	191	210	0.6
	3 - London Road (S)	551	138	6	943	0.584	558	577	3.0
9 - London Road / Newport Road / Audley End Road	1 - London Road	578	144	60	1332	0.433	579	549	1.1
	2 - Newport Road	279	70	262	832	0.335	280	377	0.8
	3 - Audley End Road	337	84	257	521	0.646	352	284	5.7

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

Filename: J10_Debden Road-London Road_Without LR.j9
Path: C:\Users\Owner\OneDrive\Cotswold Transport Planning Ltd\CADtest - Documents\Martin\Saffron Walden
Report generation date: 22/04/2021 20:42:42

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2023 Base - Without LR										
1 - Debden Road (S)	D1	9.1	92.60	0.95	F	D2	0.5	10.81	0.35	B
2 - London Road		6.1	40.29	0.88	E		1.9	13.37	0.66	B
3 - Debden Road (N)		7.5	37.66	0.90	E		13.7	66.23	0.96	F
2026 Base + CD - Without LR										
1 - Debden Road (S)	D3	16.5	154.92	1.04	F	D4	0.6	11.12	0.36	B
2 - London Road		10.0	60.69	0.94	F		2.5	16.29	0.72	C
3 - Debden Road (N)		17.4	77.24	0.99	F		29.1	121.26	1.04	F
2026 Base + CD + D - Without LR										
1 - Debden Road (S)	D5	21.0	194.61	1.08	F	D6	0.6	11.29	0.36	B
2 - London Road		11.6	68.17	0.95	F		3.0	18.33	0.75	C
3 - Debden Road (N)		26.6	108.23	1.02	F		34.6	138.99	1.05	F

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

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

File summary

File Description

Title	Radwinter Road, Saffron Walden
Location	London Road / Debdon Road
Site number	
Date	15/04/2021
Version	01
Status	Issue
Identifier	J10
Client	Rosconn Group
Jobnumber	CTP-20-1142
Enumerator	MW
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

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - Without LR, 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
10	London Road / Debden Road	Mini-roundabout		1, 2, 3	50.22	F

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Debdon Road (S)	
2	London Road	
3	Debden Road (N)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Debdon Road (S)	3.00	3.00	3.50	2.5	9.00	5.50	0.0	
2 - London Road	3.00	3.00	3.00	0.0	17.00	17.00	0.0	
3 - Debden Road (N)	3.00	3.00	3.00	0.0	14.00	12.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Debdon Road (S)	0.602	771
2 - London Road	0.658	897
3 - Debden Road (N)	0.596	904

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Debdon Road (S)		ONE HOUR	✓	340	100.000
2 - London Road		ONE HOUR	✓	530	100.000
3 - Debden Road (N)		ONE HOUR	✓	692	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Debdon Road (S)	2 - London Road	3 - Debden Road (N)
From	1 - Debdon Road (S)	0	49	291
	2 - London Road	42	0	488
	3 - Debden Road (N)	138	554	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Debdon Road (S)	2 - London Road	3 - Debden Road (N)
From	1 - Debdon Road (S)	0	2	0
	2 - London Road	5	0	4
	3 - Debden Road (N)	4	3	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 - Debdon Road (S)	0.95	92.60	9.1	F	312	468
2 - London Road	0.88	40.29	6.1	E	486	730
3 - Debden Road (N)	0.90	37.66	7.5	E	635	952

Main Results for each time segment

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 - Debdon Road (S)	256	64	412	514	0.498	252	134	0.0	1.0	13.543	B
2 - London Road	399	100	216	725	0.550	394	449	0.0	1.2	10.739	B
3 - Debden Road (N)	521	130	31	857	0.608	515	579	0.0	1.5	10.365	B

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 - Debdon Road (S)	306	76	495	463	0.660	302	161	1.0	1.8	21.883	C
2 - London Road	476	119	259	698	0.683	473	538	1.2	2.0	15.765	C
3 - Debden Road (N)	622	156	37	853	0.729	618	694	1.5	2.5	15.052	C

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 - Debdon Road (S)	374	94	597	400	0.935	354	194	1.8	6.8	61.792	F
2 - London Road	584	146	303	670	0.871	570	648	2.0	5.3	32.635	D
3 - Debden Road (N)	762	190	45	848	0.898	746	829	2.5	6.6	30.978	D

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 - Debdon Road (S)	374	94	607	394	0.951	365	197	6.8	9.1	92.602	F
2 - London Road	584	146	312	664	0.879	580	660	5.3	6.1	40.287	E
3 - Debden Road (N)	762	190	46	848	0.899	759	847	6.6	7.5	37.658	E

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 - Debdon Road (S)	306	76	513	452	0.676	333	167	9.1	2.3	35.550	E
2 - London Road	476	119	285	681	0.699	491	561	6.1	2.5	20.169	C
3 - Debden Road (N)	622	156	39	852	0.730	640	737	7.5	2.9	18.289	C

09:00 - 09:15

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 - Debdon Road (S)	256	64	421	509	0.503	261	137	2.3	1.0	14.794	B
2 - London Road	399	100	223	720	0.554	404	459	2.5	1.3	11.539	B
3 - Debden Road (N)	521	130	32	856	0.609	526	595	2.9	1.6	11.068	B

2023 Base - Without LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 87% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	London Road / Debden Road	Mini-roundabout		1, 2, 3	40.99	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Debdon Road (S)		ONE HOUR	✓	164	100.000
2 - London Road		ONE HOUR	✓	473	100.000
3 - Debden Road (N)		ONE HOUR	✓	714	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Debdon Road (S)	2 - London Road	3 - Debden Road (N)
From	1 - Debdon Road (S)	0	27	137
	2 - London Road	123	0	350
	3 - Debden Road (N)	336	378	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Debdon Road (S)	2 - London Road	3 - Debden Road (N)
From	1 - Debdon Road (S)	0	0	2
	2 - London Road	0	0	1
	3 - Debden Road (N)	1	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 - Debdon Road (S)	0.35	10.81	0.5	B	150	226
2 - London Road	0.66	13.37	1.9	B	434	651
3 - Debden Road (N)	0.96	66.23	13.7	F	655	983

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 - Debdon Road (S)	123	31	281	591	0.209	122	342	0.0	0.3	7.672	A
2 - London Road	356	89	102	822	0.433	353	301	0.0	0.8	7.632	A
3 - Debden Road (N)	538	134	92	840	0.640	531	364	0.0	1.7	11.387	B

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 - Debdon Road (S)	147	37	337	557	0.265	147	410	0.3	0.4	8.767	A
2 - London Road	425	106	123	808	0.526	424	361	0.8	1.1	9.335	A
3 - Debden Road (N)	642	160	110	830	0.774	636	437	1.7	3.2	18.063	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 - Debdon Road (S)	181	45	400	519	0.348	180	490	0.4	0.5	10.580	B
2 - London Road	521	130	150	790	0.659	518	430	1.1	1.9	13.075	B
3 - Debden Road (N)	786	197	135	815	0.964	756	533	3.2	10.8	45.746	E

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 - Debdon Road (S)	181	45	410	514	0.352	181	500	0.5	0.5	10.805	B
2 - London Road	521	130	151	790	0.660	521	440	1.9	1.9	13.369	B
3 - Debden Road (N)	786	197	135	815	0.965	774	536	10.8	13.7	66.228	F

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 - Debdon Road (S)	147	37	361	543	0.272	148	432	0.5	0.4	9.133	A
2 - London Road	425	106	124	808	0.527	428	385	1.9	1.1	9.567	A
3 - Debden Road (N)	642	160	111	829	0.774	682	441	13.7	3.8	29.274	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 - Debdon Road (S)	123	31	289	586	0.211	124	350	0.4	0.3	7.798	A
2 - London Road	356	89	104	821	0.434	358	309	1.1	0.8	7.791	A
3 - Debden Road (N)	538	134	93	840	0.640	545	368	3.8	1.8	12.527	B

2026 Base + CD - Without LR, 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
10	London Road / Debden Road	Mini-roundabout		1, 2, 3	87.14	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Debdon Road (S)		ONE HOUR	✓	345	100.000
2 - London Road		ONE HOUR	✓	577	100.000
3 - Debden Road (N)		ONE HOUR	✓	758	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Debdon Road (S)	2 - London Road	3 - Debden Road (N)
From	1 - Debdon Road (S)	0	50	295
	2 - London Road	46	0	531
	3 - Debden Road (N)	152	606	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Debdon Road (S)	2 - London Road	3 - Debden Road (N)
From	1 - Debdon Road (S)	0	2	0
	2 - London Road	4	0	3
	3 - Debden Road (N)	3	3	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 - Debdon Road (S)	1.04	154.92	16.5	F	317	475
2 - London Road	0.94	60.69	10.0	F	529	794
3 - Debden Road (N)	0.99	77.24	17.4	F	696	1043

Main Results for each time segment

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 - Debdon Road (S)	260	65	450	491	0.529	255	147	0.0	1.1	15.029	C
2 - London Road	434	109	218	730	0.595	429	487	0.0	1.4	11.735	B
3 - Debden Road (N)	571	143	34	857	0.666	563	613	0.0	1.9	11.969	B

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 - Debdon Road (S)	310	78	539	436	0.712	305	176	1.1	2.2	26.713	D
2 - London Road	519	130	261	703	0.738	514	584	1.4	2.6	18.561	C
3 - Debden Road (N)	681	170	41	853	0.799	675	734	1.9	3.6	19.487	C

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 - Debdon Road (S)	380	95	637	375	1.013	348	209	2.2	10.2	86.866	F
2 - London Road	635	159	297	680	0.934	613	688	2.6	8.1	43.900	E
3 - Debden Road (N)	835	209	49	848	0.984	797	862	3.6	12.9	50.452	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 - Debdon Road (S)	380	95	653	365	1.039	355	214	10.2	16.5	154.919	F
2 - London Road	635	159	303	676	0.940	628	704	8.1	10.0	60.693	F
3 - Debden Road (N)	835	209	50	847	0.985	817	881	12.9	17.4	77.244	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 - Debdon Road (S)	310	78	586	407	0.762	360	190	16.5	4.0	91.353	F
2 - London Road	519	130	308	673	0.771	544	638	10.0	3.7	31.702	D
3 - Debden Road (N)	681	170	43	851	0.801	733	809	17.4	4.5	38.031	E

09:00 - 09:15

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 - Debdon Road (S)	260	65	464	482	0.539	271	152	4.0	1.2	17.835	C
2 - London Road	434	109	232	722	0.602	443	503	3.7	1.6	13.276	B
3 - Debden Road (N)	571	143	35	856	0.667	581	639	4.5	2.1	13.503	B

2026 Base + CD - Without LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 88% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	London Road / Debden Road	Mini-roundabout		1, 2, 3	71.02	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Debdon Road (S)		ONE HOUR	✓	166	100.000
2 - London Road		ONE HOUR	✓	516	100.000
3 - Debden Road (N)		ONE HOUR	✓	760	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Debdon Road (S)	2 - London Road	3 - Debden Road (N)
From	1 - Debdon Road (S)	0	27	139
	2 - London Road	134	0	382
	3 - Debden Road (N)	357	403	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Debdon Road (S)	2 - London Road	3 - Debden Road (N)
From	1 - Debdon Road (S)	0	0	2
	2 - London Road	0	0	1
	3 - Debden Road (N)	1	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 - Debdon Road (S)	0.36	11.12	0.6	B	152	228
2 - London Road	0.72	16.29	2.5	C	473	710
3 - Debden Road (N)	1.04	121.26	29.1	F	697	1046

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 - Debdon Road (S)	125	31	299	580	0.216	124	365	0.0	0.3	7.871	A
2 - London Road	388	97	104	821	0.473	385	319	0.0	0.9	8.195	A
3 - Debden Road (N)	572	143	100	836	0.685	564	389	0.0	2.1	12.886	B

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 - Debdon Road (S)	149	37	358	545	0.274	149	437	0.3	0.4	9.082	A
2 - London Road	464	116	125	807	0.575	462	382	0.9	1.3	10.386	B
3 - Debden Road (N)	683	171	120	824	0.829	674	467	2.1	4.3	22.820	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 - Debdon Road (S)	183	46	413	512	0.357	182	512	0.4	0.5	10.892	B
2 - London Road	568	142	152	788	0.721	564	442	1.3	2.4	15.705	C
3 - Debden Road (N)	837	209	146	808	1.035	778	570	4.3	18.9	68.551	F

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 - Debdon Road (S)	183	46	422	506	0.361	183	521	0.5	0.6	11.120	B
2 - London Road	568	142	153	788	0.721	568	452	2.4	2.5	16.291	C
3 - Debden Road (N)	837	209	147	808	1.036	796	573	18.9	29.1	121.261	F

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 - Debdon Road (S)	149	37	411	513	0.291	150	485	0.6	0.4	9.926	A
2 - London Road	464	116	125	806	0.575	468	435	2.5	1.4	10.786	B
3 - Debden Road (N)	683	171	122	823	0.830	775	472	29.1	6.3	80.104	F

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 - Debdon Road (S)	125	31	312	572	0.218	126	378	0.4	0.3	8.070	A
2 - London Road	388	97	105	820	0.474	390	332	1.4	0.9	8.418	A
3 - Debden Road (N)	572	143	101	835	0.685	588	394	6.3	2.3	15.467	C

2026 Base + CD + D - Without LR, 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
10	London Road / Debden Road	Mini-roundabout		1, 2, 3	111.47	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + D - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Debdon Road (S)		ONE HOUR	✓	345	100.000
2 - London Road		ONE HOUR	✓	589	100.000
3 - Debden Road (N)		ONE HOUR	✓	788	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Debdon Road (S)	2 - London Road	3 - Debden Road (N)
From	1 - Debdon Road (S)	0	50	295
	2 - London Road	46	0	543
	3 - Debden Road (N)	152	636	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Debdon Road (S)	2 - London Road	3 - Debden Road (N)
From	1 - Debdon Road (S)	0	0	1
	2 - London Road	4	0	3
	3 - Debden Road (N)	3	3	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 - Debdon Road (S)	1.08	194.61	21.0	F	317	475
2 - London Road	0.95	68.17	11.6	F	540	811
3 - Debden Road (N)	1.02	108.23	26.6	F	723	1085

Main Results for each time segment

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 - Debdon Road (S)	260	65	472	475	0.547	255	147	0.0	1.2	16.073	C
2 - London Road	443	111	218	729	0.608	437	509	0.0	1.5	12.097	B
3 - Debden Road (N)	593	148	34	857	0.693	585	621	0.0	2.1	12.862	B

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 - Debdon Road (S)	310	78	565	418	0.743	305	176	1.2	2.6	30.394	D
2 - London Road	529	132	260	702	0.754	524	609	1.5	2.8	19.662	C
3 - Debden Road (N)	708	177	41	853	0.831	700	744	2.1	4.3	22.320	C

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 - Debdon Road (S)	380	95	657	361	1.052	340	206	2.6	12.4	102.869	F
2 - London Road	649	162	291	682	0.951	623	706	2.8	9.1	47.779	E
3 - Debden Road (N)	868	217	49	848	1.023	814	866	4.3	17.8	63.233	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 - Debdon Road (S)	380	95	672	352	1.079	345	210	12.4	21.0	194.610	F
2 - London Road	649	162	295	679	0.955	639	722	9.1	11.6	68.167	F
3 - Debden Road (N)	868	217	50	847	1.024	832	884	17.8	26.6	108.225	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 - Debdon Road (S)	310	78	638	373	0.832	358	196	21.0	9.0	162.121	F
2 - London Road	529	132	306	672	0.788	559	690	11.6	4.2	36.981	E
3 - Debden Road (N)	708	177	44	851	0.832	790	822	26.6	6.2	69.033	F

09:00 - 09:15

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 - Debdon Road (S)	260	65	491	463	0.561	290	153	9.0	1.3	24.276	C
2 - London Road	443	111	248	710	0.625	453	533	4.2	1.7	14.529	B
3 - Debden Road (N)	593	148	35	856	0.693	609	666	6.2	2.4	15.367	C

2026 Base + CD + D - Without LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 88% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
10	London Road / Debden Road	Mini-roundabout		1, 2, 3	80.61	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Debdon Road (S)		ONE HOUR	✓	166	100.000
2 - London Road		ONE HOUR	✓	544	100.000
3 - Debden Road (N)		ONE HOUR	✓	773	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		1 - Debdon Road (S)	2 - London Road	3 - Debden Road (N)
From	1 - Debdon Road (S)	0	27	139
	2 - London Road	134	0	410
	3 - Debden Road (N)	357	416	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1 - Debdon Road (S)	2 - London Road	3 - Debden Road (N)
From	1 - Debdon Road (S)	0	0	2
	2 - London Road	0	0	0
	3 - Debden Road (N)	1	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 - Debdon Road (S)	0.36	11.29	0.6	B	152	228
2 - London Road	0.75	18.33	3.0	C	499	749
3 - Debden Road (N)	1.05	138.99	34.6	F	709	1064

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 - Debdon Road (S)	125	31	308	574	0.218	124	365	0.0	0.3	7.976	A
2 - London Road	410	102	104	827	0.495	406	329	0.0	1.0	8.471	A
3 - Debden Road (N)	582	145	100	836	0.696	573	409	0.0	2.2	13.313	B

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 - Debdon Road (S)	149	37	369	538	0.277	149	436	0.3	0.4	9.235	A
2 - London Road	489	122	125	813	0.602	487	393	1.0	1.5	10.976	B
3 - Debden Road (N)	695	174	120	824	0.844	685	492	2.2	4.6	24.328	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 - Debdon Road (S)	183	46	422	507	0.361	182	508	0.4	0.6	11.068	B
2 - London Road	599	150	152	794	0.754	593	451	1.5	2.9	17.448	C
3 - Debden Road (N)	851	213	146	808	1.053	783	600	4.6	21.6	75.427	F

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 - Debdon Road (S)	183	46	430	501	0.364	183	517	0.6	0.6	11.289	B
2 - London Road	599	150	153	794	0.754	599	460	2.9	3.0	18.327	C
3 - Debden Road (N)	851	213	147	808	1.054	799	604	21.6	34.6	138.988	F

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 - Debdon Road (S)	149	37	430	501	0.298	150	491	0.6	0.4	10.256	B
2 - London Road	489	122	125	812	0.602	495	455	3.0	1.6	11.519	B
3 - Debden Road (N)	695	174	122	823	0.845	800	498	34.6	8.4	104.510	F

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 - Debdon Road (S)	125	31	326	564	0.222	126	381	0.4	0.3	8.225	A
2 - London Road	410	102	105	826	0.496	412	346	1.6	1.0	8.737	A
3 - Debden Road (N)	582	145	101	835	0.697	606	415	8.4	2.4	17.161	C

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

Filename: J11_Debden Rd-Audley Road-High St_Without LR.j9
Path: C:\Users\Owner\Cotswold Transport Planning Ltd\Projects - Documents\Rosconn Group\Radwinter Road, Saffron Walden - CTP-20-1142\06 Calculations\Junction Modelling\Without Link Road\Alt Run
Report generation date: 19/05/2021 11:35:19

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2023 Base - Without LR										
Stream B-C	D1	3.2	24.47	0.77	C	D2	1.8	16.09	0.65	C
Stream B-A		1.3	23.63	0.57	C		0.9	18.75	0.48	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2026 Base + CD - Without LR										
Stream B-C	D3	9.0	62.78	0.93	F	D4	2.4	20.29	0.72	C
Stream B-A		4.9	77.00	0.88	F		1.1	22.21	0.54	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2026 Base + CD + B - Without LR										
Stream B-C	D5	16.8	103.22	1.01	F	D6	2.7	22.30	0.74	C
Stream B-A		9.4	140.89	0.98	F		1.2	23.66	0.56	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	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	Radwinter Road, Saffron Walden
Location	Debden Road / Audley Road / High Street
Site number	J11
Date	15/04/2021
Version	01
Status	Issue
Identifier	
Client	Rosconn Group
Jobnumber	CTP-20-1124
Enumerator	MW
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + B - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + B - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
11	Debden Road / Audley Road / High Street	T-Junction	Two-way		9.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	High Street		Major
B	Audley Road		Minor
C	Debden Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Debden Road	6.00			60.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Audley Road	One lane plus flare	10.00	6.00	6.00	6.00	6.00		9.00	160	200

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	598	0.109	0.275	0.173	0.393
B-C	853	0.131	0.331	-	-
C-B	609	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street		ONE HOUR	✓	250	100.000
B - Audley Road		ONE HOUR	✓	626	100.000
C - Debden Road		ONE HOUR	✓	722	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street	B - Audley Road	C - Debden Road
From	A - High Street	0	0	250
	B - Audley Road	184	0	442
	C - Debden Road	722	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street	B - Audley Road	C - Debden Road
From	A - High Street	0	0	3
	B - Audley Road	4	0	3
	C - Debden Road	3	0	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-C	0.77	24.47	3.2	C	406	608
B-A	0.57	23.63	1.3	C	169	253
C-AB	0.00	0.00	0.0	A	0	0
C-A					663	994
A-B					0	0
A-C					229	344

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	333	83	705	0.472	329	0.0	0.9	9.503	A
B-A	139	35	430	0.322	137	0.0	0.5	12.180	B
C-AB	0	0	555	0.000	0	0.0	0.0	0.000	A
C-A	544	136			544				
A-B	0	0			0				
A-C	188	47			188				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	397	99	676	0.588	395	0.9	1.4	12.745	B
B-A	165	41	402	0.411	165	0.5	0.7	15.100	C
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	649	162			649				
A-B	0	0			0				
A-C	225	56			225				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	487	122	633	0.769	480	1.4	3.0	22.659	C
B-A	203	51	356	0.569	200	0.7	1.3	22.809	C
C-AB	0	0	534	0.000	0	0.0	0.0	0.000	A
C-A	795	199			795				
A-B	0	0			0				
A-C	275	69			275				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	487	122	632	0.771	486	3.0	3.2	24.466	C
B-A	203	51	354	0.572	202	1.3	1.3	23.629	C
C-AB	0	0	534	0.000	0	0.0	0.0	0.000	A
C-A	795	199			795				
A-B	0	0			0				
A-C	275	69			275				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	397	99	674	0.589	404	3.2	1.5	13.635	B
B-A	165	41	402	0.412	168	1.3	0.7	15.530	C
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	649	162			649				
A-B	0	0			0				
A-C	225	56			225				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	333	83	703	0.473	335	1.5	0.9	9.838	A
B-A	139	35	431	0.322	139	0.7	0.5	12.407	B
C-AB	0	0	555	0.000	0	0.0	0.0	0.000	A
C-A	544	136			544				
A-B	0	0			0				
A-C	188	47			188				

2023 Base - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
11	Debden Road / Audley Road / High Street	T-Junction	Two-way		5.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street		ONE HOUR	✓	345	100.000
B - Audley Road		ONE HOUR	✓	528	100.000
C - Debden Road		ONE HOUR	✓	627	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street	B - Audley Road	C - Debden Road
From	A - High Street	0	0	345
	B - Audley Road	159	0	369
	C - Debden Road	627	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street	B - Audley Road	C - Debden Road
From	A - High Street	0	0	2
	B - Audley Road	1	0	1
	C - Debden Road	1	0	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-C	0.65	16.09	1.8	C	339	508
B-A	0.48	18.75	0.9	C	146	219
C-AB	0.00	0.00	0.0	A	0	0
C-A					575	863
A-B					0	0
A-C					317	475

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	278	69	705	0.394	275	0.0	0.6	8.329	A
B-A	120	30	439	0.272	118	0.0	0.4	11.161	B
C-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
C-A	472	118			472				
A-B	0	0			0				
A-C	260	65			260				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	332	83	674	0.492	330	0.6	0.9	10.429	B
B-A	143	36	409	0.349	142	0.4	0.5	13.447	B
C-AB	0	0	531	0.000	0	0.0	0.0	0.000	A
C-A	564	141			564				
A-B	0	0			0				
A-C	310	78			310				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	406	102	630	0.645	403	0.9	1.7	15.645	C
B-A	175	44	367	0.477	174	0.5	0.9	18.485	C
C-AB	0	0	515	0.000	0	0.0	0.0	0.000	A
C-A	690	173			690				
A-B	0	0			0				
A-C	380	95			380				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	406	102	629	0.646	406	1.7	1.8	16.092	C
B-A	175	44	367	0.477	175	0.9	0.9	18.747	C
C-AB	0	0	515	0.000	0	0.0	0.0	0.000	A
C-A	690	173			690				
A-B	0	0			0				
A-C	380	95			380				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	332	83	673	0.493	335	1.8	1.0	10.732	B
B-A	143	36	409	0.349	144	0.9	0.5	13.649	B
C-AB	0	0	531	0.000	0	0.0	0.0	0.000	A
C-A	564	141			564				
A-B	0	0			0				
A-C	310	78			310				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	278	69	704	0.395	279	1.0	0.7	8.503	A
B-A	120	30	439	0.272	120	0.5	0.4	11.305	B
C-AB	0	0	544	0.000	0	0.0	0.0	0.000	A
C-A	472	118			472				
A-B	0	0			0				
A-C	260	65			260				

2026 Base + CD - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
11	Debden Road / Audley Road / High Street	T-Junction	Two-way		27.63	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street		ONE HOUR	✓	256	100.000
B - Audley Road		ONE HOUR	✓	724	100.000
C - Debden Road		ONE HOUR	✓	779	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street	B - Audley Road	C - Debden Road
From	A - High Street	0	0	256
	B - Audley Road	222	0	502
	C - Debden Road	779	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street	B - Audley Road	C - Debden Road
From	A - High Street	0	0	3
	B - Audley Road	3	0	3
	C - Debden Road	3	0	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-C	0.93	62.78	9.0	F	461	691
B-A	0.88	77.00	4.9	F	204	306
C-AB	0.00	0.00	0.0	A	0	0
C-A					715	1072
A-B					0	0
A-C					235	352

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	378	94	687	0.550	373	0.0	1.2	11.307	B
B-A	167	42	428	0.390	165	0.0	0.6	13.541	B
C-AB	0	0	554	0.000	0	0.0	0.0	0.000	A
C-A	586	147			586				
A-B	0	0			0				
A-C	193	48			193				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	451	113	654	0.690	448	1.2	2.1	17.157	C
B-A	200	50	396	0.505	198	0.6	1.0	18.106	C
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	700	175			700				
A-B	0	0			0				
A-C	230	58			230				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	553	138	599	0.922	533	2.1	7.1	44.469	E
B-A	244	61	307	0.797	236	1.0	3.1	46.261	E
C-AB	0	0	532	0.000	0	0.0	0.0	0.000	A
C-A	858	214			858				
A-B	0	0			0				
A-C	282	70			282				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	553	138	593	0.933	545	7.1	9.0	62.776	F
B-A	244	61	277	0.883	237	3.1	4.9	77.002	F
C-AB	0	0	532	0.000	0	0.0	0.0	0.000	A
C-A	858	214			858				
A-B	0	0			0				
A-C	282	70			282				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	451	113	645	0.700	477	9.0	2.5	24.311	C
B-A	200	50	392	0.508	215	4.9	1.1	21.855	C
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	700	175			700				
A-B	0	0			0				
A-C	230	58			230				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	378	94	685	0.552	383	2.5	1.3	12.092	B
B-A	167	42	428	0.391	169	1.1	0.7	13.983	B
C-AB	0	0	554	0.000	0	0.0	0.0	0.000	A
C-A	586	147			586				
A-B	0	0			0				
A-C	193	48			193				

2026 Base + CD - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
11	Debden Road / Audley Road / High Street	T-Junction	Two-way		7.43	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street		ONE HOUR	✓	357	100.000
B - Audley Road		ONE HOUR	✓	576	100.000
C - Debden Road		ONE HOUR	✓	674	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street	B - Audley Road	C - Debden Road
From	A - High Street	0	0	357
	B - Audley Road	173	0	403
	C - Debden Road	674	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street	B - Audley Road	C - Debden Road
From	A - High Street	0	0	2
	B - Audley Road	1	0	0
	C - Debden Road	1	0	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-C	0.72	20.29	2.4	C	370	555
B-A	0.54	22.21	1.1	C	159	238
C-AB	0.00	0.00	0.0	A	0	0
C-A					618	928
A-B					0	0
A-C					328	491

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	303	76	703	0.431	300	0.0	0.7	8.873	A
B-A	130	33	431	0.302	129	0.0	0.4	11.842	B
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	507	127			507				
A-B	0	0			0				
A-C	269	67			269				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	362	91	670	0.541	361	0.7	1.1	11.584	B
B-A	156	39	399	0.390	155	0.4	0.6	14.677	B
C-AB	0	0	529	0.000	0	0.0	0.0	0.000	A
C-A	606	151			606				
A-B	0	0			0				
A-C	321	80			321				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	444	111	621	0.715	439	1.1	2.3	19.291	C
B-A	190	48	353	0.540	188	0.6	1.1	21.677	C
C-AB	0	0	512	0.000	0	0.0	0.0	0.000	A
C-A	742	186			742				
A-B	0	0			0				
A-C	393	98			393				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	444	111	620	0.716	443	2.3	2.4	20.292	C
B-A	190	48	352	0.541	190	1.1	1.1	22.214	C
C-AB	0	0	512	0.000	0	0.0	0.0	0.000	A
C-A	742	186			742				
A-B	0	0			0				
A-C	393	98			393				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	362	91	668	0.542	367	2.4	1.2	12.130	B
B-A	156	39	399	0.390	157	1.1	0.7	15.016	C
C-AB	0	0	529	0.000	0	0.0	0.0	0.000	A
C-A	606	151			606				
A-B	0	0			0				
A-C	321	80			321				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	303	76	702	0.432	305	1.2	0.8	9.115	A
B-A	130	33	431	0.302	131	0.7	0.4	12.034	B
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	507	127			507				
A-B	0	0			0				
A-C	269	67			269				

2026 Base + CD + B - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
11	Debden Road / Audley Road / High Street	T-Junction	Two-way		48.06	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + B - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street		ONE HOUR	✓	256	100.000
B - Audley Road		ONE HOUR	✓	758	100.000
C - Debden Road		ONE HOUR	✓	791	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street	B - Audley Road	C - Debden Road
From	A - High Street	0	0	256
	B - Audley Road	226	0	532
	C - Debden Road	791	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street	B - Audley Road	C - Debden Road
From	A - High Street	0	0	3
	B - Audley Road	3	0	3
	C - Debden Road	3	0	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-C	1.01	103.22	16.8	F	488	732
B-A	0.98	140.89	9.4	F	207	311
C-AB	0.00	0.00	0.0	A	0	0
C-A					726	1089
A-B					0	0
A-C					235	352

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	401	100	688	0.582	395	0.0	1.4	12.098	B
B-A	170	43	424	0.401	168	0.0	0.7	13.879	B
C-AB	0	0	554	0.000	0	0.0	0.0	0.000	A
C-A	596	149			596				
A-B	0	0			0				
A-C	193	48			193				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	478	120	653	0.732	474	1.4	2.5	19.500	C
B-A	203	51	389	0.522	202	0.7	1.0	19.006	C
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	711	178			711				
A-B	0	0			0				
A-C	230	58			230				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	586	146	595	0.984	553	2.5	10.8	59.789	F
B-A	249	62	253	0.984	225	1.0	7.1	91.802	F
C-AB	0	0	532	0.000	0	0.0	0.0	0.000	A
C-A	871	218			871				
A-B	0	0			0				
A-C	282	70			282				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	586	146	581	1.008	562	10.8	16.8	103.217	F
B-A	249	62	256	0.972	240	7.1	9.4	140.893	F
C-AB	0	0	532	0.000	0	0.0	0.0	0.000	A
C-A	871	218			871				
A-B	0	0			0				
A-C	282	70			282				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	478	120	634	0.754	532	16.8	3.5	46.155	E
B-A	203	51	370	0.549	236	9.4	1.3	32.532	D
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	711	178			711				
A-B	0	0			0				
A-C	230	58			230				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	401	100	685	0.584	409	3.5	1.5	13.353	B
B-A	170	43	424	0.401	173	1.3	0.7	14.449	B
C-AB	0	0	554	0.000	0	0.0	0.0	0.000	A
C-A	596	149			596				
A-B	0	0			0				
A-C	193	48			193				

2026 Base + CD + B - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
11	Debden Road / Audley Road / High Street	T-Junction	Two-way		8.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + B - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street		ONE HOUR	✓	357	100.000
B - Audley Road		ONE HOUR	✓	591	100.000
C - Debden Road		ONE HOUR	✓	702	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street	B - Audley Road	C - Debden Road
From	A - High Street	0	0	357
	B - Audley Road	175	0	416
	C - Debden Road	702	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street	B - Audley Road	C - Debden Road
From	A - High Street	0	0	2
	B - Audley Road	1	0	0
	C - Debden Road	1	0	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-C	0.74	22.30	2.7	C	382	573
B-A	0.56	23.66	1.2	C	161	241
C-AB	0.00	0.00	0.0	A	0	0
C-A					644	966
A-B					0	0
A-C					328	491

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	313	78	703	0.445	310	0.0	0.8	9.086	A
B-A	132	33	426	0.309	130	0.0	0.4	12.080	B
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	529	132			529				
A-B	0	0			0				
A-C	269	67			269				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	374	93	669	0.559	372	0.8	1.2	12.049	B
B-A	157	39	394	0.399	156	0.4	0.6	15.109	C
C-AB	0	0	529	0.000	0	0.0	0.0	0.000	A
C-A	631	158			631				
A-B	0	0			0				
A-C	321	80			321				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	458	115	619	0.740	452	1.2	2.6	20.941	C
B-A	193	48	345	0.558	190	0.6	1.2	22.959	C
C-AB	0	0	512	0.000	0	0.0	0.0	0.000	A
C-A	773	193			773				
A-B	0	0			0				
A-C	393	98			393				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	458	115	618	0.741	458	2.6	2.7	22.297	C
B-A	193	48	344	0.560	193	1.2	1.2	23.662	C
C-AB	0	0	512	0.000	0	0.0	0.0	0.000	A
C-A	773	193			773				
A-B	0	0			0				
A-C	393	98			393				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	374	93	668	0.560	380	2.7	1.3	12.735	B
B-A	157	39	394	0.399	160	1.2	0.7	15.504	C
C-AB	0	0	529	0.000	0	0.0	0.0	0.000	A
C-A	631	158			631				
A-B	0	0			0				
A-C	321	80			321				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	313	78	702	0.446	315	1.3	0.8	9.359	A
B-A	132	33	426	0.309	133	0.7	0.5	12.289	B
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	529	132			529				
A-B	0	0			0				
A-C	269	67			269				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J13_High St-Church St_Without LR.j9
Path: C:\Users\Owner\OneDrive\Cotswold Transport Planning Ltd\CADtest - Documents\Martin\Saffron Walden
Report generation date: 15/04/2021 14:06:58

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2023 Base - Without LR										
Stream B-C	D1	7.8	161.51	1.00	F	D2	0.5	13.48	0.33	B
Stream B-A		12.4	125.87	0.99	F		1.4	23.48	0.59	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2026 Base + CD - Without LR										
Stream B-C	D3	23.2	540.59	1.28	F	D4	0.6	17.27	0.39	C
Stream B-A		57.6	514.43	1.26	F		3.8	47.41	0.81	E
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2026 Base + CD + D - Without LR										
Stream B-C	D5	31.3	771.17	1.34	F	D6	0.7	19.77	0.43	C
Stream B-A		84.6	742.80	1.36	F		4.9	59.42	0.86	F
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	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	Radwinter Road, Saffron Walden
Location	High Street / Church Street
Site number	
Date	15/04/2021
Version	01
Status	Issue
Identifier	J13
Client	Rosconn Group
Jobnumber	CTP-20-1124
Enumerator	MW
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
13	High Street / Church Street	T-Junction	Two-way		57.65	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	High Street (N)		Major
B	Church Street		Minor
C	High Street (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - High Street (S)	6.72			120.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Church Street	One lane plus flare	5.00	5.00	5.00	5.00	5.00		20.00	18	15

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	508	0.090	0.227	0.143	0.324
B-C	547	0.081	0.205	-	-
C-B	643	0.242	0.242	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (N)		ONE HOUR	✓	235	100.000
B - Church Street		ONE HOUR	✓	496	100.000
C - High Street (S)		ONE HOUR	✓	446	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	235
	B - Church Street	334	0	162
	C - High Street (S)	446	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	3
	B - Church Street	1	0	2
	C - High Street (S)	2	0	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-C	1.00	161.51	7.8	F	149	223
B-A	0.99	125.87	12.4	F	306	460
C-AB	0.00	0.00	0.0	A	0	0
C-A					409	614
A-B					0	0
A-C					216	323

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	122	30	424	0.288	120	0.0	0.4	11.795	B
B-A	251	63	414	0.607	246	0.0	1.5	20.731	C
C-AB	0	0	594	0.000	0	0.0	0.0	0.000	A
C-A	336	84			336				
A-B	0	0			0				
A-C	177	44			177				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	146	36	397	0.367	145	0.4	0.6	14.260	B
B-A	300	75	397	0.756	295	1.5	2.7	33.685	D
C-AB	0	0	585	0.000	0	0.0	0.0	0.000	A
C-A	401	100			401				
A-B	0	0			0				
A-C	211	53			211				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	178	45	178	1.001	155	0.6	6.3	112.299	F
B-A	368	92	373	0.985	343	2.7	8.9	81.977	F
C-AB	0	0	573	0.000	0	0.0	0.0	0.000	A
C-A	491	123			491				
A-B	0	0			0				
A-C	259	65			259				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	178	45	187	0.952	172	6.3	7.8	161.506	F
B-A	368	92	371	0.991	354	8.9	12.4	125.874	F
C-AB	0	0	573	0.000	0	0.0	0.0	0.000	A
C-A	491	123			491				
A-B	0	0			0				
A-C	259	65			259				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	146	36	372	0.391	174	7.8	0.7	20.754	C
B-A	300	75	395	0.760	335	12.4	3.8	71.593	F
C-AB	0	0	585	0.000	0	0.0	0.0	0.000	A
C-A	401	100			401				
A-B	0	0			0				
A-C	211	53			211				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	122	30	418	0.292	123	0.7	0.4	12.247	B
B-A	251	63	416	0.605	260	3.8	1.6	24.262	C
C-AB	0	0	594	0.000	0	0.0	0.0	0.000	A
C-A	336	84			336				
A-B	0	0			0				
A-C	177	44			177				

2023 Base - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
13	High Street / Church Street	T-Junction	Two-way		6.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (N)		ONE HOUR	✓	346	100.000
B - Church Street		ONE HOUR	✓	316	100.000
C - High Street (S)		ONE HOUR	✓	236	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	346
	B - Church Street	199	0	117
	C - High Street (S)	236	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	1
	B - Church Street	1	0	3
	C - High Street (S)	1	0	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-C	0.33	13.48	0.5	B	107	161
B-A	0.59	23.48	1.4	C	183	274
C-AB	0.00	0.00	0.0	A	0	0
C-A					217	325
A-B					0	0
A-C					317	476

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	447	0.197	87	0.0	0.2	9.983	A
B-A	150	37	410	0.366	148	0.0	0.6	13.627	B
C-AB	0	0	577	0.000	0	0.0	0.0	0.000	A
C-A	178	44			178				
A-B	0	0			0				
A-C	260	65			260				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105	26	426	0.247	105	0.2	0.3	11.207	B
B-A	179	45	394	0.454	178	0.6	0.8	16.601	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	212	53			212				
A-B	0	0			0				
A-C	311	78			311				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	397	0.325	128	0.3	0.5	13.374	B
B-A	219	55	372	0.590	217	0.8	1.4	22.928	C
C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	260	65			260				
A-B	0	0			0				
A-C	381	95			381				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	396	0.325	129	0.5	0.5	13.478	B
B-A	219	55	372	0.589	219	1.4	1.4	23.483	C
C-AB	0	0	548	0.000	0	0.0	0.0	0.000	A
C-A	260	65			260				
A-B	0	0			0				
A-C	381	95			381				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105	26	424	0.248	106	0.5	0.3	11.322	B
B-A	179	45	394	0.454	181	1.4	0.9	17.058	C
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	212	53			212				
A-B	0	0			0				
A-C	311	78			311				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	445	0.198	88	0.3	0.2	10.097	B
B-A	150	37	410	0.365	151	0.9	0.6	13.953	B
C-AB	0	0	577	0.000	0	0.0	0.0	0.000	A
C-A	178	44			178				
A-B	0	0			0				
A-C	260	65			260				

2026 Base + CD - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
13	High Street / Church Street	T-Junction	Two-way		233.27	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (N)		ONE HOUR	✓	249	100.000
B - Church Street		ONE HOUR	✓	593	100.000
C - High Street (S)		ONE HOUR	✓	477	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	249
	B - Church Street	426	0	167
	C - High Street (S)	477	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	3
	B - Church Street	1	0	2
	C - High Street (S)	2	0	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-C	1.28	540.59	23.2	F	153	230
B-A	1.26	514.43	57.6	F	391	586
C-AB	0.00	0.00	0.0	A	0	0
C-A					438	657
A-B					0	0
A-C					228	343

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	391	0.322	124	0.0	0.5	13.397	B
B-A	321	80	417	0.769	309	0.0	2.9	30.776	D
C-AB	0	0	591	0.000	0	0.0	0.0	0.000	A
C-A	359	90			359				
A-B	0	0			0				
A-C	187	47			187				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	150	38	199	0.756	142	0.5	2.4	57.837	F
B-A	383	96	399	0.960	362	2.9	8.0	72.698	F
C-AB	0	0	582	0.000	0	0.0	0.0	0.000	A
C-A	429	107			429				
A-B	0	0			0				
A-C	224	56			224				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	184	46	144	1.277	138	2.4	13.9	252.793	F
B-A	469	117	373	1.258	369	8.0	33.0	222.864	F
C-AB	0	0	570	0.000	0	0.0	0.0	0.000	A
C-A	525	131			525				
A-B	0	0			0				
A-C	274	69			274				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	184	46	148	1.243	146	13.9	23.2	483.130	F
B-A	469	117	372	1.262	371	33.0	57.6	447.553	F
C-AB	0	0	570	0.000	0	0.0	0.0	0.000	A
C-A	525	131			525				
A-B	0	0			0				
A-C	274	69			274				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	150	38	158	0.952	150	23.2	23.2	540.589	F
B-A	383	96	398	0.962	391	57.6	55.5	514.425	F
C-AB	0	0	582	0.000	0	0.0	0.0	0.000	A
C-A	429	107			429				
A-B	0	0			0				
A-C	224	56			224				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	167	0.751	160	23.2	14.5	430.098	F
B-A	321	80	416	0.771	409	55.5	33.5	395.757	F
C-AB	0	0	591	0.000	0	0.0	0.0	0.000	A
C-A	359	90			359				
A-B	0	0			0				
A-C	187	47			187				

2026 Base + CD - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
13	High Street / Church Street	T-Junction	Two-way		14.75	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (N)		ONE HOUR	✓	378	100.000
B - Church Street		ONE HOUR	✓	400	100.000
C - High Street (S)		ONE HOUR	✓	251	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	378
	B - Church Street	277	0	123
	C - High Street (S)	251	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	1
	B - Church Street	0	0	3
	C - High Street (S)	1	0	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-C	0.39	17.27	0.6	C	113	169
B-A	0.81	47.41	3.8	E	254	381
C-AB	0.00	0.00	0.0	A	0	0
C-A					230	345
A-B					0	0
A-C					347	520

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	412	0.225	91	0.0	0.3	11.210	B
B-A	209	52	419	0.498	205	0.0	1.0	16.527	C
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	189	47			189				
A-B	0	0			0				
A-C	285	71			285				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	386	0.286	110	0.3	0.4	13.010	B
B-A	249	62	401	0.621	247	1.0	1.5	22.944	C
C-AB	0	0	558	0.000	0	0.0	0.0	0.000	A
C-A	226	56			226				
A-B	0	0			0				
A-C	340	85			340				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	348	0.389	135	0.4	0.6	16.756	C
B-A	305	76	376	0.811	297	1.5	3.5	41.875	E
C-AB	0	0	539	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
A-B	0	0			0				
A-C	416	104			416				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	344	0.394	135	0.6	0.6	17.274	C
B-A	305	76	377	0.809	304	3.5	3.8	47.415	E
C-AB	0	0	539	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
A-B	0	0			0				
A-C	416	104			416				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	382	0.290	111	0.6	0.4	13.353	B
B-A	249	62	402	0.619	257	3.8	1.7	25.999	D
C-AB	0	0	558	0.000	0	0.0	0.0	0.000	A
C-A	226	56			226				
A-B	0	0			0				
A-C	340	85			340				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	409	0.226	93	0.4	0.3	11.416	B
B-A	209	52	420	0.497	211	1.7	1.0	17.510	C
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	189	47			189				
A-B	0	0			0				
A-C	285	71			285				

2026 Base + CD + D - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
13	High Street / Church Street	T-Junction	Two-way		344.53	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + D - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (N)		ONE HOUR	✓	255	100.000
B - Church Street		ONE HOUR	✓	628	100.000
C - High Street (S)		ONE HOUR	✓	477	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	255
	B - Church Street	461	0	167
	C - High Street (S)	477	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	3
	B - Church Street	1	0	2
	C - High Street (S)	2	0	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-C	1.34	771.17	31.3	F	153	230
B-A	1.36	742.80	84.6	F	423	635
C-AB	0.00	0.00	0.0	A	0	0
C-A					438	657
A-B					0	0
A-C					234	351

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	376	0.334	124	0.0	0.5	14.154	B
B-A	347	87	419	0.828	332	0.0	3.8	36.637	E
C-AB	0	0	590	0.000	0	0.0	0.0	0.000	A
C-A	359	90			359				
A-B	0	0			0				
A-C	192	48			192				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	150	38	142	1.058	125	0.5	6.8	143.638	F
B-A	414	104	401	1.034	380	3.8	12.5	99.791	F
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	429	107			429				
A-B	0	0			0				
A-C	229	57			229				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	184	46	141	1.307	138	6.8	18.2	370.316	F
B-A	508	127	372	1.365	370	12.5	46.8	308.743	F
C-AB	0	0	568	0.000	0	0.0	0.0	0.000	A
C-A	525	131			525				
A-B	0	0			0				
A-C	281	70			281				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	184	46	138	1.336	137	18.2	29.9	654.121	F
B-A	508	127	373	1.362	372	46.8	80.6	614.449	F
C-AB	0	0	568	0.000	0	0.0	0.0	0.000	A
C-A	525	131			525				
A-B	0	0			0				
A-C	281	70			281				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	150	38	146	1.026	145	29.9	31.3	771.167	F
B-A	414	104	400	1.037	399	80.6	84.6	742.801	F
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	429	107			429				
A-B	0	0			0				
A-C	229	57			229				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	153	0.820	149	31.3	25.6	692.713	F
B-A	347	87	419	0.829	414	84.6	67.9	664.428	F
C-AB	0	0	590	0.000	0	0.0	0.0	0.000	A
C-A	359	90			359				
A-B	0	0			0				
A-C	192	48			192				

2026 Base + CD + D - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
13	High Street / Church Street	T-Junction	Two-way		18.59	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (N)		ONE HOUR	✓	392	100.000
B - Church Street		ONE HOUR	✓	415	100.000
C - High Street (S)		ONE HOUR	✓	251	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	392
	B - Church Street	292	0	123
	C - High Street (S)	251	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - High Street (N)	B - Church Street	C - High Street (S)
From	A - High Street (N)	0	0	1
	B - Church Street	0	0	3
	C - High Street (S)	1	0	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-C	0.43	19.77	0.7	C	113	169
B-A	0.86	59.42	4.9	F	268	402
C-AB	0.00	0.00	0.0	A	0	0
C-A					230	345
A-B					0	0
A-C					360	540

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	404	0.229	91	0.0	0.3	11.482	B
B-A	220	55	419	0.525	216	0.0	1.1	17.380	C
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	189	47			189				
A-B	0	0			0				
A-C	295	74			295				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	378	0.293	110	0.3	0.4	13.434	B
B-A	263	66	400	0.656	260	1.1	1.8	25.056	D
C-AB	0	0	555	0.000	0	0.0	0.0	0.000	A
C-A	226	56			226				
A-B	0	0			0				
A-C	352	88			352				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	330	0.410	134	0.4	0.7	18.269	C
B-A	321	80	375	0.858	311	1.8	4.4	49.676	E
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
A-B	0	0			0				
A-C	432	108			432				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	317	0.427	135	0.7	0.7	19.769	C
B-A	321	80	376	0.856	319	4.4	4.9	59.418	F
C-AB	0	0	536	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
A-B	0	0			0				
A-C	432	108			432				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	372	0.298	112	0.7	0.4	13.914	B
B-A	263	66	402	0.653	274	4.9	2.0	30.227	D
C-AB	0	0	555	0.000	0	0.0	0.0	0.000	A
C-A	226	56			226				
A-B	0	0			0				
A-C	352	88			352				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	401	0.231	93	0.4	0.3	11.718	B
B-A	220	55	420	0.524	223	2.0	1.1	18.665	C
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	189	47			189				
A-B	0	0			0				
A-C	295	74			295				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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Filename: J14_High St-Bridge St-Castle St-Myddylton Place_Without LR.j9
Path: C:\Users\Owner\OneDrive\Cotswold Transport Planning Ltd\CADtest - Documents\Martin\Saffron Walden
Report generation date: 15/04/2021 14:24:37

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - Without LR									
Stream B-ACD	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream A-BCD		0.0	5.20	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	12.96	0.02	B		0.0	0.00	0.00	A
Stream C-ABD		1.0	4.74	0.29	A		0.6	6.20	0.23	A
	2026 Base + CD - Without LR									
Stream B-ACD	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream A-BCD		0.0	5.03	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	15.17	0.03	C		0.0	0.00	0.00	A
Stream C-ABD		1.4	4.90	0.36	A		0.8	6.09	0.27	A
	2026 Base + CD + B - Without LR									
Stream B-ACD	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream A-BCD		0.0	5.02	0.00	A		0.0	0.00	0.00	A
Stream D-ABC		0.0	15.88	0.03	C		0.0	0.00	0.00	A
Stream C-ABD		1.6	5.03	0.39	A		0.9	6.25	0.29	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	Radwinter Road, Saffron Walden
Location	High St/Bridge St/ Castle/St/Myddylton Place
Site number	
Date	15/04/2021
Version	01
Status	Issue
Identifier	J14
Client	Rasconn Group
Jobnumber	CTP-20-1142
Enumerator	MW
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + B - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + B - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
14	High St/Bridge St/Castle St/Myddylton Place	Crossroads	Two-way		1.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bridge Street		Major
B	Castle Street		Minor
C	High Street		Major
D	Myddylton Place		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Bridge Street	6.00			100.0	✓	0.00
C - High Street	6.00			120.0	✓	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 - Castle Street	One lane	2.80	13	14
D - Myddylton Place	One lane	2.40	11	11

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.245	0.350	0.245	-	-	-
B-A	479	0.087	0.221	0.221	-	-	-	0.139	0.315	-	0.221	0.221	0.110
B-C	620	0.095	0.240	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	479	0.087	0.221	0.221	-	-	-	0.139	0.315	0.139	-	-	-
B-D, offside lane	479	0.087	0.221	0.221	-	-	-	0.139	0.315	0.139	-	-	-
C-B	643	0.249	0.249	0.356	-	-	-	-	-	-	-	-	-
D-A	593	-	-	-	-	-	-	0.230	-	0.091	-	-	-
D-B, nearside lane	457	0.132	0.132	0.301	-	-	-	0.211	0.211	0.083	-	-	-
D-B, offside lane	457	0.132	0.132	0.301	-	-	-	0.211	0.211	0.083	-	-	-
D-C	457	-	0.132	0.301	0.105	0.211	0.211	0.211	0.211	0.083	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bridge Street		ONE HOUR	✓	399	100.000
B - Castle Street		ONE HOUR	✓	0	100.000
C - High Street		ONE HOUR	✓	792	100.000
D - Myddylton Place		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	159	239	1
	B - Castle Street	0	0	0	0
	C - High Street	708	77	0	7
	D - Myddylton Place	3	2	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	2	3	0
	B - Castle Street	0	0	0	0
	C - High Street	2	1	0	0
	D - Myddylton Place	0	0	0	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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	5.20	0.0	A	2	3
A-B					145	218
A-C					219	328
D-ABC	0.02	12.96	0.0	B	6	8
C-ABD	0.29	4.74	1.0	A	218	327
C-D					5	7
C-A					504	755

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	371	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.33	695	0.002	1	0.0	0.0	5.187	A
A-B	119	30			119				
A-C	180	45			180				
D-ABC	5	1	361	0.013	4	0.0	0.0	10.087	B
C-ABD	138	35	928	0.149	137	0.0	0.4	4.548	A
C-D	4	1			4				
C-A	454	113			454				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	342	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.45	713	0.003	2	0.0	0.0	5.055	A
A-B	143	36			143				
A-C	214	54			214				
D-ABC	5	1	330	0.016	5	0.0	0.0	11.104	B
C-ABD	199	50	991	0.200	198	0.4	0.5	4.550	A
C-D	5	1			5				
C-A	508	127			508				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	303	0.000	0	0.0	0.0	0.000	A
A-BCD	3	0.67	742	0.004	3	0.0	0.0	4.865	A
A-B	174	44			174				
A-C	262	66			262				
D-ABC	7	2	285	0.023	7	0.0	0.0	12.941	B
C-ABD	316	79	1079	0.293	315	0.5	1.0	4.723	A
C-D	5	1			5				
C-A	550	138			550				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	303	0.000	0	0.0	0.0	0.000	A
A-BCD	3	0.68	742	0.004	3	0.0	0.0	4.872	A
A-B	174	44			174				
A-C	262	66			262				
D-ABC	7	2	284	0.023	7	0.0	0.0	12.961	B
C-ABD	317	79	1080	0.294	317	1.0	1.0	4.744	A
C-D	5	1			5				
C-A	549	137			549				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	342	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.45	713	0.003	2	0.0	0.0	5.070	A
A-B	143	36			143				
A-C	214	54			214				
D-ABC	5	1	329	0.016	5	0.0	0.0	11.124	B
C-ABD	200	50	992	0.201	201	1.0	0.6	4.578	A
C-D	5	1			5				
C-A	507	127			507				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	370	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.33	695	0.002	1	0.0	0.0	5.197	A
A-B	119	30			119				
A-C	180	45			180				
D-ABC	5	1	361	0.013	5	0.0	0.0	10.105	B
C-ABD	139	35	929	0.150	140	0.6	0.4	4.577	A
C-D	4	1			4				
C-A	453	113			453				

2023 Base - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
14	High St/Bridge St/Castle St/Myddylton Place	Crossroads	Two-way		0.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bridge Street		ONE HOUR	✓	667	100.000
B - Castle Street		ONE HOUR	✓	0	100.000
C - High Street		ONE HOUR	✓	438	100.000
D - Myddylton Place		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	321	346	0
	B - Castle Street	0	0	0	0
	C - High Street	359	74	0	5
	D - Myddylton Place	0	2	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	1	1	0
	B - Castle Street	0	0	0	0
	C - High Street	1	0	0	0
	D - Myddylton Place	0	0	0	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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					295	442
A-C					317	476
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.23	6.20	0.6	A	129	193
C-D					4	6
C-A					269	404

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	377	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	542	0.000	0	0.0	0.0	0.000	A
A-B	242	60			242				
A-C	260	65			260				
D-ABC	0	0	365	0.000	0	0.0	0.0	0.000	A
C-ABD	91	23	712	0.127	90	0.0	0.2	5.787	A
C-D	3	0.82			3				
C-A	236	59			236				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	351	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	525	0.000	0	0.0	0.0	0.000	A
A-B	289	72			289				
A-C	311	78			311				
D-ABC	0	0	341	0.000	0	0.0	0.0	0.000	A
C-ABD	121	30	730	0.166	121	0.2	0.3	5.917	A
C-D	4	0.94			4				
C-A	269	67			269				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	315	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	501	0.000	0	0.0	0.0	0.000	A
A-B	353	88			353				
A-C	381	95			381				
D-ABC	0	0	306	0.000	0	0.0	0.0	0.000	A
C-ABD	174	44	757	0.230	173	0.3	0.5	6.183	A
C-D	4	1			4				
C-A	304	76			304				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	315	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	501	0.000	0	0.0	0.0	0.000	A
A-B	353	88			353				
A-C	381	95			381				
D-ABC	0	0	306	0.000	0	0.0	0.0	0.000	A
C-ABD	175	44	757	0.231	175	0.5	0.6	6.202	A
C-D	4	1			4				
C-A	303	76			303				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	351	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	524	0.000	0	0.0	0.0	0.000	A
A-B	289	72			289				
A-C	311	78			311				
D-ABC	0	0	340	0.000	0	0.0	0.0	0.000	A
C-ABD	122	30	730	0.166	122	0.6	0.4	5.947	A
C-D	4	0.93			4				
C-A	268	67			268				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	377	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	542	0.000	0	0.0	0.0	0.000	A
A-B	242	60			242				
A-C	260	65			260				
D-ABC	0	0	365	0.000	0	0.0	0.0	0.000	A
C-ABD	91	23	712	0.128	92	0.4	0.2	5.817	A
C-D	3	0.82			3				
C-A	235	59			235				

2026 Base + CD - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
14	High St/Bridge St/Castle St/Myddylton Place	Crossroads	Two-way		1.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bridge Street		ONE HOUR	✓	474	100.000
B - Castle Street		ONE HOUR	✓	0	100.000
C - High Street		ONE HOUR	✓	914	100.000
D - Myddylton Place		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	220	253	1
	B - Castle Street	0	0	0	0
	C - High Street	828	79	0	7
	D - Myddylton Place	3	2	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	1	3	0
	B - Castle Street	0	0	0	0
	C - High Street	2	1	0	0
	D - Myddylton Place	0	0	0	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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	5.03	0.0	A	2	3
A-B					201	302
A-C					231	347
D-ABC	0.03	15.17	0.0	C	6	8
C-ABD	0.36	4.90	1.4	A	279	419
C-D					5	7
C-A					555	832

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	352	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.37	718	0.002	1	0.0	0.0	5.021	A
A-B	165	41			165				
A-C	190	48			190				
D-ABC	5	1	336	0.013	4	0.0	0.0	10.865	B
C-ABD	166	41	981	0.169	164	0.0	0.5	4.406	A
C-D	4	1			4				
C-A	518	130			518				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	319	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.53	743	0.003	2	0.0	0.0	4.854	A
A-B	197	49			197				
A-C	227	57			227				
D-ABC	5	1	298	0.018	5	0.0	0.0	12.292	B
C-ABD	248	62	1056	0.235	247	0.5	0.7	4.460	A
C-D	5	1			5				
C-A	569	142			569				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	274	0.000	0	0.0	0.0	0.000	A
A-BCD	3	0.83	782	0.004	3	0.0	0.0	4.618	A
A-B	241	60			241				
A-C	277	69			277				
D-ABC	7	2	245	0.027	7	0.0	0.0	15.127	C
C-ABD	421	105	1163	0.362	418	0.7	1.4	4.857	A
C-D	5	1			5				
C-A	580	145			580				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	273	0.000	0	0.0	0.0	0.000	A
A-BCD	3	0.83	782	0.004	3	0.0	0.0	4.625	A
A-B	241	60			241				
A-C	277	69			277				
D-ABC	7	2	244	0.027	7	0.0	0.0	15.171	C
C-ABD	423	106	1165	0.363	423	1.4	1.4	4.898	A
C-D	5	1			5				
C-A	578	145			578				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	319	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.53	742	0.003	2	0.0	0.0	4.870	A
A-B	197	49			197				
A-C	227	57			227				
D-ABC	5	1	297	0.018	5	0.0	0.0	12.332	B
C-ABD	250	62	1058	0.236	253	1.4	0.8	4.507	A
C-D	5	1			5				
C-A	567	142			567				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	351	0.000	0	0.0	0.0	0.000	A
A-BCD	1	0.37	718	0.002	2	0.0	0.0	5.031	A
A-B	165	41			165				
A-C	190	48			190				
D-ABC	5	1	335	0.013	5	0.0	0.0	10.892	B
C-ABD	167	42	982	0.170	168	0.8	0.5	4.442	A
C-D	4	1			4				
C-A	516	129			516				

2026 Base + CD - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
14	High St/Bridge St/Castle St/Myddylton Place	Crossroads	Two-way		0.79	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bridge Street		ONE HOUR	✓	769	100.000
B - Castle Street		ONE HOUR	✓	0	100.000
C - High Street		ONE HOUR	✓	531	100.000
D - Myddylton Place		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	391	378	0
	B - Castle Street	0	0	0	0
	C - High Street	451	75	0	5
	D - Myddylton Place	0	2	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	1	1	0
	B - Castle Street	0	0	0	0
	C - High Street	1	0	0	0
	D - Myddylton Place	0	0	0	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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					359	538
A-C					347	520
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.27	6.09	0.8	A	156	234
C-D					4	5
C-A					327	491

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	358	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	525	0.000	0	0.0	0.0	0.000	A
A-B	294	74			294				
A-C	285	71			285				
D-ABC	0	0	342	0.000	0	0.0	0.0	0.000	A
C-ABD	105	26	745	0.141	104	0.0	0.3	5.609	A
C-D	3	0.81			3				
C-A	292	73			292				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	328	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	504	0.000	0	0.0	0.0	0.000	A
A-B	352	88			352				
A-C	340	85			340				
D-ABC	0	0	312	0.000	0	0.0	0.0	0.000	A
C-ABD	145	36	772	0.187	144	0.3	0.4	5.742	A
C-D	4	0.91			4				
C-A	329	82			329				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	286	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	476	0.000	0	0.0	0.0	0.000	A
A-B	430	108			430				
A-C	416	104			416				
D-ABC	0	0	271	0.000	0	0.0	0.0	0.000	A
C-ABD	218	55	812	0.269	217	0.4	0.8	6.068	A
C-D	4	1			4				
C-A	362	91			362				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	285	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	476	0.000	0	0.0	0.0	0.000	A
A-B	430	108			430				
A-C	416	104			416				
D-ABC	0	0	270	0.000	0	0.0	0.0	0.000	A
C-ABD	219	55	813	0.269	219	0.8	0.8	6.093	A
C-D	4	1			4				
C-A	362	90			362				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	327	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	504	0.000	0	0.0	0.0	0.000	A
A-B	352	88			352				
A-C	340	85			340				
D-ABC	0	0	312	0.000	0	0.0	0.0	0.000	A
C-ABD	145	36	773	0.188	147	0.8	0.5	5.781	A
C-D	4	0.91			4				
C-A	328	82			328				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	358	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	524	0.000	0	0.0	0.0	0.000	A
A-B	294	74			294				
A-C	285	71			285				
D-ABC	0	0	342	0.000	0	0.0	0.0	0.000	A
C-ABD	105	26	746	0.141	106	0.5	0.3	5.646	A
C-D	3	0.81			3				
C-A	291	73			291				

2026 Base + CD + B - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
14	High St/Bridge St/Castle St/Myddylton Place	Crossroads	Two-way		1.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + B - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bridge Street		ONE HOUR	✓	486	100.000
B - Castle Street		ONE HOUR	✓	0	100.000
C - High Street		ONE HOUR	✓	947	100.000
D - Myddylton Place		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	226	259	1
	B - Castle Street	0	0	0	0
	C - High Street	859	81	0	7
	D - Myddylton Place	3	2	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	1	3	0
	B - Castle Street	0	0	0	0
	C - High Street	2	1	0	0
	D - Myddylton Place	0	0	0	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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	5.02	0.0	A	2	4
A-B					207	310
A-C					237	355
D-ABC	0.03	15.88	0.0	C	6	8
C-ABD	0.39	5.03	1.6	A	303	455
C-D					5	7
C-A					561	842

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	346	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.38	720	0.002	2	0.0	0.0	5.010	A
A-B	170	42			170				
A-C	195	49			195				
D-ABC	5	1	329	0.014	4	0.0	0.0	11.084	B
C-ABD	177	44	996	0.177	175	0.0	0.5	4.387	A
C-D	4	1			4				
C-A	532	133			532				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	313	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.54	746	0.003	2	0.0	0.0	4.839	A
A-B	203	51			203				
A-C	232	58			232				
D-ABC	5	1	290	0.019	5	0.0	0.0	12.638	B
C-ABD	267	67	1074	0.249	266	0.5	0.8	4.470	A
C-D	5	1			5				
C-A	579	145			579				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	266	0.000	0	0.0	0.0	0.000	A
A-BCD	3	0.86	786	0.004	3	0.0	0.0	4.596	A
A-B	248	62			248				
A-C	284	71			284				
D-ABC	7	2	234	0.028	7	0.0	0.0	15.818	C
C-ABD	462	116	1186	0.390	459	0.8	1.6	4.980	A
C-D	5	1			5				
C-A	576	144			576				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	265	0.000	0	0.0	0.0	0.000	A
A-BCD	3	0.86	785	0.004	3	0.0	0.0	4.603	A
A-B	248	62			248				
A-C	284	71			284				
D-ABC	7	2	233	0.028	7	0.0	0.0	15.877	C
C-ABD	465	116	1188	0.391	465	1.6	1.6	5.029	A
C-D	5	1			5				
C-A	573	143			573				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	312	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.54	745	0.003	2	0.0	0.0	4.855	A
A-B	203	51			203				
A-C	232	58			232				
D-ABC	5	1	289	0.019	5	0.0	0.0	12.691	B
C-ABD	270	67	1077	0.250	273	1.6	0.8	4.520	A
C-D	5	1			5				
C-A	577	144			577				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	346	0.000	0	0.0	0.0	0.000	A
A-BCD	2	0.38	719	0.002	2	0.0	0.0	5.022	A
A-B	170	42			170				
A-C	195	49			195				
D-ABC	5	1	329	0.014	5	0.0	0.0	11.112	B
C-ABD	179	45	997	0.179	180	0.8	0.5	4.427	A
C-D	4	1			4				
C-A	530	132			530				

2026 Base + CD + B - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
14	High St/Bridge St/Castle St/Myddylton Place	Crossroads	Two-way		0.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + B - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bridge Street		ONE HOUR	✓	797	100.000
B - Castle Street		ONE HOUR	✓	0	100.000
C - High Street		ONE HOUR	✓	548	100.000
D - Myddylton Place		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	405	392	0
	B - Castle Street	0	0	0	0
	C - High Street	464	79	0	5
	D - Myddylton Place	0	2	2	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Bridge Street	B - Castle Street	C - High Street	D - Myddylton Place
From	A - Bridge Street	0	1	1	0
	B - Castle Street	0	0	0	0
	C - High Street	1	0	0	0
	D - Myddylton Place	0	0	0	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-ACD	0.00	0.00	0.0	A	0	0
A-BCD	0.00	0.00	0.0	A	0	0
A-B					372	557
A-C					360	540
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.29	6.25	0.9	A	170	254
C-D					4	5
C-A					330	495

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	352	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	521	0.000	0	0.0	0.0	0.000	A
A-B	305	76			305				
A-C	295	74			295				
D-ABC	0	0	337	0.000	0	0.0	0.0	0.000	A
C-ABD	113	28	748	0.151	111	0.0	0.3	5.655	A
C-D	3	0.80			3				
C-A	297	74			297				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	321	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	500	0.000	0	0.0	0.0	0.000	A
A-B	364	91			364				
A-C	352	88			352				
D-ABC	0	0	306	0.000	0	0.0	0.0	0.000	A
C-ABD	157	39	776	0.202	156	0.3	0.5	5.817	A
C-D	4	0.90			4				
C-A	332	83			332				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	277	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	471	0.000	0	0.0	0.0	0.000	A
A-B	446	111			446				
A-C	432	108			432				
D-ABC	0	0	263	0.000	0	0.0	0.0	0.000	A
C-ABD	238	60	817	0.292	237	0.5	0.9	6.222	A
C-D	4	0.97			4				
C-A	361	90			361				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	277	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	470	0.000	0	0.0	0.0	0.000	A
A-B	446	111			446				
A-C	432	108			432				
D-ABC	0	0	263	0.000	0	0.0	0.0	0.000	A
C-ABD	239	60	818	0.292	239	0.9	0.9	6.253	A
C-D	4	0.97			4				
C-A	360	90			360				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	321	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	499	0.000	0	0.0	0.0	0.000	A
A-B	364	91			364				
A-C	352	88			352				
D-ABC	0	0	306	0.000	0	0.0	0.0	0.000	A
C-ABD	157	39	777	0.203	159	0.9	0.5	5.860	A
C-D	4	0.89			4				
C-A	332	83			332				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	0	352	0.000	0	0.0	0.0	0.000	A
A-BCD	0	0	521	0.000	0	0.0	0.0	0.000	A
A-B	305	76			305				
A-C	295	74			295				
D-ABC	0	0	336	0.000	0	0.0	0.0	0.000	A
C-ABD	114	28	749	0.152	114	0.5	0.3	5.695	A
C-D	3	0.80			3				
C-A	296	74			296				

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

Filename: J15_Ashdon Rd-Common Hill-Church St-Castle Hill_Without LR.j9
Path: C:\Users\Owner\OneDrive\Cotswold Transport Planning Ltd\CADtest - Documents\Martin\Saffron Walden
Report generation date: 22/04/2021 20:26:42

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - Without LR									
1 - Castle Hill	D1	1.5	9.06	0.61	A	D2	1.6	9.61	0.62	A
2 - Ashdon Road		4.1	25.97	0.82	D		0.8	8.13	0.45	A
3 - Common Hill		0.4	6.18	0.29	A		0.5	5.19	0.31	A
4 - Church Street		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2026 Base + CD - Without LR									
1 - Castle Hill	D3	3.0	14.83	0.75	B	D4	3.2	15.87	0.77	C
2 - Ashdon Road		22.1	109.47	1.02	F		1.7	12.49	0.63	B
3 - Common Hill		0.6	7.76	0.39	A		0.7	6.61	0.41	A
4 - Church Street		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2026 Base + CD + D - Without LR									
1 - Castle Hill	D5	3.1	15.44	0.76	C	D6	3.6	17.62	0.79	C
2 - Ashdon Road		37.4	166.04	1.08	F		1.9	13.30	0.66	B
3 - Common Hill		0.6	7.92	0.39	A		0.7	6.75	0.42	A
4 - Church Street		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	15/04/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CTP-LAPTOP-013\Owner
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

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - Without LR, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ashdon Rd/Common Hill/ Church St/Castle Hill	Mini-roundabout		1, 2, 3, 4	15.59	C

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	Castle Hill	
2	Ashdon Road	
3	Common Hill	
4	Church Street	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Castle Hill	4.15	4.15	4.81	10.0	18.30	13.01	0.0	
2 - Ashdon Road	4.10	4.10	4.44	10.0	13.00	8.09	0.0	
3 - Common Hill	3.98	3.98	5.57	10.0	10.20	5.62	0.0	
4 - Church Street	3.00	3.00	3.00	0.0	5.00	2.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Castle Hill	0.664	1074
2 - Ashdon Road	0.644	1071
3 - Common Hill	0.668	1316
4 - Church Street	0.590	683

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Castle Hill		ONE HOUR	✓	556	100.000
2 - Ashdon Road		ONE HOUR	✓	544	100.000
3 - Common Hill		ONE HOUR	✓	213	100.000
4 - Church Street		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	111	271	174
	2 - Ashdon Road	90	0	94	360
	3 - Common Hill	89	63	0	61
	4 - Church Street	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	1	1	3
	2 - Ashdon Road	4	0	1	2
	3 - Common Hill	1	6	0	5
	4 - Church Street	0	0	0	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 - Castle Hill	0.61	9.06	1.5	A	510	765
2 - Ashdon Road	0.82	25.97	4.1	D	499	749
3 - Common Hill	0.29	6.18	0.4	A	195	293
4 - Church Street	0.00	0.00	0.0	A	0	0

Main Results for each time segment

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 - Castle Hill	419	105	47	1025	0.409	416	134	0.0	0.7	5.889	A
2 - Ashdon Road	410	102	333	835	0.491	406	130	0.0	0.9	8.318	A
3 - Common Hill	160	40	466	962	0.167	160	273	0.0	0.2	4.480	A
4 - Church Street	0	0	181	573	0.000	0	444	0.0	0.0	0.000	A

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 - Castle Hill	500	125	57	1018	0.491	499	160	0.7	1.0	6.919	A
2 - Ashdon Road	489	122	399	792	0.617	487	156	0.9	1.6	11.679	B
3 - Common Hill	191	48	559	901	0.213	191	327	0.2	0.3	5.069	A
4 - Church Street	0	0	217	551	0.000	0	533	0.0	0.0	0.000	A

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 - Castle Hill	612	153	69	1009	0.607	610	195	1.0	1.5	8.964	A
2 - Ashdon Road	599	150	488	735	0.815	590	191	1.6	3.9	23.382	C
3 - Common Hill	235	59	679	822	0.285	234	399	0.3	0.4	6.122	A
4 - Church Street	0	0	265	522	0.000	0	648	0.0	0.0	0.000	A

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 - Castle Hill	612	153	69	1009	0.607	612	197	1.5	1.5	9.062	A
2 - Ashdon Road	599	150	490	734	0.816	598	192	3.9	4.1	25.973	D
3 - Common Hill	235	59	686	817	0.287	235	402	0.4	0.4	6.183	A
4 - Church Street	0	0	266	520	0.000	0	654	0.0	0.0	0.000	A

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 - Castle Hill	500	125	57	1018	0.491	502	163	1.5	1.0	7.009	A
2 - Ashdon Road	489	122	402	791	0.619	499	157	4.1	1.7	12.720	B
3 - Common Hill	191	48	570	894	0.214	192	331	0.4	0.3	5.134	A
4 - Church Street	0	0	220	549	0.000	0	542	0.0	0.0	0.000	A

09:00 - 09:15

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 - Castle Hill	419	105	48	1024	0.409	420	135	1.0	0.7	5.967	A
2 - Ashdon Road	410	102	336	833	0.492	412	131	1.7	1.0	8.613	A
3 - Common Hill	160	40	472	958	0.167	161	276	0.3	0.2	4.517	A
4 - Church Street	0	0	183	571	0.000	0	450	0.0	0.0	0.000	A

2023 Base - Without LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 75% of the total flow for the roundabout for one or more time segments][Arms 1 and 3 have 71% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ashdon Rd/Common Hill/ Church St/Castle Hill	Mini-roundabout		1, 2, 3, 4	8.12	A

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Castle Hill		ONE HOUR	✓	563	100.000
2 - Ashdon Road		ONE HOUR	✓	329	100.000
3 - Common Hill		ONE HOUR	✓	287	100.000
4 - Church Street		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	202	245	116
	2 - Ashdon Road	101	0	38	190
	3 - Common Hill	131	106	0	50
	4 - Church Street	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	0	0	1
	2 - Ashdon Road	0	0	0	2
	3 - Common Hill	0	1	0	0
	4 - Church Street	0	0	0	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 - Castle Hill	0.62	9.61	1.6	A	517	775
2 - Ashdon Road	0.45	8.13	0.8	A	302	453
3 - Common Hill	0.31	5.19	0.5	A	263	395
4 - Church Street	0.00	0.00	0.0	A	0	0

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 - Castle Hill	424	106	79	1019	0.416	421	174	0.0	0.7	5.993	A
2 - Ashdon Road	248	62	270	886	0.279	246	231	0.0	0.4	5.608	A
3 - Common Hill	216	54	304	1106	0.195	215	212	0.0	0.2	4.036	A
4 - Church Street	0	0	253	533	0.000	0	266	0.0	0.0	0.000	A

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 - Castle Hill	506	127	95	1008	0.502	505	208	0.7	1.0	7.134	A
2 - Ashdon Road	296	74	324	852	0.347	295	276	0.4	0.5	6.457	A
3 - Common Hill	258	65	365	1065	0.242	258	254	0.2	0.3	4.456	A
4 - Church Street	0	0	303	503	0.000	0	319	0.0	0.0	0.000	A

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 - Castle Hill	620	155	117	994	0.623	617	255	1.0	1.6	9.490	A
2 - Ashdon Road	362	91	396	806	0.449	361	338	0.5	0.8	8.072	A
3 - Common Hill	316	79	447	1011	0.313	315	310	0.3	0.5	5.179	A
4 - Church Street	0	0	371	463	0.000	0	391	0.0	0.0	0.000	A

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 - Castle Hill	620	155	117	994	0.624	620	255	1.6	1.6	9.611	A
2 - Ashdon Road	362	91	397	805	0.450	362	339	0.8	0.8	8.128	A
3 - Common Hill	316	79	448	1010	0.313	316	312	0.5	0.5	5.190	A
4 - Church Street	0	0	372	463	0.000	0	392	0.0	0.0	0.000	A

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 - Castle Hill	506	127	95	1008	0.502	509	209	1.6	1.0	7.237	A
2 - Ashdon Road	296	74	326	851	0.348	297	278	0.8	0.5	6.515	A
3 - Common Hill	258	65	367	1064	0.243	259	256	0.5	0.3	4.474	A
4 - Church Street	0	0	305	503	0.000	0	321	0.0	0.0	0.000	A

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 - Castle Hill	424	106	80	1019	0.416	425	175	1.0	0.7	6.078	A
2 - Ashdon Road	248	62	273	885	0.280	248	232	0.5	0.4	5.662	A
3 - Common Hill	216	54	307	1104	0.196	216	214	0.3	0.2	4.056	A
4 - Church Street	0	0	255	532	0.000	0	269	0.0	0.0	0.000	A

2026 Base + CD - Without LR, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ashdon Rd/Common Hill/ Church St/Castle Hill	Mini-roundabout		1, 2, 3, 4	52.29	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Castle Hill		ONE HOUR	✓	672	100.000
2 - Ashdon Road		ONE HOUR	✓	651	100.000
3 - Common Hill		ONE HOUR	✓	266	100.000
4 - Church Street		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	177	302	193
	2 - Ashdon Road	109	0	107	435
	3 - Common Hill	100	102	0	64
	4 - Church Street	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	1	1	3
	2 - Ashdon Road	4	0	1	1
	3 - Common Hill	1	4	0	5
	4 - Church Street	0	0	0	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 - Castle Hill	0.75	14.83	3.0	B	617	925
2 - Ashdon Road	1.02	109.47	22.1	F	597	896
3 - Common Hill	0.39	7.76	0.6	A	244	366
4 - Church Street	0.00	0.00	0.0	A	0	0

Main Results for each time segment

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 - Castle Hill	506	126	76	1006	0.503	502	156	0.0	1.0	7.090	A
2 - Ashdon Road	490	123	370	816	0.600	484	209	0.0	1.5	10.660	B
3 - Common Hill	200	50	549	914	0.219	199	305	0.0	0.3	5.029	A
4 - Church Street	0	0	232	542	0.000	0	516	0.0	0.0	0.000	A

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 - Castle Hill	604	151	92	996	0.607	602	187	1.0	1.5	9.101	A
2 - Ashdon Road	585	146	443	769	0.761	579	250	1.5	2.9	18.423	C
3 - Common Hill	239	60	657	843	0.284	239	366	0.3	0.4	5.957	A
4 - Church Street	0	0	278	514	0.000	0	617	0.0	0.0	0.000	A

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 - Castle Hill	740	185	112	982	0.754	734	222	1.5	2.9	14.241	B
2 - Ashdon Road	717	179	541	706	1.015	669	305	2.9	14.8	63.321	F
3 - Common Hill	293	73	770	768	0.381	292	440	0.4	0.6	7.554	A
4 - Church Street	0	0	334	480	0.000	0	729	0.0	0.0	0.000	A

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 - Castle Hill	740	185	112	981	0.754	740	225	2.9	3.0	14.827	B
2 - Ashdon Road	717	179	545	703	1.019	687	307	14.8	22.1	109.466	F
3 - Common Hill	293	73	787	757	0.387	293	445	0.6	0.6	7.758	A
4 - Church Street	0	0	337	478	0.000	0	742	0.0	0.0	0.000	A

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 - Castle Hill	604	151	92	995	0.607	610	201	3.0	1.6	9.467	A
2 - Ashdon Road	585	146	449	765	0.765	659	253	22.1	3.7	47.461	E
3 - Common Hill	239	60	726	797	0.300	240	382	0.6	0.4	6.466	A
4 - Church Street	0	0	293	505	0.000	0	673	0.0	0.0	0.000	A

09:00 - 09:15

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 - Castle Hill	506	126	77	1005	0.503	508	159	1.6	1.0	7.273	A
2 - Ashdon Road	490	123	374	814	0.602	499	211	3.7	1.6	11.718	B
3 - Common Hill	200	50	563	905	0.221	201	310	0.4	0.3	5.116	A
4 - Church Street	0	0	236	539	0.000	0	527	0.0	0.0	0.000	A

2026 Base + CD - Without LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 76% of the total flow for the roundabout for one or more time segments][Arms 1 and 3 have 69% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ashdon Rd/Common Hill/ Church St/Castle Hill	Mini-roundabout		1, 2, 3, 4	12.65	B

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Castle Hill		ONE HOUR	✓	673	100.000
2 - Ashdon Road		ONE HOUR	✓	453	100.000
3 - Common Hill		ONE HOUR	✓	346	100.000
4 - Church Street		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	279	268	126
	2 - Ashdon Road	136	0	57	260
	3 - Common Hill	150	144	0	52
	4 - Church Street	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	0	0	1
	2 - Ashdon Road	0	0	0	1
	3 - Common Hill	0	1	0	0
	4 - Church Street	0	0	0	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 - Castle Hill	0.77	15.87	3.2	C	618	926
2 - Ashdon Road	0.63	12.49	1.7	B	416	624
3 - Common Hill	0.41	6.61	0.7	A	317	476
4 - Church Street	0.00	0.00	0.0	A	0	0

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 - Castle Hill	507	127	108	1000	0.507	503	214	0.0	1.0	7.179	A
2 - Ashdon Road	341	85	294	876	0.389	339	316	0.0	0.6	6.668	A
3 - Common Hill	260	65	390	1049	0.248	259	243	0.0	0.3	4.548	A
4 - Church Street	0	0	322	492	0.000	0	327	0.0	0.0	0.000	A

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 - Castle Hill	605	151	129	986	0.614	603	257	1.0	1.5	9.344	A
2 - Ashdon Road	407	102	353	838	0.486	406	379	0.6	0.9	8.305	A
3 - Common Hill	311	78	468	997	0.312	311	291	0.3	0.4	5.239	A
4 - Church Street	0	0	386	455	0.000	0	393	0.0	0.0	0.000	A

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 - Castle Hill	741	185	158	967	0.767	735	314	1.5	3.1	15.145	C
2 - Ashdon Road	499	125	430	789	0.632	496	463	0.9	1.7	12.172	B
3 - Common Hill	381	95	571	928	0.410	380	355	0.4	0.7	6.557	A
4 - Church Street	0	0	472	404	0.000	0	479	0.0	0.0	0.000	A

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 - Castle Hill	741	185	159	966	0.767	741	315	3.1	3.2	15.871	C
2 - Ashdon Road	499	125	434	786	0.634	499	466	1.7	1.7	12.490	B
3 - Common Hill	381	95	575	926	0.411	381	358	0.7	0.7	6.606	A
4 - Church Street	0	0	473	403	0.000	0	482	0.0	0.0	0.000	A

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 - Castle Hill	605	151	130	985	0.614	611	258	3.2	1.6	9.768	A
2 - Ashdon Road	407	102	358	835	0.488	410	383	1.7	1.0	8.529	A
3 - Common Hill	311	78	473	994	0.313	312	295	0.7	0.5	5.288	A
4 - Church Street	0	0	388	453	0.000	0	397	0.0	0.0	0.000	A

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 - Castle Hill	507	127	109	1000	0.507	509	216	1.6	1.0	7.370	A
2 - Ashdon Road	341	85	298	874	0.390	342	320	1.0	0.6	6.794	A
3 - Common Hill	260	65	395	1046	0.249	261	246	0.5	0.3	4.586	A
4 - Church Street	0	0	325	491	0.000	0	331	0.0	0.0	0.000	A

2026 Base + CD + D - Without LR, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ashdon Rd/Common Hill/ Church St/Castle Hill	Mini-roundabout		1, 2, 3, 4	77.44	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + D - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Castle Hill		ONE HOUR	✓	681	100.000
2 - Ashdon Road		ONE HOUR	✓	689	100.000
3 - Common Hill		ONE HOUR	✓	266	100.000
4 - Church Street		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	186	302	193
	2 - Ashdon Road	112	0	107	470
	3 - Common Hill	100	102	0	64
	4 - Church Street	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	1	1	3
	2 - Ashdon Road	4	0	1	1
	3 - Common Hill	1	4	0	5
	4 - Church Street	0	0	0	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 - Castle Hill	0.76	15.44	3.1	C	625	937
2 - Ashdon Road	1.08	166.04	37.4	F	632	948
3 - Common Hill	0.39	7.92	0.6	A	244	366
4 - Church Street	0.00	0.00	0.0	A	0	0

Main Results for each time segment

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 - Castle Hill	513	128	76	1006	0.510	509	158	0.0	1.0	7.181	A
2 - Ashdon Road	519	130	370	817	0.635	512	215	0.0	1.7	11.577	B
3 - Common Hill	200	50	577	896	0.224	199	305	0.0	0.3	5.159	A
4 - Church Street	0	0	234	540	0.000	0	541	0.0	0.0	0.000	A

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 - Castle Hill	612	153	92	996	0.615	610	189	1.0	1.6	9.284	A
2 - Ashdon Road	619	155	443	769	0.805	611	258	1.7	3.7	21.771	C
3 - Common Hill	239	60	689	821	0.291	239	365	0.3	0.4	6.172	A
4 - Church Street	0	0	281	512	0.000	0	647	0.0	0.0	0.000	A

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 - Castle Hill	750	187	112	982	0.764	744	221	1.6	3.0	14.773	B
2 - Ashdon Road	759	190	541	706	1.074	684	315	3.7	22.2	84.556	F
3 - Common Hill	293	73	789	756	0.388	292	436	0.4	0.6	7.752	A
4 - Church Street	0	0	333	481	0.000	0	748	0.0	0.0	0.000	A

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 - Castle Hill	750	187	112	981	0.764	749	224	3.0	3.1	15.441	C
2 - Ashdon Road	759	190	545	704	1.078	698	317	22.2	37.4	166.040	F
3 - Common Hill	293	73	802	747	0.392	293	441	0.6	0.6	7.923	A
4 - Church Street	0	0	336	479	0.000	0	759	0.0	0.0	0.000	A

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 - Castle Hill	612	153	92	995	0.615	618	211	3.1	1.6	9.690	A
2 - Ashdon Road	619	155	449	765	0.809	743	261	37.4	6.4	113.675	F
3 - Common Hill	239	60	803	746	0.320	240	390	0.6	0.5	7.115	A
4 - Church Street	0	0	303	499	0.000	0	740	0.0	0.0	0.000	A

09:00 - 09:15

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 - Castle Hill	513	128	77	1005	0.510	515	163	1.6	1.1	7.377	A
2 - Ashdon Road	519	130	374	814	0.638	537	218	6.4	1.8	13.821	B
3 - Common Hill	200	50	600	881	0.227	201	312	0.5	0.3	5.302	A
4 - Church Street	0	0	240	537	0.000	0	561	0.0	0.0	0.000	A

2026 Base + CD + D - Without LR, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 77% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Ashdon Rd/Common Hill/ Church St/Castle Hill	Mini-roundabout		1, 2, 3, 4	13.78	B

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Castle Hill		ONE HOUR	✓	694	100.000
2 - Ashdon Road		ONE HOUR	✓	469	100.000
3 - Common Hill		ONE HOUR	✓	346	100.000
4 - Church Street		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	300	268	126
	2 - Ashdon Road	137	0	57	275
	3 - Common Hill	150	144	0	52
	4 - Church Street	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		1 - Castle Hill	2 - Ashdon Road	3 - Common Hill	4 - Church Street
From	1 - Castle Hill	0	0	0	1
	2 - Ashdon Road	0	0	0	1
	3 - Common Hill	0	1	0	0
	4 - Church Street	0	0	0	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 - Castle Hill	0.79	17.62	3.6	C	637	955
2 - Ashdon Road	0.66	13.30	1.9	B	430	646
3 - Common Hill	0.42	6.75	0.7	A	317	476
4 - Church Street	0.00	0.00	0.0	A	0	0

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 - Castle Hill	522	131	108	1000	0.522	518	215	0.0	1.1	7.404	A
2 - Ashdon Road	353	88	294	876	0.403	350	332	0.0	0.7	6.817	A
3 - Common Hill	260	65	402	1041	0.250	259	243	0.0	0.3	4.595	A
4 - Church Street	0	0	323	492	0.000	0	338	0.0	0.0	0.000	A

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 - Castle Hill	624	156	129	986	0.633	621	257	1.1	1.7	9.810	A
2 - Ashdon Road	422	105	353	838	0.503	420	398	0.7	1.0	8.586	A
3 - Common Hill	311	78	482	988	0.315	311	291	0.3	0.5	5.313	A
4 - Church Street	0	0	387	454	0.000	0	406	0.0	0.0	0.000	A

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 - Castle Hill	764	191	158	967	0.790	757	315	1.7	3.5	16.608	C
2 - Ashdon Road	516	129	430	789	0.655	513	485	1.0	1.8	12.896	B
3 - Common Hill	381	95	588	917	0.416	380	355	0.5	0.7	6.695	A
4 - Church Street	0	0	473	403	0.000	0	495	0.0	0.0	0.000	A

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 - Castle Hill	764	191	159	966	0.791	764	316	3.5	3.6	17.624	C
2 - Ashdon Road	516	129	433	786	0.657	516	489	1.8	1.9	13.299	B
3 - Common Hill	381	95	592	914	0.417	381	358	0.7	0.7	6.752	A
4 - Church Street	0	0	474	402	0.000	0	499	0.0	0.0	0.000	A

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 - Castle Hill	624	156	130	986	0.633	631	259	3.6	1.8	10.363	B
2 - Ashdon Road	422	105	358	835	0.505	425	403	1.9	1.0	8.855	A
3 - Common Hill	311	78	488	984	0.316	312	295	0.7	0.5	5.368	A
4 - Church Street	0	0	389	453	0.000	0	411	0.0	0.0	0.000	A

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 - Castle Hill	522	131	109	1000	0.523	525	217	1.8	1.1	7.625	A
2 - Ashdon Road	353	88	298	873	0.404	355	336	1.0	0.7	6.955	A
3 - Common Hill	260	65	407	1038	0.251	261	246	0.5	0.3	4.636	A
4 - Church Street	0	0	325	490	0.000	0	342	0.0	0.0	0.000	A

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J17_Ashdon Road-Chatters Hill_Without LR.j9
Path: C:\Users\Owner\OneDrive\Cotswold Transport Planning Ltd\CADtest - Documents\Martin\Saffron Walden
Report generation date: 16/04/2021 07:44:16

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - Without LR									
Stream B-AC	D1	0.4	8.98	0.28	A	D2	0.7	10.25	0.41	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2026 Base + CD - Without LR									
Stream B-AC	D3	0.5	10.34	0.34	B	D4	0.9	12.33	0.48	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2026 Base + CD + D - Without LR									
Stream B-AC	D5	0.5	10.70	0.34	B	D6	0.9	12.60	0.49	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	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	Radwinter Road, Saffron Walden
Location	Ashdon Road/Chaters Hill
Site number	
Date	16/04/2021
Version	01
Status	Issue
Identifier	J17
Client	Rosconn Group
Jobnumber	CTP-20-1124
Enumerator	MW
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
17	Ashdon Road/Chaters Hill	T-Junction	Two-way		1.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Ashdon Road (E)		Major
B	Chaters Hill		Minor
C	Ashdon Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Ashdon Road (W)	6.66			100.0	✓	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 - Chaters Hill	One lane	4.45	50	17

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	575	0.102	0.257	0.162	0.367
B-C	727	0.108	0.274	-	-
C-B	632	0.238	0.238	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	433	100.000
B - Chaters Hill		ONE HOUR	✓	142	100.000
C - Ashdon Road (W)		ONE HOUR	✓	166	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	433
	B - Chaters Hill	13	0	129
	C - Ashdon Road (W)	166	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	2
	B - Chaters Hill	0	0	3
	C - Ashdon Road (W)	3	0	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	0.28	8.98	0.4	A	130	195
C-AB	0.00	0.00	0.0	A	0	0
C-A					152	228
A-B					0	0
A-C					397	596

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	600	0.178	106	0.0	0.2	7.278	A
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	125	31			125				
A-B	0	0			0				
A-C	326	81			326				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	128	32	582	0.219	127	0.2	0.3	7.914	A
C-AB	0	0	530	0.000	0	0.0	0.0	0.000	A
C-A	149	37			149				
A-B	0	0			0				
A-C	389	97			389				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	156	39	557	0.281	156	0.3	0.4	8.957	A
C-AB	0	0	509	0.000	0	0.0	0.0	0.000	A
C-A	183	46			183				
A-B	0	0			0				
A-C	477	119			477				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	156	39	557	0.281	156	0.4	0.4	8.976	A
C-AB	0	0	509	0.000	0	0.0	0.0	0.000	A
C-A	183	46			183				
A-B	0	0			0				
A-C	477	119			477				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	128	32	582	0.219	128	0.4	0.3	7.936	A
C-AB	0	0	530	0.000	0	0.0	0.0	0.000	A
C-A	149	37			149				
A-B	0	0			0				
A-C	389	97			389				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	600	0.178	107	0.3	0.2	7.312	A
C-AB	0	0	545	0.000	0	0.0	0.0	0.000	A
C-A	125	31			125				
A-B	0	0			0				
A-C	326	81			326				

2023 Base - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
17	Ashdon Road/Chaters Hill	T-Junction	Two-way		3.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	207	100.000
B - Chaters Hill		ONE HOUR	✓	225	100.000
C - Ashdon Road (W)		ONE HOUR	✓	282	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	207
	B - Chaters Hill	49	0	176
	C - Ashdon Road (W)	282	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	1
	B - Chaters Hill	0	0	2
	C - Ashdon Road (W)	1	0	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	0.41	10.25	0.7	B	206	310
C-AB	0.00	0.00	0.0	A	0	0
C-A					259	388
A-B					0	0
A-C					190	285

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	624	0.271	168	0.0	0.4	7.869	A
C-AB	0	0	591	0.000	0	0.0	0.0	0.000	A
C-A	212	53			212				
A-B	0	0			0				
A-C	156	39			156				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	202	51	613	0.330	202	0.4	0.5	8.739	A
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	254	63			254				
A-B	0	0			0				
A-C	186	47			186				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	248	62	599	0.414	247	0.5	0.7	10.208	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	310	78			310				
A-B	0	0			0				
A-C	228	57			228				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	248	62	599	0.414	248	0.7	0.7	10.254	B
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	310	78			310				
A-B	0	0			0				
A-C	228	57			228				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	202	51	613	0.330	203	0.7	0.5	8.791	A
C-AB	0	0	584	0.000	0	0.0	0.0	0.000	A
C-A	254	63			254				
A-B	0	0			0				
A-C	186	47			186				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	169	42	624	0.271	170	0.5	0.4	7.936	A
C-AB	0	0	591	0.000	0	0.0	0.0	0.000	A
C-A	212	53			212				
A-B	0	0			0				
A-C	156	39			156				

2026 Base + CD - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
17	Ashdon Road/Chaters Hill	T-Junction	Two-way		1.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	536	100.000
B - Chaters Hill		ONE HOUR	✓	160	100.000
C - Ashdon Road (W)		ONE HOUR	✓	269	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	536
	B - Chaters Hill	15	0	145
	C - Ashdon Road (W)	269	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	1
	B - Chaters Hill	0	0	3
	C - Ashdon Road (W)	2	0	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	0.34	10.34	0.5	B	147	220
C-AB	0.00	0.00	0.0	A	0	0
C-A					247	370
A-B					0	0
A-C					492	738

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	577	0.209	119	0.0	0.3	7.841	A
C-AB	0	0	530	0.000	0	0.0	0.0	0.000	A
C-A	203	51			203				
A-B	0	0			0				
A-C	404	101			404				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	36	555	0.259	143	0.3	0.3	8.736	A
C-AB	0	0	511	0.000	0	0.0	0.0	0.000	A
C-A	242	60			242				
A-B	0	0			0				
A-C	482	120			482				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	524	0.336	176	0.3	0.5	10.303	B
C-AB	0	0	485	0.000	0	0.0	0.0	0.000	A
C-A	296	74			296				
A-B	0	0			0				
A-C	590	148			590				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	524	0.336	176	0.5	0.5	10.339	B
C-AB	0	0	485	0.000	0	0.0	0.0	0.000	A
C-A	296	74			296				
A-B	0	0			0				
A-C	590	148			590				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	36	555	0.259	144	0.5	0.4	8.777	A
C-AB	0	0	511	0.000	0	0.0	0.0	0.000	A
C-A	242	60			242				
A-B	0	0			0				
A-C	482	120			482				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	577	0.209	121	0.4	0.3	7.889	A
C-AB	0	0	530	0.000	0	0.0	0.0	0.000	A
C-A	203	51			203				
A-B	0	0			0				
A-C	404	101			404				

2026 Base + CD - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
17	Ashdon Road/Chaters Hill	T-Junction	Two-way		3.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	316	100.000
B - Chaters Hill		ONE HOUR	✓	246	100.000
C - Ashdon Road (W)		ONE HOUR	✓	367	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	316
	B - Chaters Hill	51	0	195
	C - Ashdon Road (W)	367	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	1
	B - Chaters Hill	0	0	2
	C - Ashdon Road (W)	1	0	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	0.48	12.33	0.9	B	226	339
C-AB	0.00	0.00	0.0	A	0	0
C-A					337	505
A-B					0	0
A-C					290	435

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	185	46	600	0.309	183	0.0	0.4	8.602	A
C-AB	0	0	572	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
A-B	0	0			0				
A-C	238	59			238				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	55	585	0.378	221	0.4	0.6	9.870	A
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	330	82			330				
A-B	0	0			0				
A-C	284	71			284				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	271	68	563	0.481	270	0.6	0.9	12.232	B
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	404	101			404				
A-B	0	0			0				
A-C	348	87			348				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	271	68	563	0.481	271	0.9	0.9	12.329	B
C-AB	0	0	546	0.000	0	0.0	0.0	0.000	A
C-A	404	101			404				
A-B	0	0			0				
A-C	348	87			348				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	55	585	0.378	222	0.9	0.6	9.972	A
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	330	82			330				
A-B	0	0			0				
A-C	284	71			284				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	185	46	600	0.309	186	0.6	0.5	8.702	A
C-AB	0	0	572	0.000	0	0.0	0.0	0.000	A
C-A	276	69			276				
A-B	0	0			0				
A-C	238	59			238				

2026 Base + CD + D - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
17	Ashdon Road/Chaters Hill	T-Junction	Two-way		1.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + D - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	574	100.000
B - Chaters Hill		ONE HOUR	✓	160	100.000
C - Ashdon Road (W)		ONE HOUR	✓	278	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	574
	B - Chaters Hill	15	0	145
	C - Ashdon Road (W)	278	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	1
	B - Chaters Hill	0	0	3
	C - Ashdon Road (W)	2	0	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	0.34	10.70	0.5	B	147	220
C-AB	0.00	0.00	0.0	A	0	0
C-A					255	383
A-B					0	0
A-C					527	790

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	570	0.211	119	0.0	0.3	7.979	A
C-AB	0	0	523	0.000	0	0.0	0.0	0.000	A
C-A	209	52			209				
A-B	0	0			0				
A-C	432	108			432				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	36	546	0.264	143	0.3	0.4	8.940	A
C-AB	0	0	503	0.000	0	0.0	0.0	0.000	A
C-A	250	62			250				
A-B	0	0			0				
A-C	516	129			516				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	513	0.344	176	0.4	0.5	10.661	B
C-AB	0	0	475	0.000	0	0.0	0.0	0.000	A
C-A	306	77			306				
A-B	0	0			0				
A-C	632	158			632				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	176	44	513	0.344	176	0.5	0.5	10.695	B
C-AB	0	0	475	0.000	0	0.0	0.0	0.000	A
C-A	306	77			306				
A-B	0	0			0				
A-C	632	158			632				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	144	36	546	0.264	144	0.5	0.4	8.984	A
C-AB	0	0	503	0.000	0	0.0	0.0	0.000	A
C-A	250	62			250				
A-B	0	0			0				
A-C	516	129			516				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	570	0.211	121	0.4	0.3	8.028	A
C-AB	0	0	523	0.000	0	0.0	0.0	0.000	A
C-A	209	52			209				
A-B	0	0			0				
A-C	432	108			432				

2026 Base + CD + D - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
17	Ashdon Road/Chaters Hill	T-Junction	Two-way		3.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	332	100.000
B - Chaters Hill		ONE HOUR	✓	246	100.000
C - Ashdon Road (W)		ONE HOUR	✓	388	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	332
	B - Chaters Hill	51	0	195
	C - Ashdon Road (W)	388	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Chaters Hill	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	0	1
	B - Chaters Hill	0	0	2
	C - Ashdon Road (W)	1	0	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	0.49	12.60	0.9	B	226	339
C-AB	0.00	0.00	0.0	A	0	0
C-A					356	534
A-B					0	0
A-C					305	457

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	185	46	596	0.311	183	0.0	0.4	8.688	A
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	292	73			292				
A-B	0	0			0				
A-C	250	62			250				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	55	580	0.382	221	0.4	0.6	10.009	B
C-AB	0	0	557	0.000	0	0.0	0.0	0.000	A
C-A	349	87			349				
A-B	0	0			0				
A-C	298	75			298				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	271	68	556	0.487	270	0.6	0.9	12.494	B
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	427	107			427				
A-B	0	0			0				
A-C	366	91			366				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	271	68	556	0.487	271	0.9	0.9	12.600	B
C-AB	0	0	541	0.000	0	0.0	0.0	0.000	A
C-A	427	107			427				
A-B	0	0			0				
A-C	366	91			366				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	221	55	580	0.382	222	0.9	0.6	10.116	B
C-AB	0	0	557	0.000	0	0.0	0.0	0.000	A
C-A	349	87			349				
A-B	0	0			0				
A-C	298	75			298				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	185	46	596	0.311	186	0.6	0.5	8.793	A
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	292	73			292				
A-B	0	0			0				
A-C	250	62			250				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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Filename: J18_Ashdon Road-Wlizabeth Way_Without LR.j9
Path: C:\Users\Owner\OneDrive\Cotswold Transport Planning Ltd\CADtest - Documents\Martin\Saffron Walden
Report generation date: 16/04/2021 08:05:24

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2023 Base - Without LR									
Stream B-C	D1	0.5	9.52	0.35	A	D2	0.3	7.76	0.24	A
Stream B-A		0.5	14.75	0.33	B		0.5	12.13	0.32	B
Stream C-AB		0.3	8.18	0.24	A		0.5	7.59	0.29	A
	2026 Base + CD - Without LR									
Stream B-C	D3	3.1	45.25	0.78	E	D4	0.6	11.37	0.38	B
Stream B-A		3.9	63.41	0.83	F		1.0	19.56	0.50	C
Stream C-AB		0.7	9.15	0.34	A		0.9	9.37	0.42	A
	2026 Base + CD + D - Without LR									
Stream B-C	D5	9.5	115.87	0.98	F	D6	0.7	12.50	0.43	B
Stream B-A		8.4	128.58	0.97	F		1.1	21.73	0.53	C
Stream C-AB		0.7	9.49	0.37	A		1.0	10.24	0.46	B

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	Radwinter Road, Saffron Walden
Location	Ashdon Road/Elizabeth Way
Site number	
Date	16/04/2021
Version	01
Status	Issue
Identifier	J18
Client	Rosconn Group
Jobnumber	CTP-20-1124
Enumerator	MW
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	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓
D5	2026 Base + CD + D - Without LR	AM	ONE HOUR	07:45	09:15	15	✓
D6	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

2023 Base - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
18	Ashdon Road/Elizabeth Way	T-Junction	Two-way		5.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Ashdon Road (E)		Major
B	Elizabeth Way		Minor
C	Ashdon Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Ashdon Road (W)	6.00			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Elizabeth Way	One lane plus flare	10.00	5.80	3.70	3.60	3.60	✓	1.00	28	70

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	554	0.101	0.255	0.160	0.364
B-C	753	0.115	0.292	-	-
C-B	632	0.245	0.245	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2023 Base - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	374	100.000
B - Elizabeth Way		ONE HOUR	✓	295	100.000
C - Ashdon Road (W)		ONE HOUR	✓	178	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	190	184
	B - Elizabeth Way	108	0	187
	C - Ashdon Road (W)	72	106	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	9	2
	B - Elizabeth Way	11	0	1
	C - Ashdon Road (W)	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-C	0.35	9.52	0.5	A	172	257
B-A	0.33	14.75	0.5	B	99	149
C-AB	0.24	8.18	0.3	A	110	165
C-A					53	80
A-B					174	262
A-C					169	253

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	35	648	0.217	140	0.0	0.3	7.071	A
B-A	81	20	413	0.197	80	0.0	0.2	10.789	B
C-AB	88	22	590	0.149	87	0.0	0.2	7.145	A
C-A	46	12			46				
A-B	143	36			143				
A-C	139	35			139				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	168	42	623	0.270	168	0.3	0.4	7.896	A
B-A	97	24	393	0.247	97	0.2	0.3	12.124	B
C-AB	107	27	584	0.184	107	0.2	0.2	7.542	A
C-A	53	13			53				
A-B	171	43			171				
A-C	165	41			165				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	206	51	585	0.352	205	0.4	0.5	9.468	A
B-A	119	30	363	0.327	118	0.3	0.5	14.658	B
C-AB	135	34	576	0.235	135	0.2	0.3	8.164	A
C-A	60	15			60				
A-B	209	52			209				
A-C	203	51			203				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	206	51	584	0.353	206	0.5	0.5	9.518	A
B-A	119	30	363	0.328	119	0.5	0.5	14.746	B
C-AB	136	34	576	0.235	136	0.3	0.3	8.181	A
C-A	60	15			60				
A-B	209	52			209				
A-C	203	51			203				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	168	42	622	0.270	169	0.5	0.4	7.946	A
B-A	97	24	393	0.247	98	0.5	0.3	12.211	B
C-AB	107	27	584	0.184	108	0.3	0.3	7.569	A
C-A	53	13			53				
A-B	171	43			171				
A-C	165	41			165				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	141	35	647	0.218	141	0.4	0.3	7.124	A
B-A	81	20	413	0.197	82	0.3	0.2	10.886	B
C-AB	88	22	591	0.149	88	0.3	0.2	7.174	A
C-A	46	12			46				
A-B	143	36			143				
A-C	139	35			139				

2023 Base - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
18	Ashdon Road/Elizabeth Way	T-Junction	Two-way		5.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2023 Base - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	177	100.000
B - Elizabeth Way		ONE HOUR	✓	263	100.000
C - Ashdon Road (W)		ONE HOUR	✓	256	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	101	76
	B - Elizabeth Way	128	0	135
	C - Ashdon Road (W)	115	141	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	8	1
	B - Elizabeth Way	2	0	1
	C - Ashdon Road (W)	2	0	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-C	0.24	7.76	0.3	A	124	186
B-A	0.32	12.13	0.5	B	117	176
C-AB	0.29	7.59	0.5	A	155	232
C-A					80	120
A-B					93	139
A-C					70	105

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	25	660	0.154	101	0.0	0.2	6.426	A
B-A	96	24	479	0.201	95	0.0	0.2	9.357	A
C-AB	122	31	655	0.187	121	0.0	0.3	6.737	A
C-A	70	18			70				
A-B	76	19			76				
A-C	57	14			57				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	121	30	642	0.189	121	0.2	0.2	6.901	A
B-A	115	29	462	0.249	115	0.2	0.3	10.352	B
C-AB	150	38	660	0.228	150	0.3	0.3	7.062	A
C-A	80	20			80				
A-B	91	23			91				
A-C	68	17			68				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	149	37	613	0.242	148	0.2	0.3	7.736	A
B-A	141	35	438	0.322	140	0.3	0.5	12.084	B
C-AB	192	48	667	0.288	191	0.3	0.5	7.570	A
C-A	90	22			90				
A-B	111	28			111				
A-C	84	21			84				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	149	37	613	0.243	149	0.3	0.3	7.755	A
B-A	141	35	438	0.322	141	0.5	0.5	12.134	B
C-AB	192	48	667	0.288	192	0.5	0.5	7.590	A
C-A	90	22			90				
A-B	111	28			111				
A-C	84	21			84				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	121	30	642	0.189	122	0.3	0.2	6.926	A
B-A	115	29	462	0.249	116	0.5	0.3	10.412	B
C-AB	151	38	660	0.228	151	0.5	0.3	7.092	A
C-A	80	20			80				
A-B	91	23			91				
A-C	68	17			68				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	25	659	0.154	102	0.2	0.2	6.460	A
B-A	96	24	479	0.201	97	0.3	0.3	9.431	A
C-AB	123	31	655	0.187	123	0.3	0.3	6.776	A
C-A	70	18			70				
A-B	76	19			76				
A-C	57	14			57				

2026 Base + CD - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
18	Ashdon Road/Elizabeth Way	T-Junction	Two-way		21.35	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026 Base + CD - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	492	100.000
B - Elizabeth Way		ONE HOUR	✓	454	100.000
C - Ashdon Road (W)		ONE HOUR	✓	281	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	254	238
	B - Elizabeth Way	218	0	236
	C - Ashdon Road (W)	142	139	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	7	2
	B - Elizabeth Way	6	0	1
	C - Ashdon Road (W)	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-C	0.78	45.25	3.1	E	217	325
B-A	0.83	63.41	3.9	F	200	300
C-AB	0.34	9.15	0.7	A	164	247
C-A					93	140
A-B					233	350
A-C					218	328

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	178	44	551	0.322	176	0.0	0.5	9.541	A
B-A	164	41	402	0.408	161	0.0	0.7	14.790	B
C-AB	127	32	606	0.210	126	0.0	0.3	7.476	A
C-A	85	21			85				
A-B	191	48			191				
A-C	179	45			179				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	212	53	484	0.438	211	0.5	0.8	13.105	B
B-A	196	49	364	0.538	194	0.7	1.1	20.937	C
C-AB	159	40	604	0.263	158	0.3	0.4	8.073	A
C-A	94	23			94				
A-B	228	57			228				
A-C	214	53			214				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	260	65	353	0.735	253	0.8	2.4	33.925	D
B-A	240	60	297	0.808	231	1.1	3.3	49.491	E
C-AB	207	52	602	0.345	206	0.4	0.6	9.107	A
C-A	102	26			102				
A-B	280	70			280				
A-C	262	66			262				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	260	65	333	0.780	257	2.4	3.1	45.247	E
B-A	240	60	290	0.827	237	3.3	3.9	63.406	F
C-AB	207	52	602	0.345	207	0.6	0.7	9.149	A
C-A	102	25			102				
A-B	280	70			280				
A-C	262	66			262				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	212	53	465	0.457	221	3.1	0.9	15.264	C
B-A	196	49	359	0.547	207	3.9	1.3	25.109	D
C-AB	159	40	604	0.263	160	0.7	0.4	8.126	A
C-A	94	23			94				
A-B	228	57			228				
A-C	214	53			214				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	178	44	546	0.326	179	0.9	0.5	9.867	A
B-A	164	41	401	0.409	166	1.3	0.7	15.488	C
C-AB	127	32	607	0.210	128	0.4	0.3	7.535	A
C-A	84	21			84				
A-B	191	48			191				
A-C	179	45			179				

2026 Base + CD - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
18	Ashdon Road/Elizabeth Way	T-Junction	Two-way		7.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Base + CD - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	325	100.000
B - Elizabeth Way		ONE HOUR	✓	348	100.000
C - Ashdon Road (W)		ONE HOUR	✓	338	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	184	141
	B - Elizabeth Way	170	0	178
	C - Ashdon Road (W)	153	185	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	4	1
	B - Elizabeth Way	2	0	1
	C - Ashdon Road (W)	1	0	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-C	0.38	11.37	0.6	B	163	245
B-A	0.50	19.56	1.0	C	156	234
C-AB	0.42	9.37	0.9	A	218	328
C-A					92	138
A-B					169	253
A-C					129	194

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	616	0.218	133	0.0	0.3	7.435	A
B-A	128	32	440	0.291	126	0.0	0.4	11.418	B
C-AB	169	42	649	0.261	168	0.0	0.4	7.468	A
C-A	85	21			85				
A-B	139	35			139				
A-C	106	27			106				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	160	40	580	0.276	160	0.3	0.4	8.552	A
B-A	153	38	413	0.370	152	0.4	0.6	13.766	B
C-AB	211	53	653	0.323	210	0.4	0.6	8.133	A
C-A	93	23			93				
A-B	165	41			165				
A-C	127	32			127				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	196	49	515	0.381	195	0.4	0.6	11.220	B
B-A	187	47	372	0.504	186	0.6	1.0	19.182	C
C-AB	274	69	659	0.416	273	0.6	0.9	9.314	A
C-A	98	24			98				
A-B	203	51			203				
A-C	155	39			155				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	196	49	513	0.382	196	0.6	0.6	11.366	B
B-A	187	47	371	0.505	187	1.0	1.0	19.560	C
C-AB	275	69	660	0.416	274	0.9	0.9	9.370	A
C-A	98	24			98				
A-B	203	51			203				
A-C	155	39			155				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	160	40	577	0.277	161	0.6	0.4	8.660	A
B-A	153	38	412	0.371	154	1.0	0.6	14.049	B
C-AB	211	53	653	0.324	213	0.9	0.6	8.201	A
C-A	92	23			92				
A-B	165	41			165				
A-C	127	32			127				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	614	0.218	134	0.4	0.3	7.517	A
B-A	128	32	439	0.291	129	0.6	0.4	11.620	B
C-AB	170	42	649	0.262	170	0.6	0.4	7.543	A
C-A	85	21			85				
A-B	139	35			139				
A-C	106	27			106				

2026 Base + CD + D - Without LR, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
18	Ashdon Road/Elizabeth Way	T-Junction	Two-way		48.56	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Base + CD + D - Without LR	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	494	100.000
B - Elizabeth Way		ONE HOUR	✓	497	100.000
C - Ashdon Road (W)		ONE HOUR	✓	290	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	256	238
	B - Elizabeth Way	223	0	274
	C - Ashdon Road (W)	142	148	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	7	2
	B - Elizabeth Way	6	0	1
	C - Ashdon Road (W)	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-C	0.98	115.87	9.5	F	251	377
B-A	0.97	128.58	8.4	F	205	307
C-AB	0.37	9.49	0.7	A	175	263
C-A					91	136
A-B					235	352
A-C					218	328

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	206	52	547	0.377	204	0.0	0.6	10.411	B
B-A	168	42	390	0.431	165	0.0	0.7	15.818	C
C-AB	135	34	606	0.223	134	0.0	0.3	7.610	A
C-A	83	21			83				
A-B	193	48			193				
A-C	179	45			179				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	246	62	473	0.521	244	0.6	1.1	15.634	C
B-A	200	50	345	0.581	198	0.7	1.3	24.126	C
C-AB	169	42	604	0.280	169	0.3	0.5	8.273	A
C-A	92	23			92				
A-B	230	58			230				
A-C	214	53			214				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	302	75	323	0.935	281	1.1	6.2	67.649	F
B-A	246	61	261	0.941	227	1.3	5.9	81.352	F
C-AB	221	55	601	0.367	220	0.5	0.7	9.439	A
C-A	99	25			99				
A-B	282	70			282				
A-C	262	66			262				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	302	75	308	0.978	288	6.2	9.5	115.875	F
B-A	246	61	254	0.965	236	5.9	8.4	128.583	F
C-AB	221	55	601	0.368	221	0.7	0.7	9.490	A
C-A	98	25			98				
A-B	282	70			282				
A-C	262	66			262				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	246	62	417	0.590	278	9.5	1.5	31.037	D
B-A	200	50	320	0.627	227	8.4	1.8	46.580	E
C-AB	169	42	604	0.280	170	0.7	0.5	8.331	A
C-A	91	23			91				
A-B	230	58			230				
A-C	214	53			214				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	206	52	538	0.383	210	1.5	0.6	11.072	B
B-A	168	42	387	0.434	172	1.8	0.8	17.059	C
C-AB	136	34	606	0.224	136	0.5	0.3	7.676	A
C-A	83	21			83				
A-B	193	48			193				
A-C	179	45			179				

2026 Base + CD + D - Without LR, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
18	Ashdon Road/Elizabeth Way	T-Junction	Two-way		8.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Base + CD + D - Without LR	PM	ONE HOUR	16:45	18:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Ashdon Road (E)		ONE HOUR	✓	330	100.000
B - Elizabeth Way		ONE HOUR	✓	366	100.000
C - Ashdon Road (W)		ONE HOUR	✓	359	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	189	141
	B - Elizabeth Way	172	0	194
	C - Ashdon Road (W)	153	206	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Ashdon Road (E)	B - Elizabeth Way	C - Ashdon Road (W)
From	A - Ashdon Road (E)	0	4	1
	B - Elizabeth Way	2	0	1
	C - Ashdon Road (W)	1	0	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-C	0.43	12.50	0.7	B	178	267
B-A	0.53	21.73	1.1	C	158	237
C-AB	0.46	10.24	1.0	B	243	365
C-A					86	129
A-B					173	260
A-C					129	194

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	146	37	615	0.237	145	0.0	0.3	7.630	A
B-A	129	32	430	0.301	128	0.0	0.4	11.831	B
C-AB	189	47	648	0.291	187	0.0	0.5	7.786	A
C-A	82	20			82				
A-B	142	36			142				
A-C	106	27			106				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	174	44	577	0.302	174	0.3	0.4	8.929	A
B-A	155	39	401	0.386	154	0.4	0.6	14.519	B
C-AB	235	59	652	0.361	234	0.5	0.7	8.619	A
C-A	88	22			88				
A-B	170	42			170				
A-C	127	32			127				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	214	53	505	0.423	212	0.4	0.7	12.271	B
B-A	189	47	356	0.533	187	0.6	1.1	21.172	C
C-AB	306	76	658	0.464	304	0.7	1.0	10.158	B
C-A	90	22			90				
A-B	208	52			208				
A-C	155	39			155				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	214	53	501	0.426	214	0.7	0.7	12.499	B
B-A	189	47	355	0.534	189	1.1	1.1	21.727	C
C-AB	306	76	659	0.465	306	1.0	1.0	10.245	B
C-A	89	22			89				
A-B	208	52			208				
A-C	155	39			155				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	174	44	573	0.304	176	0.7	0.4	9.077	A
B-A	155	39	400	0.387	157	1.1	0.6	14.893	B
C-AB	236	59	653	0.361	237	1.0	0.7	8.713	A
C-A	87	22			87				
A-B	170	42			170				
A-C	127	32			127				

18:00 - 18:15

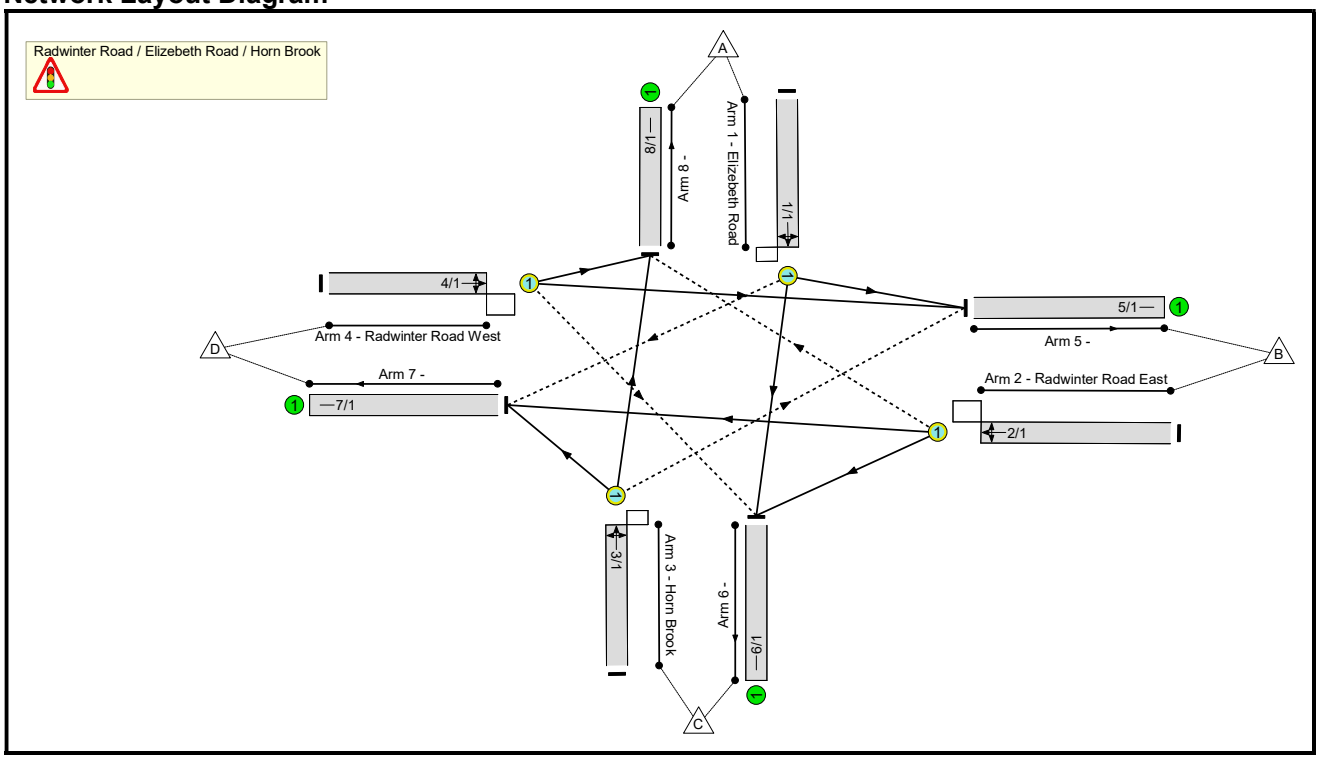
Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	146	37	613	0.238	147	0.4	0.3	7.726	A
B-A	129	32	429	0.302	130	0.6	0.4	12.066	B
C-AB	189	47	648	0.292	190	0.7	0.5	7.879	A
C-A	81	20			81				
A-B	142	36			142				
A-C	106	27			106				

Full Input Data And Results

User and Project Details

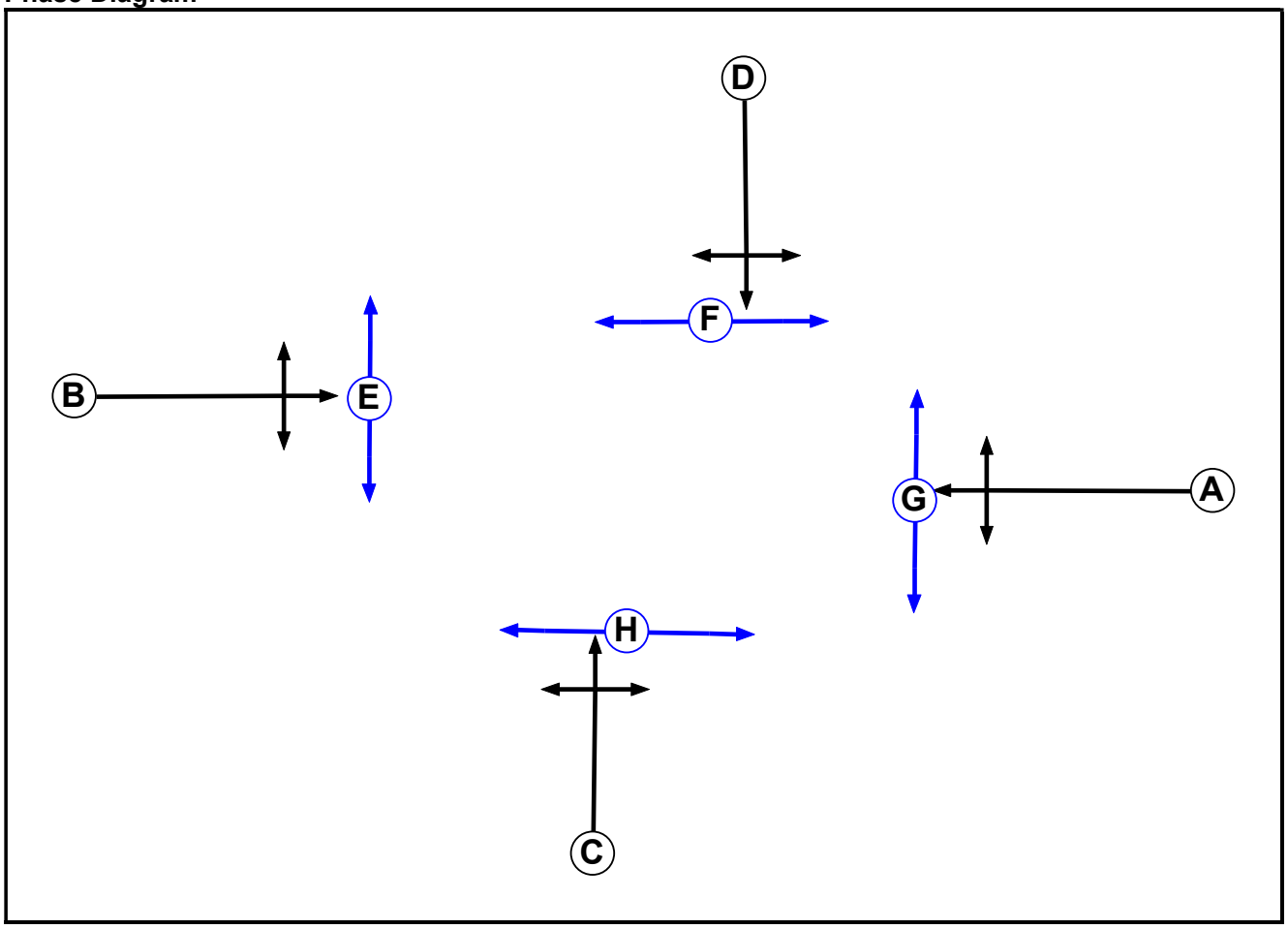
Project:	
Title:	
Location:	
Additional detail:	
File name:	Radwinter_Elizebeth_Horn LinSig Rev 1.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



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		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5

Full Input Data And Results

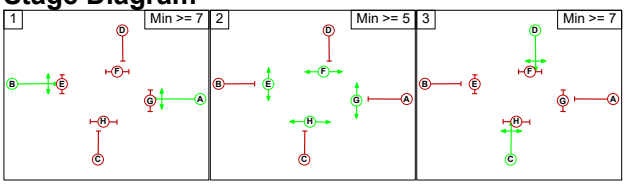
Phase Intergreens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		-	5	5	9	9	9	9
	B	-		5	5	9	9	9	9
	C	5	5		-	-	9	9	9
	D	5	5	-		9	9	9	9
	E	5	5	5	5		-	-	-
	F	5	5	5	5	-		-	-
	G	5	5	5	5	-	-		-
	H	5	5	5	5	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	E F G H
3	C D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		9	5
	2	5		5
	3	5	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Radwinter Road / Elizebeth Road / Horn Brook											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Elizebeth Road)	7/1 (Right)	1439	0	3/1	1.09	All	1.00	1.00	0.50	1	1.00
2/1 (Radwinter Road East)	8/1 (Right)	1439	0	4/1	1.09	All	2.00	2.00	0.50	2	2.00
3/1 (Horn Brook)	5/1 (Right)	1439	0	1/1	1.09	All	1.00	1.00	0.50	1	1.00
4/1 (Radwinter Road West)	6/1 (Right)	1439	0	6/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Radwinter Road / Elizebeth Road / Horn Brook												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Elizebeth Road)	O	D	2	3	60.0	Geom	-	3.60	0.00	Y	Arm 5 Left	9.90
											Arm 6 Ahead	Inf
											Arm 7 Right	12.60
2/1 (Radwinter Road East)	O	A	2	3	60.0	Geom	-	2.50	0.00	Y	Arm 6 Left	11.00
											Arm 7 Ahead	Inf
											Arm 8 Right	35.50
3/1 (Horn Brook)	O	C	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 5 Right	16.70
											Arm 7 Left	17.20
											Arm 8 Ahead	Inf
4/1 (Radwinter Road West)	O	B	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	16.40
											Arm 8 Left	9.20
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM Base With LR'	08:00	09:00	01:00	
2: '2023 PM Base With LR'	17:00	18:00	01:00	
3: '2026 AM + CD With LR'	08:00	09:00	01:00	
4: '2026 PM + CD With LR'	17:00	18:00	01:00	
5: '2026 AM + CD + Dev With LR'	08:00	09:00	01:00	
6: '2026 PM + CD + Dev With LR'	17:00	18:00	01:00	
7: '2023 AM Base No LR'	08:00	09:00	01:00	
8: '2023 PM Base No LR'	17:00	18:00	01:00	
9: '2026 AM + CD No LR'	08:00	09:00	01:00	
10: '2026 PM + CD No LR'	17:00	18:00	01:00	
11: '2026 AM + CD + Dev No LR'	08:00	09:00	01:00	
12: '2026 PM + CD + Dev No LR'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	136	1	202	339
	B	205	0	2	339	546
	C	7	1	0	12	20
	D	140	267	2	0	409
	Tot.	352	404	5	553	1314

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	339
2/1	546
3/1	20
4/1	409
5/1	404
6/1	5
7/1	553
8/1	352

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	40.1 %	1745	1745
				Arm 6 Ahead	Inf	0.3 %		
				Arm 7 Right	12.60	59.6 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.4 %	1835	1835
				Arm 7 Ahead	Inf	62.1 %		
				Arm 8 Right	35.50	37.5 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	5.0 %	1935	1935
				Arm 7 Left	17.20	60.0 %		
				Arm 8 Ahead	Inf	35.0 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	65.3 %	1794	1794
				Arm 6 Right	16.40	0.5 %		
				Arm 8 Left	9.20	34.2 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	211	9	104	324
	B	150	0	5	331	486
	C	5	2	0	11	18
	D	148	416	12	0	576
	Tot.	303	629	26	446	1404

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Scenario 2
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	324
2/1	486
3/1	18
4/1	576
5/1	629
6/1	26
7/1	446
8/1	303

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	65.1 %	1737	1737
				Arm 6 Ahead	Inf	2.8 %		
				Arm 7 Right	12.60	32.1 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	1.0 %	1838	1838
				Arm 7 Ahead	Inf	68.1 %		
				Arm 8 Right	35.50	30.9 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	11.1 %	1923	1923
				Arm 7 Left	17.20	61.1 %		
				Arm 8 Ahead	Inf	27.8 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	72.2 %	1815	1815
				Arm 6 Right	16.40	2.1 %		
				Arm 8 Left	9.20	25.7 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: 'Scenario 3' (FG3: '2026 AM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	166	1	244	411
	B	286	0	2	360	648
	C	7	1	0	12	20
	D	180	285	2	0	467
	Tot.	473	452	5	616	1546

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	411
2/1	648
3/1	20
4/1	467
5/1	452
6/1	5
7/1	616
8/1	473

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	40.4 %	1745	1745
				Arm 6 Ahead	Inf	0.2 %		
				Arm 7 Right	12.60	59.4 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.3 %	1830	1830
				Arm 7 Ahead	Inf	55.6 %		
				Arm 8 Right	35.50	44.1 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	5.0 %	1935	1935
				Arm 7 Left	17.20	60.0 %		
				Arm 8 Ahead	Inf	35.0 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	61.0 %	1782	1782
				Arm 6 Right	16.40	0.4 %		
				Arm 8 Left	9.20	38.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 4' (FG4: '2026 PM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	272	9	136	417
	B	175	0	5	359	539
	C	5	2	0	11	18
	D	176	442	12	0	630
	Tot.	356	716	26	506	1604

Traffic Lane Flows

Lane	Scenario 4: Scenario 4
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	417
2/1	539
3/1	18
4/1	630
5/1	716
6/1	26
7/1	506
8/1	356

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	65.2 %	1736	1736
				Arm 6 Ahead	Inf	2.2 %		
				Arm 7 Right	12.60	32.6 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.9 %	1837	1837
				Arm 7 Ahead	Inf	66.6 %		
				Arm 8 Right	35.50	32.5 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	11.1 %	1923	1923
				Arm 7 Left	17.20	61.1 %		
				Arm 8 Ahead	Inf	27.8 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	70.2 %	1809	1809
				Arm 6 Right	16.40	1.9 %		
				Arm 8 Left	9.20	27.9 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Scenario 5' (FG5: '2026 AM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	178	1	242	421
	B	327	0	2	380	709
	C	7	1	0	12	20
	D	179	299	2	0	480
	Tot.	513	478	5	634	1630

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: Scenario 5
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	421
2/1	709
3/1	20
4/1	480
5/1	478
6/1	5
7/1	634
8/1	513

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	42.3 %	1744	1744
				Arm 6 Ahead	Inf	0.2 %		
				Arm 7 Right	12.60	57.5 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.3 %	1829	1829
				Arm 7 Ahead	Inf	53.6 %		
				Arm 8 Right	35.50	46.1 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	5.0 %	1935	1935
				Arm 7 Left	17.20	60.0 %		
				Arm 8 Ahead	Inf	35.0 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	62.3 %	1786	1786
				Arm 6 Right	16.40	0.4 %		
				Arm 8 Left	9.20	37.3 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: 'Scenario 6' (FG6: '2026 PM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	297	9	136	442
	B	193	0	5	368	566
	C	5	2	0	11	18
	D	176	475	12	0	663
	Tot.	374	774	26	515	1689

Traffic Lane Flows

Lane	Scenario 6: Scenario 6
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	442
2/1	566
3/1	18
4/1	663
5/1	774
6/1	26
7/1	515
8/1	374

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	67.2 %	1735	1735
				Arm 6 Ahead	Inf	2.0 %		
				Arm 7 Right	12.60	30.8 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.9 %	1836	1836
				Arm 7 Ahead	Inf	65.0 %		
				Arm 8 Right	35.50	34.1 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	11.1 %	1923	1923
				Arm 7 Left	17.20	61.1 %		
				Arm 8 Ahead	Inf	27.8 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	71.6 %	1814	1814
				Arm 6 Right	16.40	1.8 %		
				Arm 8 Left	9.20	26.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Scenario 7' (FG7: '2023 AM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	100	1	201	302
	B	150	0	2	327	479
	C	7	1	0	12	20
	D	140	252	2	0	394
	Tot.	297	353	5	540	1195

Traffic Lane Flows

Lane	Scenario 7: Scenario 7
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	302
2/1	479
3/1	20
4/1	394
5/1	353
6/1	5
7/1	540
8/1	297

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	33.1 %	1749	1749
				Arm 6 Ahead	Inf	0.3 %		
				Arm 7 Right	12.60	66.6 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.4 %	1840	1840
				Arm 7 Ahead	Inf	68.3 %		
				Arm 8 Right	35.50	31.3 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	5.0 %	1935	1935
				Arm 7 Left	17.20	60.0 %		
				Arm 8 Ahead	Inf	35.0 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	64.0 %	1790	1790
				Arm 6 Right	16.40	0.5 %		
				Arm 8 Left	9.20	35.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Scenario 8' (FG8: '2023 PM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	158	9	104	271
	B	102	0	5	306	413
	C	5	2	0	11	18
	D	148	397	12	0	557
	Tot.	255	557	26	421	1259

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Scenario 8
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	271
2/1	413
3/1	18
4/1	557
5/1	557
6/1	26
7/1	421
8/1	255

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	58.3 %	1742	1742
				Arm 6 Ahead	Inf	3.3 %		
				Arm 7 Right	12.60	38.4 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	1.2 %	1843	1843
				Arm 7 Ahead	Inf	74.1 %		
				Arm 8 Right	35.50	24.7 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	11.1 %	1923	1923
				Arm 7 Left	17.20	61.1 %		
				Arm 8 Ahead	Inf	27.8 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	71.3 %	1813	1813
				Arm 6 Right	16.40	2.2 %		
				Arm 8 Left	9.20	26.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: 'Scenario 9' (FG9: '2026 AM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	152	1	248	401
	B	253	0	2	377	632
	C	7	1	0	13	21
	D	196	281	2	0	479
	Tot.	456	434	5	638	1533

Traffic Lane Flows

Lane	Scenario 9: Scenario 9
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	401
2/1	632
3/1	21
4/1	479
5/1	434
6/1	5
7/1	638
8/1	456

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	37.9 %	1746	1746
				Arm 6 Ahead	Inf	0.2 %		
				Arm 7 Right	12.60	61.8 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.3 %	1833	1833
				Arm 7 Ahead	Inf	59.7 %		
				Arm 8 Right	35.50	40.0 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	4.8 %	1932	1932
				Arm 7 Left	17.20	61.9 %		
				Arm 8 Ahead	Inf	33.3 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	58.7 %	1776	1776
				Arm 6 Right	16.40	0.4 %		
				Arm 8 Left	9.20	40.9 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Scenario 10' (FG10: '2026 PM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	249	9	140	398
	B	165	0	5	335	505
	C	5	2	0	11	18
	D	170	440	13	0	623
	Tot.	340	691	27	486	1544

Traffic Lane Flows

Lane	Scenario 10: Scenario 10
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	398
2/1	505
3/1	18
4/1	623
5/1	691
6/1	27
7/1	486
8/1	340

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	62.6 %	1738	1738
				Arm 6 Ahead	Inf	2.3 %		
				Arm 7 Right	12.60	35.2 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	1.0 %	1837	1837
				Arm 7 Ahead	Inf	66.3 %		
				Arm 8 Right	35.50	32.7 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	11.1 %	1923	1923
				Arm 7 Left	17.20	61.1 %		
				Arm 8 Ahead	Inf	27.8 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	70.6 %	1811	1811
				Arm 6 Right	16.40	2.1 %		
				Arm 8 Left	9.20	27.3 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Scenario 11' (FG11: '2026 AM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	162	1	248	411
	B	296	0	2	422	720
	C	7	1	0	13	21
	D	196	304	2	0	502
	Tot.	499	467	5	683	1654

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: Scenario 11
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	411
2/1	720
3/1	21
4/1	502
5/1	467
6/1	5
7/1	683
8/1	499

Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	39.4 %	1745	1745
				Arm 6 Ahead	Inf	0.2 %		
				Arm 7 Right	12.60	60.3 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.3 %	1832	1832
				Arm 7 Ahead	Inf	58.6 %		
				Arm 8 Right	35.50	41.1 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	4.8 %	1932	1932
				Arm 7 Left	17.20	61.9 %		
				Arm 8 Ahead	Inf	33.3 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	60.6 %	1781	1781
				Arm 6 Right	16.40	0.4 %		
				Arm 8 Left	9.20	39.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 12: 'Scenario 12' (FG12: '2026 PM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	275	9	140	424
	B	184	0	5	354	543
	C	5	2	0	11	18
	D	170	493	13	0	676
	Tot.	359	770	27	505	1661

Traffic Lane Flows

Lane	Scenario 12: Scenario 12
Junction: Radwinter Road / Elizebeth Road / Horn Brook	
1/1	424
2/1	543
3/1	18
4/1	676
5/1	770
6/1	27
7/1	505
8/1	359

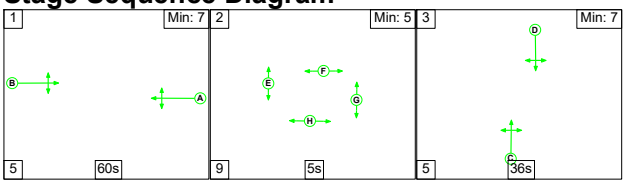
Lane Saturation Flows

Junction: Radwinter Road / Elizebeth Road / Horn Brook								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Elizebeth Road)	3.60	0.00	Y	Arm 5 Left	9.90	64.9 %	1736	1736
				Arm 6 Ahead	Inf	2.1 %		
				Arm 7 Right	12.60	33.0 %		
2/1 (Radwinter Road East)	2.50	0.00	Y	Arm 6 Left	11.00	0.9 %	1836	1836
				Arm 7 Ahead	Inf	65.2 %		
				Arm 8 Right	35.50	33.9 %		
3/1 (Horn Brook)	4.30	0.00	Y	Arm 5 Right	16.70	11.1 %	1923	1923
				Arm 7 Left	17.20	61.1 %		
				Arm 8 Ahead	Inf	27.8 %		
4/1 (Radwinter Road West)	2.80	0.00	Y	Arm 5 Ahead	Inf	72.9 %	1817	1817
				Arm 6 Right	16.40	1.9 %		
				Arm 8 Left	9.20	25.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'Scenario 7' (FG7: '2023 AM Base No LR', Plan 1: 'Network Control Plan 1')

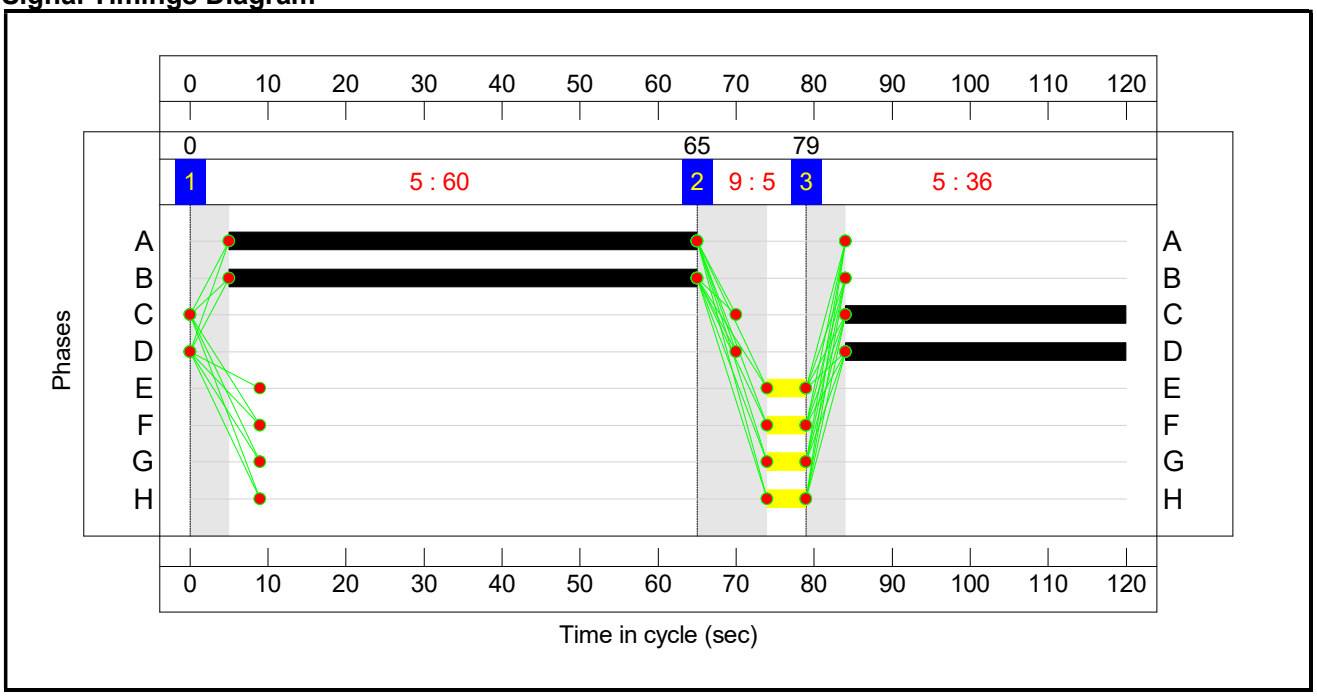
Stage Sequence Diagram



Stage Timings

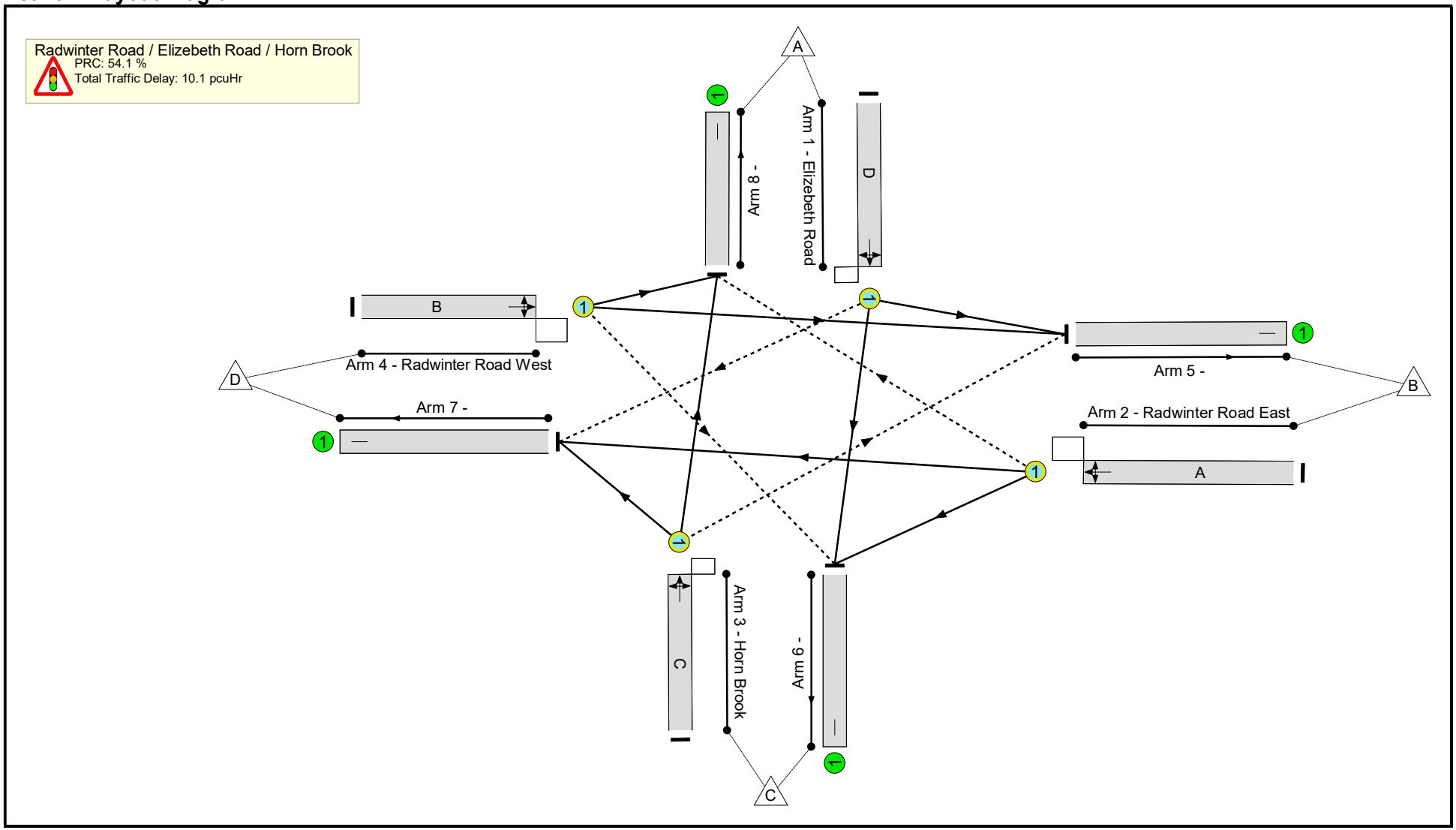
Stage	1	2	3
Duration	60	5	36
Change Point	0	65	79

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.4%**
Radwinter Road / Elizebeth Road / Horn Brook	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.4%**
1/1	Elizebeth Road Left Ahead Right	O	N/A	N/A	D		1	36	-	302	1749	526	57.4%
2/1	Radwinter Road East Left Ahead Right	O	N/A	N/A	A		1	60	-	479	1840	820	58.4%
3/1	Horn Brook Right Left Ahead	O	N/A	N/A	C		1	36	-	20	1935	597	3.4%
4/1	Radwinter Road West Ahead Right Left	O	N/A	N/A	B		1	60	-	394	1790	910	43.3%
5/1		U	N/A	N/A	-		-	-	-	353	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%

Full Input Data And Results

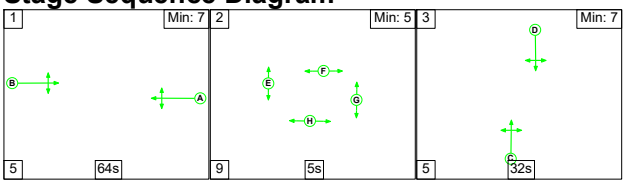
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**352**	**2**	**0**	**8.1**	**1.8**	**0.3**	**10.1**	**-**	**-**	**-**	**-**
Radwinter Road / Elizebeth Road / Horn Brook	**-**	**-**	**352**	**2**	**0**	**8.1**	**1.8**	**0.3**	**10.1**	**-**	**-**	**-**	**-**
1/1	302	302	201	0	0	3.0	0.7	0.0	3.6	43.4	8.5	0.7	9.1
2/1	479	479	150	0	0	2.9	0.7	0.3	3.9	29.2	11.8	0.7	12.5
3/1	20	20	1	0	0	0.2	0.0	0.0	0.2	32.3	0.5	0.0	0.5
4/1	394	394	0	2	0	2.0	0.4	0.0	2.4	22.1	8.2	0.4	8.6
5/1	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 54.1 Total Delay for Signalled Lanes (pcuHr): 10.12 Cycle Time (s): 120
PRC Over All Lanes (%): 54.1 Total Delay Over All Lanes(pcuHr): 10.12

Full Input Data And Results

Scenario 8: 'Scenario 8' (FG8: '2023 PM Base No LR', Plan 1: 'Network Control Plan 1')

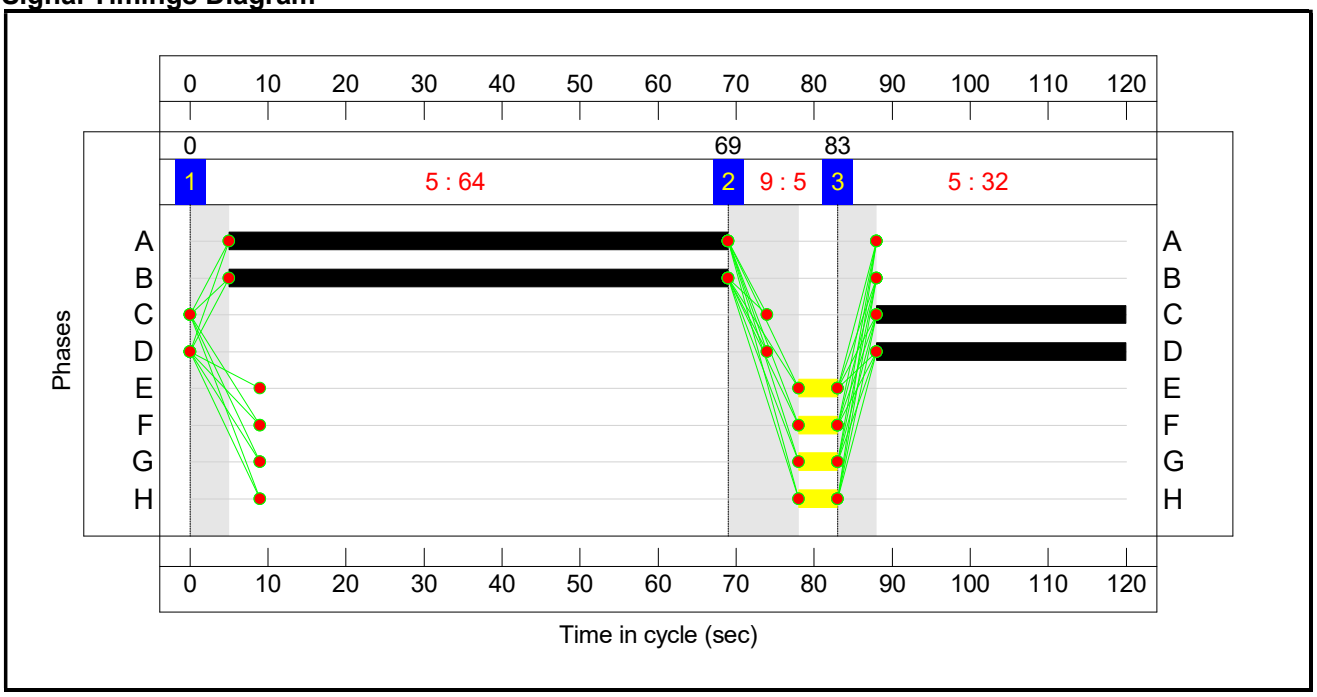
Stage Sequence Diagram



Stage Timings

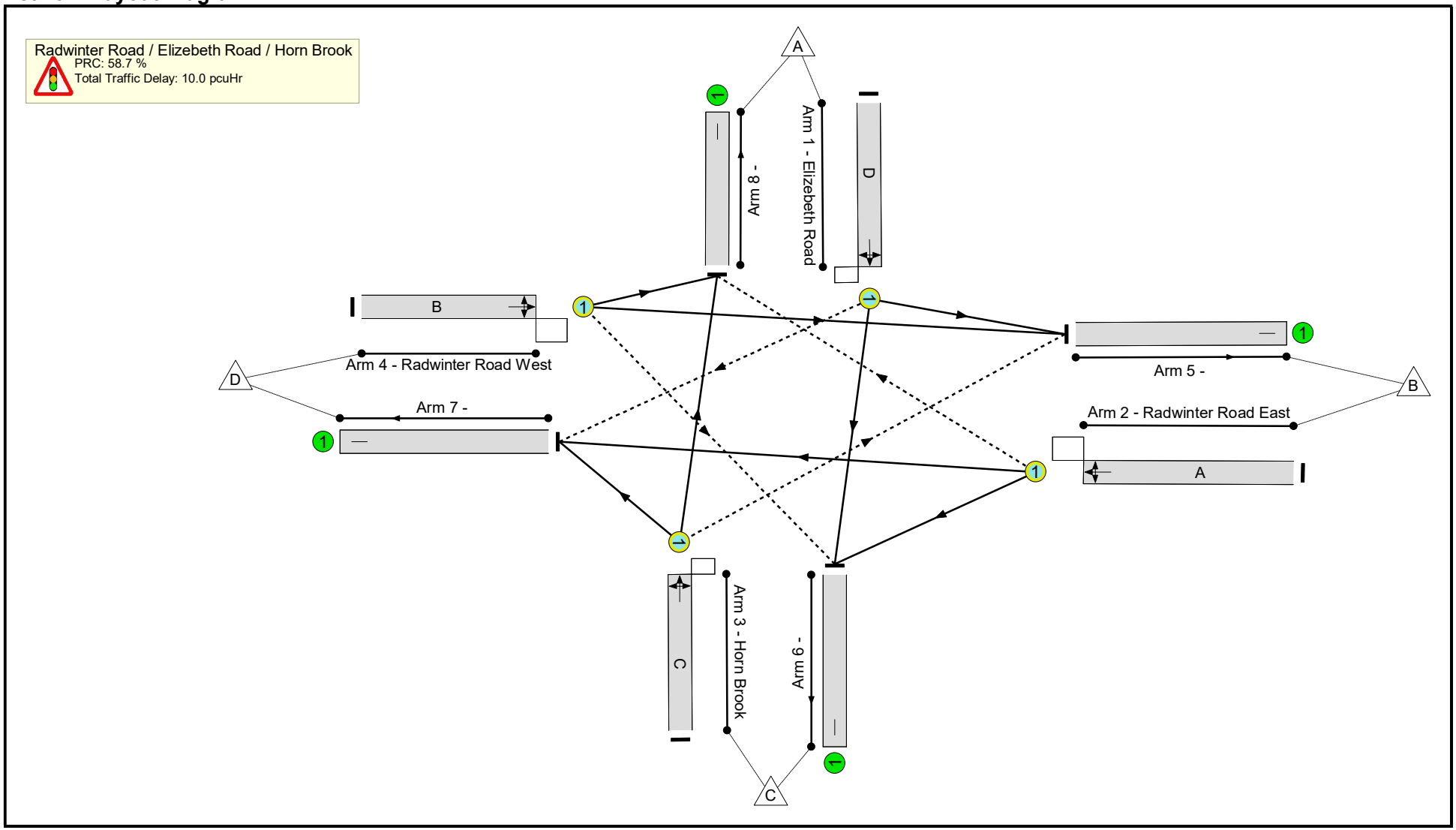
Stage	1	2	3
Duration	64	5	32
Change Point	0	69	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.7%**
Radwinter Road / Elizebeth Road / Horn Brook	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.7%**
1/1	Elizebeth Road Left Ahead Right	O	N/A	N/A	D		1	32	-	271	1742	479	56.6%
2/1	Radwinter Road East Left Ahead Right	O	N/A	N/A	A		1	64	-	413	1843	811	50.9%
3/1	Horn Brook Right Left Ahead	O	N/A	N/A	C		1	32	-	18	1923	515	3.5%
4/1	Radwinter Road West Ahead Right Left	O	N/A	N/A	B		1	64	-	557	1813	982	56.7%
5/1		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	421	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	255	Inf	Inf	0.0%

Full Input Data And Results

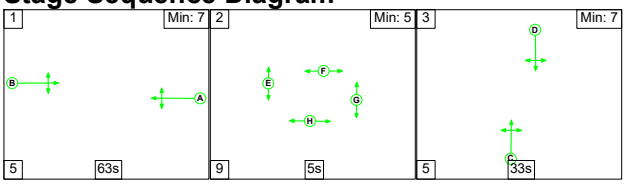
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**208**	**12**	**0**	**7.8**	**1.8**	**0.4**	**10.0**	**-**	**-**	**-**	**-**
Radwinter Road / Elizebeth Road / Horn Brook	**-**	**-**	**208**	**12**	**0**	**7.8**	**1.8**	**0.4**	**10.0**	**-**	**-**	**-**	**-**
1/1	271	271	104	0	0	2.8	0.6	0.0	3.5	46.0	7.8	0.6	8.4
2/1	413	413	102	0	0	2.0	0.5	0.4	2.9	24.9	9.9	0.5	10.4
3/1	18	18	2	0	0	0.2	0.0	0.0	0.2	35.7	0.4	0.0	0.5
4/1	557	557	0	12	0	2.8	0.7	0.0	3.5	22.4	12.2	0.7	12.9
5/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	421	421	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 58.7 Total Delay for Signalled Lanes (pcuHr): 9.96 Cycle Time (s): 120
PRC Over All Lanes (%): 58.7 Total Delay Over All Lanes(pcuHr): 9.96

Full Input Data And Results

Scenario 9: 'Scenario 9' (FG9: '2026 AM + CD No LR', Plan 1: 'Network Control Plan 1')

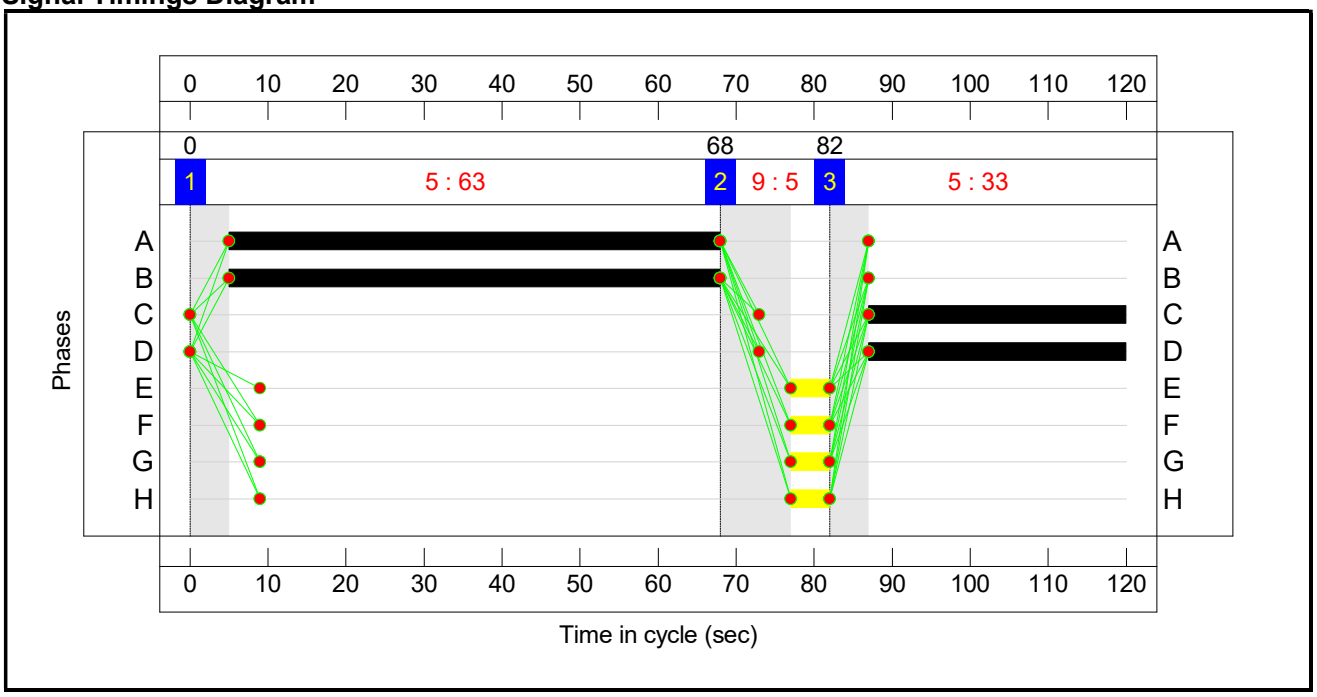
Stage Sequence Diagram



Stage Timings

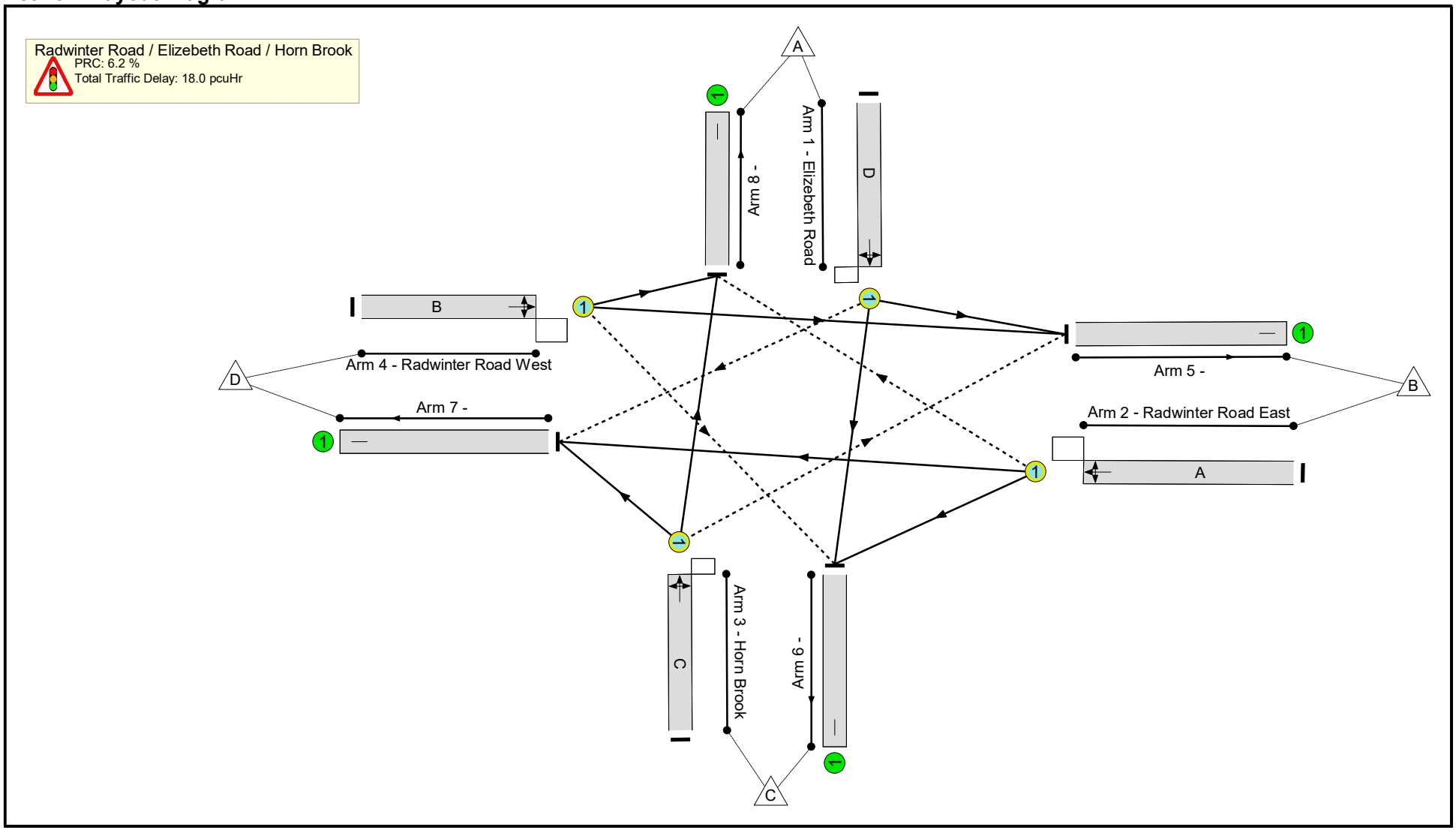
Stage	1	2	3
Duration	63	5	33
Change Point	0	68	82

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.8%**
Radwinter Road / Elizebeth Road / Horn Brook	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.8%**
1/1	Elizebeth Road Left Ahead Right	O	N/A	N/A	D		1	33	-	401	1746	484	82.8%
2/1	Radwinter Road East Left Ahead Right	O	N/A	N/A	A		1	63	-	632	1833	746	84.8%
3/1	Horn Brook Right Left Ahead	O	N/A	N/A	C		1	33	-	21	1932	546	3.8%
4/1	Radwinter Road West Ahead Right Left	O	N/A	N/A	B		1	63	-	479	1776	947	50.6%
5/1		U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	638	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%

Full Input Data And Results

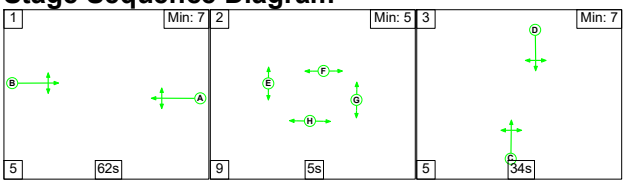
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**502**	**2**	**0**	**12.1**	**5.5**	**0.4**	**18.0**	**-**	**-**	**-**	**-**
Radwinter Road / Elizebeth Road / Horn Brook	**-**	**-**	**502**	**2**	**0**	**12.1**	**5.5**	**0.4**	**18.0**	**-**	**-**	**-**	**-**
1/1	401	401	248	0	0	4.5	2.3	0.0	6.8	61.0	12.5	2.3	14.8
2/1	632	632	253	0	0	5.0	2.7	0.4	8.1	46.0	19.0	2.7	21.6
3/1	21	21	1	0	0	0.2	0.0	0.0	0.2	34.8	0.5	0.0	0.5
4/1	479	479	0	2	0	2.4	0.5	0.0	2.9	21.7	10.1	0.5	10.6
5/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 6.2 Total Delay for Signalled Lanes (pcuHr): 17.97 Cycle Time (s): 120
PRC Over All Lanes (%): 6.2 Total Delay Over All Lanes(pcuHr): 17.97

Full Input Data And Results

Scenario 10: 'Scenario 10' (FG10: '2026 PM + CD No LR', Plan 1: 'Network Control Plan 1')

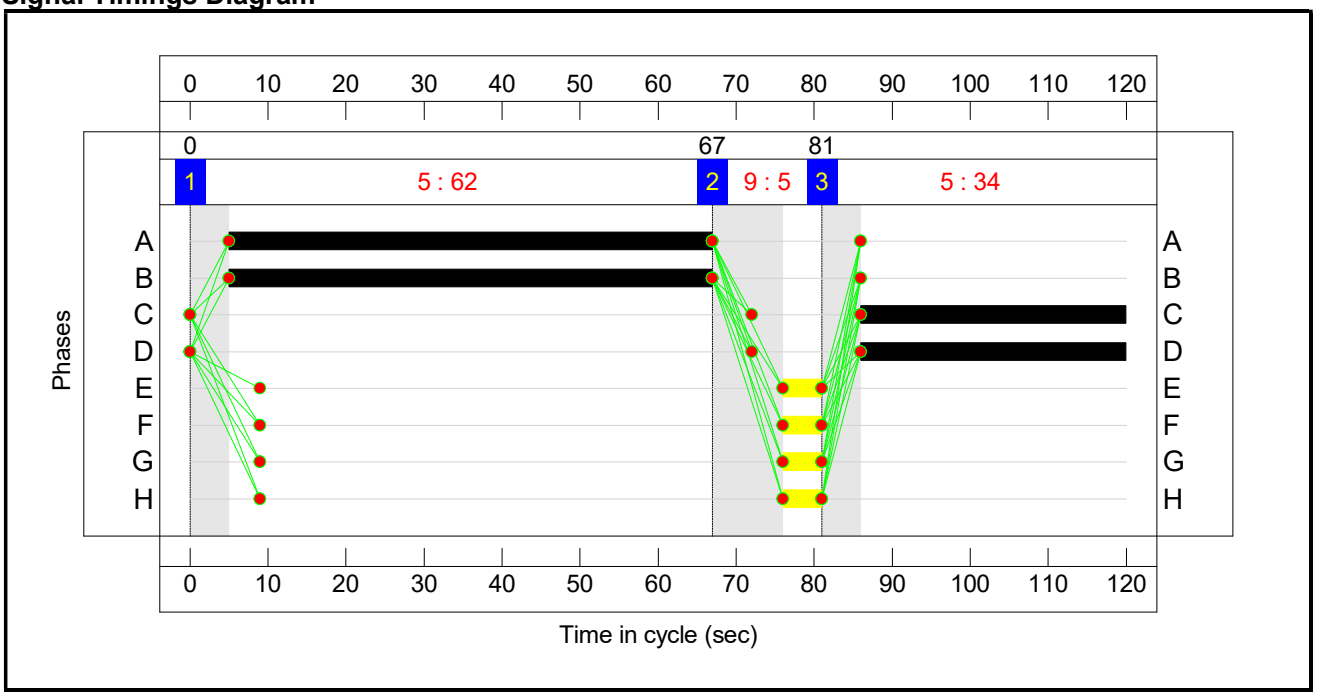
Stage Sequence Diagram



Stage Timings

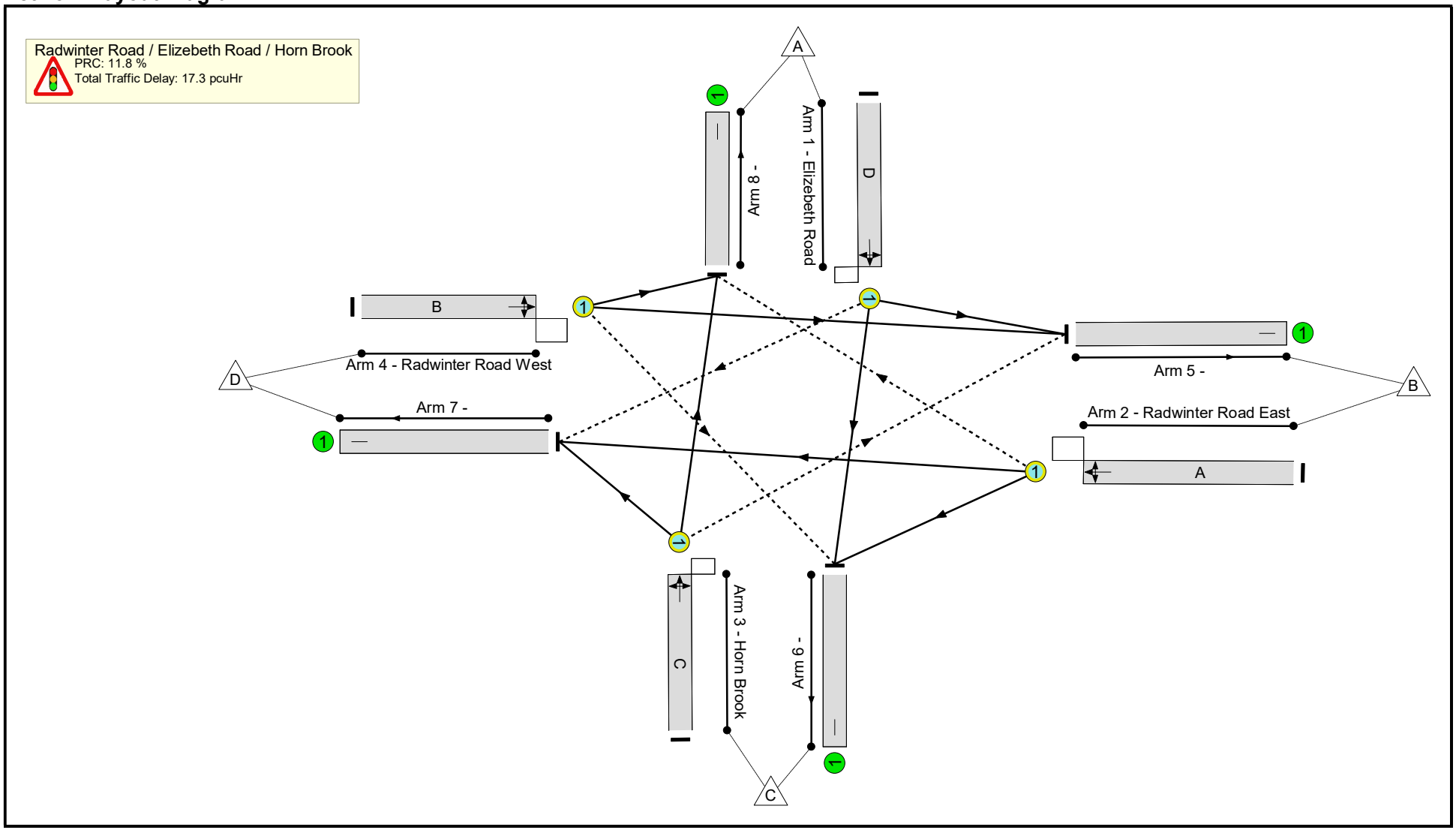
Stage	1	2	3
Duration	62	5	34
Change Point	0	67	81

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.5%**
Radwinter Road / Elizebeth Road / Horn Brook	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.5%**
1/1	Elizebeth Road Left Ahead Right	O	N/A	N/A	D		1	34	-	398	1738	507	78.5%
2/1	Radwinter Road East Left Ahead Right	O	N/A	N/A	A		1	62	-	505	1837	628	80.5%
3/1	Horn Brook Right Left Ahead	O	N/A	N/A	C		1	34	-	18	1923	428	4.2%
4/1	Radwinter Road West Ahead Right Left	O	N/A	N/A	B		1	62	-	623	1811	951	65.5%
5/1		U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%

Full Input Data And Results

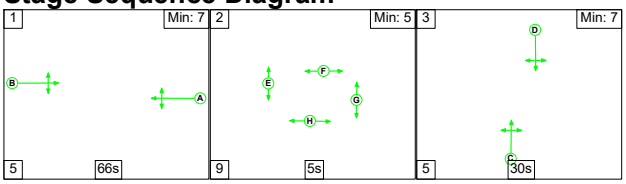
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**307**	**13**	**0**	**12.0**	**4.7**	**0.6**	**17.3**	**-**	**-**	**-**	**-**
Radwinter Road / Elizebeth Road / Horn Brook	**-**	**-**	**307**	**13**	**0**	**12.0**	**4.7**	**0.6**	**17.3**	**-**	**-**	**-**	**-**
1/1	398	398	140	0	0	4.3	1.8	0.0	6.1	55.1	12.2	1.8	13.9
2/1	505	505	165	0	0	3.9	2.0	0.6	6.5	46.2	15.2	2.0	17.1
3/1	18	18	2	0	0	0.2	0.0	0.0	0.2	35.2	0.4	0.0	0.4
4/1	623	623	0	13	0	3.6	0.9	0.0	4.5	26.1	14.9	0.9	15.8
5/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 11.8 Total Delay for Signalled Lanes (pcuHr): 17.26 Cycle Time (s): 120
PRC Over All Lanes (%): 11.8 Total Delay Over All Lanes(pcuHr): 17.26

Full Input Data And Results

Scenario 11: 'Scenario 11' (FG11: '2026 AM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

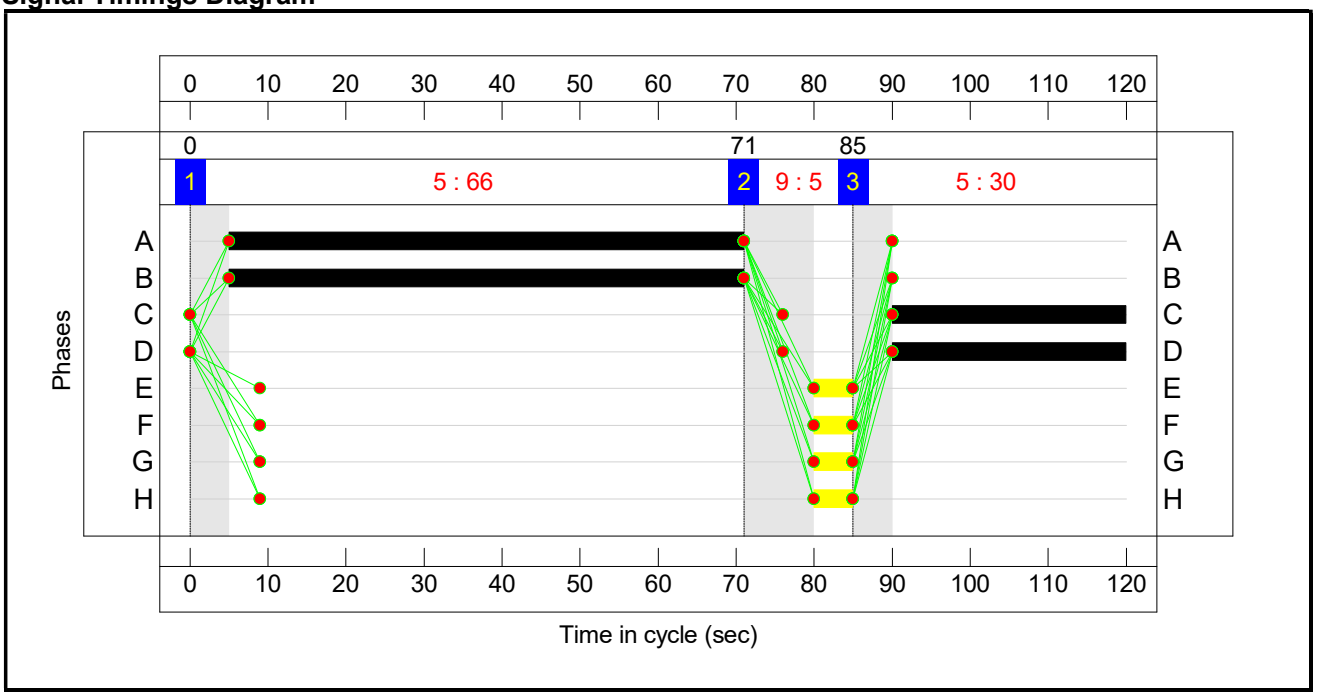
Stage Sequence Diagram



Stage Timings

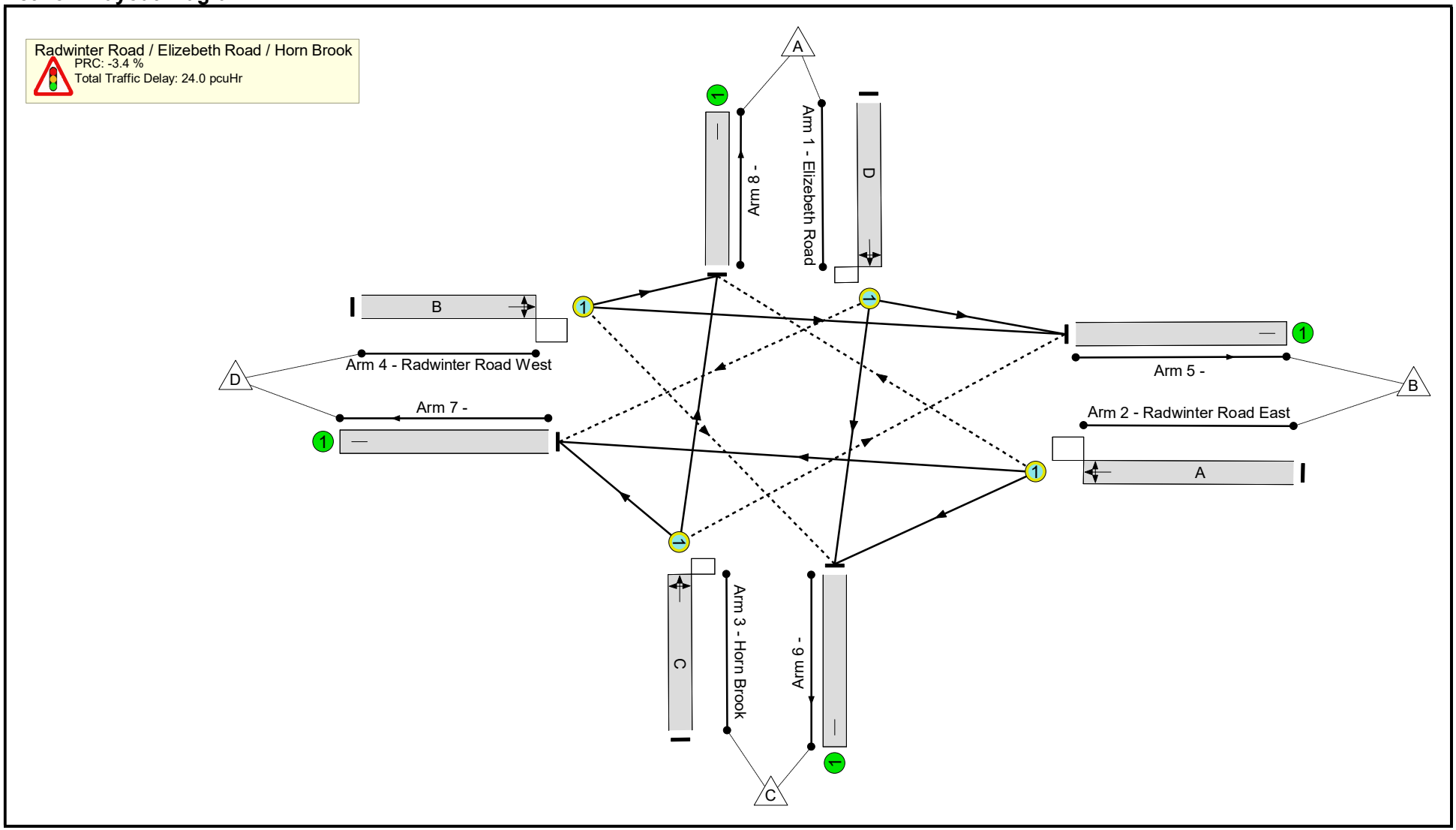
Stage	1	2	3
Duration	66	5	30
Change Point	0	71	85

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.1%**
Radwinter Road / Elizebeth Road / Horn Brook	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.1%**
1/1	Elizebeth Road Left Ahead Right	O	N/A	N/A	D		1	30	-	411	1745	442	93.1%
2/1	Radwinter Road East Left Ahead Right	O	N/A	N/A	A		1	66	-	720	1832	787	91.5%
3/1	Horn Brook Right Left Ahead	O	N/A	N/A	C		1	30	-	21	1932	497	4.2%
4/1	Radwinter Road West Ahead Right Left	O	N/A	N/A	B		1	66	-	502	1781	994	50.5%
5/1		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	5	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%

Full Input Data And Results

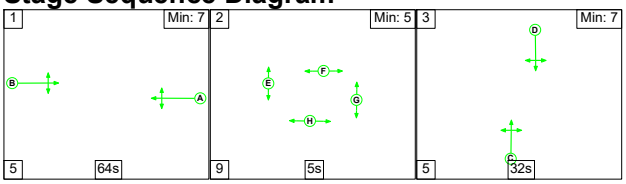
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**545**	**2**	**0**	**13.2**	**10.3**	**0.4**	**24.0**	**-**	**-**	**-**	**-**
Radwinter Road / Elizebeth Road / Horn Brook	**-**	**-**	**545**	**2**	**0**	**13.2**	**10.3**	**0.4**	**24.0**	**-**	**-**	**-**	**-**
1/1	411	411	248	0	0	5.0	5.1	0.0	10.0	87.9	13.2	5.1	18.3
2/1	720	720	296	0	0	5.8	4.7	0.4	10.9	54.7	22.4	4.7	27.1
3/1	21	21	1	0	0	0.2	0.0	0.0	0.2	37.3	0.5	0.0	0.5
4/1	502	502	0	2	0	2.3	0.5	0.0	2.8	19.9	10.2	0.5	10.7
5/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -3.4 Total Delay for Signalled Lanes (pcuHr): 23.98 Cycle Time (s): 120
PRC Over All Lanes (%): -3.4 Total Delay Over All Lanes(pcuHr): 23.98

Full Input Data And Results

Scenario 12: 'Scenario 12' (FG12: '2026 PM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

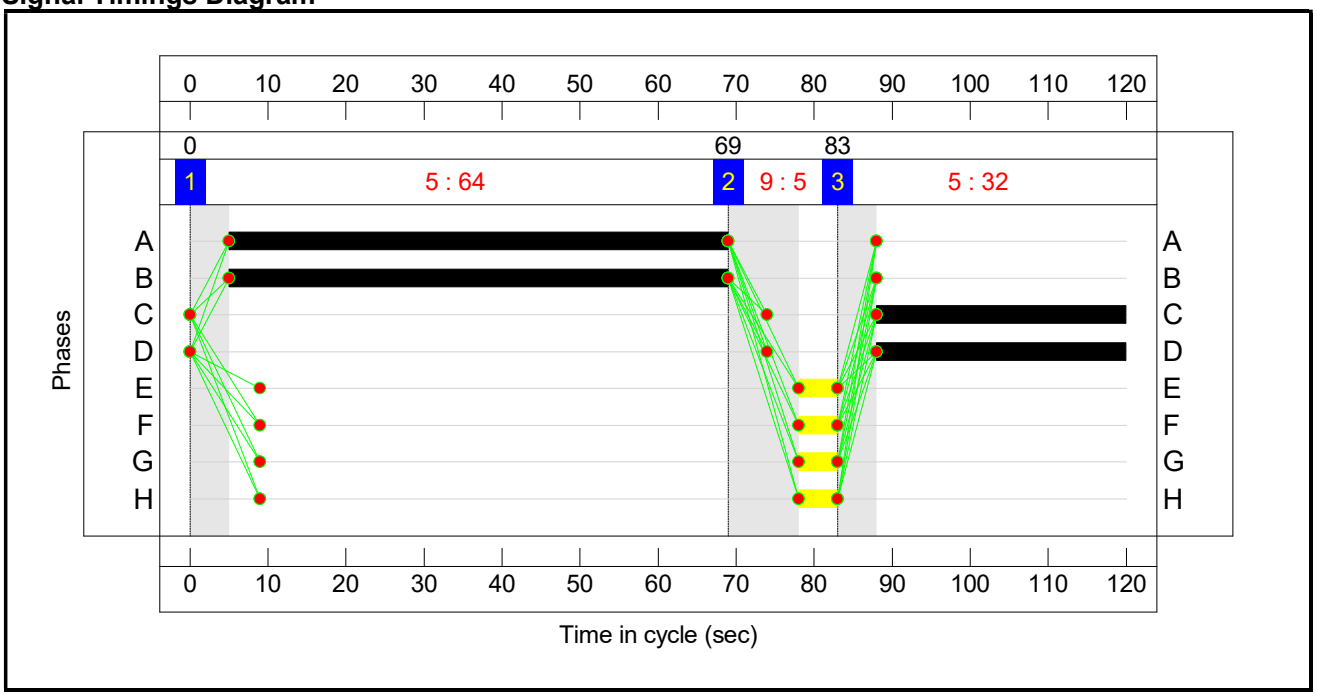
Stage Sequence Diagram



Stage Timings

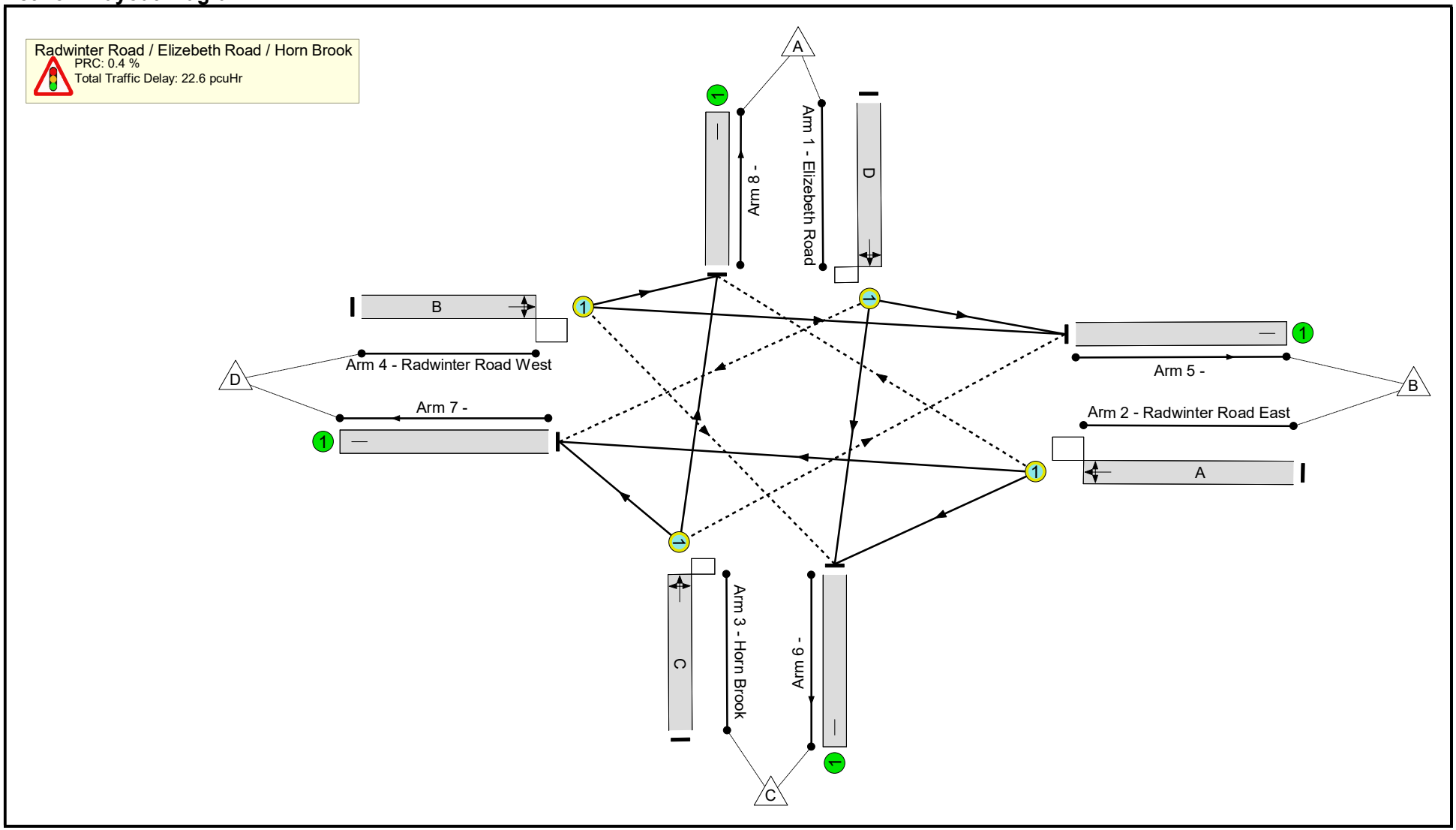
Stage	1	2	3
Duration	64	5	32
Change Point	0	69	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.7%**
Radwinter Road / Elizebeth Road / Horn Brook	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.7%**
1/1	Elizebeth Road Left Ahead Right	O	N/A	N/A	D		1	32	-	424	1736	477	88.8%
2/1	Radwinter Road East Left Ahead Right	O	N/A	N/A	A		1	64	-	543	1836	605	89.7%
3/1	Horn Brook Right Left Ahead	O	N/A	N/A	C		1	32	-	18	1923	340	5.3%
4/1	Radwinter Road West Ahead Right Left	O	N/A	N/A	B		1	64	-	676	1817	984	68.7%
5/1		U	N/A	N/A	-		-	-	-	770	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	27	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	359	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**326**	**13**	**0**	**13.4**	**8.5**	**0.7**	**22.6**	**-**	**-**	**-**	**-**
Radwinter Road / Elizebeth Road / Horn Brook	**-**	**-**	**326**	**13**	**0**	**13.4**	**8.5**	**0.7**	**22.6**	**-**	**-**	**-**	**-**
1/1	424	424	140	0	0	4.9	3.5	0.0	8.4	71.6	13.5	3.5	17.1
2/1	543	543	184	0	0	4.5	3.9	0.7	9.1	60.3	17.2	3.9	21.1
3/1	18	18	2	0	0	0.2	0.0	0.0	0.2	37.9	0.4	0.0	0.5
4/1	676	676	0	13	0	3.8	1.1	0.0	4.9	25.9	16.3	1.1	17.4
5/1	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

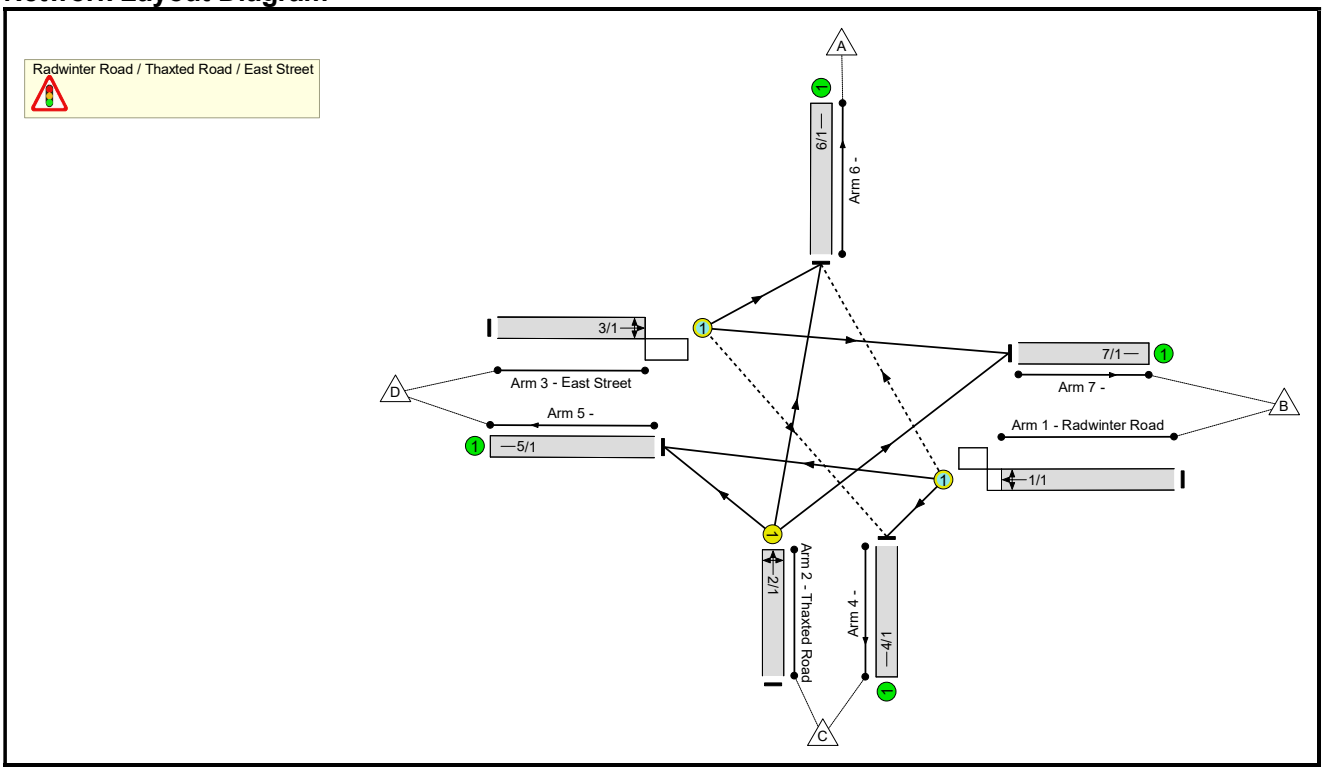
C1 PRC for Signalled Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 22.57 Cycle Time (s): 120
PRC Over All Lanes (%): 0.4 Total Delay Over All Lanes(pcuHr): 22.57

Full Input Data And Results

User and Project Details

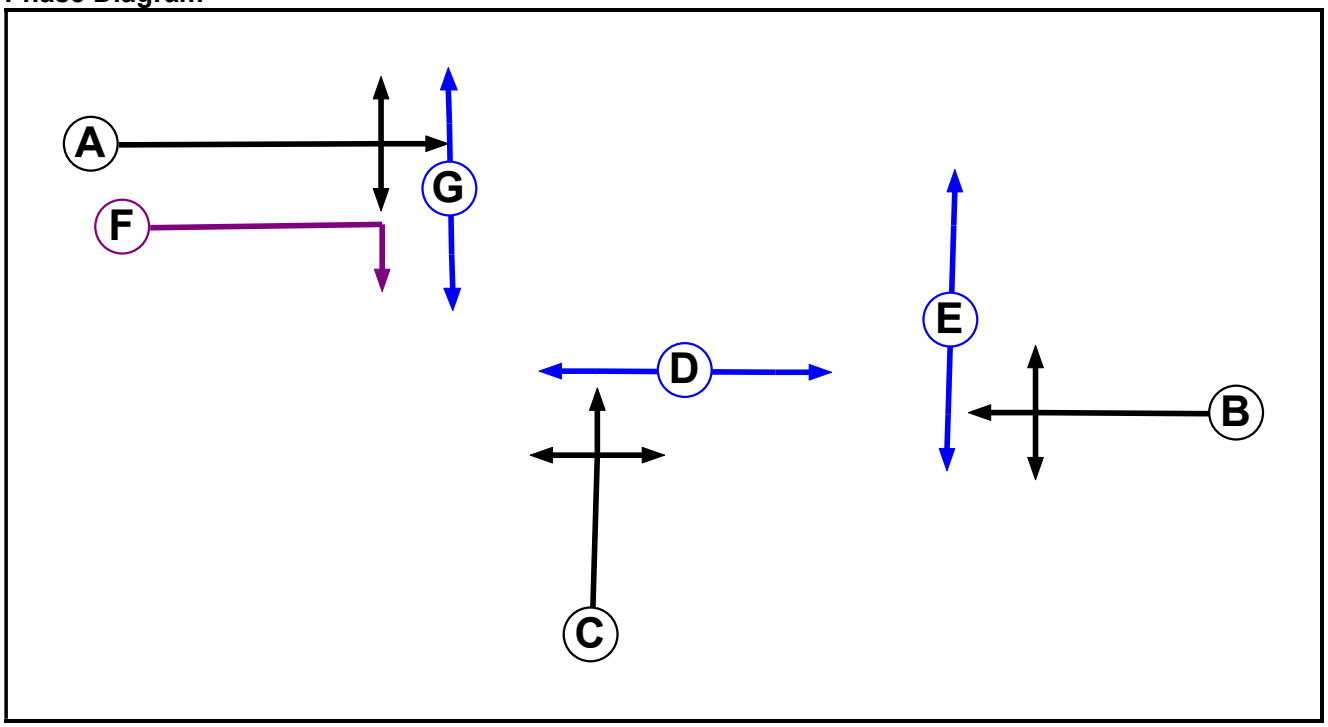
Project:	
Title:	
Location:	
Additional detail:	
File name:	Radwinter_East_Thaxted LinSig.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



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	Pedestrian		8	8
E	Pedestrian		7	7
F	Ind. Arrow	A	4	4
G	Pedestrian		6	6

Full Input Data And Results

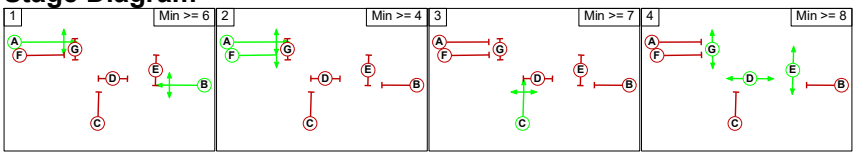
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	7	9	9	-	9
	B	-		6	9	9	6	9
	C	6	5		9	9	6	9
	D	5	5	5		-	5	-
	E	5	5	5	-		5	-
	F	-	7	7	9	9		9
	G	5	5	5	-	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A F
3	C
4	D E G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		6	7	9
	2	7		7	9
	3	6	6		9
	4	5	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Radwinter Road / Thaxted Road / East Street											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/1 (Radwinter Road)	6/1 (Right)	1439	0	3/1	1.09	All	3.00	2.00	0.50	3	3.00
3/1 (East Street)	4/1 (Right)	1439	0	1/1	1.09	All	3.00	3.00	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: Radwinter Road / Thaxted Road / East Street												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Radwinter Road)	O	B	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 4 Left	8.90
											Arm 5 Ahead	Inf
											Arm 6 Right	13.80
2/1 (Thaxted Road)	U	C	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 5 Left	8.90
											Arm 6 Ahead	Inf
											Arm 7 Right	13.80
3/1 (East Street)	O	A F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	26.80
											Arm 6 Left	10.40
											Arm 7 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM Base With LR'	08:00	09:00	01:00	
2: '2023 PM Base With LR'	17:00	18:00	01:00	
3: '2026 AM + CD With LR'	08:00	09:00	01:00	
4: '2026 PM + CD With LR'	17:00	18:00	01:00	
5: '2026 AM + CD + Dev With LR'	08:00	09:00	01:00	
6: '2026 PM + CD + Dev With LR'	17:00	18:00	01:00	
7: '2023 AM Base No LR'	08:00	09:00	01:00	
8: '2023 PM Base No LR'	17:00	18:00	01:00	
9: '2026 AM + CD No LR'	08:00	09:00	01:00	
10: '2026 PM + CD No LR'	17:00	18:00	01:00	
11: '2026 AM + CD + Dev No LR'	08:00	09:00	01:00	
12: '2026 PM + CD + Dev No LR'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	180	391	611
	C	160	116	0	166	442
	D	16	191	200	0	407
	Tot.	216	307	380	557	1460

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	611
2/1	442
3/1	407
4/1	380
5/1	557
6/1	216
7/1	307

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	29.5 %	1784	1784
				Arm 5 Ahead	Inf	64.0 %		
				Arm 6 Right	13.80	6.5 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	37.6 %	1726	1726
				Arm 6 Ahead	Inf	36.2 %		
				Arm 7 Right	13.80	26.2 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	49.1 %	1854	1854
				Arm 6 Left	10.40	3.9 %		
				Arm 7 Ahead	Inf	46.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	42	0	146	222	410
	C	179	201	0	96	476
	D	12	333	247	0	592
	Tot.	233	534	393	318	1478

Traffic Lane Flows

Lane	Scenario 2: Scenario 2
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	410
2/1	476
3/1	592
4/1	393
5/1	318
6/1	233
7/1	534

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	35.6 %	1760	1760
				Arm 5 Ahead	Inf	54.1 %		
				Arm 6 Right	13.80	10.2 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.2 %	1746	1746
				Arm 6 Ahead	Inf	37.6 %		
				Arm 7 Right	13.80	42.2 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	41.7 %	1866	1866
				Arm 6 Left	10.40	2.0 %		
				Arm 7 Ahead	Inf	56.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Scenario 3' (FG3: '2026 AM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	195	447	682
	C	161	132	0	169	462
	D	16	254	206	0	476
	Tot.	217	386	401	616	1620

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	682
2/1	462
3/1	476
4/1	401
5/1	616
6/1	217
7/1	386

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	28.6 %	1787	1787
				Arm 5 Ahead	Inf	65.5 %		
				Arm 6 Right	13.80	5.9 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	36.6 %	1725	1725
				Arm 6 Ahead	Inf	34.8 %		
				Arm 7 Right	13.80	28.6 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	43.3 %	1861	1861
				Arm 6 Left	10.40	3.4 %		
				Arm 7 Ahead	Inf	53.4 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 4' (FG4: '2026 PM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	42	0	166	285	493
	C	180	220	0	101	501
	D	12	383	251	0	646
	Tot.	234	603	417	386	1640

Traffic Lane Flows

Lane	Scenario 4: Scenario 4
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	493
2/1	501
3/1	646
4/1	417
5/1	386
6/1	234
7/1	603

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	33.7 %	1768	1768
				Arm 5 Ahead	Inf	57.8 %		
				Arm 6 Right	13.80	8.5 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.2 %	1743	1743
				Arm 6 Ahead	Inf	35.9 %		
				Arm 7 Right	13.80	43.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	38.9 %	1869	1869
				Arm 6 Left	10.40	1.9 %		
				Arm 7 Ahead	Inf	59.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Scenario 5' (FG5: '2026 AM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	194	466	700
	C	161	131	0	169	461
	D	16	267	206	0	489
	Tot.	217	398	400	635	1650

Traffic Lane Flows

Lane	Scenario 5: Scenario 5
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	700
2/1	461
3/1	489
4/1	400
5/1	635
6/1	217
7/1	398

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	27.7 %	1790	1790
				Arm 5 Ahead	Inf	66.6 %		
				Arm 6 Right	13.80	5.7 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	36.7 %	1725	1725
				Arm 6 Ahead	Inf	34.9 %		
				Arm 7 Right	13.80	28.4 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	42.1 %	1862	1862
				Arm 6 Left	10.40	3.3 %		
				Arm 7 Ahead	Inf	54.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Scenario 6' (FG6: '2026 PM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	42	0	166	294	502
	C	180	220	0	101	501
	D	12	416	251	0	679
	Tot.	234	636	417	395	1682

Traffic Lane Flows

Lane	Scenario 6: Scenario 6
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	502
2/1	501
3/1	679
4/1	417
5/1	395
6/1	234
7/1	636

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	33.1 %	1770	1770
				Arm 5 Ahead	Inf	58.6 %		
				Arm 6 Right	13.80	8.4 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.2 %	1743	1743
				Arm 6 Ahead	Inf	35.9 %		
				Arm 7 Right	13.80	43.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	37.0 %	1872	1872
				Arm 6 Left	10.40	1.8 %		
				Arm 7 Ahead	Inf	61.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Scenario 7' (FG7: '2023 AM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	36	0	200	325	561
	C	149	206	0	125	480
	D	7	237	182	0	426
	Tot.	192	443	382	450	1467

Traffic Lane Flows

Lane	Scenario 7: Scenario 7
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	561
2/1	480
3/1	426
4/1	382
5/1	450
6/1	192
7/1	443

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	35.7 %	1767	1767
				Arm 5 Ahead	Inf	57.9 %		
				Arm 6 Right	13.80	6.4 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	26.0 %	1729	1729
				Arm 6 Ahead	Inf	31.0 %		
				Arm 7 Right	13.80	42.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	42.7 %	1866	1866
				Arm 6 Left	10.40	1.6 %		
				Arm 7 Ahead	Inf	55.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Scenario 8' (FG8: '2023 PM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	39	0	195	235	469
	C	171	232	0	113	516
	D	8	332	218	0	558
	Tot.	218	564	413	348	1543

Traffic Lane Flows

Lane	Scenario 8: Scenario 8
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	469
2/1	516
3/1	558
4/1	413
5/1	348
6/1	218
7/1	564

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	41.6 %	1747	1747
				Arm 5 Ahead	Inf	50.1 %		
				Arm 6 Right	13.80	8.3 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	21.9 %	1736	1736
				Arm 6 Ahead	Inf	33.1 %		
				Arm 7 Right	13.80	45.0 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	39.1 %	1870	1870
				Arm 6 Left	10.40	1.4 %		
				Arm 7 Ahead	Inf	59.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Scenario 9' (FG9: '2026 AM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	36	0	225	399	660
	C	166	243	0	137	546
	D	7	286	204	0	497
	Tot.	209	529	429	536	1703

Traffic Lane Flows

Lane	Scenario 9: Scenario 9
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	660
2/1	546
3/1	497
4/1	429
5/1	536
6/1	209
7/1	529

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	34.1 %	1773	1773
				Arm 5 Ahead	Inf	60.5 %		
				Arm 6 Right	13.80	5.5 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	25.1 %	1728	1728
				Arm 6 Ahead	Inf	30.4 %		
				Arm 7 Right	13.80	44.5 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	41.0 %	1868	1868
				Arm 6 Left	10.40	1.4 %		
				Arm 7 Ahead	Inf	57.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Scenario 10' (FG10: '2026 PM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	218	279	537
	C	192	254	0	118	564
	D	8	379	240	0	627
	Tot.	240	633	458	397	1728

Traffic Lane Flows

Lane	Scenario 10: Scenario 10
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	537
2/1	564
3/1	627
4/1	458
5/1	397
6/1	240
7/1	633

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	40.6 %	1751	1751
				Arm 5 Ahead	Inf	52.0 %		
				Arm 6 Right	13.80	7.4 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.9 %	1739	1739
				Arm 6 Ahead	Inf	34.0 %		
				Arm 7 Right	13.80	45.0 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	38.3 %	1871	1871
				Arm 6 Left	10.40	1.3 %		
				Arm 7 Ahead	Inf	60.4 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Scenario 11' (FG11: '2026 AM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	36	0	236	433	705
	C	166	247	0	137	550
	D	7	305	204	0	516
	Tot.	209	552	440	570	1771

Traffic Lane Flows

Lane	Scenario 11: Scenario 11
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	705
2/1	550
3/1	516
4/1	440
5/1	570
6/1	209
7/1	552

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	33.5 %	1775	1775
				Arm 5 Ahead	Inf	61.4 %		
				Arm 6 Right	13.80	5.1 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	24.9 %	1728	1728
				Arm 6 Ahead	Inf	30.2 %		
				Arm 7 Right	13.80	44.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	39.5 %	1870	1870
				Arm 6 Left	10.40	1.4 %		
				Arm 7 Ahead	Inf	59.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Scenario 12' (FG12: '2026 PM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	222	294	556
	C	192	264	0	118	574
	D	8	425	240	0	673
	Tot.	240	689	462	412	1803

Traffic Lane Flows

Lane	Scenario 12: Scenario 12
Junction: Radwinter Road / Thaxted Road / East Street	
1/1	556
2/1	574
3/1	673
4/1	462
5/1	412
6/1	240
7/1	689

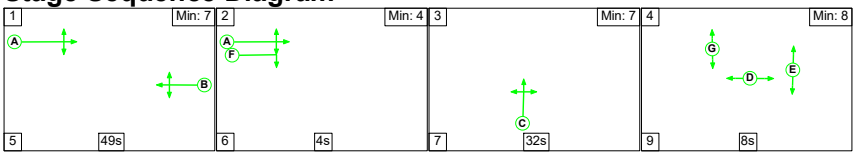
Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	39.9 %	1753	1753
				Arm 5 Ahead	Inf	52.9 %		
				Arm 6 Right	13.80	7.2 %		
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.6 %	1738	1738
				Arm 6 Ahead	Inf	33.4 %		
				Arm 7 Right	13.80	46.0 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	35.7 %	1874	1874
				Arm 6 Left	10.40	1.2 %		
				Arm 7 Ahead	Inf	63.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram



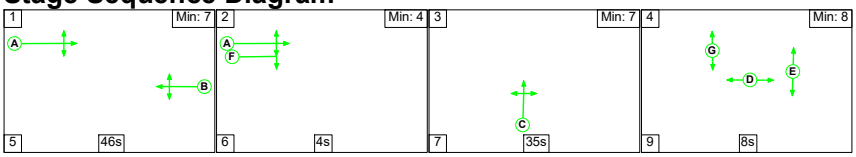
Stage Timings

Stage	1	2	3	4
Duration	49	4	32	8
Change Point	0	54	64	103

Full Input Data And Results

Scenario 7: 'Scenario 7' (FG7: '2023 AM Base No LR', Plan 1: 'Network Control Plan 1')

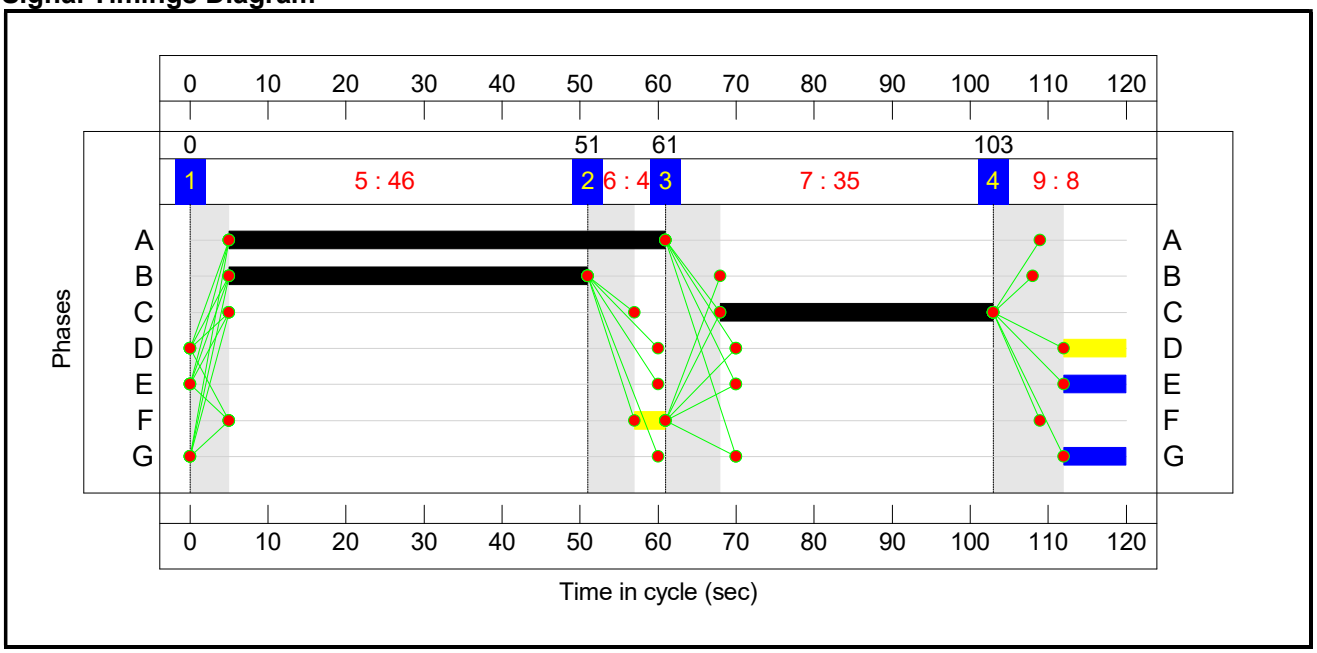
Stage Sequence Diagram



Stage Timings

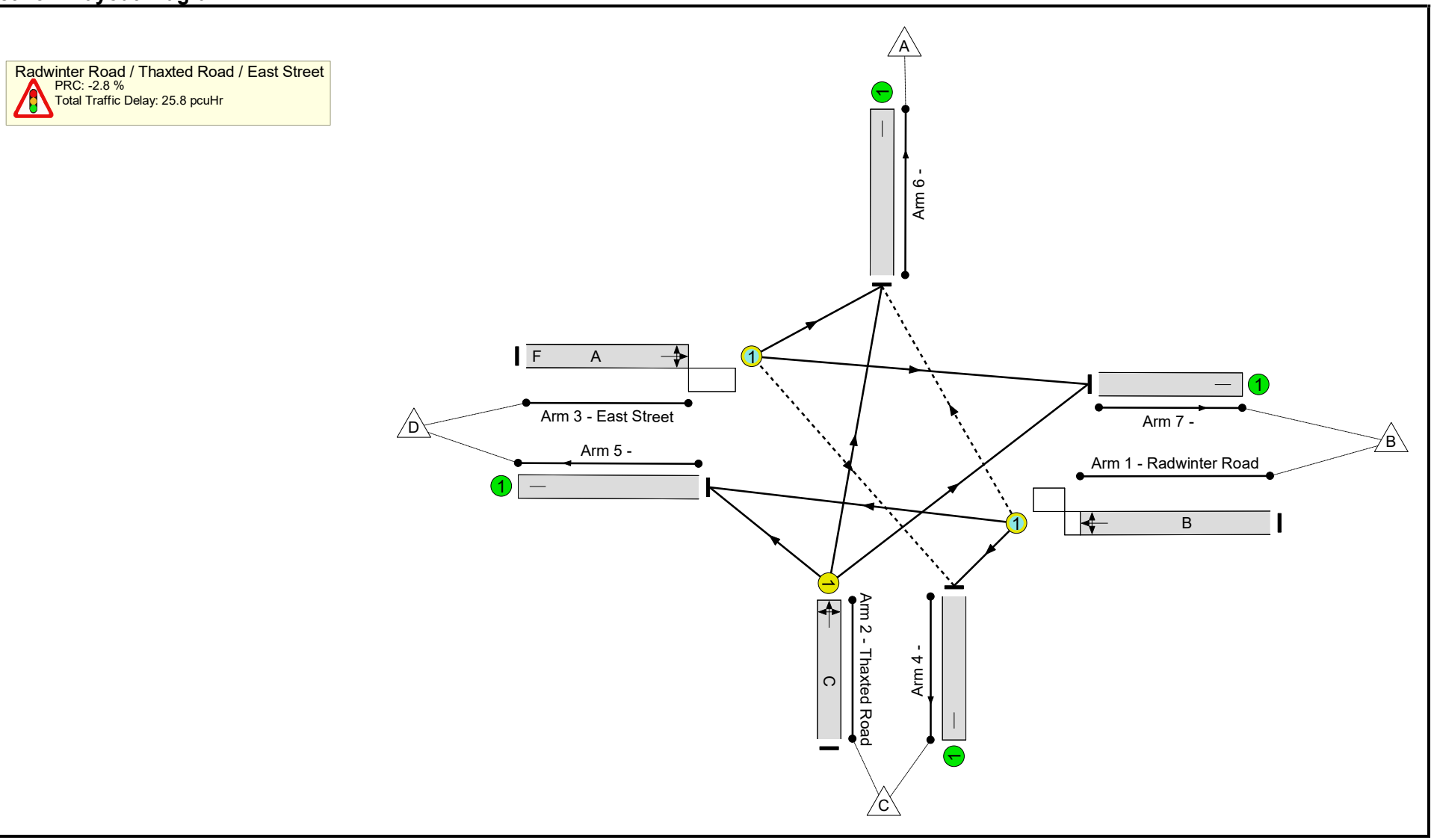
Stage	1	2	3	4
Duration	46	4	35	8
Change Point	0	51	61	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.5%**
Radwinter Road / Thaxted Road / East Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.5%**
1/1	Radwinter Road Left Ahead Right	O	N/A	N/A	B		1	46	-	561	1767	692	81.1%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	35	-	480	1729	519	92.5%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	56	4	426	1866	475	89.7%
4/1		U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**116**	**97**	**5**	**14.1**	**10.8**	**0.9**	**25.8**	-	-	-	-
Radwinter Road / Thaxted Road / East Street	-	-	**116**	**97**	**5**	**14.1**	**10.8**	**0.9**	**25.8**	-	-	-	-
1/1	561	561	36	0	0	5.1	2.1	0.0	7.2	45.9	16.5	2.1	18.6
2/1	480	480	-	-	-	5.4	4.9	-	10.4	77.8	15.5	4.9	20.4
3/1	426	426	80	97	5	3.6	3.8	0.9	8.3	69.8	13.6	3.8	17.4
4/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	192	192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

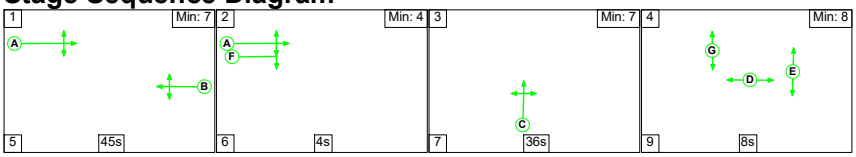
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-2.8	Total Delay for Signalled Lanes (pcuHr):	25.78	Cycle Time (s):	120
	PRC Over All Lanes (%):	-2.8	Total Delay Over All Lanes(pcuHr):	25.78		

Full Input Data And Results

Scenario 8: 'Scenario 8' (FG8: '2023 PM Base No LR', Plan 1: 'Network Control Plan 1')

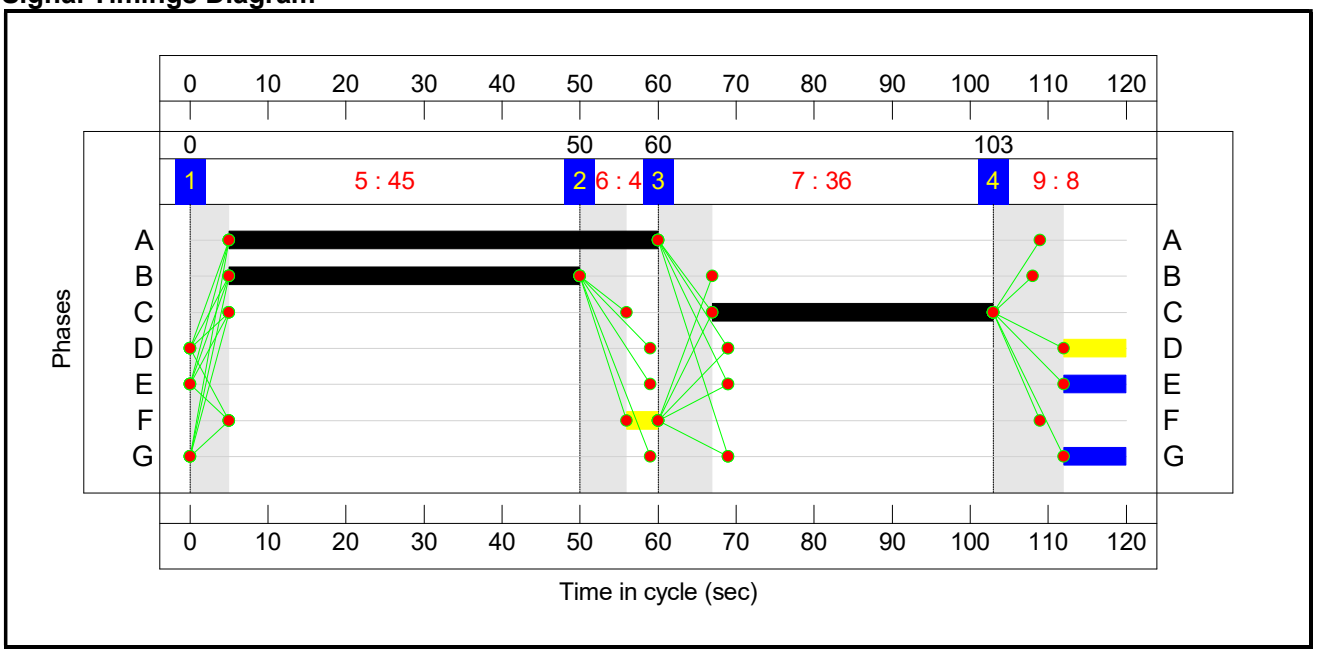
Stage Sequence Diagram



Stage Timings

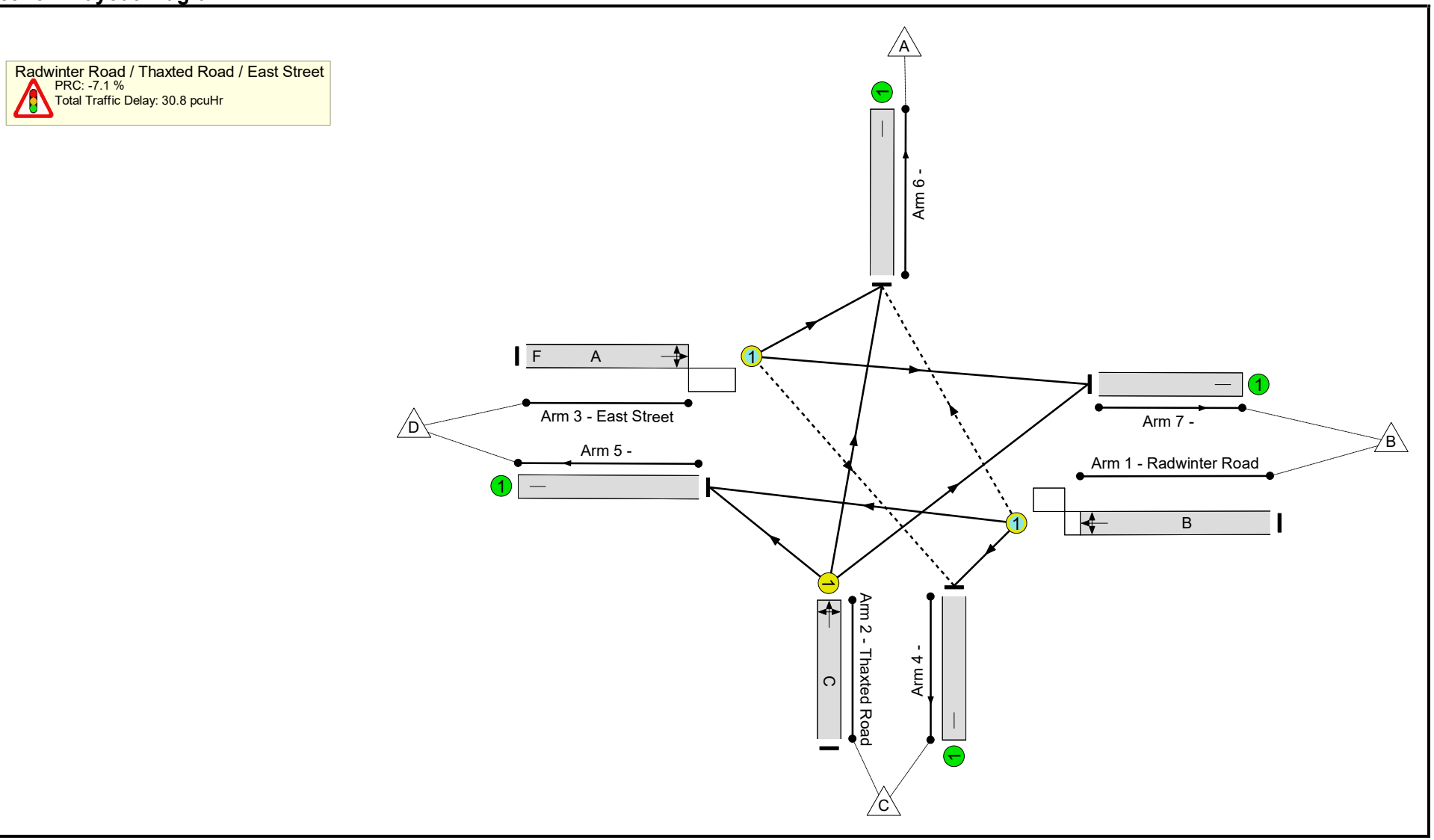
Stage	1	2	3	4
Duration	45	4	36	8
Change Point	0	50	60	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.4%**
Radwinter Road / Thaxted Road / East Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.4%**
1/1	Radwinter Road Left Ahead Right	O	N/A	N/A	B		1	45	-	469	1747	670	70.0%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	36	-	516	1736	535	96.4%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	55	4	558	1870	589	94.8%
4/1		U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	218	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	564	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**177**	**74**	**7**	**15.0**	**15.1**	**0.8**	**30.8**	-	-	-	-
Radwinter Road / Thaxted Road / East Street	-	-	**177**	**74**	**7**	**15.0**	**15.1**	**0.8**	**30.8**	-	-	-	-
1/1	469	469	39	0	0	4.1	1.2	0.0	5.2	40.2	13.2	1.2	14.3
2/1	516	516	-	-	-	5.9	7.5	-	13.4	93.3	16.9	7.5	24.4
3/1	558	558	138	74	6	5.1	6.4	0.7	12.2	78.7	18.1	6.4	24.5
4/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

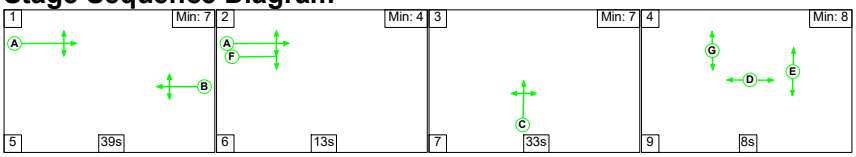
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-7.1	Total Delay for Signalled Lanes (pcuHr):	30.81	Cycle Time (s):	120
	PRC Over All Lanes (%):	-7.1	Total Delay Over All Lanes(pcuHr):	30.81		

Full Input Data And Results

Scenario 9: 'Scenario 9' (FG9: '2026 AM + CD No LR', Plan 1: 'Network Control Plan 1')

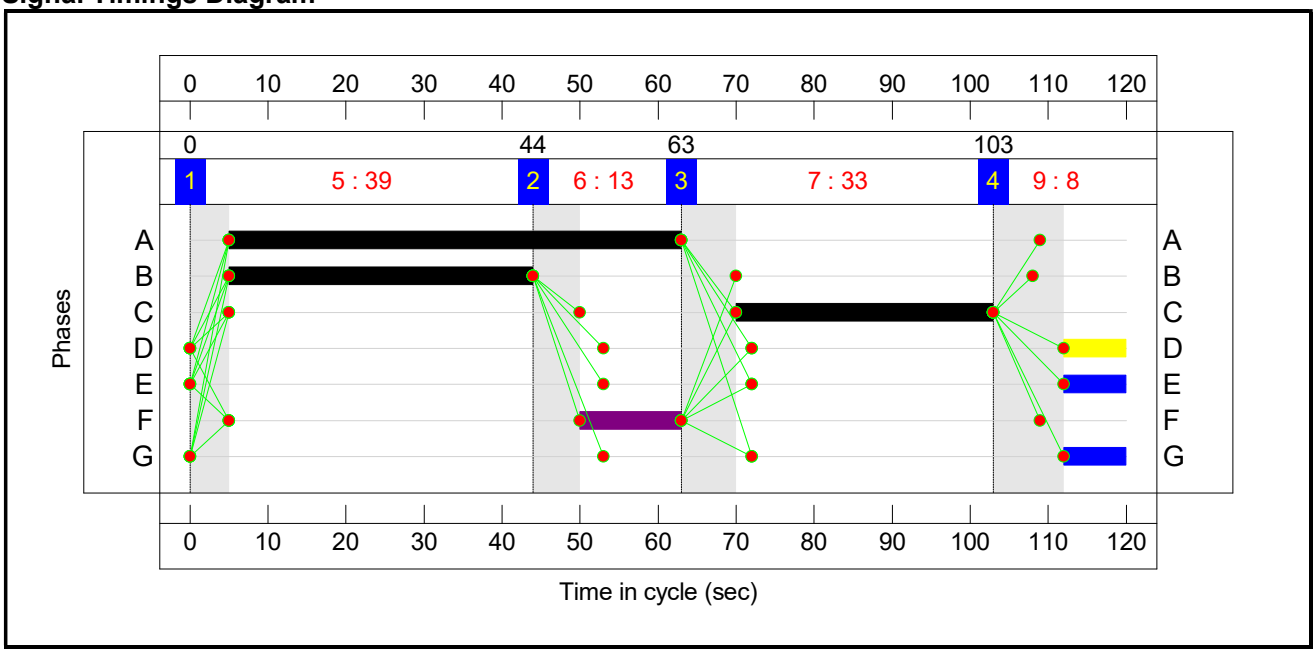
Stage Sequence Diagram



Stage Timings

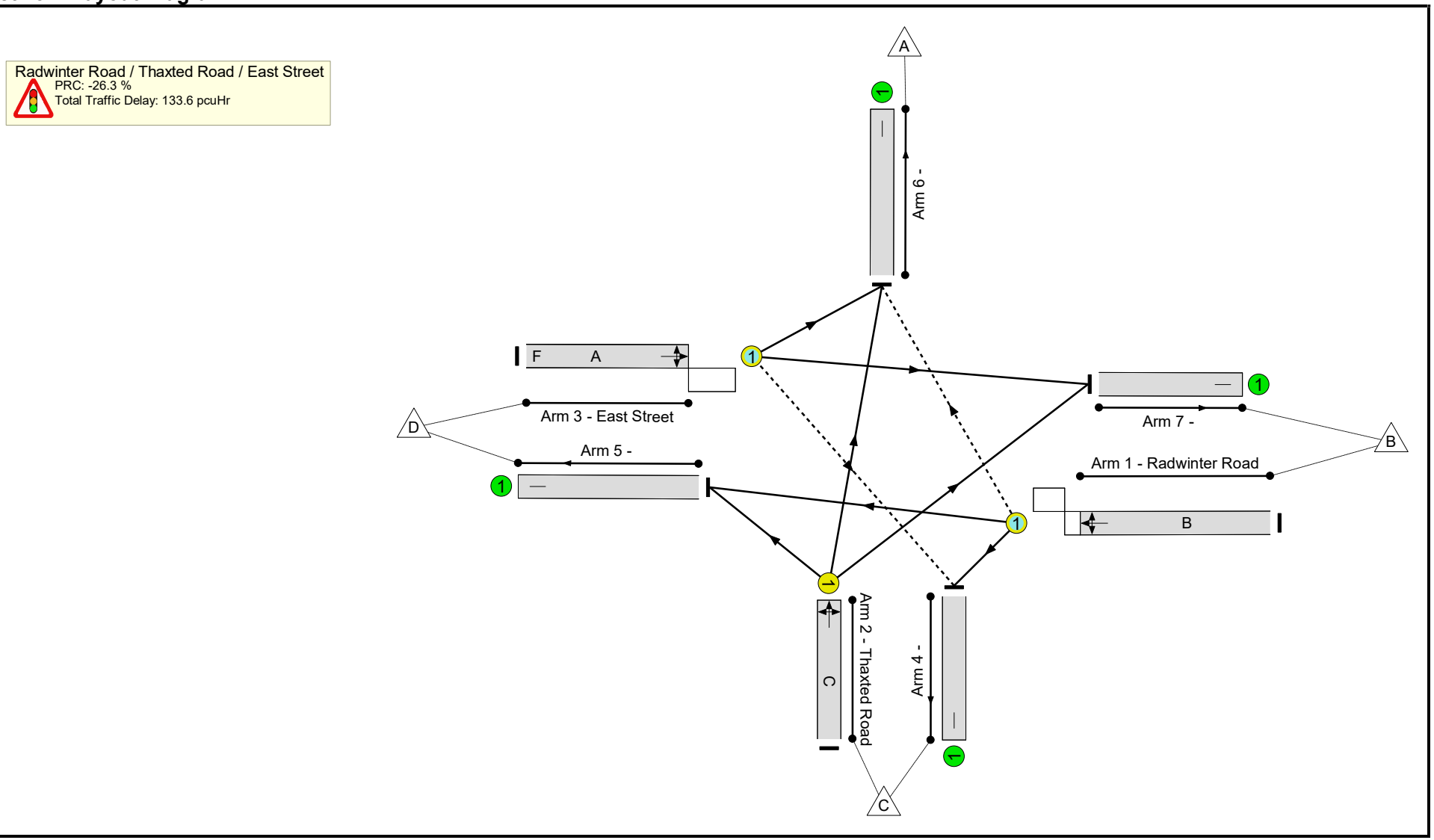
Stage	1	2	3	4
Duration	39	13	33	8
Change Point	0	44	63	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.7%**
Radwinter Road / Thaxted Road / East Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.7%**
1/1	Radwinter Road Left Ahead Right	O	N/A	N/A	B		1	39	-	660	1773	591	111.7%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	33	-	546	1728	490	111.5%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	58	13	497	1868	437	113.7%
4/1		U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**31**	**160**	**20**	**27.9**	**104.8**	**0.9**	**133.6**	-	-	-	-
Radwinter Road / Thaxted Road / East Street	-	-	**31**	**160**	**20**	**27.9**	**104.8**	**0.9**	**133.6**	-	-	-	-
1/1	660	591	31	0	1	11.4	38.8	0.0	50.2	273.8	24.3	38.8	63.1
2/1	546	490	-	-	-	8.9	32.4	-	41.3	272.4	20.1	32.4	52.5
3/1	497	437	0	160	19	7.6	33.6	0.9	42.1	304.7	18.6	33.6	52.2
4/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

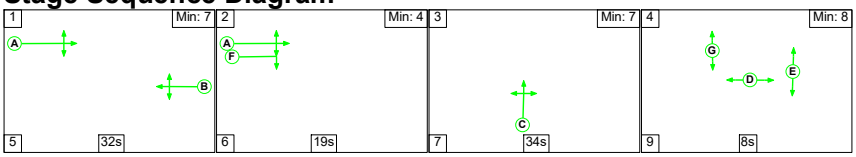
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-26.3	Total Delay for Signalled Lanes (pcuHr):	133.56	Cycle Time (s):	120	
	PRC Over All Lanes (%):	-26.3	Total Delay Over All Lanes(pcuHr):	133.56			

Full Input Data And Results

Scenario 10: 'Scenario 10' (FG10: '2026 PM + CD No LR', Plan 1: 'Network Control Plan 1')

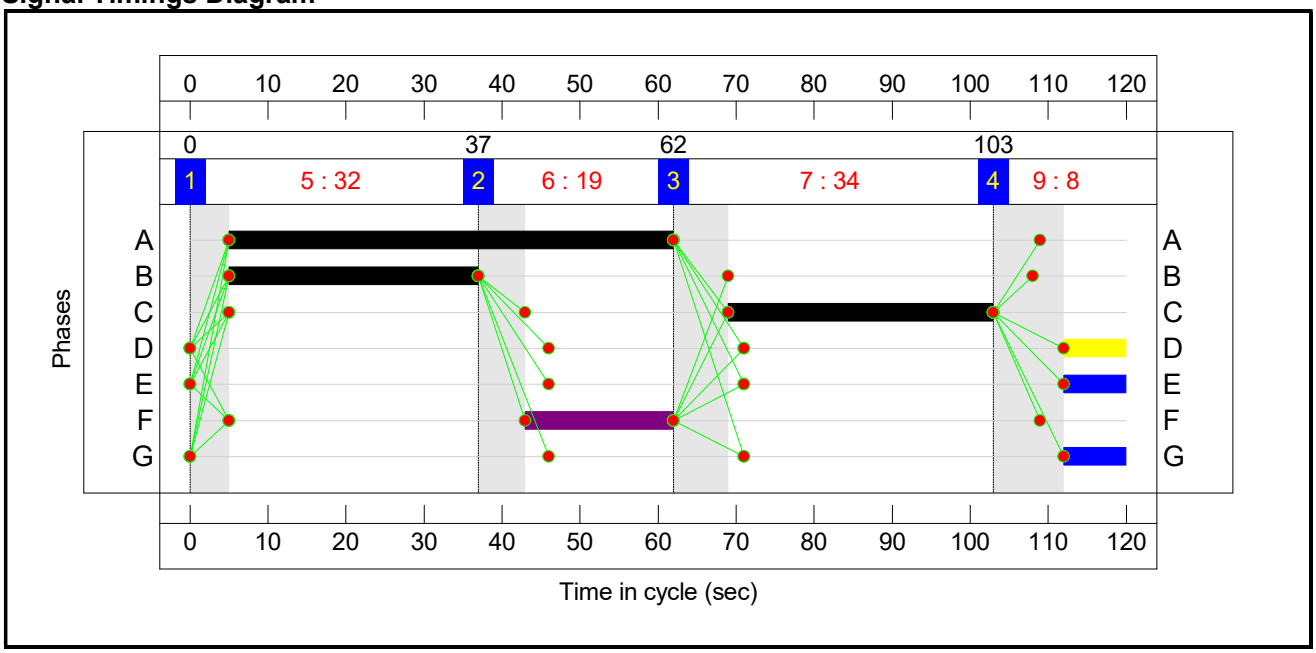
Stage Sequence Diagram



Stage Timings

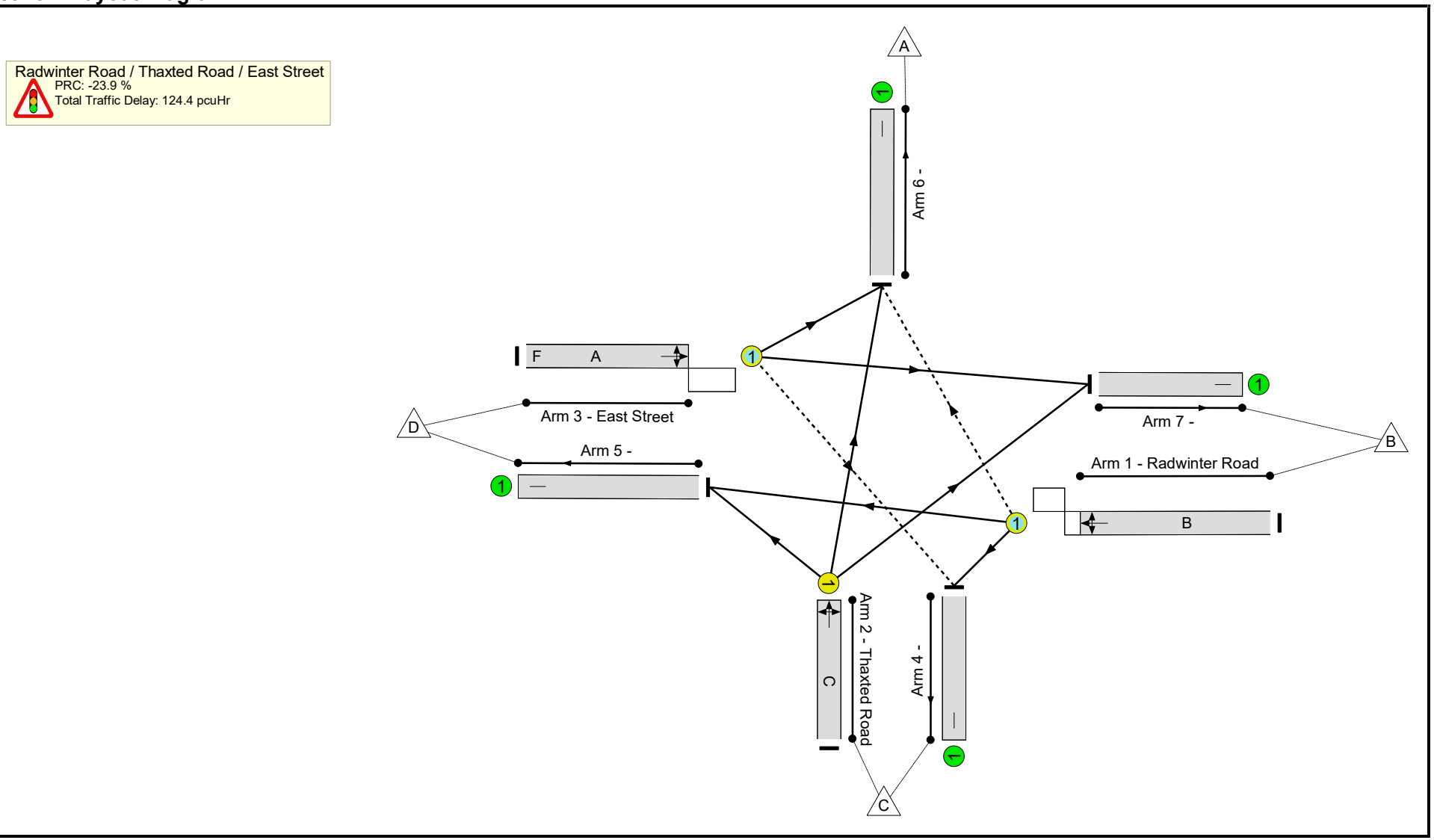
Stage	1	2	3	4
Duration	32	19	34	8
Change Point	0	37	62	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**111.5%**
Radwinter Road / Thaxted Road / East Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**111.5%**
1/1	Radwinter Road Left Ahead Right	O	N/A	N/A	B		1	32	-	537	1751	482	111.5%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	34	-	564	1739	507	111.2%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	57	19	627	1871	574	109.3%
4/1		U	N/A	N/A	-		-	-	-	458	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	397	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	633	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**44**	**191**	**20**	**27.5**	**96.3**	**0.7**	**124.4**	-	-	-	-
Radwinter Road / Thaxted Road / East Street	-	-	**44**	**191**	**20**	**27.5**	**96.3**	**0.7**	**124.4**	-	-	-	-
1/1	537	482	34	0	2	9.8	31.9	0.0	41.8	280.2	19.7	31.9	51.7
2/1	564	507	-	-	-	9.1	32.7	-	41.8	266.6	20.7	32.7	53.4
3/1	627	574	10	191	18	8.6	31.6	0.7	40.9	234.7	22.7	31.6	54.3
4/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	575	575	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

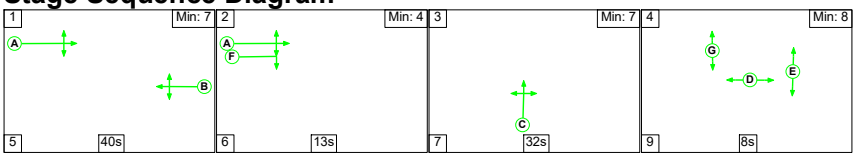
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-23.9	Total Delay for Signalled Lanes (pcuHr):	124.44	Cycle Time (s):	120	
	PRC Over All Lanes (%):	-23.9	Total Delay Over All Lanes(pcuHr):	124.44			

Full Input Data And Results

Scenario 11: 'Scenario 11' (FG11: '2026 AM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

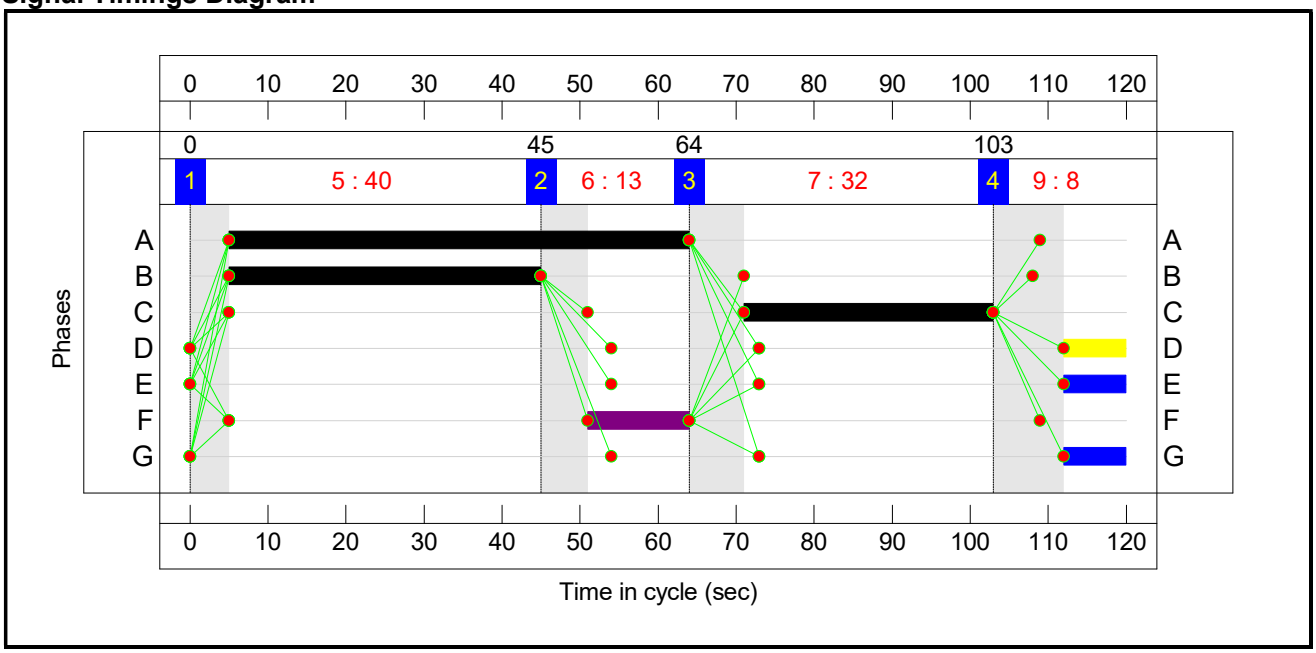
Stage Sequence Diagram



Stage Timings

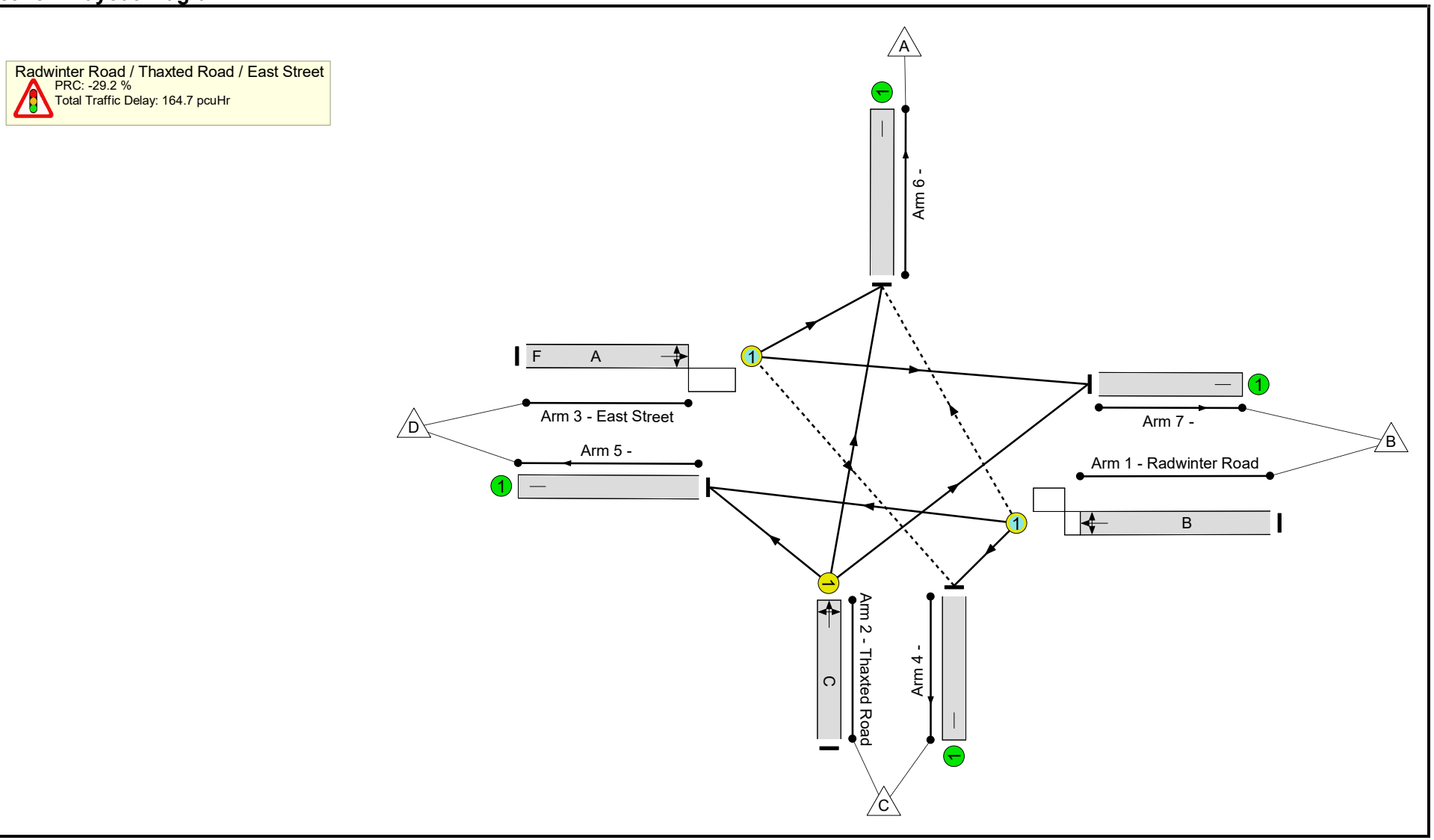
Stage	1	2	3	4
Duration	40	13	32	8
Change Point	0	45	64	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.2%**
Radwinter Road / Thaxted Road / East Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.2%**
1/1	Radwinter Road Left Ahead Right	O	N/A	N/A	B		1	40	-	705	1775	606	116.2%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	32	-	550	1728	475	115.7%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	59	13	516	1870	446	115.7%
4/1		U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**30**	**158**	**19**	**31.9**	**131.8**	**0.9**	**164.7**	-	-	-	-
Radwinter Road / Thaxted Road / East Street	-	-	**30**	**158**	**19**	**31.9**	**131.8**	**0.9**	**164.7**	-	-	-	-
1/1	705	606	30	0	1	13.6	52.6	0.0	66.2	338.0	26.8	52.6	79.4
2/1	550	475	-	-	-	10.1	40.8	-	50.9	333.2	21.2	40.8	62.0
3/1	516	446	0	158	18	8.2	38.4	0.9	47.6	331.9	19.5	38.4	58.0
4/1	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	180	180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

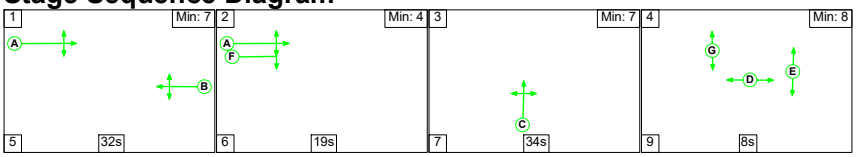
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-29.2	Total Delay for Signalled Lanes (pcuHr):	164.67	Cycle Time (s):	120	
	PRC Over All Lanes (%):	-29.2	Total Delay Over All Lanes(pcuHr):	164.67			

Full Input Data And Results

Scenario 12: 'Scenario 12' (FG12: '2026 PM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

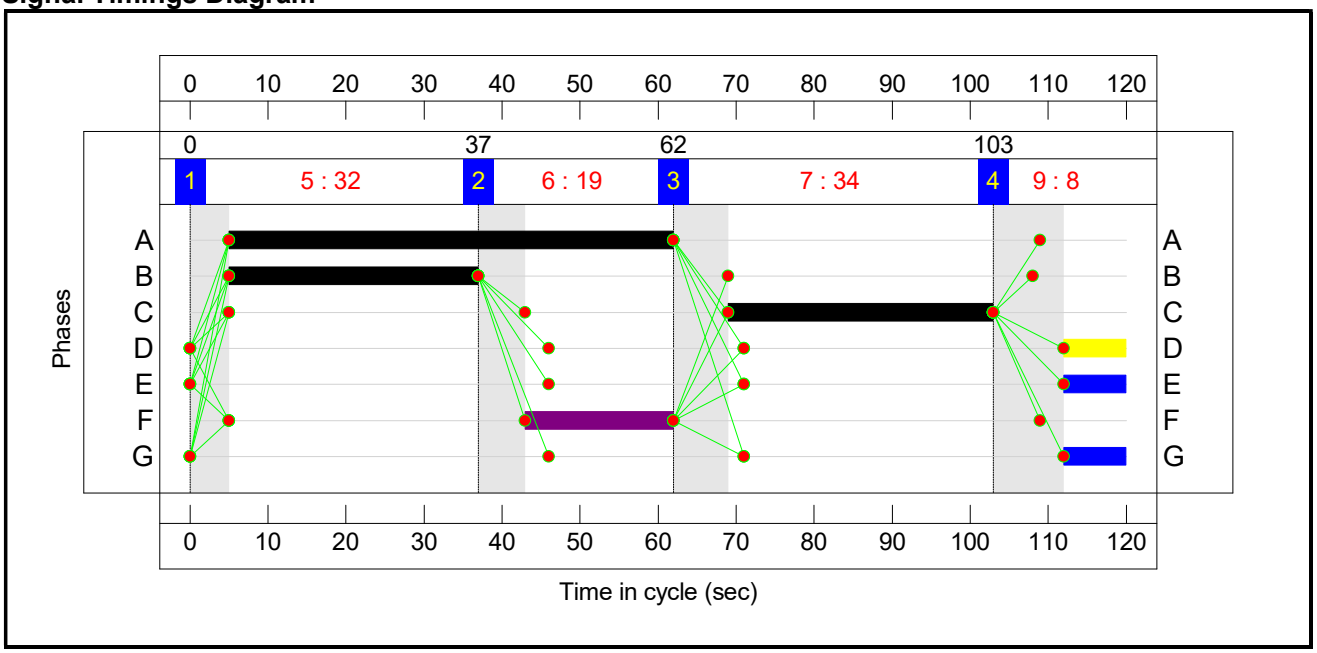
Stage Sequence Diagram



Stage Timings

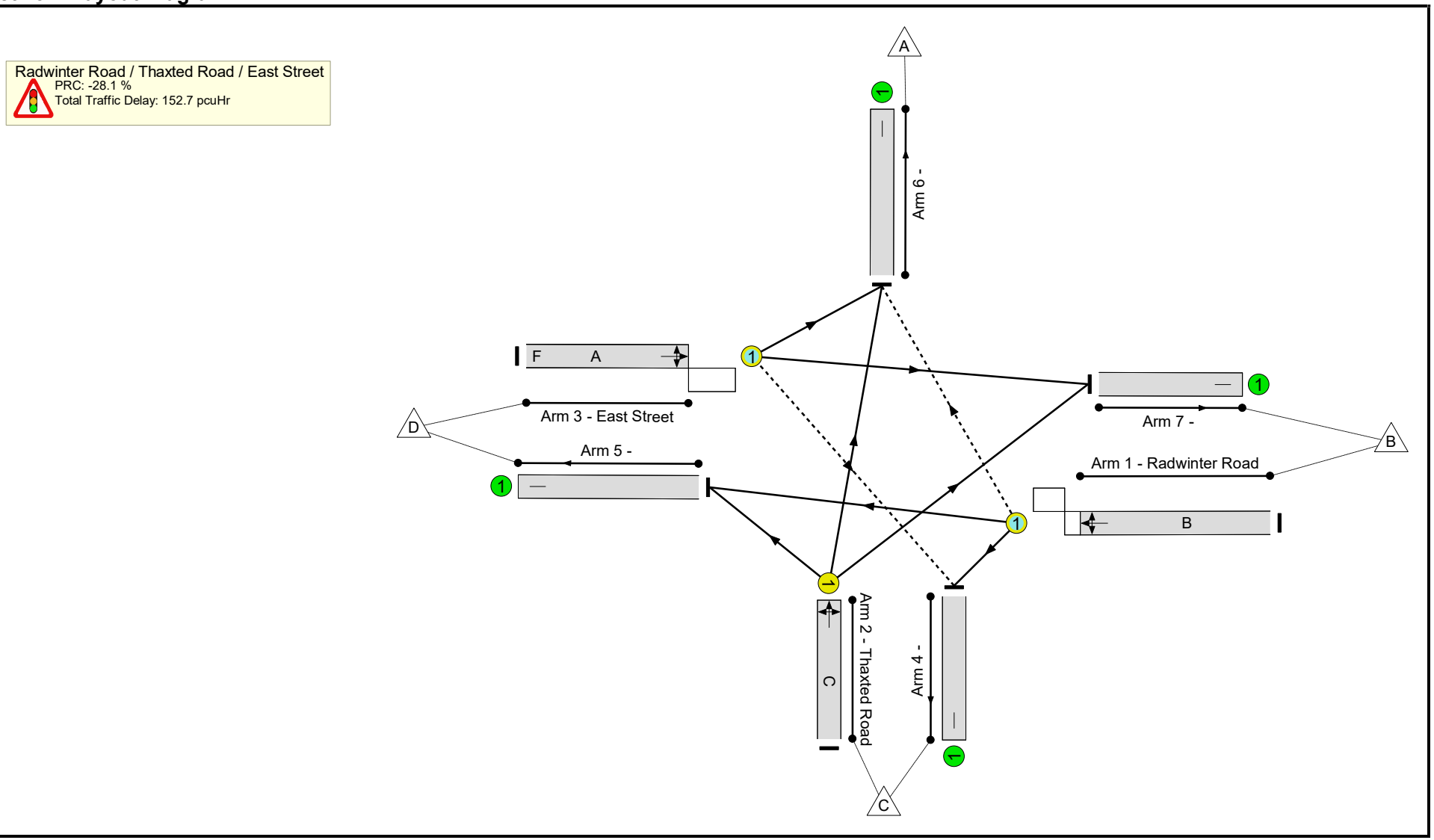
Stage	1	2	3	4
Duration	32	19	34	8
Change Point	0	37	62	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.3%**
Radwinter Road / Thaxted Road / East Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.3%**
1/1	Radwinter Road Left Ahead Right	O	N/A	N/A	B		1	32	-	556	1753	482	115.3%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	34	-	574	1738	507	113.2%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	57	19	673	1874	595	113.2%
4/1		U	N/A	N/A	-		-	-	-	462	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**43**	**185**	**19**	**31.1**	**120.9**	**0.7**	**152.7**	-	-	-	-
Radwinter Road / Thaxted Road / East Street	-	-	**43**	**185**	**19**	**31.1**	**120.9**	**0.7**	**152.7**	-	-	-	-
1/1	556	482	33	0	2	11.2	40.4	0.0	51.6	334.1	21.0	40.4	61.4
2/1	574	507	-	-	-	9.6	37.4	-	47.0	294.7	21.4	37.4	58.8
3/1	673	595	11	185	17	10.3	43.1	0.6	54.1	289.5	25.0	43.1	68.2
4/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

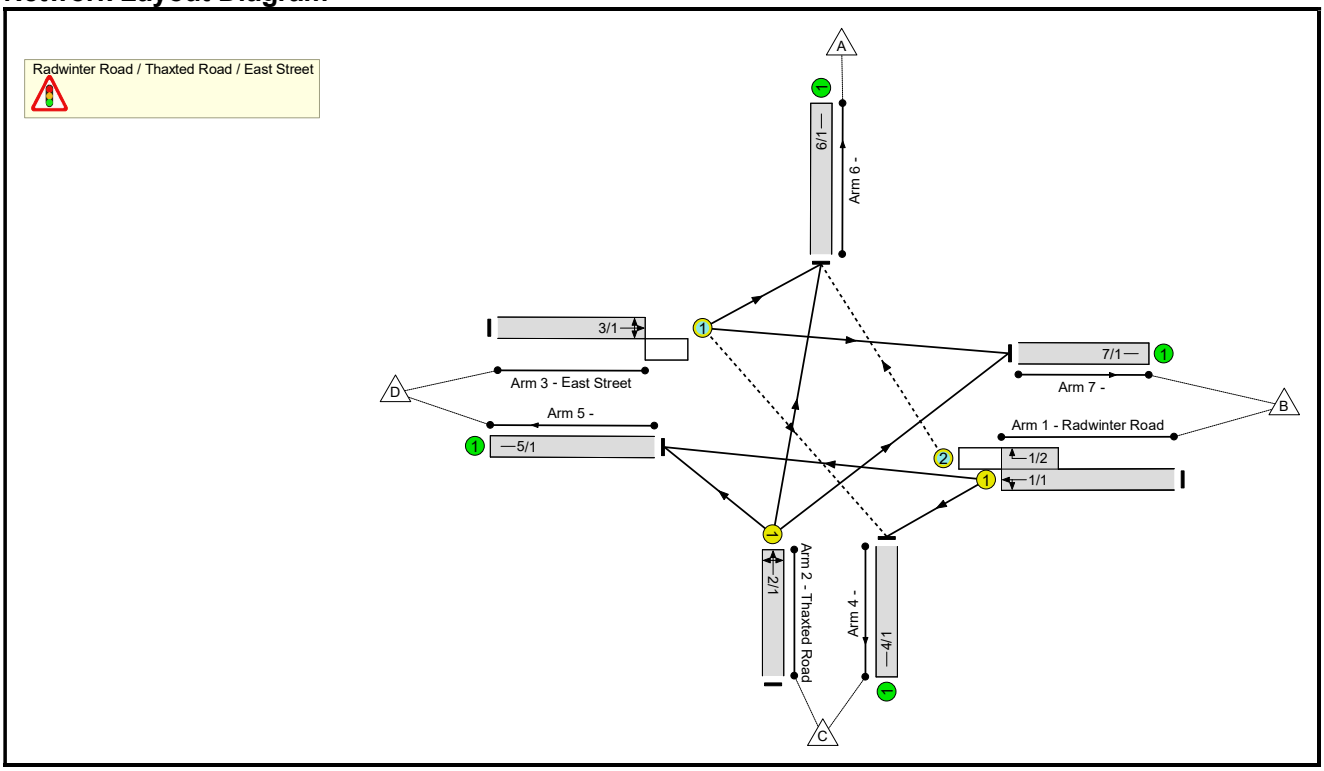
C1	PRC for Signalled Lanes (%):	-28.1	Total Delay for Signalled Lanes (pcuHr):	152.71	Cycle Time (s):	120
	PRC Over All Lanes (%):	-28.1	Total Delay Over All Lanes(pcuHr):	152.71		

Full Input Data And Results

User and Project Details

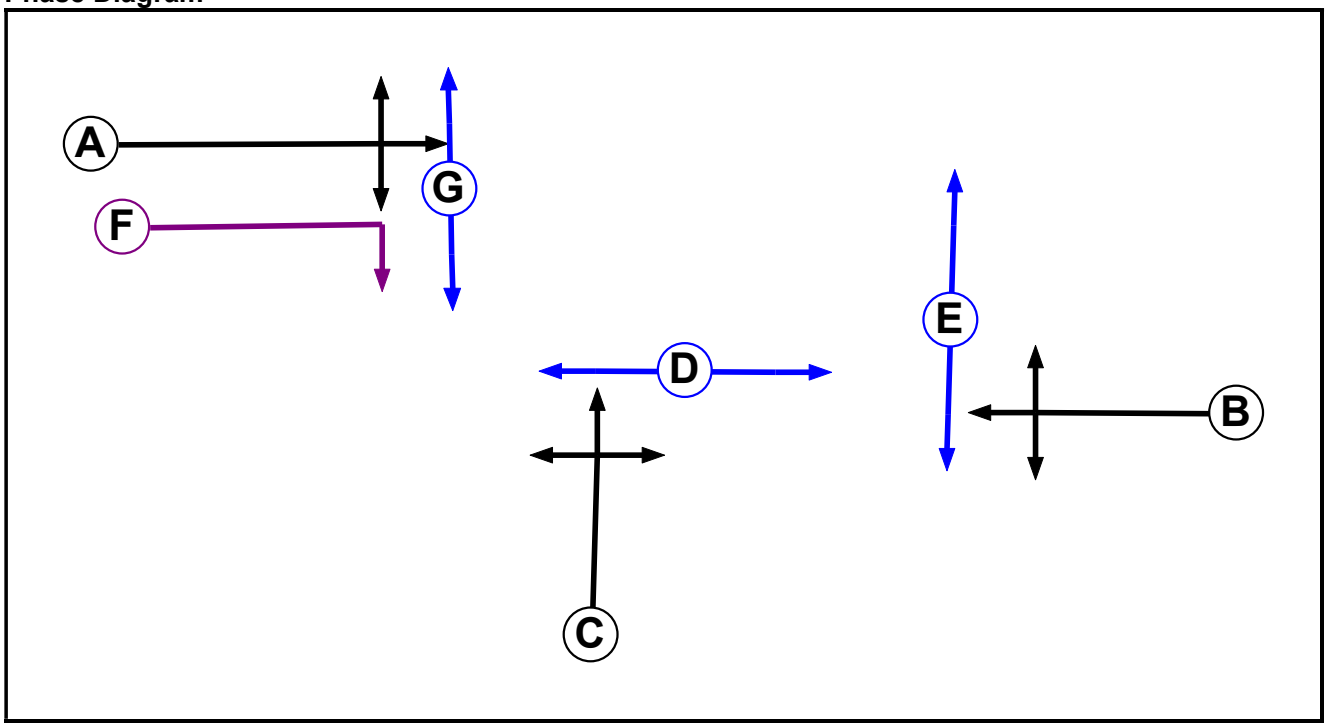
Project:	
Title:	
Location:	
Additional detail:	
File name:	Radwinter_East_Thaxted Imps LinSig.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



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	Pedestrian		8	8
E	Pedestrian		7	7
F	Ind. Arrow	A	4	4
G	Pedestrian		6	6

Full Input Data And Results

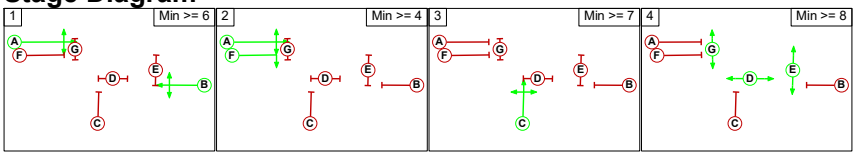
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	7	9	9	-	9
	B	-		6	9	9	6	9
	C	6	5		9	9	6	9
	D	5	5	5		-	5	-
	E	5	5	5	-		5	-
	F	-	7	7	9	9		9
	G	5	5	5	-	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A F
3	C
4	D E G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		6	7	9
	2	7		7	9
	3	6	6		9
	4	5	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Radwinter Road / Thaxted Road / East Street											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Radwinter Road)	6/1 (Right)	1439	0	3/1	1.09	All	3.00	-	0.50	3	3.00
3/1 (East Street)	4/1 (Right)	1439	0	1/1	1.09	All	3.00	3.00	0.50	3	3.00

Full Input Data And Results

Lane Input Data

Junction: Radwinter Road / Thaxted Road / East Street												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Radwinter Road)	U	B	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 4 Left	8.90
											Arm 5 Ahead	Inf
1/2 (Radwinter Road)	O	B	2	3	4.0	Geom	-	3.00	0.00	N	Arm 6 Right	20.00
2/1 (Thaxted Road)	U	C	2	3	60.0	Geom	-	2.70	0.00	Y	Arm 5 Left	8.90
											Arm 6 Ahead	Inf
											Arm 7 Right	13.80
3/1 (East Street)	O	A F	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	26.80
											Arm 6 Left	10.40
											Arm 7 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM Base With LR'	08:00	09:00	01:00	
2: '2023 PM Base With LR'	17:00	18:00	01:00	
3: '2026 AM + CD With LR'	08:00	09:00	01:00	
4: '2026 PM + CD With LR'	17:00	18:00	01:00	
5: '2026 AM + CD + Dev With LR'	08:00	09:00	01:00	
6: '2026 PM + CD + Dev With LR'	17:00	18:00	01:00	
7: '2023 AM Base No LR'	08:00	09:00	01:00	
8: '2023 PM Base No LR'	17:00	18:00	01:00	
9: '2026 AM + CD No LR'	08:00	09:00	01:00	
10: '2026 PM + CD No LR'	17:00	18:00	01:00	
11: '2026 AM + CD + Dev No LR'	08:00	09:00	01:00	
12: '2026 PM + CD + Dev No LR'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	180	391	611
	C	160	116	0	166	442
	D	16	191	200	0	407
	Tot.	216	307	380	557	1460

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	611(In) 571(Out)
1/2 (short)	40
2/1	442
3/1	407
4/1	380
5/1	557
6/1	216
7/1	307

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	31.5 %	1790	1790
				Arm 5 Ahead	Inf	68.5 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	37.6 %	1726	1726
				Arm 6 Ahead	Inf	36.2 %		
				Arm 7 Right	13.80	26.2 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	49.1 %	1854	1854
				Arm 6 Left	10.40	3.9 %		
				Arm 7 Ahead	Inf	46.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	42	0	146	222	410
	C	179	201	0	96	476
	D	12	333	247	0	592
	Tot.	233	534	393	318	1478

Traffic Lane Flows

Lane	Scenario 2: Scenario 2
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	410(In) 368(Out)
1/2 (short)	42
2/1	476
3/1	592
4/1	393
5/1	318
6/1	233
7/1	534

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	39.7 %	1767	1767
				Arm 5 Ahead	Inf	60.3 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.2 %	1746	1746
				Arm 6 Ahead	Inf	37.6 %		
				Arm 7 Right	13.80	42.2 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	41.7 %	1866	1866
				Arm 6 Left	10.40	2.0 %		
				Arm 7 Ahead	Inf	56.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Scenario 3' (FG3: '2026 AM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	195	447	682
	C	161	132	0	169	462
	D	16	254	206	0	476
	Tot.	217	386	401	616	1620

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	682(In) 642(Out)
1/2 (short)	40
2/1	462
3/1	476
4/1	401
5/1	616
6/1	217
7/1	386

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	30.4 %	1793	1793
				Arm 5 Ahead	Inf	69.6 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	36.6 %	1725	1725
				Arm 6 Ahead	Inf	34.8 %		
				Arm 7 Right	13.80	28.6 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	43.3 %	1861	1861
				Arm 6 Left	10.40	3.4 %		
				Arm 7 Ahead	Inf	53.4 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 4' (FG4: '2026 PM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	42	0	166	285	493
	C	180	220	0	101	501
	D	12	383	251	0	646
	Tot.	234	603	417	386	1640

Traffic Lane Flows

Lane	Scenario 4: Scenario 4
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	493(In) 451(Out)
1/2 (short)	42
2/1	501
3/1	646
4/1	417
5/1	386
6/1	234
7/1	603

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	36.8 %	1775	1775
				Arm 5 Ahead	Inf	63.2 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.2 %	1743	1743
				Arm 6 Ahead	Inf	35.9 %		
				Arm 7 Right	13.80	43.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	38.9 %	1869	1869
				Arm 6 Left	10.40	1.9 %		
				Arm 7 Ahead	Inf	59.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Scenario 5' (FG5: '2026 AM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	194	466	700
	C	161	131	0	169	461
	D	16	267	206	0	489
	Tot.	217	398	400	635	1650

Traffic Lane Flows

Lane	Scenario 5: Scenario 5
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	700(In) 660(Out)
1/2 (short)	40
2/1	461
3/1	489
4/1	400
5/1	635
6/1	217
7/1	398

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	29.4 %	1796	1796
				Arm 5 Ahead	Inf	70.6 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	36.7 %	1725	1725
				Arm 6 Ahead	Inf	34.9 %		
				Arm 7 Right	13.80	28.4 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	42.1 %	1862	1862
				Arm 6 Left	10.40	3.3 %		
				Arm 7 Ahead	Inf	54.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Scenario 6' (FG6: '2026 PM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	42	0	166	294	502
	C	180	220	0	101	501
	D	12	416	251	0	679
	Tot.	234	636	417	395	1682

Traffic Lane Flows

Lane	Scenario 6: Scenario 6
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	502(In) 460(Out)
1/2 (short)	42
2/1	501
3/1	679
4/1	417
5/1	395
6/1	234
7/1	636

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	36.1 %	1777	1777
				Arm 5 Ahead	Inf	63.9 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.2 %	1743	1743
				Arm 6 Ahead	Inf	35.9 %		
				Arm 7 Right	13.80	43.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	37.0 %	1872	1872
				Arm 6 Left	10.40	1.8 %		
				Arm 7 Ahead	Inf	61.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Scenario 7' (FG7: '2023 AM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	36	0	200	325	561
	C	149	206	0	125	480
	D	7	237	182	0	426
	Tot.	192	443	382	450	1467

Traffic Lane Flows

Lane	Scenario 7: Scenario 7
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	561(In) 525(Out)
1/2 (short)	36
2/1	480
3/1	426
4/1	382
5/1	450
6/1	192
7/1	443

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	38.1 %	1771	1771
				Arm 5 Ahead	Inf	61.9 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	26.0 %	1729	1729
				Arm 6 Ahead	Inf	31.0 %		
				Arm 7 Right	13.80	42.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	42.7 %	1866	1866
				Arm 6 Left	10.40	1.6 %		
				Arm 7 Ahead	Inf	55.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Scenario 8' (FG8: '2023 PM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	39	0	195	235	469
	C	171	232	0	113	516
	D	8	332	218	0	558
	Tot.	218	564	413	348	1543

Traffic Lane Flows

Lane	Scenario 8: Scenario 8
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	469(In) 430(Out)
1/2 (short)	39
2/1	516
3/1	558
4/1	413
5/1	348
6/1	218
7/1	564

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	45.3 %	1751	1751
				Arm 5 Ahead	Inf	54.7 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	21.9 %	1736	1736
				Arm 6 Ahead	Inf	33.1 %		
				Arm 7 Right	13.80	45.0 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	39.1 %	1870	1870
				Arm 6 Left	10.40	1.4 %		
				Arm 7 Ahead	Inf	59.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Scenario 9' (FG9: '2026 AM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	36	0	225	399	660
	C	166	243	0	137	546
	D	7	286	204	0	497
	Tot.	209	529	429	536	1703

Traffic Lane Flows

Lane	Scenario 9: Scenario 9
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	660(In) 624(Out)
1/2 (short)	36
2/1	546
3/1	497
4/1	429
5/1	536
6/1	209
7/1	529

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	36.1 %	1777	1777
				Arm 5 Ahead	Inf	63.9 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	25.1 %	1728	1728
				Arm 6 Ahead	Inf	30.4 %		
				Arm 7 Right	13.80	44.5 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	41.0 %	1868	1868
				Arm 6 Left	10.40	1.4 %		
				Arm 7 Ahead	Inf	57.5 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Scenario 10' (FG10: '2026 PM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	218	279	537
	C	192	254	0	118	564
	D	8	379	240	0	627
	Tot.	240	633	458	397	1728

Traffic Lane Flows

Lane	Scenario 10: Scenario 10
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	537(In) 497(Out)
1/2 (short)	40
2/1	564
3/1	627
4/1	458
5/1	397
6/1	240
7/1	633

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	43.9 %	1755	1755
				Arm 5 Ahead	Inf	56.1 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.9 %	1739	1739
				Arm 6 Ahead	Inf	34.0 %		
				Arm 7 Right	13.80	45.0 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	38.3 %	1871	1871
				Arm 6 Left	10.40	1.3 %		
				Arm 7 Ahead	Inf	60.4 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Scenario 11' (FG11: '2026 AM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	36	0	236	433	705
	C	166	247	0	137	550
	D	7	305	204	0	516
	Tot.	209	552	440	570	1771

Traffic Lane Flows

Lane	Scenario 11: Scenario 11
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	705(In) 669(Out)
1/2 (short)	36
2/1	550
3/1	516
4/1	440
5/1	570
6/1	209
7/1	552

Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	35.3 %	1779	1779
				Arm 5 Ahead	Inf	64.7 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	24.9 %	1728	1728
				Arm 6 Ahead	Inf	30.2 %		
				Arm 7 Right	13.80	44.9 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	39.5 %	1870	1870
				Arm 6 Left	10.40	1.4 %		
				Arm 7 Ahead	Inf	59.1 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Scenario 12' (FG12: '2026 PM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	0	0	0
	B	40	0	222	294	556
	C	192	264	0	118	574
	D	8	425	240	0	673
	Tot.	240	689	462	412	1803

Traffic Lane Flows

Lane	Scenario 12: Scenario 12
Junction: Radwinter Road / Thaxted Road / East Street	
1/1 (with short)	556(In) 516(Out)
1/2 (short)	40
2/1	574
3/1	673
4/1	462
5/1	412
6/1	240
7/1	689

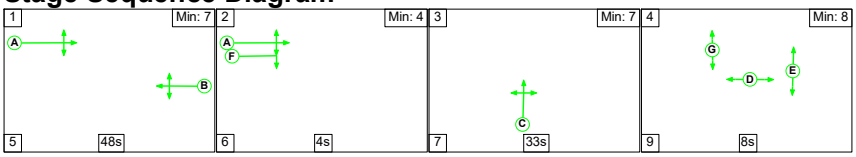
Full Input Data And Results

Lane Saturation Flows

Junction: Radwinter Road / Thaxted Road / East Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Radwinter Road)	2.70	0.00	Y	Arm 4 Left	8.90	43.0 %	1758	1758
				Arm 5 Ahead	Inf	57.0 %		
1/2 (Radwinter Road)	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Thaxted Road)	2.70	0.00	Y	Arm 5 Left	8.90	20.6 %	1738	1738
				Arm 6 Ahead	Inf	33.4 %		
				Arm 7 Right	13.80	46.0 %		
3/1 (East Street)	3.00	0.00	Y	Arm 4 Right	26.80	35.7 %	1874	1874
				Arm 6 Left	10.40	1.2 %		
				Arm 7 Ahead	Inf	63.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram



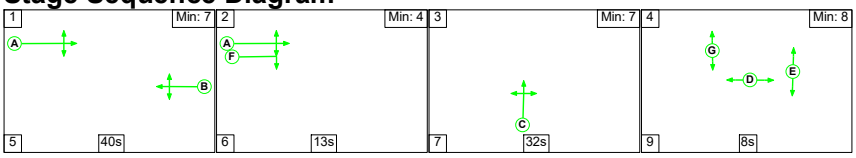
Stage Timings

Stage	1	2	3	4
Duration	48	4	33	8
Change Point	0	53	63	103

Full Input Data And Results

Scenario 11: 'Scenario 11' (FG11: '2026 AM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

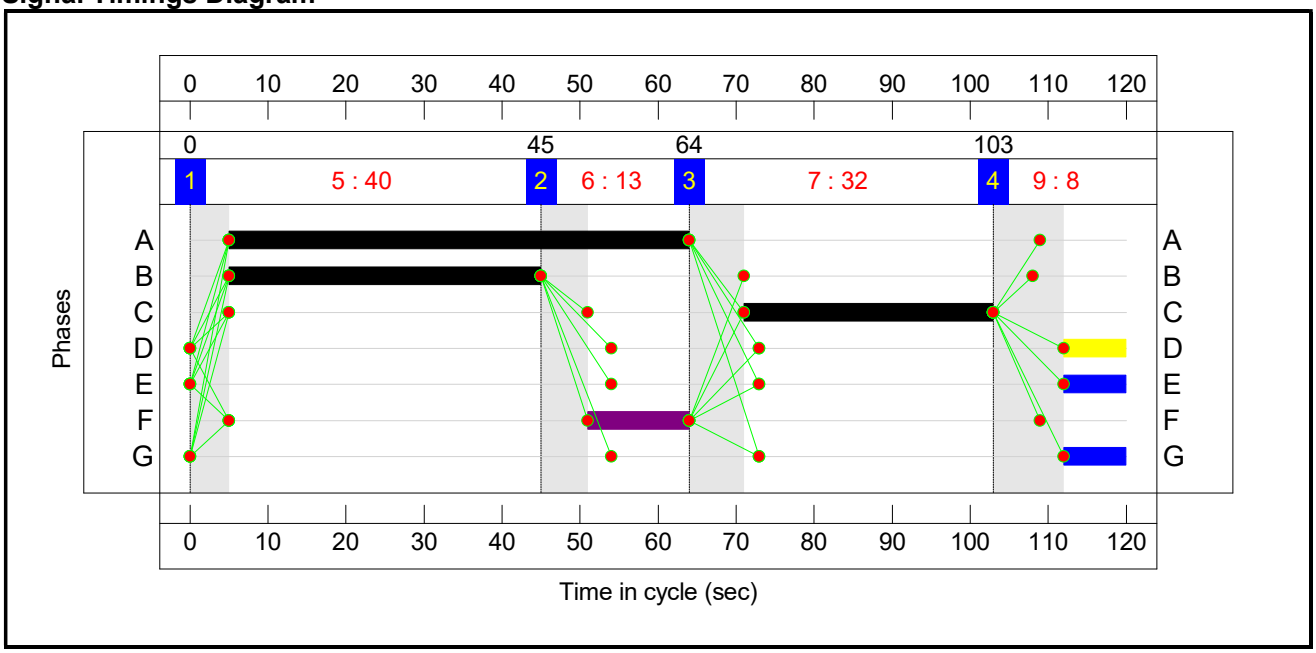
Stage Sequence Diagram



Stage Timings

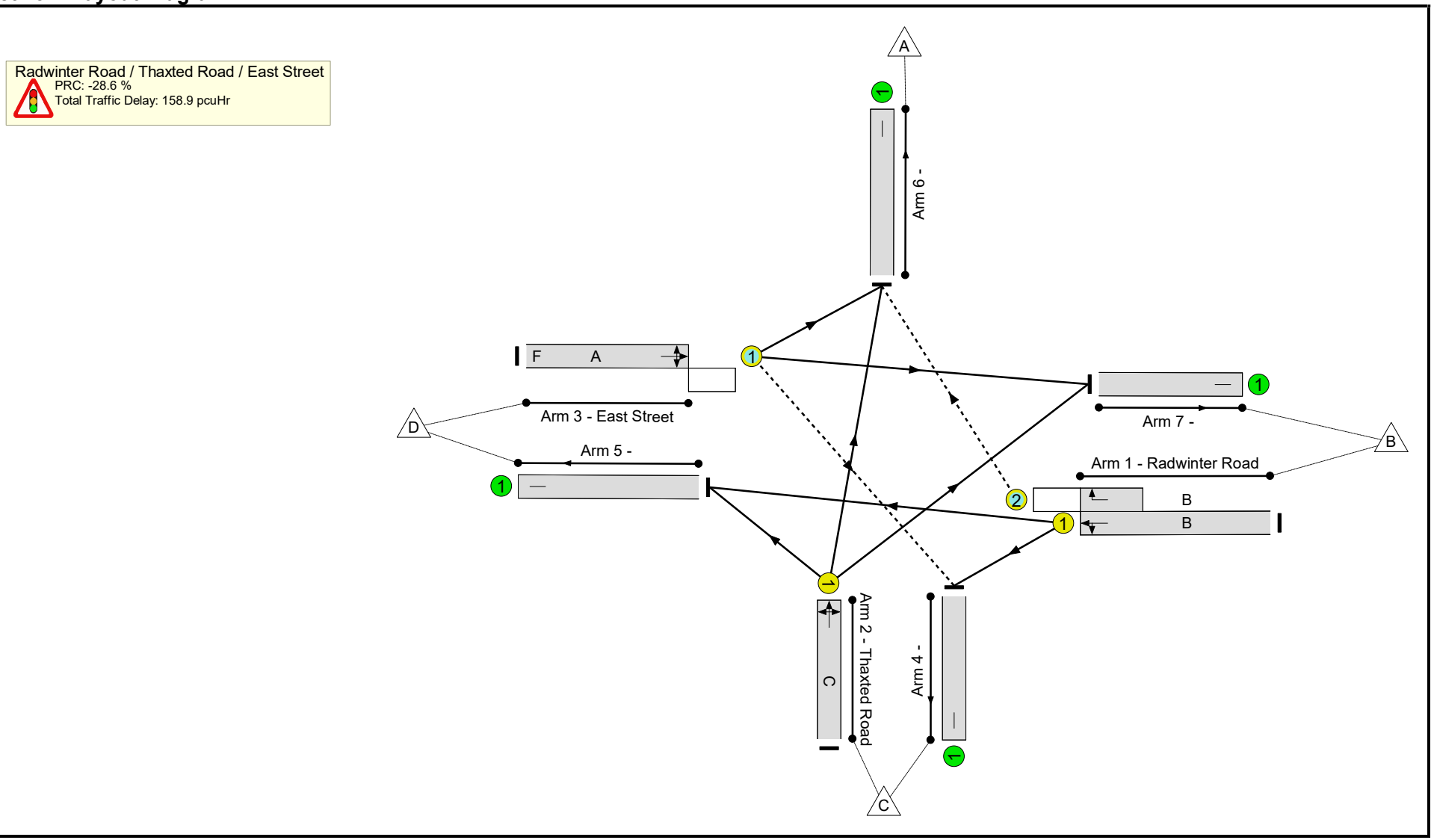
Stage	1	2	3	4
Duration	40	13	32	8
Change Point	0	45	64	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.7%**
Radwinter Road / Thaxted Road / East Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**115.7%**
1/1+1/2	Radwinter Road Left Ahead Right	U+O	N/A	N/A	B		1	40	-	705	1779:1912	586+32	114.2 : 114.2%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	32	-	550	1728	475	115.7%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	59	13	516	1870	446	115.7%
4/1		U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**32**	**158**	**18**	**31.2**	**126.7**	**0.9**	**158.9**	**-**	**-**	**-**	**-**
Radwinter Road / Thaxted Road / East Street	**-**	**-**	**32**	**158**	**18**	**31.2**	**126.7**	**0.9**	**158.9**	**-**	**-**	**-**	**-**
1/1+1/2	705	617	32	0	0	12.9	47.5	0.0	60.4	308.3	27.0	47.5	74.5
2/1	550	475	-	-	-	10.1	40.8	-	50.9	333.2	21.2	40.8	62.0
3/1	516	446	0	158	18	8.2	38.4	0.9	47.6	331.9	19.5	38.4	58.0
4/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

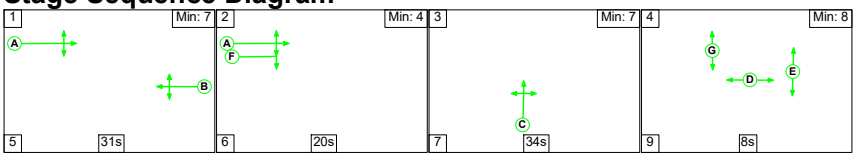
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	-28.6	Total Delay for Signalled Lanes (pcuHr):	158.85	Cycle Time (s):	120	
	PRC Over All Lanes (%):	-28.6	Total Delay Over All Lanes(pcuHr):	158.85			

Full Input Data And Results

Scenario 12: 'Scenario 12' (FG12: '2026 PM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

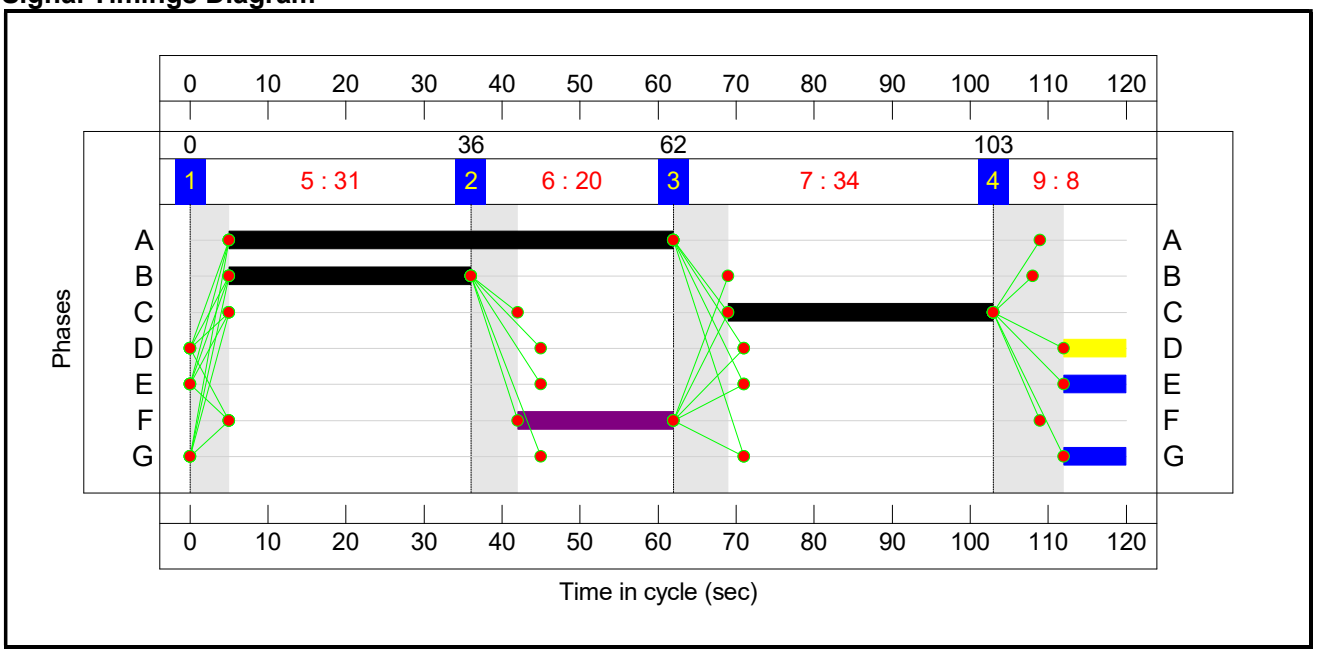
Stage Sequence Diagram



Stage Timings

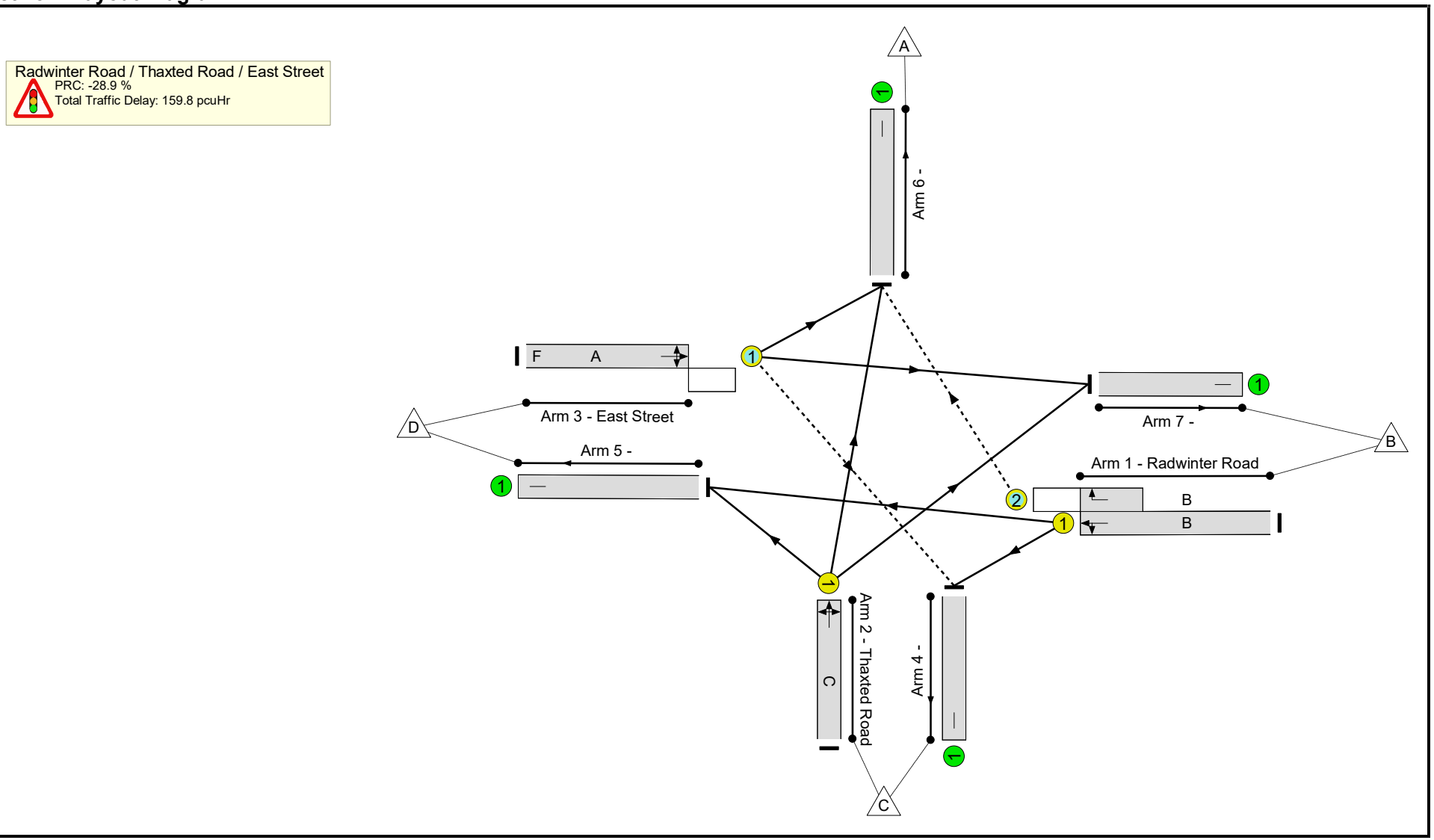
Stage	1	2	3	4
Duration	31	20	34	8
Change Point	0	36	62	103

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.0%**
Radwinter Road / Thaxted Road / East Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.0%**
1/1+1/2	Radwinter Road Left Ahead Right	U+O	N/A	N/A	B		1	31	-	556	1758:1912	448+35	115.1 : 115.1%
2/1	Thaxted Road Left Ahead Right	U	N/A	N/A	C		1	34	-	574	1738	507	113.2%
3/1	East Street Right Left Ahead	O	N/A	N/A	A	F	1	57	20	673	1874	580	116.0%
4/1		U	N/A	N/A	-		-	-	-	462	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	412	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**35**	**190**	**17**	**32.1**	**127.1**	**0.7**	**159.8**	-	-	-	-
Radwinter Road / Thaxted Road / East Street	-	-	**35**	**190**	**17**	**32.1**	**127.1**	**0.7**	**159.8**	-	-	-	-
1/1+1/2	556	483	35	0	0	11.2	40.0	0.0	51.2	331.4	21.3	40.0	61.3
2/1	574	507	-	-	-	9.6	37.4	-	47.0	294.7	21.4	37.4	58.8
3/1	673	580	0	190	17	11.3	49.7	0.6	61.6	329.8	25.5	49.7	75.2
4/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

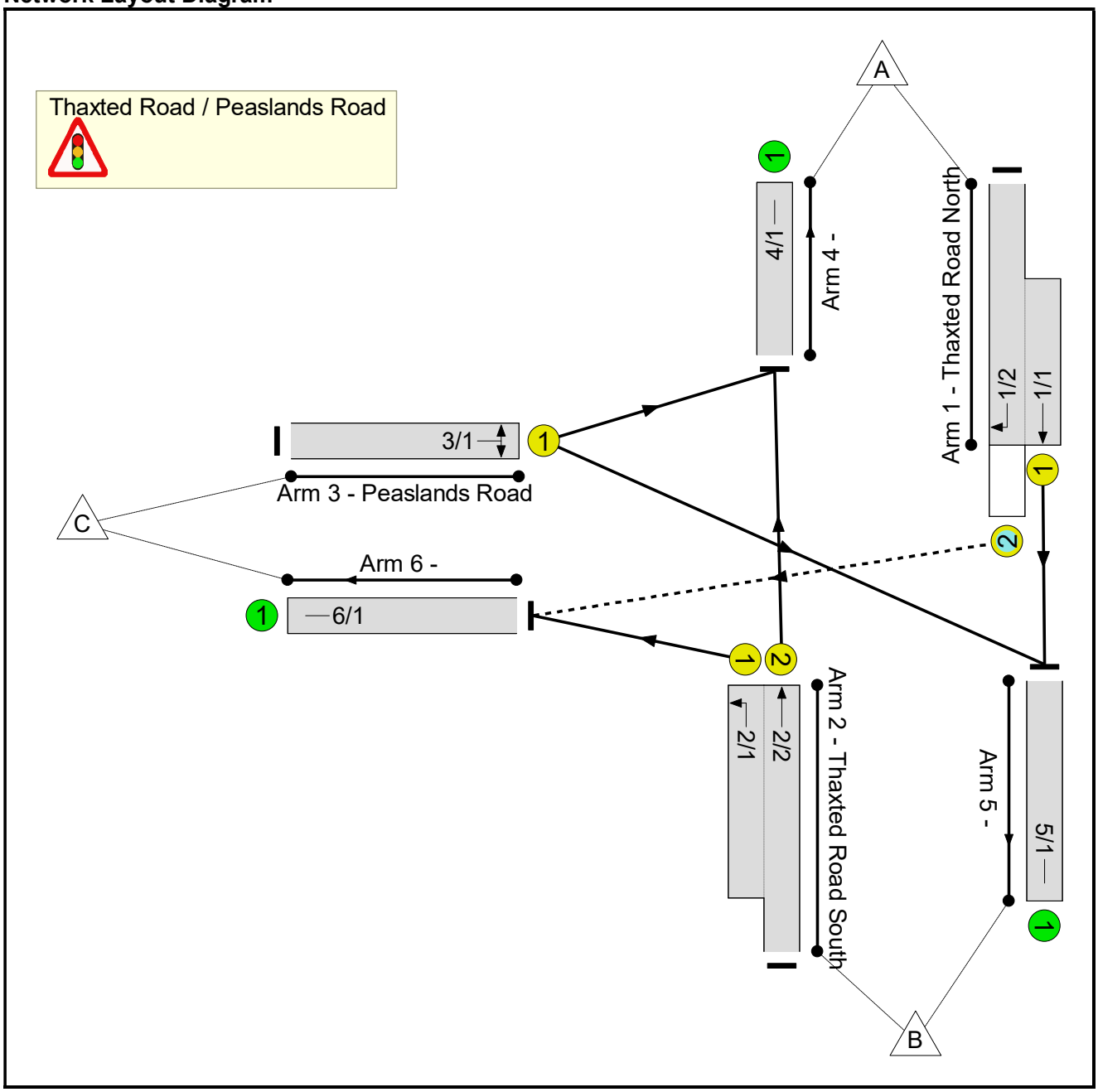
C1	PRC for Signalled Lanes (%):	-28.9	Total Delay for Signalled Lanes (pcuHr):	159.82	Cycle Time (s):	120
	PRC Over All Lanes (%):	-28.9	Total Delay Over All Lanes(pcuHr):	159.82		

Full Input Data And Results

User and Project Details

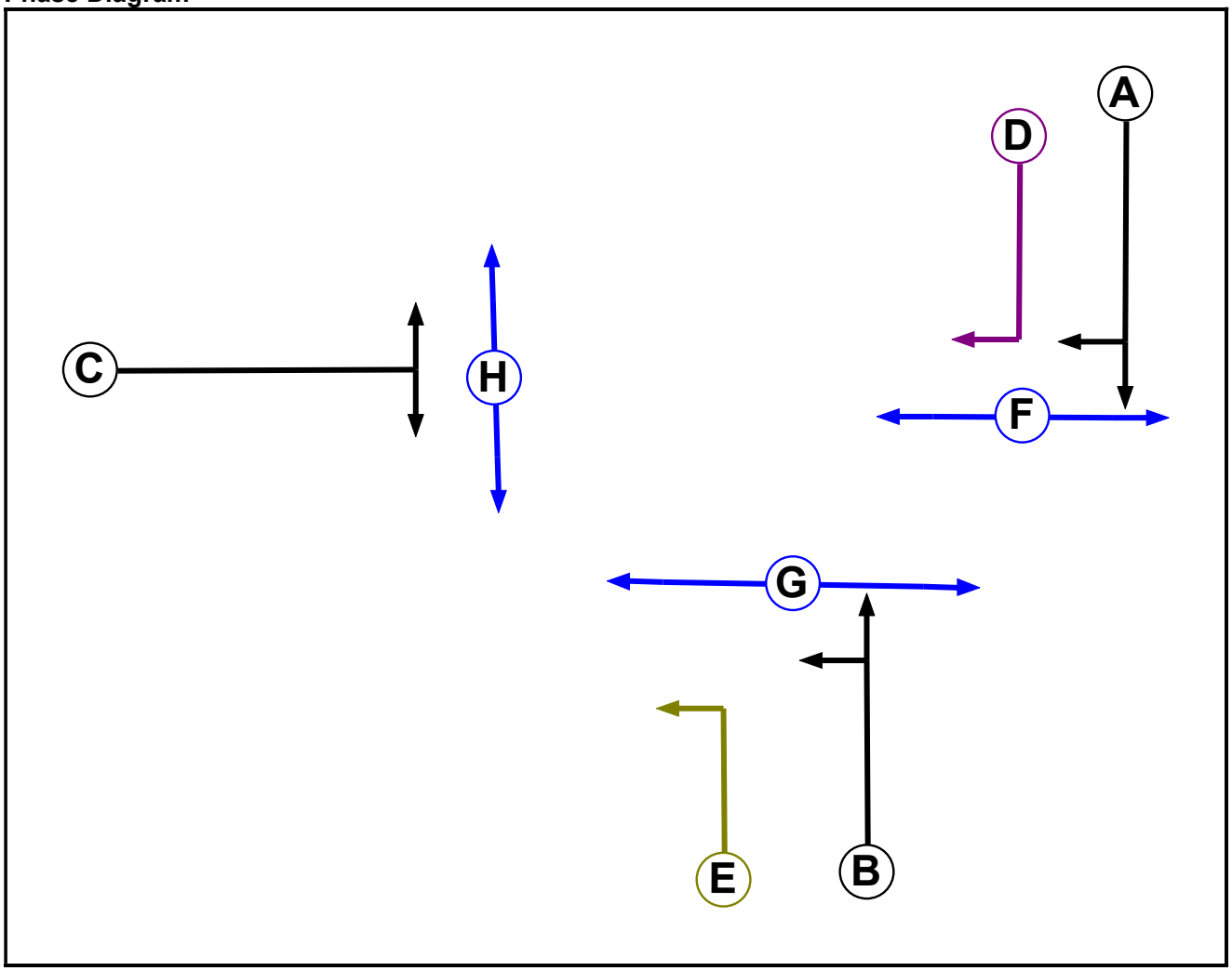
Project:	
Title:	
Location:	
Additional detail:	
File name:	New LinSig Model 1 Thaxted_Peaslands.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



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	Ind. Arrow	A	4	4
E	Filter	B	4	4
F	Pedestrian		8	8
G	Pedestrian		9	9
H	Pedestrian		7	7

Full Input Data And Results

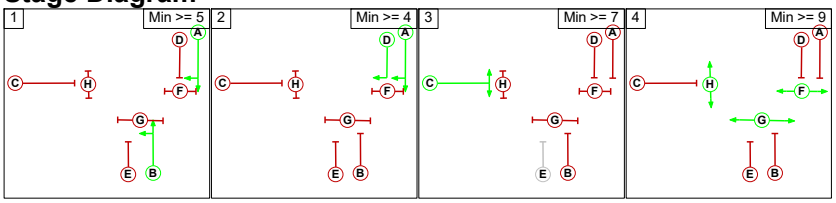
Phase Intergreens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		-	5	-	5	9	9	9
	B	-		6	6	-	9	9	9
	C	7	5		7	-	9	9	9
	D	-	7	5		5	9	-	9
	E	5	-	-	6		-	9	9
	F	5	5	5	5	-		-	-
	G	5	5	5	-	5	-		-
	H	5	5	5	5	5	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A D
3	C
4	F G H

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage				
		1	2	3	4
From Stage	1		6	6	9
	2	7		5	9
	3	7	7		9
	4	5	5	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Thaxted Road / Peaslands Road											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (Thaxted Road North)	6/1 (Right)	1439	0	2/1	1.09	All	3.00	-	0.50	3	2.00
				2/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Thaxted Road / Peaslands Road												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (Thaxted Road North)	U	A	2	3	7.0	Geom	-	2.50	0.00	Y	Arm 5 Ahead	Inf
1/2 (Thaxted Road North)	O	A D	2	3	60.0	Geom	-	3.00	0.00	N	Arm 6 Right	15.00
2/1 (Thaxted Road South)	U	B E	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 6 Left	12.00
2/2 (Thaxted Road South)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 4 Ahead	Inf
3/1 (Peaslands Road)	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Left	Inf
											Arm 5 Right	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 AM + CD + PD + LR'	08:00	09:00	01:00	
2: '2026 PM + CD + PD + LR'	17:00	18:00	01:00	
3: '2026 AM + CD + PD NLR'	08:00	09:00	01:00	
4: '2026 PM + CD + PD NLR'	17:00	18:00	01:00	

Scenario 1: 'Scenario 5' (FG1: '2026 AM + CD + PD + LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	137	195	332
	B	300	0	391	691
	C	334	232	0	566
	Tot.	634	369	586	1589

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Scenario 5
Junction: Thaxted Road / Peaslands Road	
1/1 (short)	137
1/2 (with short)	332(In) 195(Out)
2/1 (short)	391
2/2 (with short)	691(In) 300(Out)
3/1	566
4/1	634
5/1	369
6/1	586

Lane Saturation Flows

Junction: Thaxted Road / Peaslands Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Thaxted Road North)	2.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1865	1865
1/2 (Thaxted Road North)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
2/1 (Thaxted Road South)	3.00	0.00	Y	Arm 6 Left	12.00	100.0 %	1702	1702
2/2 (Thaxted Road South)	3.00	0.00	N	Arm 4 Ahead	Inf	100.0 %	2055	2055
3/1 (Peaslands Road)	3.25	0.00	Y	Arm 4 Left	Inf	59.0 %	1940	1940
				Arm 5 Right	Inf	41.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Scenario 6' (FG2: '2026 PM + CD + PD + LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	298	247	545
	B	187	0	282	469
	C	304	280	0	584
	Tot.	491	578	529	1598

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: Scenario 6
Junction: Thaxted Road / Peaslands Road	
1/1 (short)	298
1/2 (with short)	545(In) 247(Out)
2/1 (short)	282
2/2 (with short)	469(In) 187(Out)
3/1	584
4/1	491
5/1	578
6/1	529

Lane Saturation Flows

Junction: Thaxted Road / Peaslands Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Thaxted Road North)	2.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1865	1865
1/2 (Thaxted Road North)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
2/1 (Thaxted Road South)	3.00	0.00	Y	Arm 6 Left	12.00	100.0 %	1702	1702
2/2 (Thaxted Road South)	3.00	0.00	N	Arm 4 Ahead	Inf	100.0 %	2055	2055
3/1 (Peaslands Road)	3.25	0.00	Y	Arm 4 Left	Inf	52.1 %	1940	1940
				Arm 5 Right	Inf	47.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Scenario 7' (FG3: '2026 AM + CD + PD NLR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	195	245	440
	B	356	0	254	610
	C	323	188	0	511
	Tot.	679	383	499	1561

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Scenario 7
Junction: Thaxted Road / Peaslands Road	
1/1 (short)	195
1/2 (with short)	440(In) 245(Out)
2/1 (short)	254
2/2 (with short)	610(In) 356(Out)
3/1	511
4/1	679
5/1	383
6/1	499

Lane Saturation Flows

Junction: Thaxted Road / Peaslands Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Thaxted Road North)	2.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1865	1865
1/2 (Thaxted Road North)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
2/1 (Thaxted Road South)	3.00	0.00	Y	Arm 6 Left	12.00	100.0 %	1702	1702
2/2 (Thaxted Road South)	3.00	0.00	N	Arm 4 Ahead	Inf	100.0 %	2055	2055
3/1 (Peaslands Road)	3.25	0.00	Y	Arm 4 Left	Inf	63.2 %	1940	1940
				Arm 5 Right	Inf	36.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 8' (FG4: '2026 PM + CD + PD NLR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	336	340	676
	B	234	0	180	414
	C	271	262	0	533
	Tot.	505	598	520	1623

Full Input Data And Results

Traffic Lane Flows

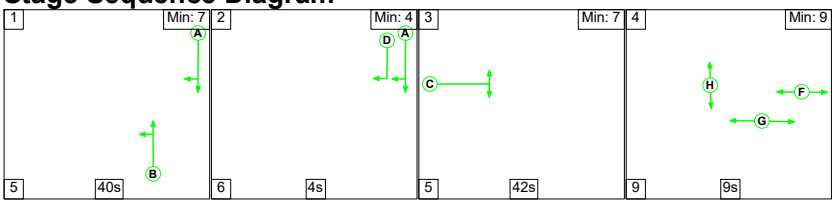
Lane	Scenario 4: Scenario 8
Junction: Thaxted Road / Peaslands Road	
1/1 (short)	336
1/2 (with short)	676(In) 340(Out)
2/1 (short)	180
2/2 (with short)	414(In) 234(Out)
3/1	533
4/1	505
5/1	598
6/1	520

Lane Saturation Flows

Junction: Thaxted Road / Peaslands Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Thaxted Road North)	2.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1865	1865
1/2 (Thaxted Road North)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
2/1 (Thaxted Road South)	3.00	0.00	Y	Arm 6 Left	12.00	100.0 %	1702	1702
2/2 (Thaxted Road South)	3.00	0.00	N	Arm 4 Ahead	Inf	100.0 %	2055	2055
3/1 (Peaslands Road)	3.25	0.00	Y	Arm 4 Left	Inf	50.8 %	1940	1940
				Arm 5 Right	Inf	49.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Scenario 5' (FG1: '2026 AM + CD + PD + LR', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



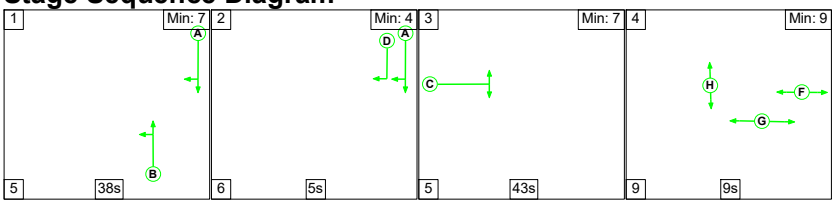
Stage Timings

Stage	1	2	3	4
Duration	40	4	42	9
Change Point	0	45	55	102

Full Input Data And Results

Scenario 3: 'Scenario 7' (FG3: '2026 AM + CD + PD NLR', Plan 1: 'Network Control Plan 1')

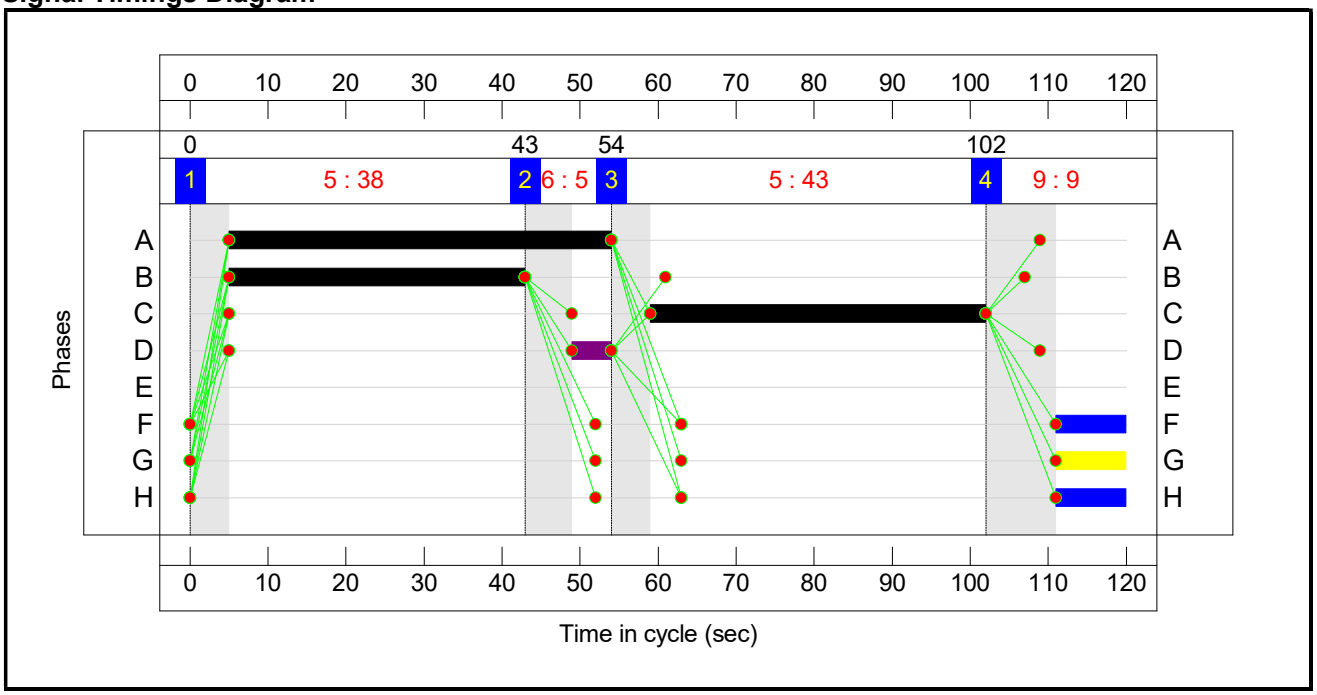
Stage Sequence Diagram



Stage Timings

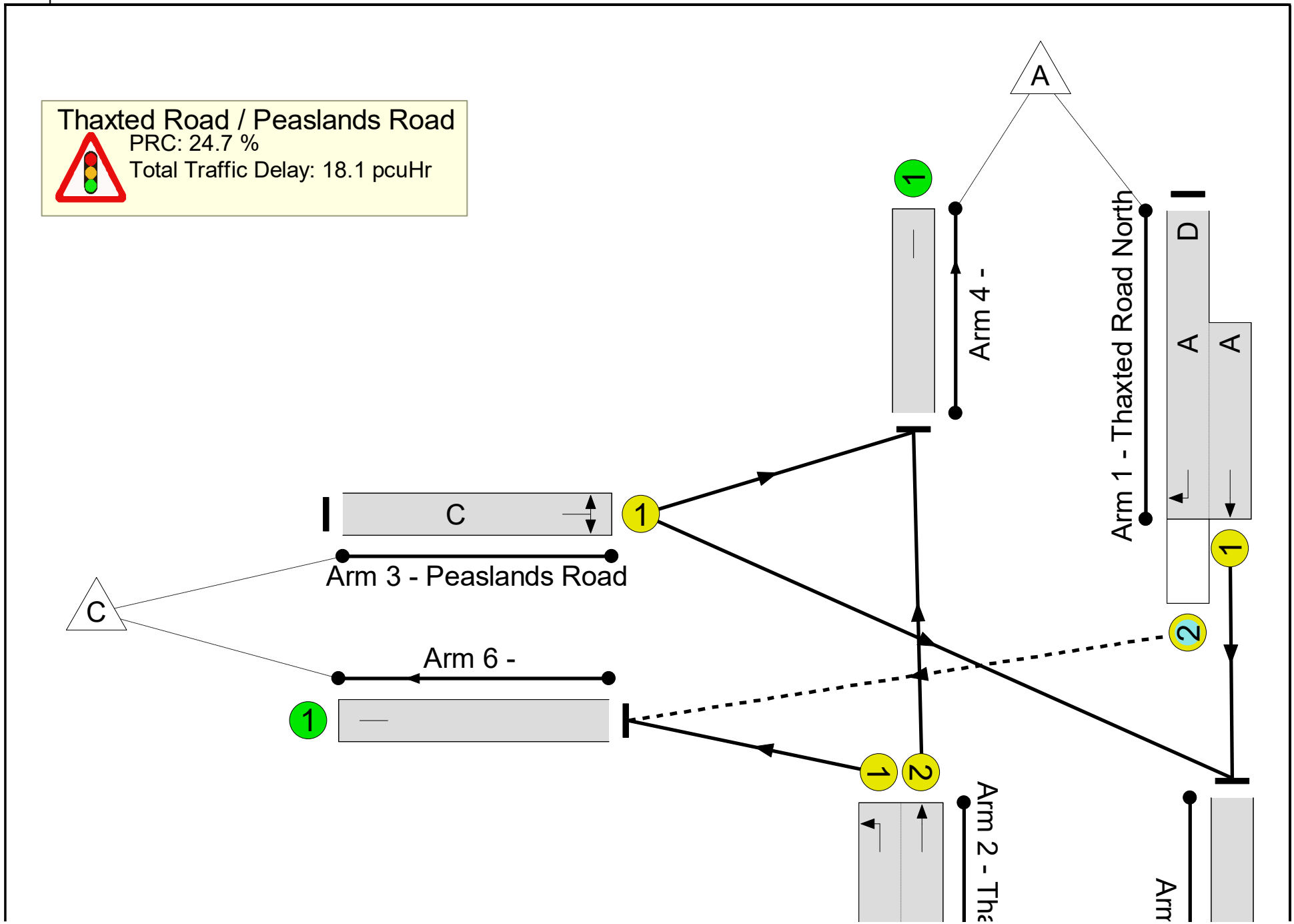
Stage	1	2	3	4
Duration	38	5	43	9
Change Point	0	43	54	102

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Thaxted Road / Peaslands Road
PRC: 24.7 %
Total Traffic Delay: 18.1 pcuHr
A
1
Arm 4 -
Arm 1 - Thaxted Road North
D
A
A
C
1
Arm 3 - Peaslands Road
C
1
2
Arm 6 -
1
1
2
Arm 2 - Tha
Arm

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.2%**
Thaxted Road / Peaslands Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.2%**
1/2+1/1	Thaxted Road North Ahead Right	O+U	N/A	N/A	A	D	1	49	5	440	1868:1865	342+272	71.6 : 71.6%
2/2+2/1	Thaxted Road South Ahead Left	U	N/A	N/A	B	E	1	38	0	610	2055:1702	493+352	72.2 : 72.2%
3/1	Peaslands Road Left Right	U	N/A	N/A	C		1	43	-	511	1940	711	71.8%
4/1		U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%

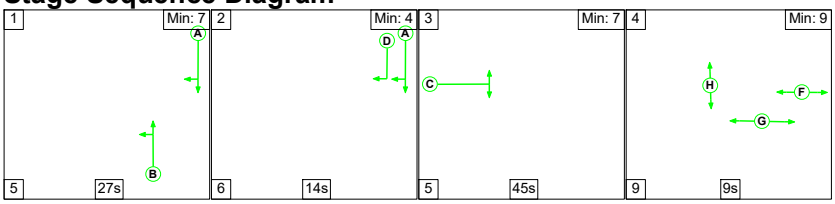
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**142**	**97**	**6**	**13.5**	**3.8**	**0.8**	**18.1**	-	-	-	-
Thaxted Road / Peaslands Road	-	-	**142**	**97**	**6**	**13.5**	**3.8**	**0.8**	**18.1**	-	-	-	-
1/2+1/1	440	440	142	97	6	3.3	1.2	0.8	5.4	44.4	7.4	1.2	8.7
2/2+2/1	610	610	-	-	-	5.5	1.3	-	6.8	40.3	9.6	1.3	10.9
3/1	511	511	-	-	-	4.6	1.3	-	5.9	41.5	14.6	1.3	15.9
4/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 24.7 Total Delay for Signalled Lanes (pcuHr): 18.14 Cycle Time (s): 120
PRC Over All Lanes (%): 24.7 Total Delay Over All Lanes(pcuHr): 18.14

Full Input Data And Results

Scenario 4: 'Scenario 8' (FG4: '2026 PM + CD + PD NLR', Plan 1: 'Network Control Plan 1')

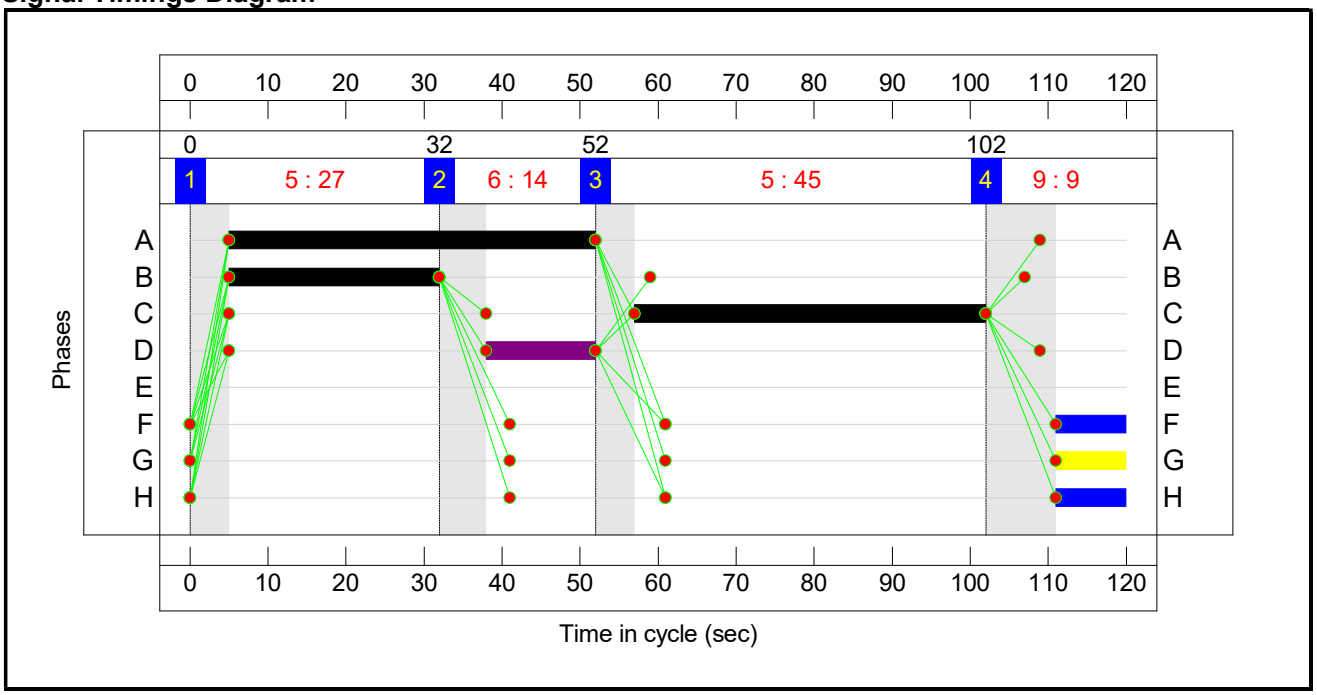
Stage Sequence Diagram



Stage Timings

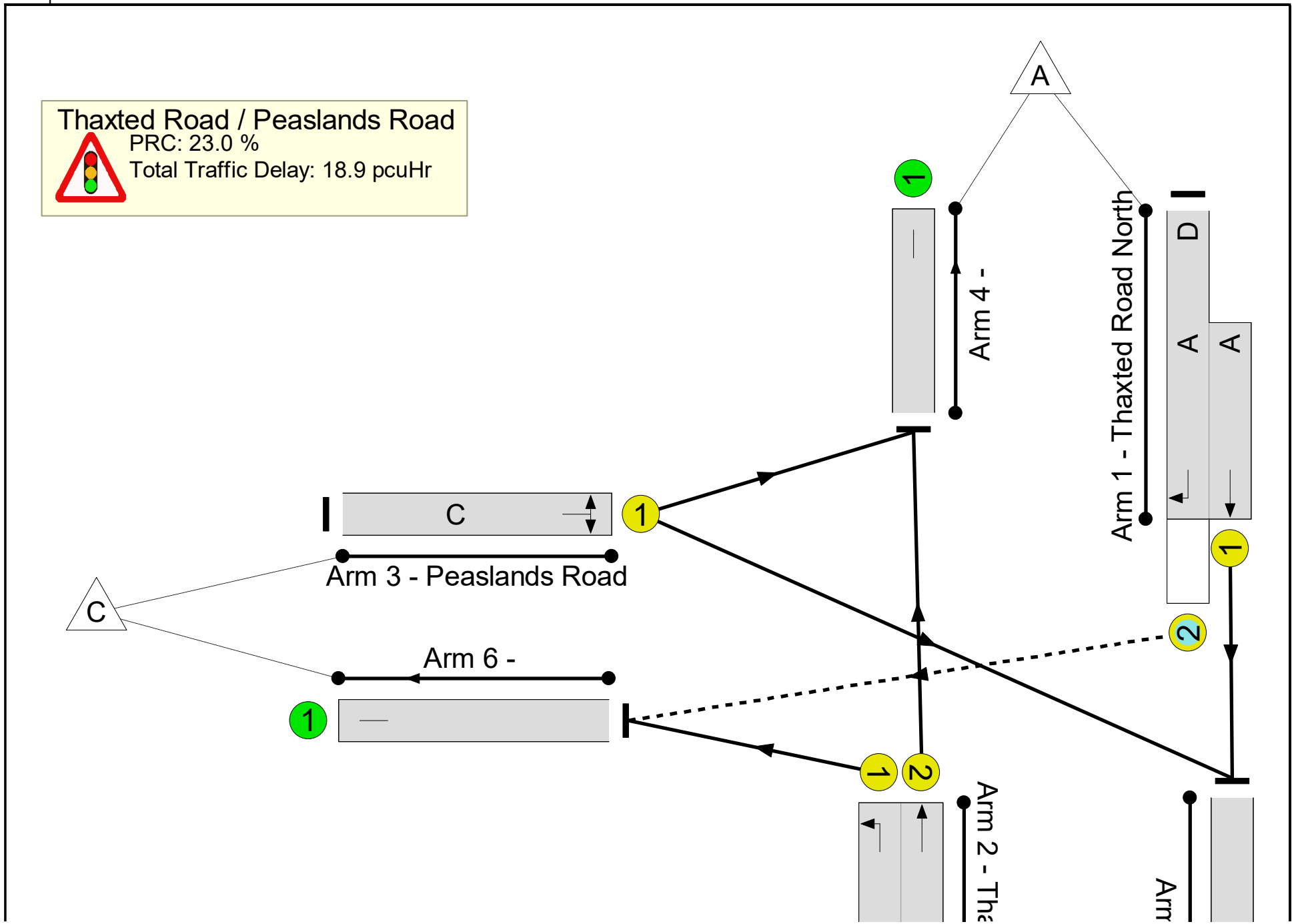
Stage	1	2	3	4
Duration	27	14	45	9
Change Point	0	32	52	102

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Thaxted Road / Peaslands Road
PRC: 23.0 %
Total Traffic Delay: 18.9 pcuHr
A
Arm 4 -
Arm 1 - Thaxted Road North
D
A
A
C
Arm 3 - Peaslands Road
C
Arm 6 -
Arm 2 - Tha
Arm

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.2%**
Thaxted Road / Peaslands Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.2%**
1/2+1/1	Thaxted Road North Ahead Right	O+U	N/A	N/A	A	D	1	47	14	676	1868:1865	465+459	73.2 : 73.2%
2/2+2/1	Thaxted Road South Ahead Left	U	N/A	N/A	B	E	1	27	0	414	2055:1702	389+299	60.2 : 60.2%
3/1	Peaslands Road Left Right	U	N/A	N/A	C		1	45	-	533	1940	744	71.7%
4/1		U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	520	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**132**	**200**	**8**	**14.9**	**3.4**	**0.6**	**18.9**	-	-	-	-
Thaxted Road / Peaslands Road	-	-	**132**	**200**	**8**	**14.9**	**3.4**	**0.6**	**18.9**	-	-	-	-
1/2+1/1	676	676	132	200	8	5.7	1.4	0.6	7.7	40.8	10.2	1.4	11.5
2/2+2/1	414	414	-	-	-	4.6	0.8	-	5.3	46.2	6.7	0.8	7.4
3/1	533	533	-	-	-	4.7	1.3	-	5.9	39.9	15.1	1.3	16.4
4/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

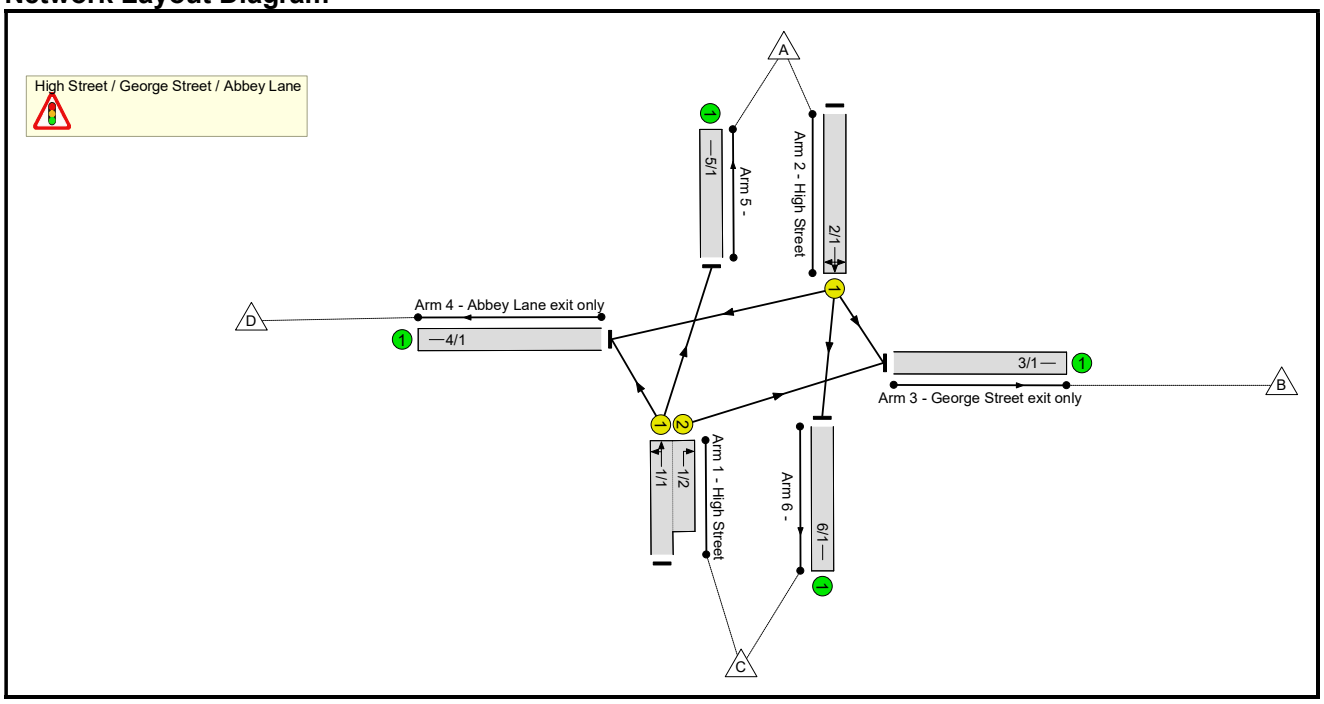
C1 PRC for Signalled Lanes (%): 23.0 Total Delay for Signalled Lanes (pcuHr): 18.88 Cycle Time (s): 120
PRC Over All Lanes (%): 23.0 Total Delay Over All Lanes(pcuHr): 18.88

Full Input Data And Results

User and Project Details

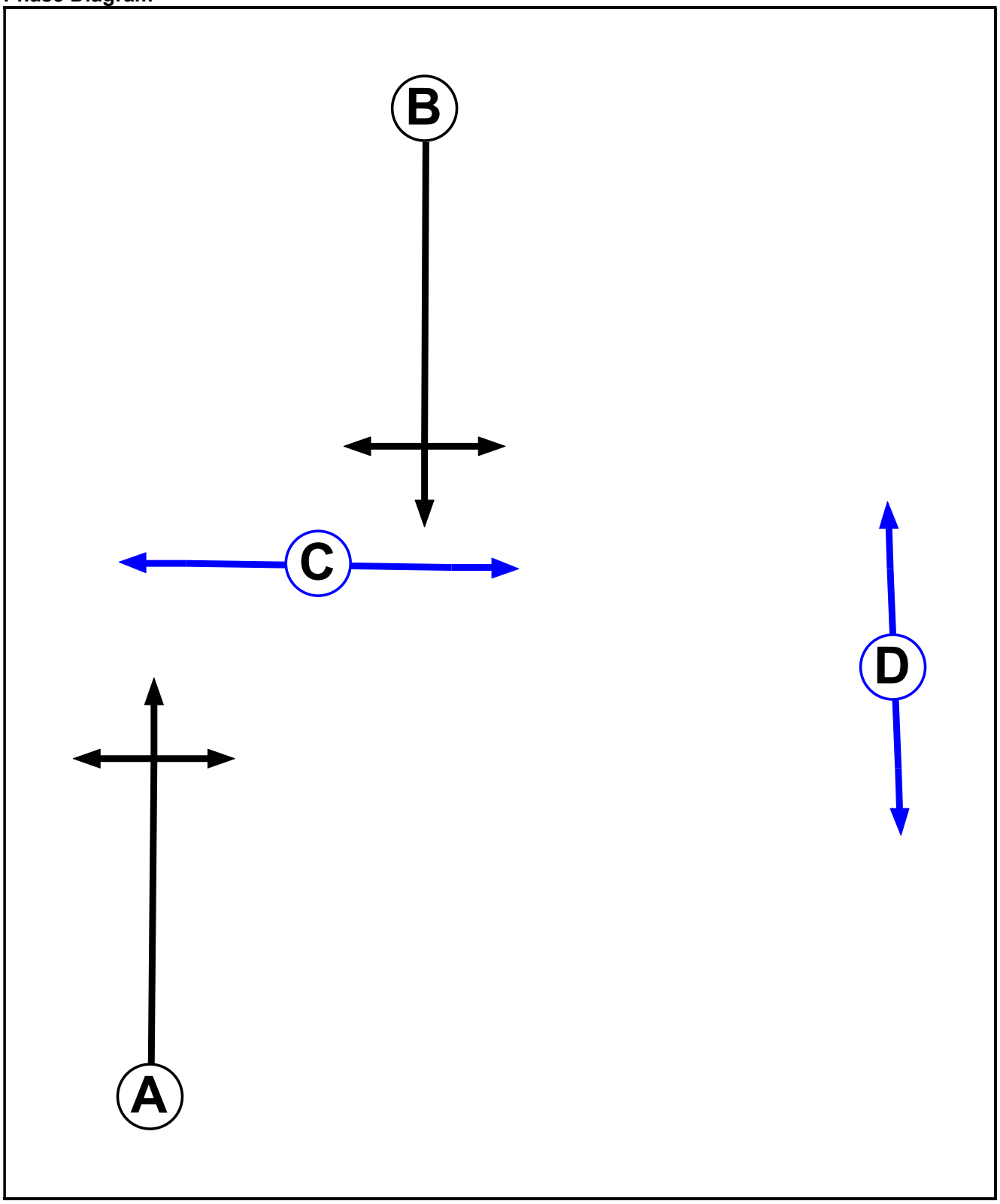
Project:	
Title:	
Location:	
Additional detail:	
File name:	High Street_George Street_Abbey Lane LinSig.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Pedestrian		6	6
D	Pedestrian		6	6

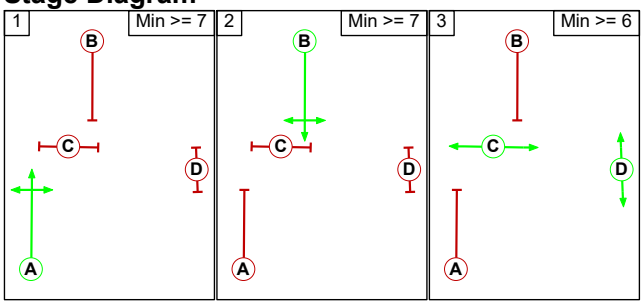
Phase Intergreens Matrix

		Starting Phase			
		A	B	C	D
Terminating Phase	A		5	7	7
	B	7		9	9
	C	7	7		-
	D	7	7	-	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B
3	C D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	7
	2	7		9
	3	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: High Street / George Street / Abbey Lane
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: High Street / George Street / Abbey Lane												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (High Street)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	6.00
											Arm 5 Ahead	Inf
1/2 (High Street)	U	A	2	3	7.0	Geom	-	3.00	0.00	N	Arm 3 Right	8.00
2/1 (High Street)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 3 Left	8.00
											Arm 4 Right	6.00
											Arm 6 Ahead	Inf
3/1 (George Street exit only)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Abbey Lane exit only)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM Base With LR'	08:00	09:00	01:00	
2: '2023 PM Base With LR'	17:00	18:00	01:00	
3: '2026 AM + CD With LR'	08:00	09:00	01:00	
4: '2026 PM + CD With LR'	17:00	18:00	01:00	
5: '2026 AM + CD + Dev With LR'	08:00	09:00	01:00	
6: '2026 PM + CD + Dev With LR'	17:00	18:00	01:00	
7: '2023 AM Base No LR'	08:00	09:00	01:00	
8: '2023 PM Base No LR'	17:00	18:00	01:00	
9: '2026 AM + CD No LR'	08:00	09:00	01:00	
10: '2026 PM + CD No LR'	17:00	18:00	01:00	
11: '2026 AM + CD + Dev No LR'	08:00	09:00	01:00	
12: '2026 PM + CD + Dev No LR'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	174	190	14	378
	B	0	0	0	0	0
	C	493	448	0	11	952
	D	0	0	0	0	0
	Tot.	493	622	190	25	1330

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	952(In) 504(Out)
1/2 (short)	448
2/1	378
3/1	622
4/1	25
5/1	493
6/1	190

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	2.2 %	1905	1905
				Arm 5 Ahead	Inf	97.8 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	46.0 %	1839	1839
				Arm 4 Right	6.00	3.7 %		
				Arm 6 Ahead	Inf	50.3 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	150	335	9	494
	B	0	0	0	0	0
	C	274	529	0	19	822
	D	0	0	0	0	0
	Tot.	274	679	335	28	1316

Traffic Lane Flows

Lane	Scenario 2: Scenario 2
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	822(In) 293(Out)
1/2 (short)	529
2/1	494
3/1	679
4/1	28
5/1	274
6/1	335

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	6.5 %	1884	1884
				Arm 5 Ahead	Inf	93.5 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	30.4 %	1898	1898
				Arm 4 Right	6.00	1.8 %		
				Arm 6 Ahead	Inf	67.8 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Scenario 3' (FG3: '2026 AM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	179	191	14	384
	B	0	0	0	0	0
	C	500	505	0	11	1016
	D	0	0	0	0	0
	Tot.	500	684	191	25	1400

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	1016(In) 511(Out)
1/2 (short)	505
2/1	384
3/1	684
4/1	25
5/1	500
6/1	191

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	2.2 %	1905	1905
				Arm 5 Ahead	Inf	97.8 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	46.6 %	1838	1838
				Arm 4 Right	6.00	3.6 %		
				Arm 6 Ahead	Inf	49.7 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 4' (FG4: '2026 PM + CD With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	156	337	9	502
	B	0	0	0	0	0
	C	282	584	0	19	885
	D	0	0	0	0	0
	Tot.	282	740	337	28	1387

Traffic Lane Flows

Lane	Scenario 4: Scenario 4
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	885(In) 301(Out)
1/2 (short)	584
2/1	502
3/1	740
4/1	28
5/1	282
6/1	337

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	6.3 %	1885	1885
				Arm 5 Ahead	Inf	93.7 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	31.1 %	1896	1896
				Arm 4 Right	6.00	1.8 %		
				Arm 6 Ahead	Inf	67.1 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Scenario 5' (FG5: '2026 AM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	187	191	14	392
	B	0	0	0	0	0
	C	504	510	0	11	1025
	D	0	0	0	0	0
	Tot.	504	697	191	25	1417

Traffic Lane Flows

Lane	Scenario 5: Scenario 5
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	1025(In) 515(Out)
1/2 (short)	510
2/1	392
3/1	697
4/1	25
5/1	504
6/1	191

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	2.1 %	1905	1905
				Arm 5 Ahead	Inf	97.9 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	47.7 %	1835	1835
				Arm 4 Right	6.00	3.6 %		
				Arm 6 Ahead	Inf	48.7 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Scenario 6' (FG6: '2026 PM + CD + Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	174	337	9	520
	B	0	0	0	0	0
	C	284	599	0	19	902
	D	0	0	0	0	0
	Tot.	284	773	337	28	1422

Traffic Lane Flows

Lane	Scenario 6: Scenario 6
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	902(In) 303(Out)
1/2 (short)	599
2/1	520
3/1	773
4/1	28
5/1	284
6/1	337

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	6.3 %	1885	1885
				Arm 5 Ahead	Inf	93.7 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	33.5 %	1888	1888
				Arm 4 Right	6.00	1.7 %		
				Arm 6 Ahead	Inf	64.8 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Scenario 7' (FG7: '2023 AM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	166	222	14	402
	B	0	0	0	0	0
	C	479	444	0	8	931
	D	0	0	0	0	0
	Tot.	479	610	222	22	1333

Traffic Lane Flows

Lane	Scenario 7: Scenario 7
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	931(In) 487(Out)
1/2 (short)	444
2/1	402
3/1	610
4/1	22
5/1	479
6/1	222

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	1.6 %	1907	1907
				Arm 5 Ahead	Inf	98.4 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	41.3 %	1855	1855
				Arm 4 Right	6.00	3.5 %		
				Arm 6 Ahead	Inf	55.2 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Scenario 8 ' (FG8: '2023 PM Base No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	153	289	10	452
	B	0	0	0	0	0
	C	263	547	0	18	828
	D	0	0	0	0	0
	Tot.	263	700	289	28	1280

Traffic Lane Flows

Lane	Scenario 8: Scenario 8
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	828(In) 281(Out)
1/2 (short)	547
2/1	452
3/1	700
4/1	28
5/1	263
6/1	289

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	6.4 %	1885	1885
				Arm 5 Ahead	Inf	93.6 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	33.8 %	1885	1885
				Arm 4 Right	6.00	2.2 %		
				Arm 6 Ahead	Inf	63.9 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'Scenario 9' (FG9: '2026 AM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	178	228	15	421
	B	0	0	0	0	0
	C	509	498	0	8	1015
	D	0	0	0	0	0
	Tot.	509	676	228	23	1436

Traffic Lane Flows

Lane	Scenario 9: Scenario 9
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	1015(In) 517(Out)
1/2 (short)	498
2/1	421
3/1	676
4/1	23
5/1	509
6/1	228

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	1.5 %	1908	1908
				Arm 5 Ahead	Inf	98.5 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	42.3 %	1852	1852
				Arm 4 Right	6.00	3.6 %		
				Arm 6 Ahead	Inf	54.2 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'Scenario 10' (FG10: '2026 PM + CD No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	178	301	10	489
	B	0	0	0	0	0
	C	278	596	0	19	893
	D	0	0	0	0	0
	Tot.	278	774	301	29	1382

Traffic Lane Flows

Lane	Scenario 10: Scenario 10
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	893(In) 297(Out)
1/2 (short)	596
2/1	489
3/1	774
4/1	29
5/1	278
6/1	301

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	6.4 %	1885	1885
				Arm 5 Ahead	Inf	93.6 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	36.4 %	1877	1877
				Arm 4 Right	6.00	2.0 %		
				Arm 6 Ahead	Inf	61.6 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: 'Scenario 11' (FG11: '2026 AM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	186	228	15	429
	B	0	0	0	0	0
	C	513	510	0	8	1031
	D	0	0	0	0	0
	Tot.	513	696	228	23	1460

Traffic Lane Flows

Lane	Scenario 11: Scenario 11
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	1031(In) 521(Out)
1/2 (short)	510
2/1	429
3/1	696
4/1	23
5/1	513
6/1	228

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	1.5 %	1908	1908
				Arm 5 Ahead	Inf	98.5 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	43.4 %	1849	1849
				Arm 4 Right	6.00	3.5 %		
				Arm 6 Ahead	Inf	53.1 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: 'Scenario 12' (FG12: '2026 PM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	196	301	10	507
	B	0	0	0	0	0
	C	280	624	0	19	923
	D	0	0	0	0	0
	Tot.	280	820	301	29	1430

Traffic Lane Flows

Lane	Scenario 12: Scenario 12
Junction: High Street / George Street / Abbey Lane	
1/1 (with short)	923(In) 299(Out)
1/2 (short)	624
2/1	507
3/1	820
4/1	29
5/1	280
6/1	301

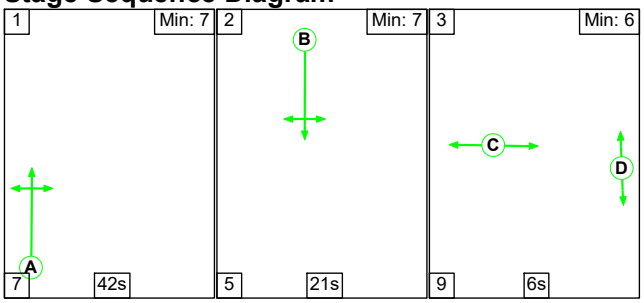
Full Input Data And Results

Lane Saturation Flows

Junction: High Street / George Street / Abbey Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street)	3.00	0.00	Y	Arm 4 Left	6.00	6.4 %	1885	1885
				Arm 5 Ahead	Inf	93.6 %		
1/2 (High Street)	3.00	0.00	N	Arm 3 Right	8.00	100.0 %	1731	1731
2/1 (High Street)	4.00	0.00	Y	Arm 3 Left	8.00	38.7 %	1870	1870
				Arm 4 Right	6.00	2.0 %		
				Arm 6 Ahead	Inf	59.4 %		
3/1 (George Street exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Abbey Lane exit only Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram



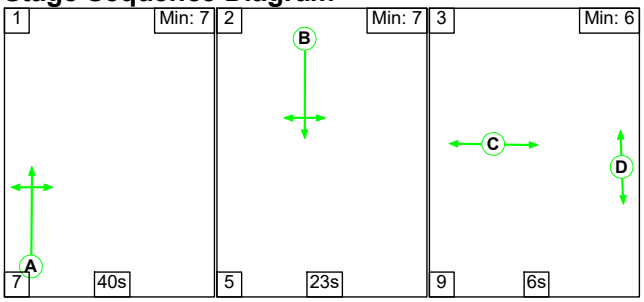
Stage Timings

Stage	1	2	3
Duration	42	21	6
Change Point	0	49	75

Full Input Data And Results

Scenario 7: 'Scenario 7' (FG7: '2023 AM Base No LR', Plan 1: 'Network Control Plan 1')

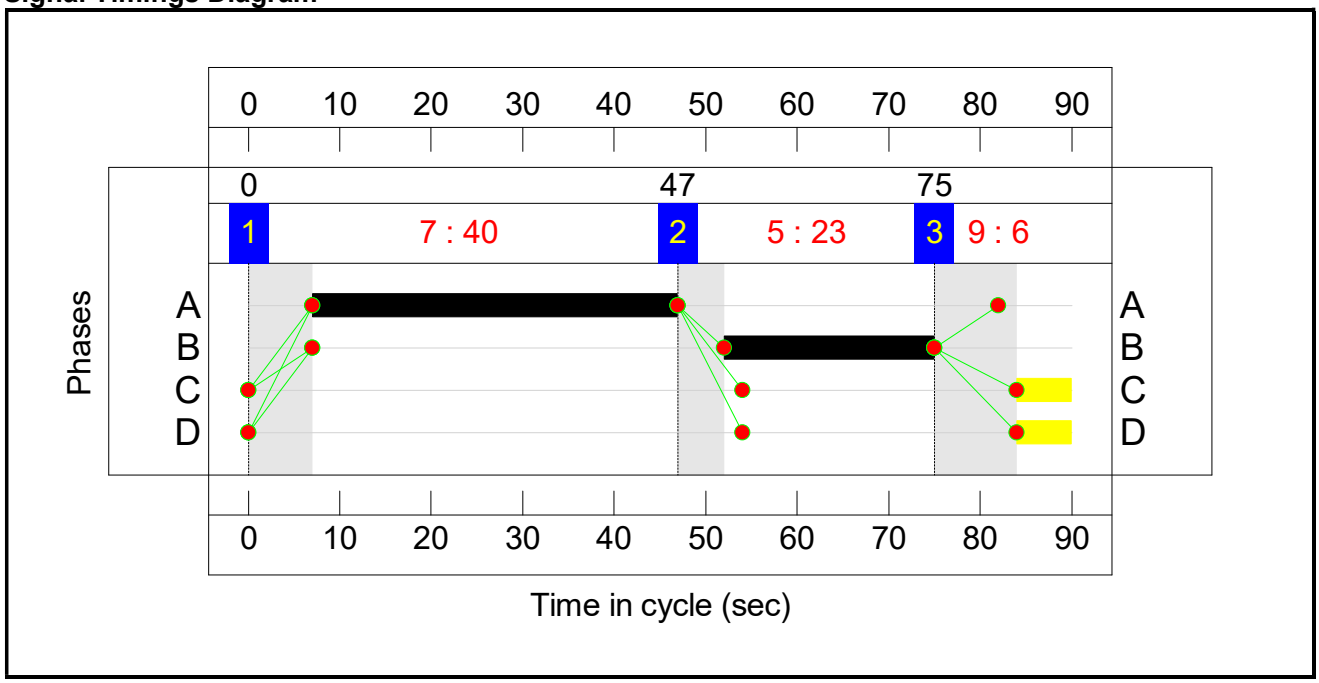
Stage Sequence Diagram



Stage Timings

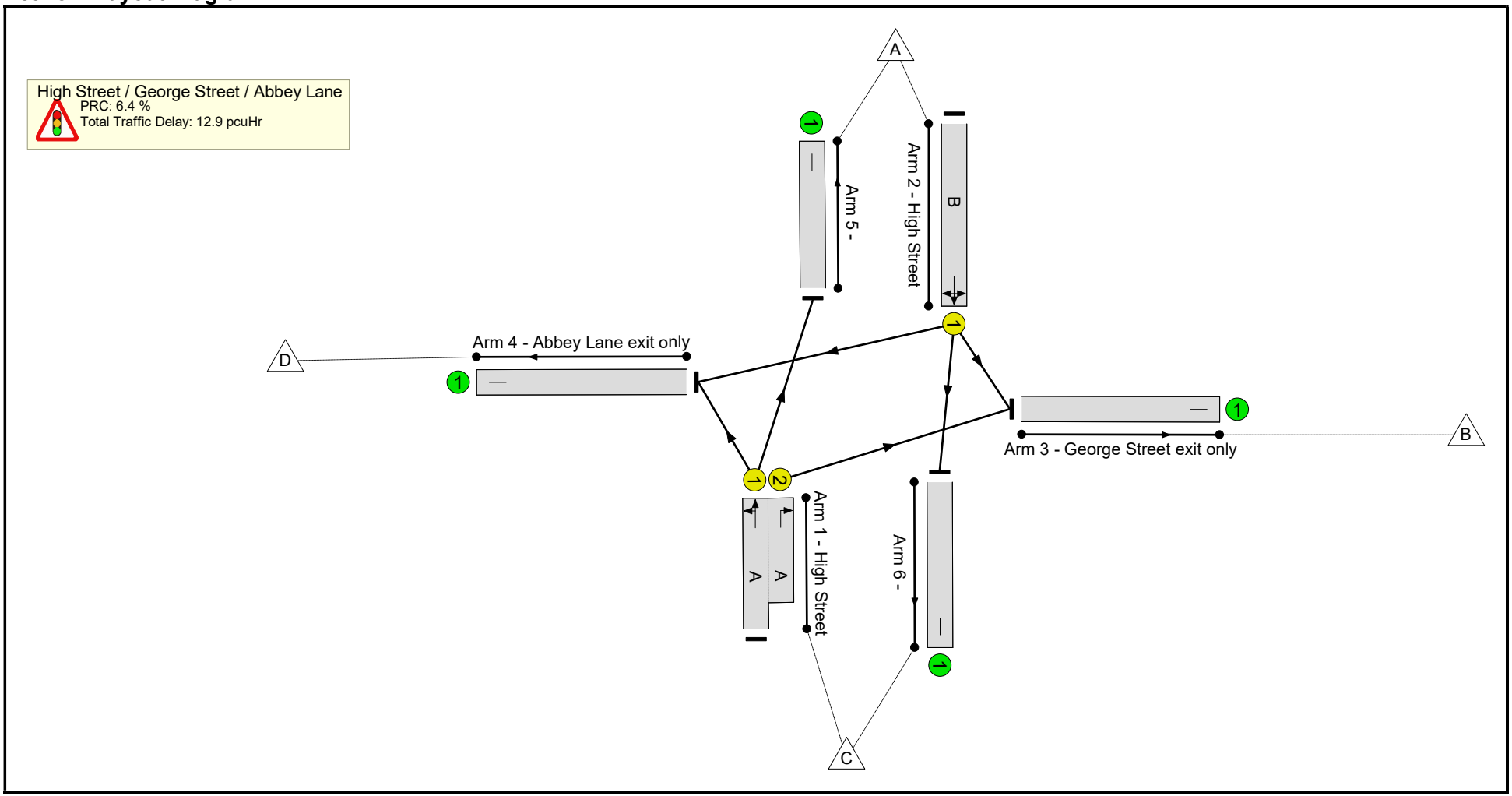
Stage	1	2	3
Duration	40	23	6
Change Point	0	47	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**
High Street / George Street / Abbey Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.5%**
1/1+1/2	High Street Right Left Ahead	U	N/A	N/A	A		1	40	-	931	1907:1731	576+525	84.5 : 84.5%
2/1	High Street Left Right Ahead	U	N/A	N/A	B		1	23	-	402	1855	495	81.3%
3/1	George Street exit only	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
4/1	Abbey Lane exit only	U	N/A	N/A	-		-	-	-	22	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	222	Inf	Inf	0.0%

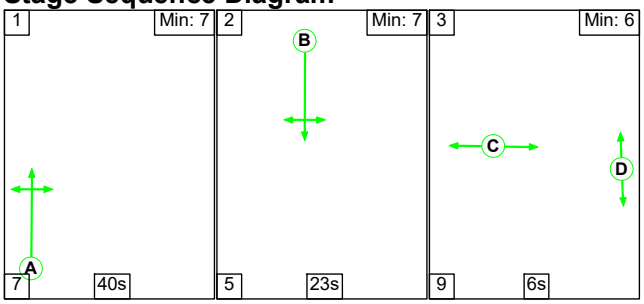
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.2**	**4.7**	**0.0**	**12.9**	**-**	**-**	**-**	**-**
High Street / George Street / Abbey Lane	**-**	**-**	**0**	**0**	**0**	**8.2**	**4.7**	**0.0**	**12.9**	**-**	**-**	**-**	**-**
1/1+1/2	931	931	-	-	-	4.8	2.7	-	7.4	28.7	12.2	2.7	14.9
2/1	402	402	-	-	-	3.5	2.1	-	5.5	49.5	9.4	2.1	11.5
3/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 6.4 Total Delay for Signalled Lanes (pcuHr): 12.94 Cycle Time (s): 90
PRC Over All Lanes (%): 6.4 Total Delay Over All Lanes(pcuHr): 12.94

Full Input Data And Results

Scenario 8: 'Scenario 8 ' (FG8: '2023 PM Base No LR', Plan 1: 'Network Control Plan 1')

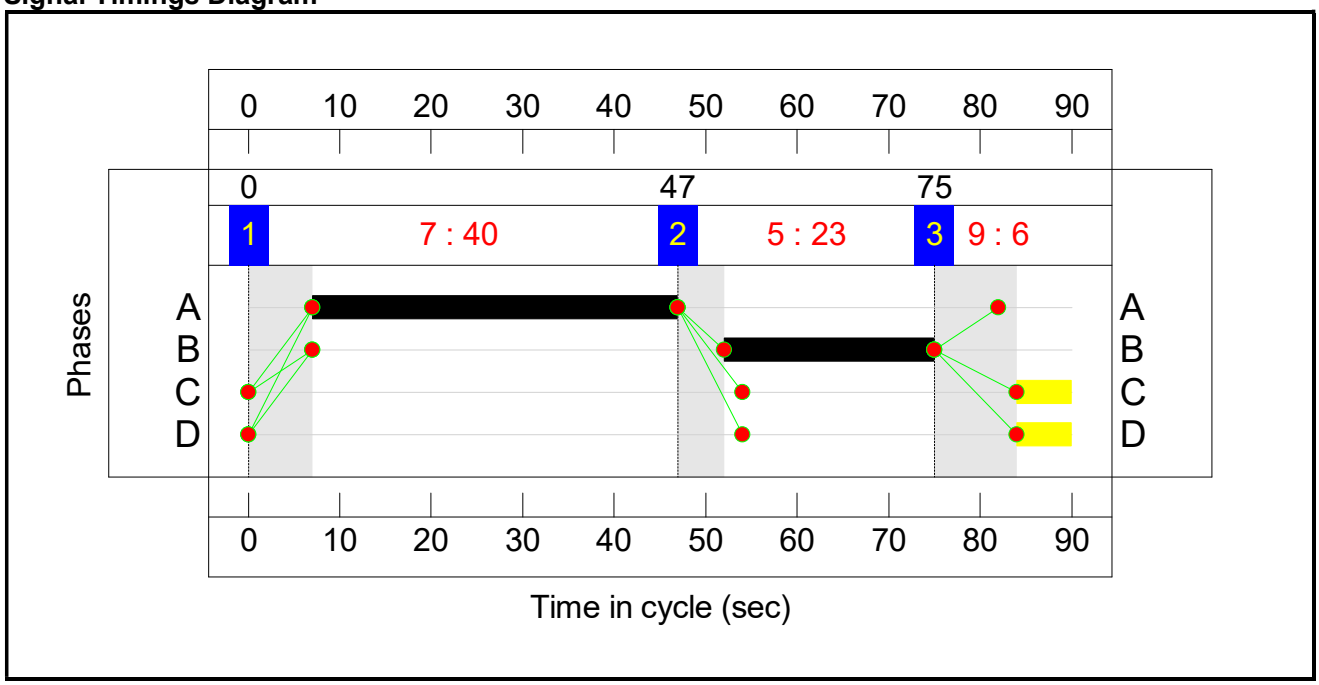
Stage Sequence Diagram



Stage Timings

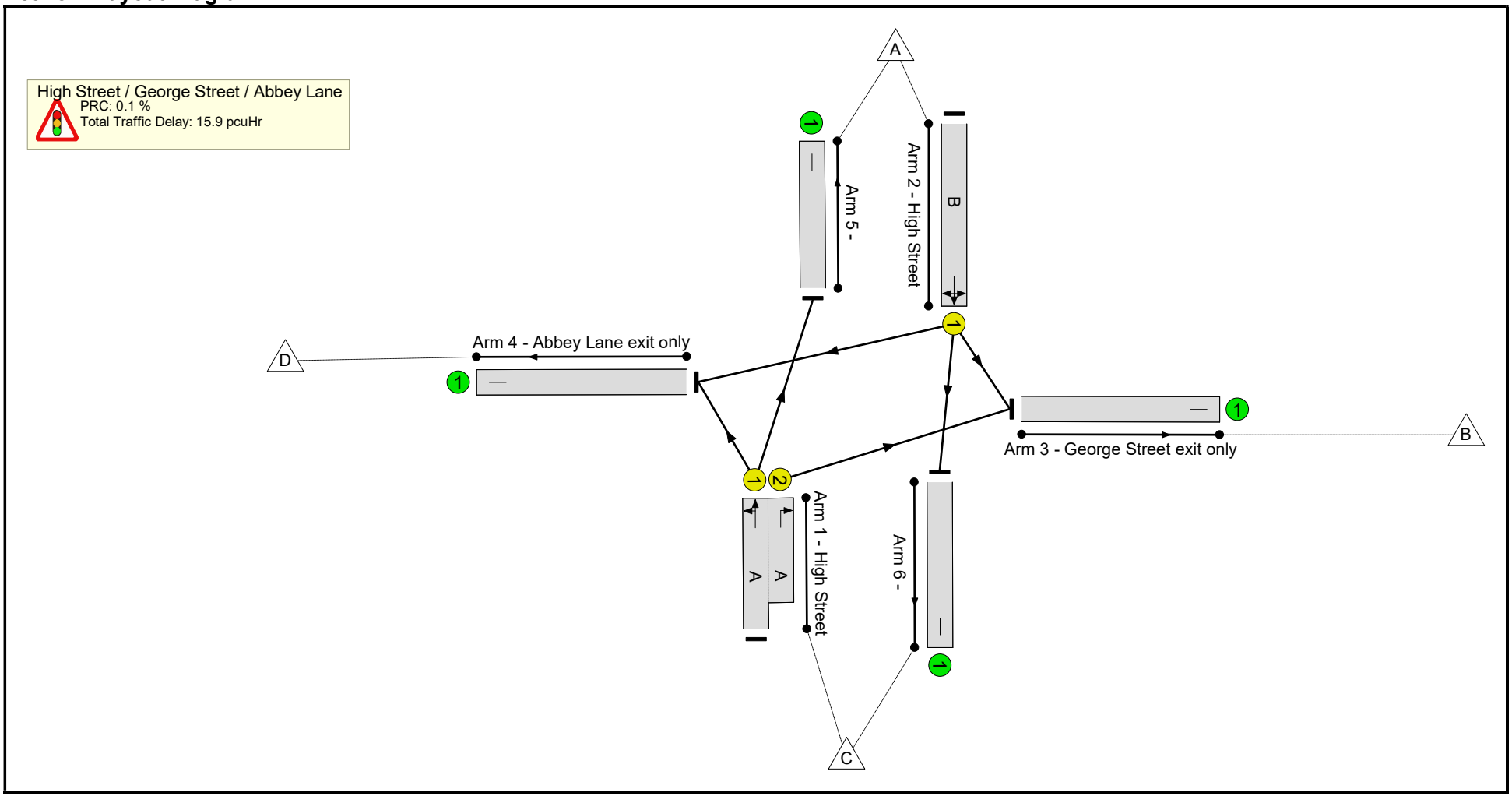
Stage	1	2	3
Duration	40	23	6
Change Point	0	47	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
High Street / George Street / Abbey Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.9%**
1/1+1/2	High Street Right Left Ahead	U	N/A	N/A	A		1	40	-	828	1885:1731	318+620	88.3 : 88.3%
2/1	High Street Left Right Ahead	U	N/A	N/A	B		1	23	-	452	1885	503	89.9%
3/1	George Street exit only	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
4/1	Abbey Lane exit only	U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%

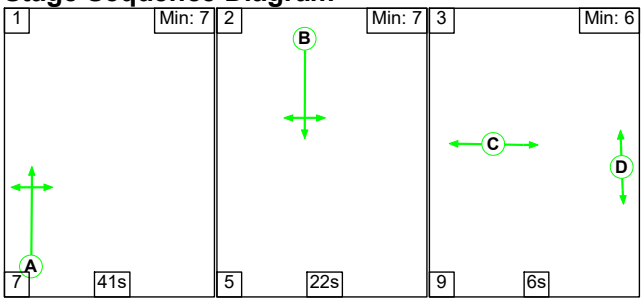
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**8.5**	**7.4**	**0.0**	**15.9**	**-**	**-**	**-**	**-**
High Street / George Street / Abbey Lane	**-**	**-**	**0**	**0**	**0**	**8.5**	**7.4**	**0.0**	**15.9**	**-**	**-**	**-**	**-**
1/1+1/2	828	828	-	-	-	4.5	3.5	-	8.0	35.0	14.6	3.5	18.1
2/1	452	452	-	-	-	4.0	3.9	-	7.9	62.7	10.8	3.9	14.7
3/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 0.1 Total Delay for Signalled Lanes (pcuHr): 15.91 Cycle Time (s): 90
PRC Over All Lanes (%): 0.1 Total Delay Over All Lanes(pcuHr): 15.91

Full Input Data And Results

Scenario 9: 'Scenario 9' (FG9: '2026 AM + CD No LR', Plan 1: 'Network Control Plan 1')

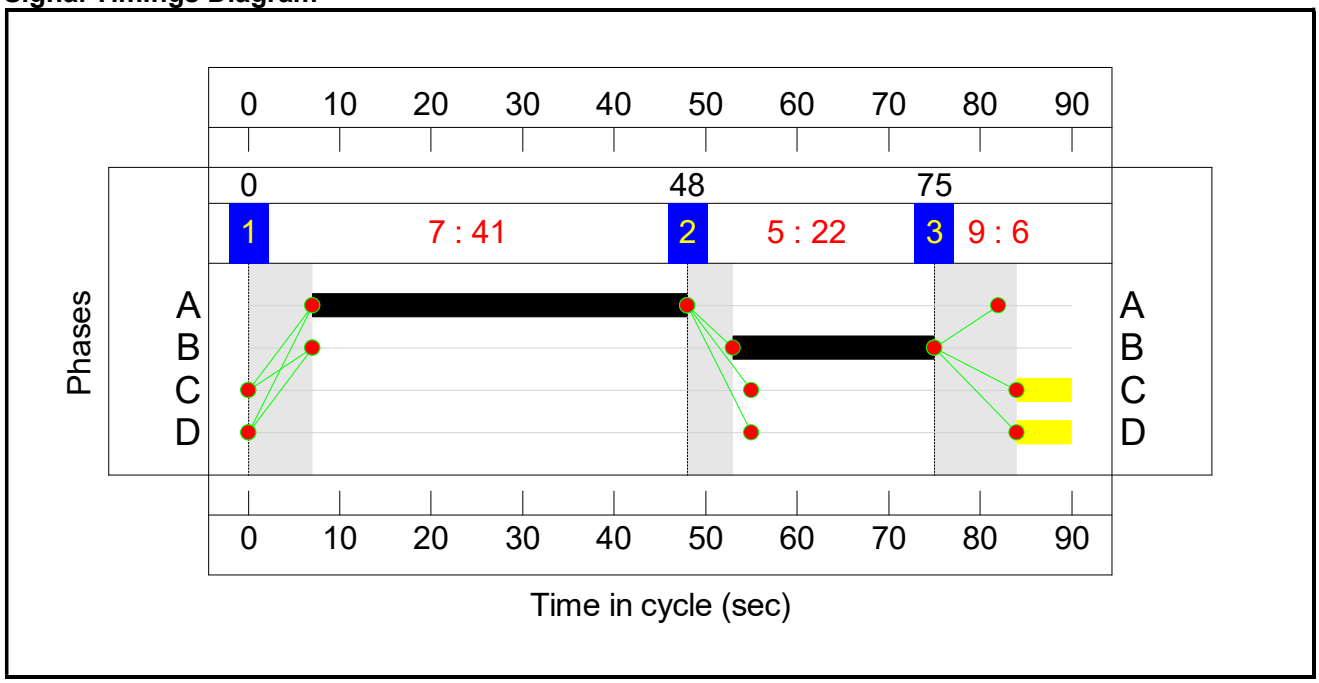
Stage Sequence Diagram



Stage Timings

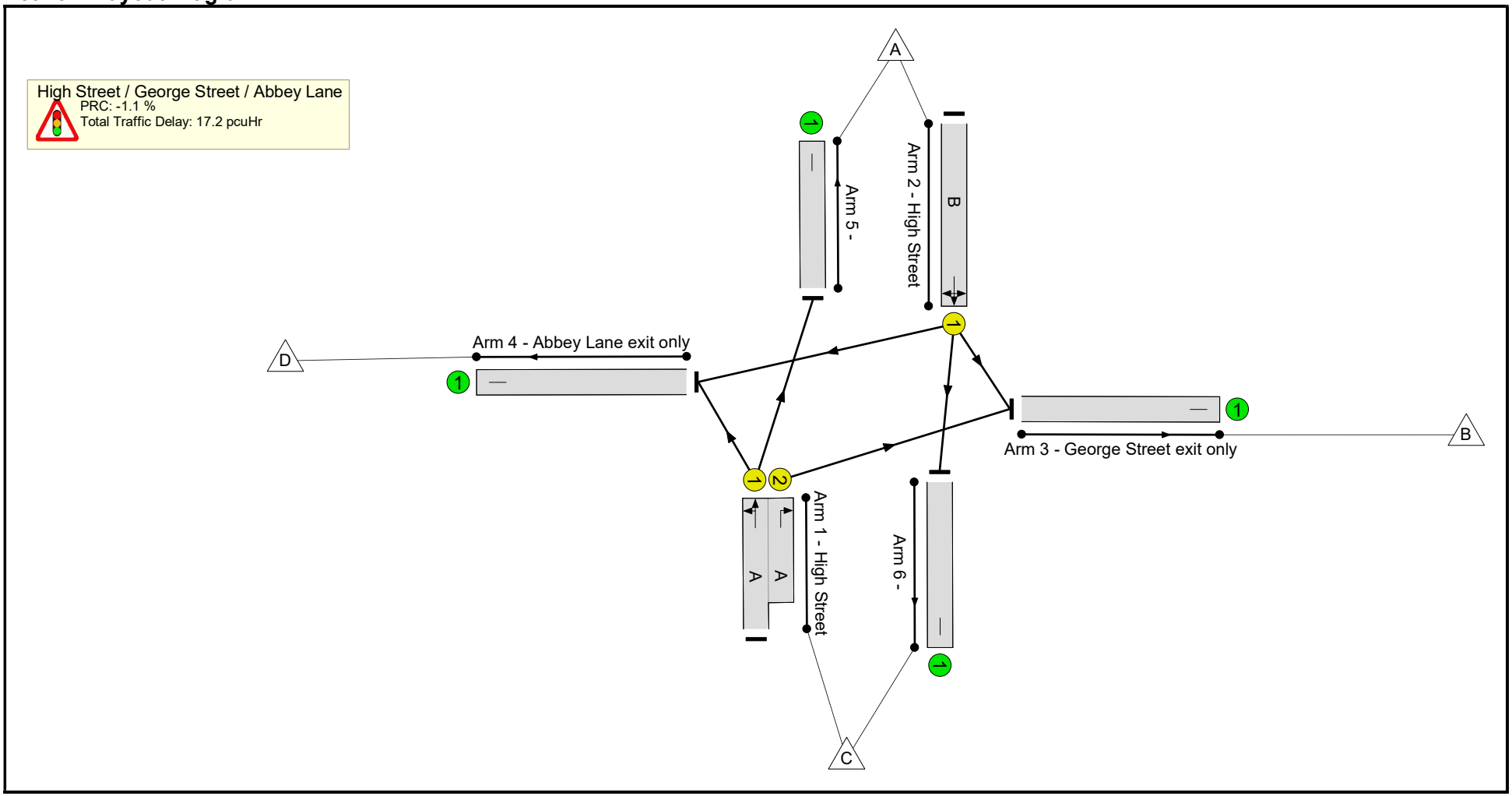
Stage	1	2	3
Duration	41	22	6
Change Point	0	48	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.0%**
High Street / George Street / Abbey Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.0%**
1/1+1/2	High Street Right Left Ahead	U	N/A	N/A	A		1	41	-	1015	1908:1731	568+547	91.0 : 91.0%
2/1	High Street Left Right Ahead	U	N/A	N/A	B		1	22	-	421	1852	473	89.0%
3/1	George Street exit only	U	N/A	N/A	-		-	-	-	676	Inf	Inf	0.0%
4/1	Abbey Lane exit only	U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%

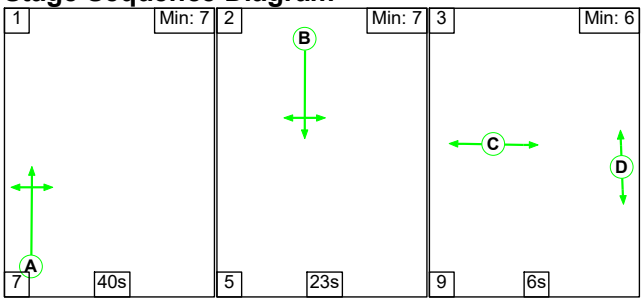
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.0**	**8.2**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
High Street / George Street / Abbey Lane	**-**	**-**	**0**	**0**	**0**	**9.0**	**8.2**	**0.0**	**17.2**	**-**	**-**	**-**	**-**
1/1+1/2	1015	1015	-	-	-	5.2	4.6	-	9.8	34.9	14.7	4.6	19.3
2/1	421	421	-	-	-	3.8	3.5	-	7.3	62.6	10.1	3.5	13.6
3/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -1.1 Total Delay for Signalled Lanes (pcuHr): 17.16 Cycle Time (s): 90
PRC Over All Lanes (%): -1.1 Total Delay Over All Lanes(pcuHr): 17.16

Full Input Data And Results

Scenario 10: 'Scenario 10' (FG10: '2026 PM + CD No LR', Plan 1: 'Network Control Plan 1')

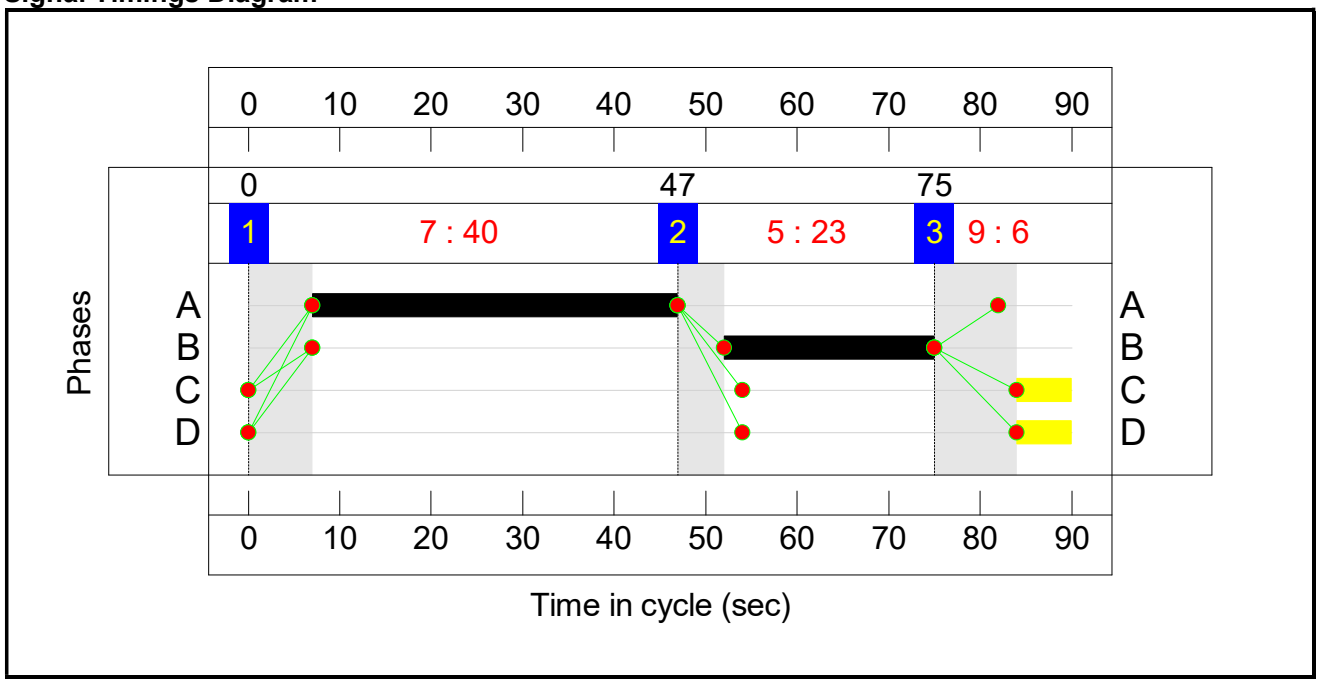
Stage Sequence Diagram



Stage Timings

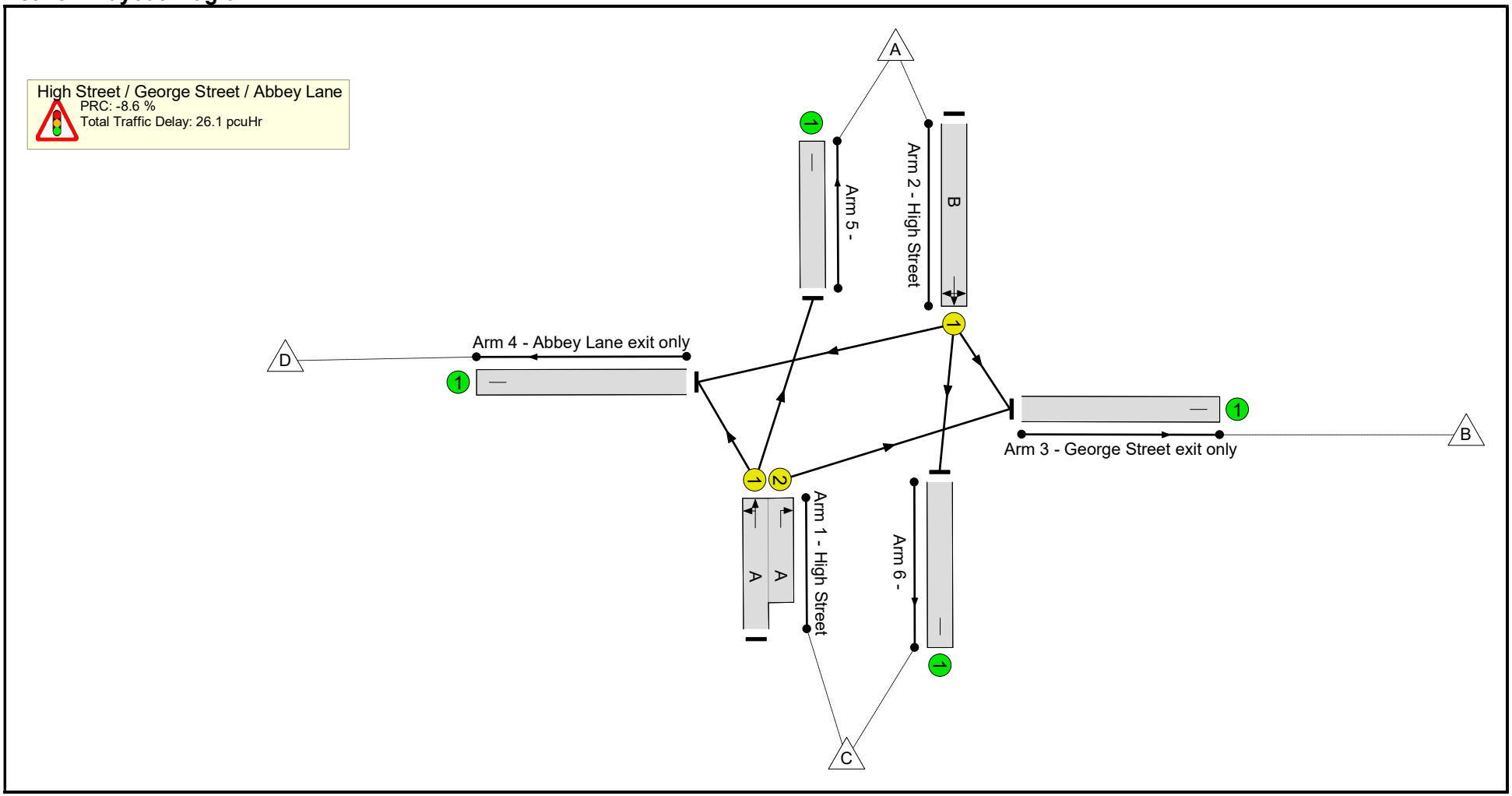
Stage	1	2	3
Duration	40	23	6
Change Point	0	47	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.7%**
High Street / George Street / Abbey Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.7%**
1/1+1/2	High Street Right Left Ahead	U	N/A	N/A	A		1	40	-	893	1885:1731	310+623	95.7 : 95.7%
2/1	High Street Left Right Ahead	U	N/A	N/A	B		1	23	-	489	1877	501	97.7%
3/1	George Street exit only	U	N/A	N/A	-		-	-	-	774	Inf	Inf	0.0%
4/1	Abbey Lane exit only	U	N/A	N/A	-		-	-	-	29	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%

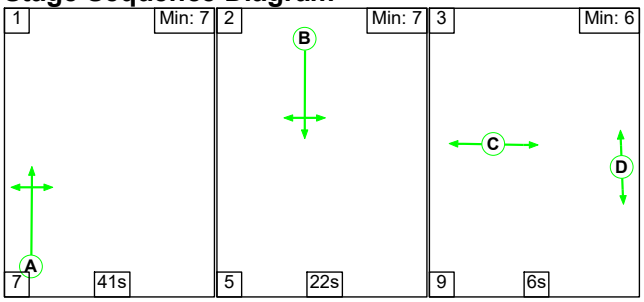
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**9.7**	**16.5**	**0.0**	**26.1**	-	-	-	-
High Street / George Street / Abbey Lane	-	-	**0**	**0**	**0**	**9.7**	**16.5**	**0.0**	**26.1**	-	-	-	-
1/1+1/2	893	893	-	-	-	5.2	7.9	-	13.1	53.0	17.6	7.9	25.5
2/1	489	489	-	-	-	4.4	8.5	-	13.0	95.6	12.1	8.5	20.6
3/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -8.6 Total Delay for Signalled Lanes (pcuHr): 26.13 Cycle Time (s): 90
PRC Over All Lanes (%): -8.6 Total Delay Over All Lanes(pcuHr): 26.13

Full Input Data And Results

Scenario 11: 'Scenario 11' (FG11: '2026 AM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

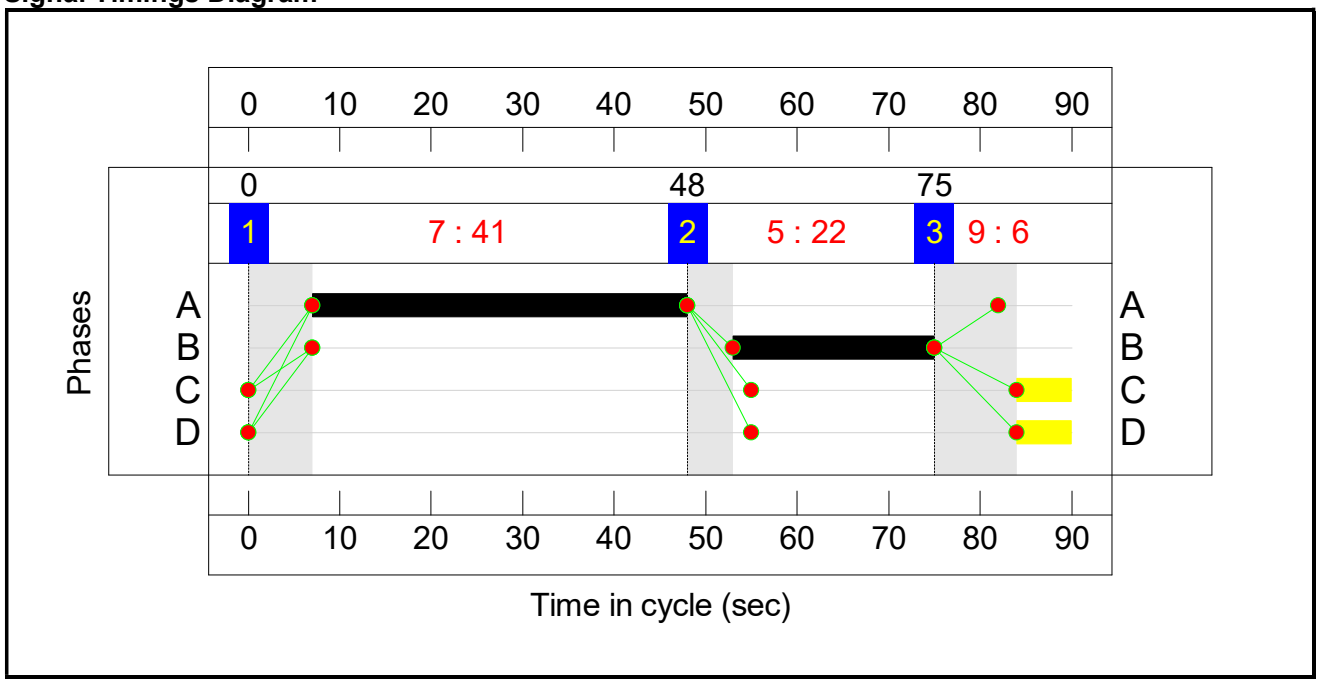
Stage Sequence Diagram



Stage Timings

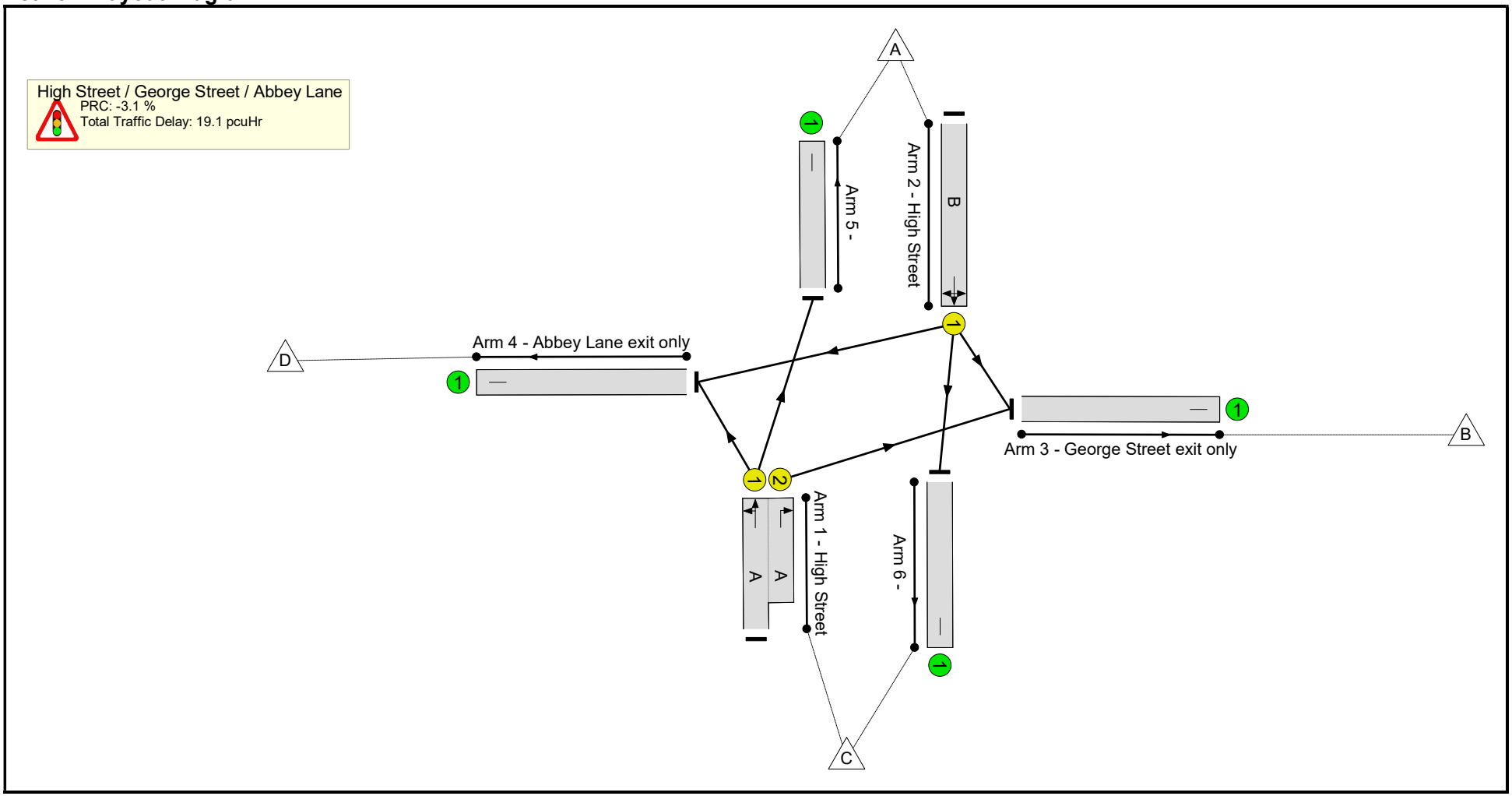
Stage	1	2	3
Duration	41	22	6
Change Point	0	48	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.8%**
High Street / George Street / Abbey Lane	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.8%**
1/1+1/2	High Street Right Left Ahead	U	N/A	N/A	A		1	41	-	1031	1908:1731	561+550	92.8 : 92.8%
2/1	High Street Left Right Ahead	U	N/A	N/A	B		1	22	-	429	1849	473	90.8%
3/1	George Street exit only	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
4/1	Abbey Lane exit only	U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%

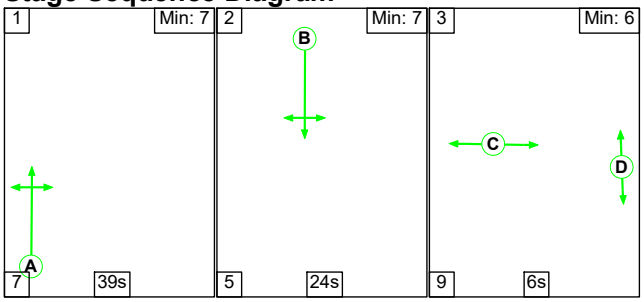
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.3**	**9.8**	**0.0**	**19.1**	**-**	**-**	**-**	**-**
High Street / George Street / Abbey Lane	**-**	**-**	**0**	**0**	**0**	**9.3**	**9.8**	**0.0**	**19.1**	**-**	**-**	**-**	**-**
1/1+1/2	1031	1031	-	-	-	5.4	5.7	-	11.1	38.6	15.8	5.7	21.4
2/1	429	429	-	-	-	3.9	4.1	-	8.0	67.2	10.4	4.1	14.5
3/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -3.1 Total Delay for Signalled Lanes (pcuHr): 19.07 Cycle Time (s): 90
PRC Over All Lanes (%): -3.1 Total Delay Over All Lanes(pcuHr): 19.07

Full Input Data And Results

Scenario 12: 'Scenario 12' (FG12: '2026 PM + CD + Dev No LR', Plan 1: 'Network Control Plan 1')

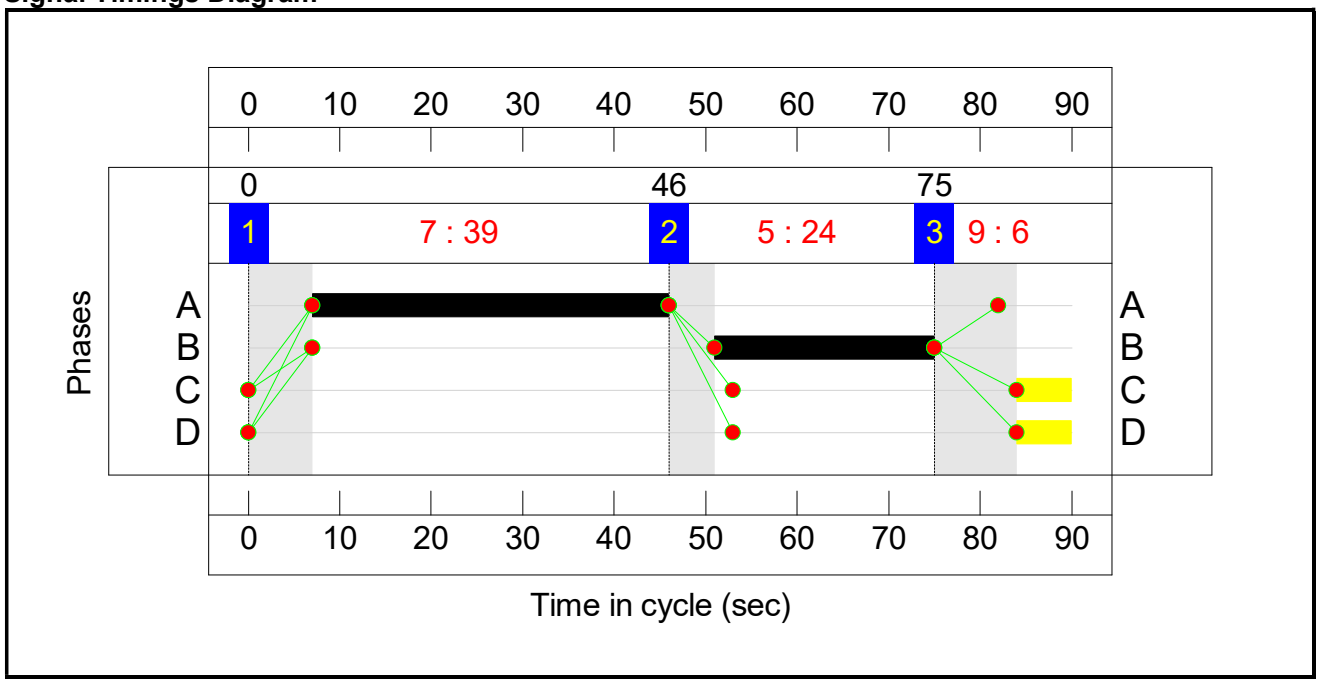
Stage Sequence Diagram



Stage Timings

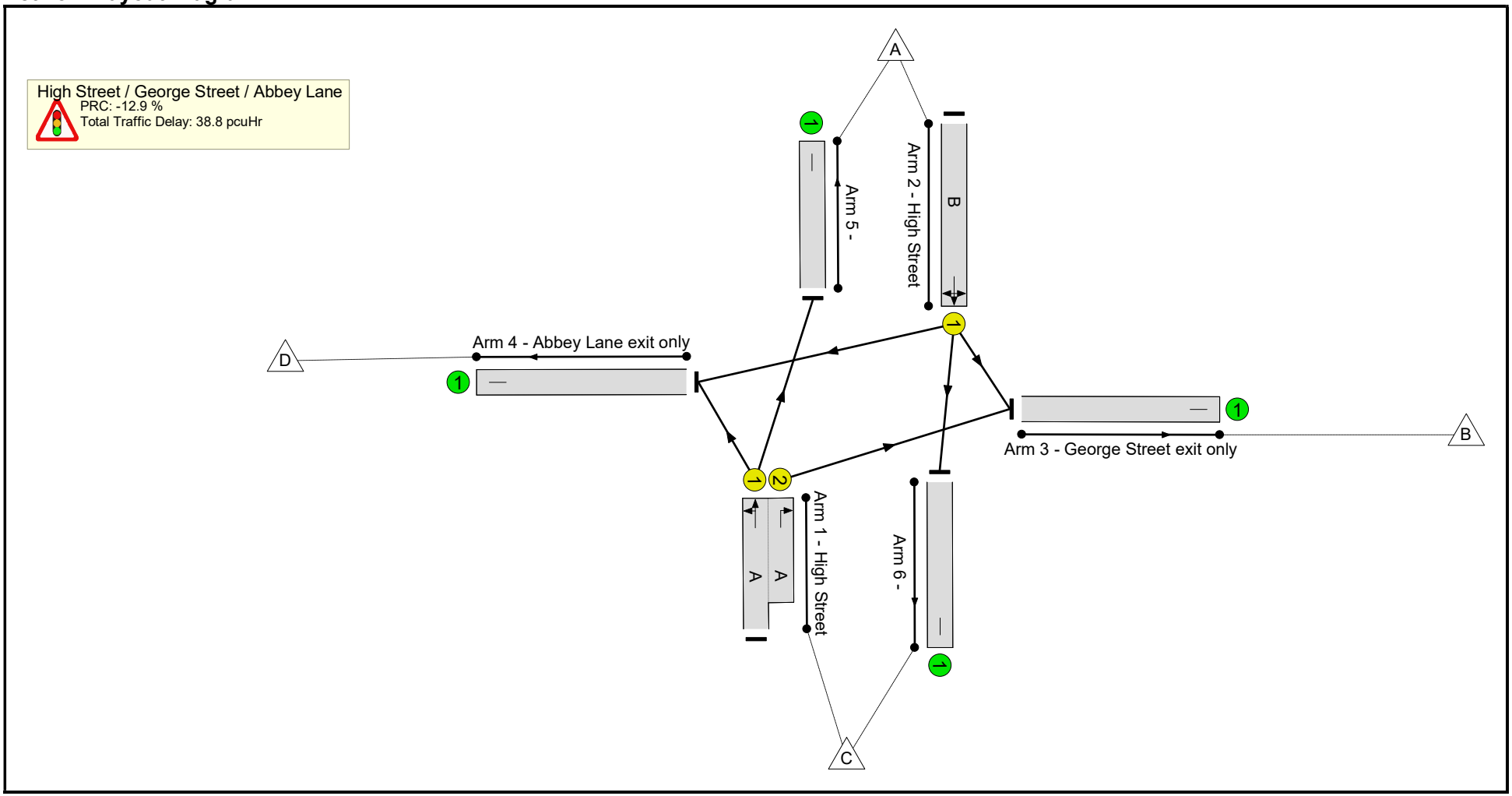
Stage	1	2	3
Duration	39	24	6
Change Point	0	46	75

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.6%**
High Street / George Street / Abbey Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.6%**
1/1+1/2	High Street Right Left Ahead	U	N/A	N/A	A		1	39	-	923	1885:1731	294+614	101.6 : 101.6%
2/1	High Street Left Right Ahead	U	N/A	N/A	B		1	24	-	507	1870	519	97.6%
3/1	George Street exit only	U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
4/1	Abbey Lane exit only	U	N/A	N/A	-		-	-	-	29	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	280	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**10.9**	**27.9**	**0.0**	**38.8**	-	-	-	-
High Street / George Street / Abbey Lane	-	-	**0**	**0**	**0**	**10.9**	**27.9**	**0.0**	**38.8**	-	-	-	-
1/1+1/2	923	909	-	-	-	6.3	19.4	-	25.7	100.3	20.9	19.4	40.2
2/1	507	507	-	-	-	4.5	8.6	-	13.1	93.1	12.5	8.6	21.1
3/1	810	810	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

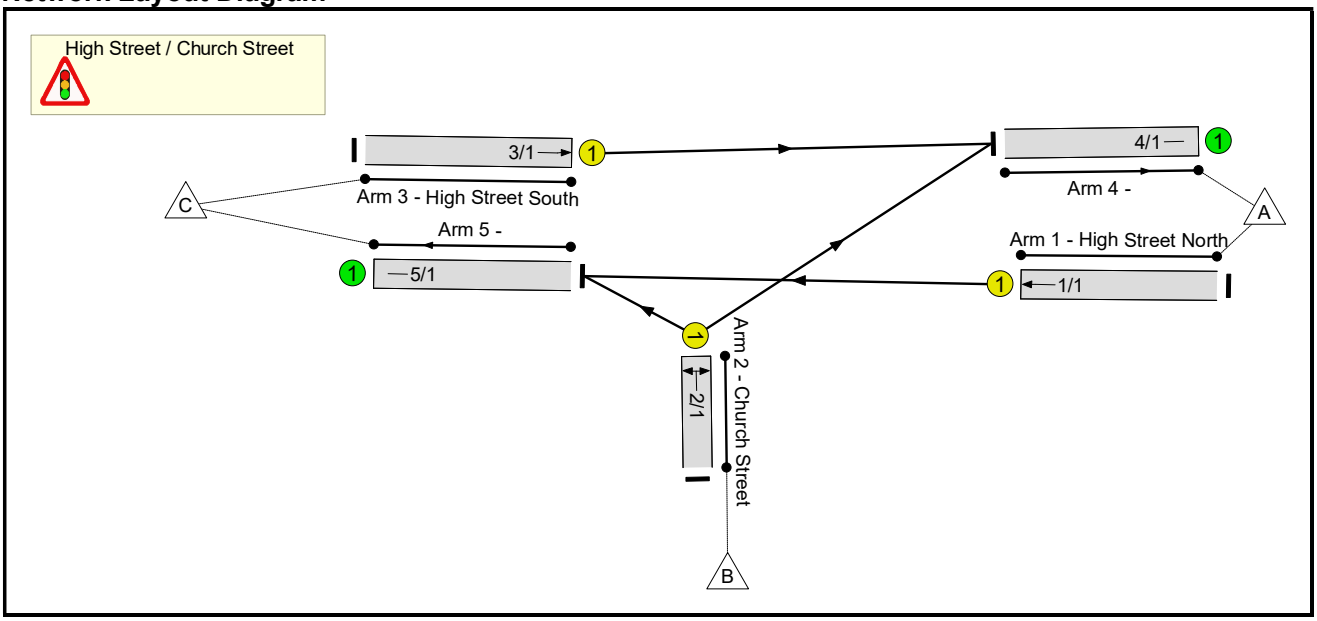
C1 PRC for Signalled Lanes (%): -12.9 Total Delay for Signalled Lanes (pcuHr): 38.81 Cycle Time (s): 90
PRC Over All Lanes (%): -12.9 Total Delay Over All Lanes(pcuHr): 38.81

Full Input Data And Results

User and Project Details

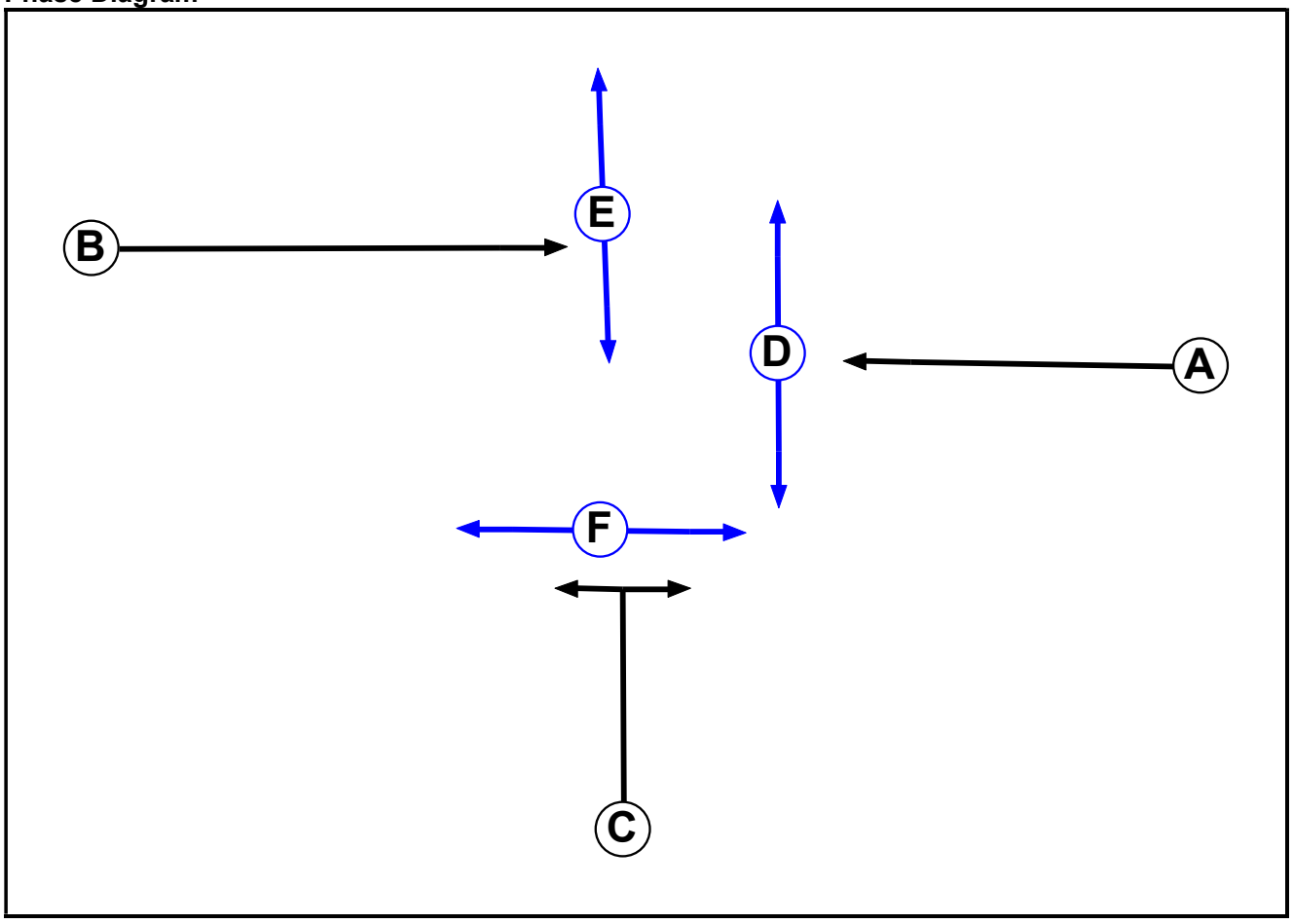
Project:	
Title:	
Location:	
Additional detail:	
File name:	High Street_ Church Street Proposed.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



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	Pedestrian		5	5
E	Pedestrian		5	5
F	Pedestrian		5	5

Full Input Data And Results

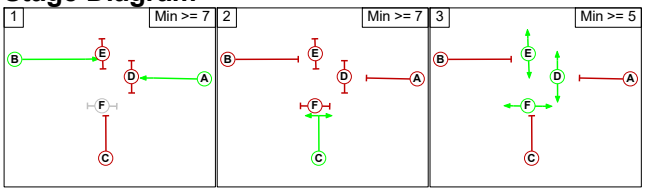
Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		-	5	5	5	-
	B	-		5	5	5	-
	C	7	7		5	5	5
	D	8	9	9		-	-
	E	9	8	9	-		-
	F	-	-	8	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D E F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		5	5
	2	7		5
	3	9	9	

Full Input Data And Results

Give-Way Lane Input Data

Junction: High Street / Church Street
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: High Street / Church Street												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (High Street North)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
2/1 (Church Street)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Right	15.00
											Arm 5 Left	15.00
3/1 (High Street South)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 AM Plus Dev With LR'	08:00	09:00	01:00	
2: '2026 PM Plus Dev With LR'	17:00	18:00	01:00	
3: '2026 AM Plus Dev No LR'	08:00	09:00	01:00	
4: '2026 PM Plus Dev No LR'	17:00	18:00	01:00	

Scenario 1: 'Scenario 1' (FG1: '2026 AM Plus Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	293	293
	B	478	0	119	597
	C	496	0	0	496
	Tot.	974	0	412	1386

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: High Street / Church Street	
1/1	293
2/1	597
3/1	496
4/1	974
5/1	412

Full Input Data And Results

Lane Saturation Flows

Junction: High Street / Church Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street North)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Church Street)	3.00	0.00	Y	Arm 4 Right	15.00	80.1 %	1741	1741
				Arm 5 Left	15.00	19.9 %		
3/1 (High Street South)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'Scenario 2' (FG2: '2026 PM Plus Dev With LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	437	437
	B	289	0	116	405
	C	269	0	0	269
	Tot.	558	0	553	1111

Traffic Lane Flows

Lane	Scenario 2: Scenario 2
Junction: High Street / Church Street	
1/1	437
2/1	405
3/1	269
4/1	558
5/1	553

Lane Saturation Flows

Junction: High Street / Church Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street North)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Church Street)	3.00	0.00	Y	Arm 4 Right	15.00	71.4 %	1741	1741
				Arm 5 Left	15.00	28.6 %		
3/1 (High Street South)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Scenario 3' (FG3: '2026 AM Plus Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	263	263
	B	466	0	171	637
	C	487	0	0	487
	Tot.	953	0	434	1387

Traffic Lane Flows

Lane	Scenario 3: Scenario 3
Junction: High Street / Church Street	
1/1	263
2/1	637
3/1	487
4/1	953
5/1	434

Lane Saturation Flows

Junction: High Street / Church Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street North)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Church Street)	3.00	0.00	Y	Arm 4 Right	15.00	73.2 %	1741	1741
				Arm 5 Left	15.00	26.8 %		
3/1 (High Street South)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Scenario 4' (FG4: '2026 PM Plus Dev No LR', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	0	395	395
	B	293	0	127	420
	C	253	0	0	253
	Tot.	546	0	522	1068

Full Input Data And Results

Traffic Lane Flows

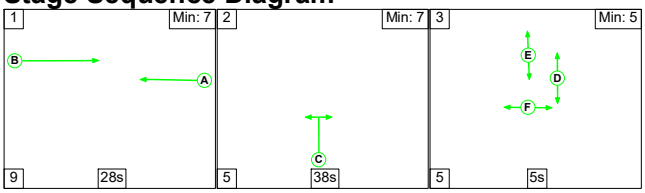
Lane	Scenario 4: Scenario 4
Junction: High Street / Church Street	
1/1	395
2/1	420
3/1	253
4/1	546
5/1	522

Lane Saturation Flows

Junction: High Street / Church Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (High Street North)	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/1 (Church Street)	3.00	0.00	Y	Arm 4 Right	15.00	69.8 %	1741	1741
				Arm 5 Left	15.00	30.2 %		
3/1 (High Street South)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Scenario 1' (FG1: '2026 AM Plus Dev With LR', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



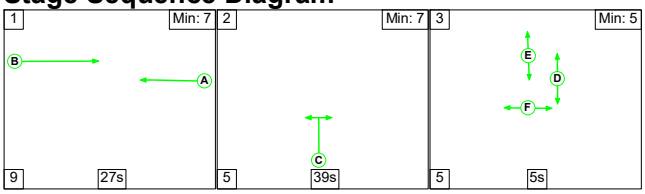
Stage Timings

Stage	1	2	3
Duration	28	38	5
Change Point	0	37	80

Full Input Data And Results

Scenario 3: 'Scenario 3' (FG3: '2026 AM Plus Dev No LR', Plan 1: 'Network Control Plan 1')

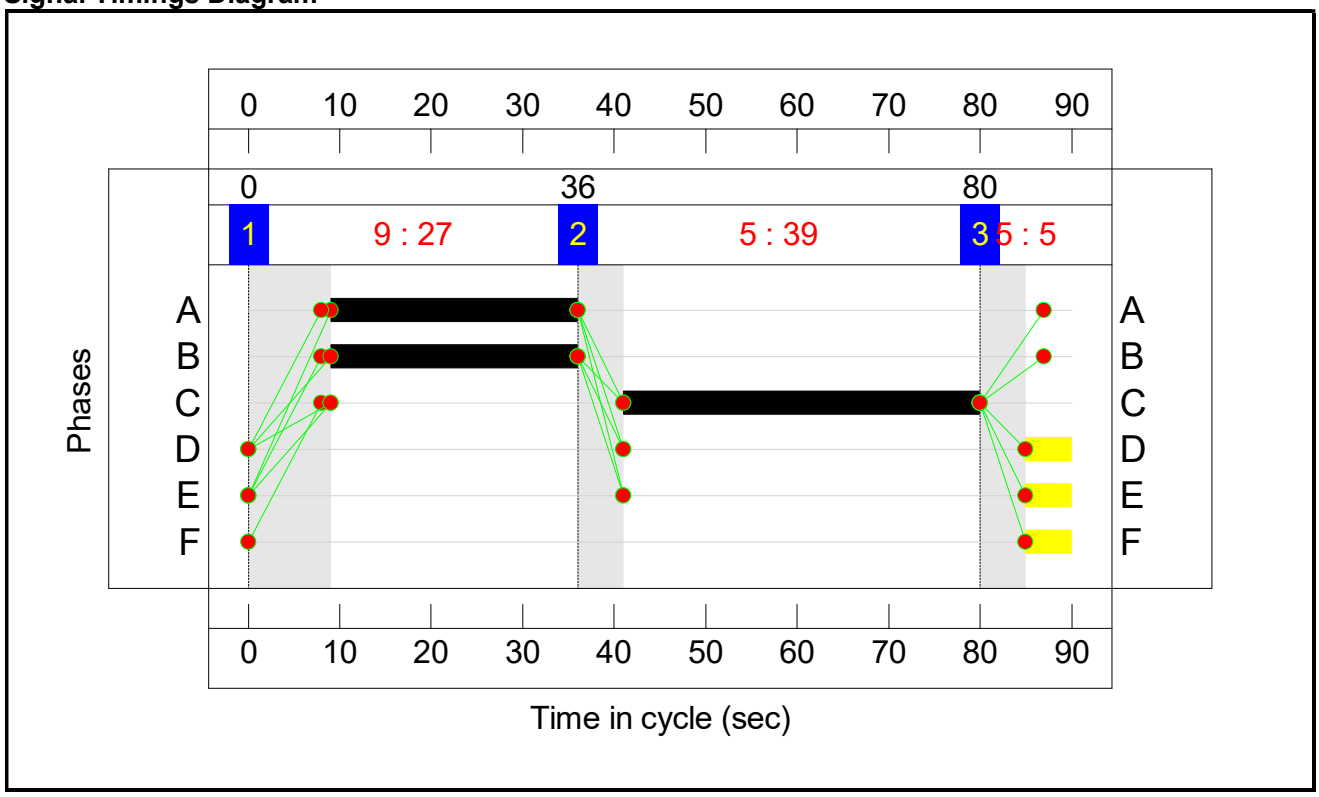
Stage Sequence Diagram



Stage Timings

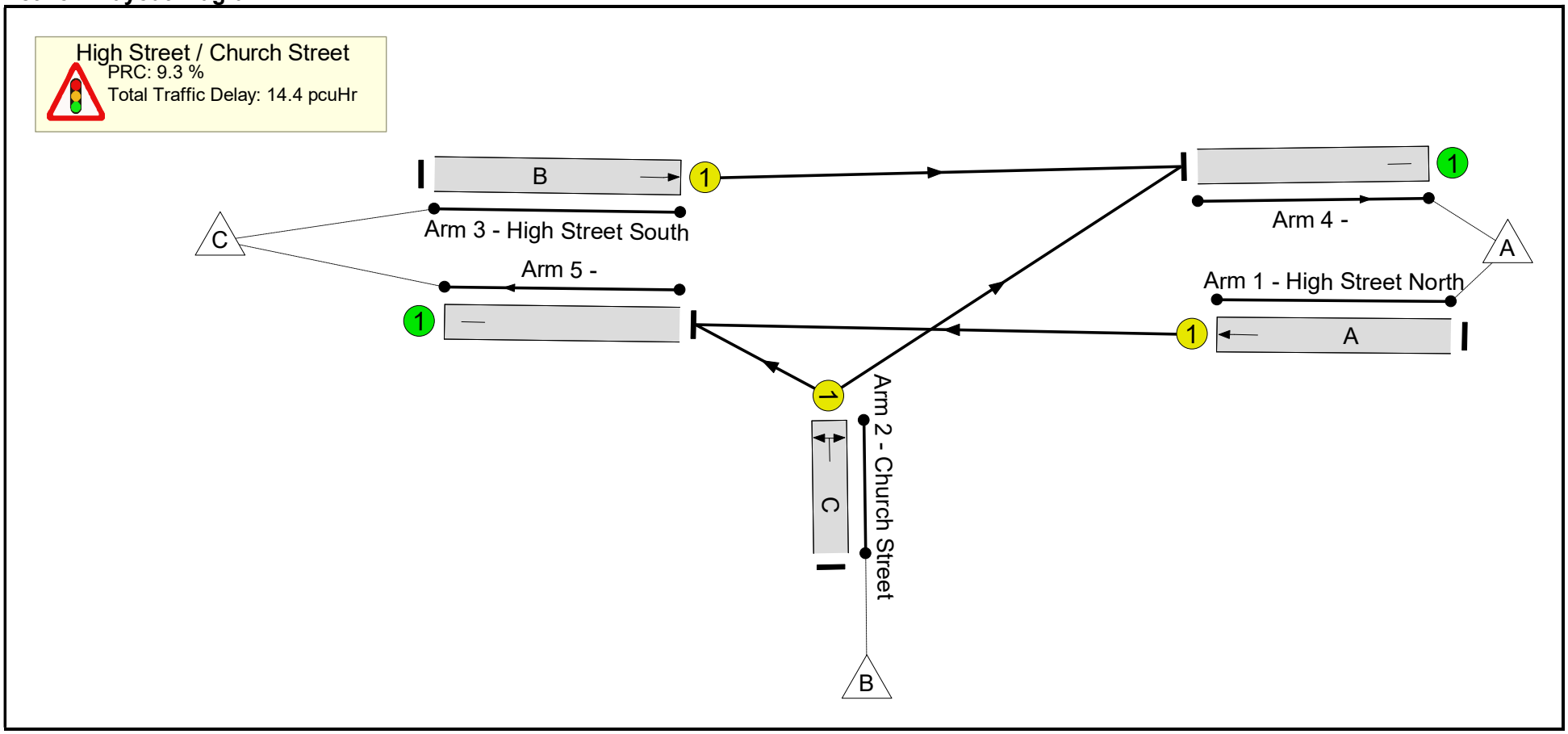
Stage	1	2	3
Duration	27	39	5
Change Point	0	36	80

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
High Street / Church Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.3%**
1/1	High Street North Ahead	U	N/A	N/A	A		1	27	-	263	1915	596	44.1%
2/1	Church Street Right Left	U	N/A	N/A	C		1	39	-	637	1741	774	82.3%
3/1	High Street South Ahead	U	N/A	N/A	B		1	27	-	487	1915	596	81.7%
4/1		U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%

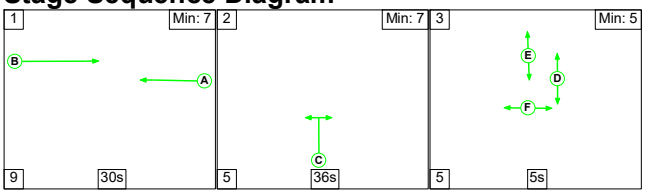
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**9.6**	**4.8**	**0.0**	**14.4**	**-**	**-**	**-**	**-**
High Street / Church Street	**-**	**-**	**0**	**0**	**0**	**9.6**	**4.8**	**0.0**	**14.4**	**-**	**-**	**-**	**-**
1/1	263	263	-	-	-	1.8	0.4	-	2.2	30.2	5.2	0.4	5.6
2/1	637	637	-	-	-	3.9	2.3	-	6.1	34.6	13.8	2.3	16.1
3/1	487	487	-	-	-	3.9	2.2	-	6.0	44.6	11.2	2.2	13.4
4/1	953	953	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.3 Total Delay for Signalled Lanes (pcuHr): 14.36 Cycle Time (s): 90
PRC Over All Lanes (%): 9.3 Total Delay Over All Lanes(pcuHr): 14.36

Full Input Data And Results

Scenario 4: 'Scenario 4' (FG4: '2026 PM Plus Dev No LR', Plan 1: 'Network Control Plan 1')

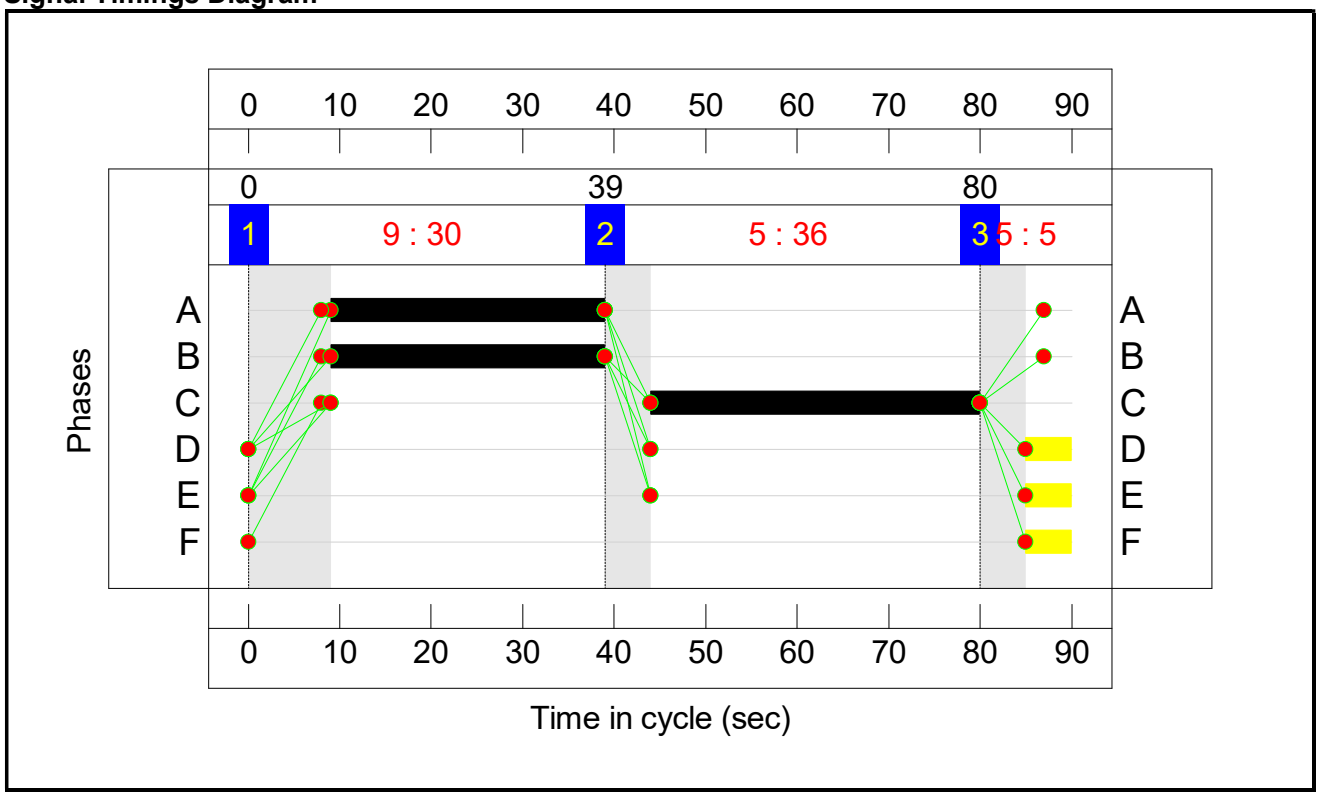
Stage Sequence Diagram



Stage Timings

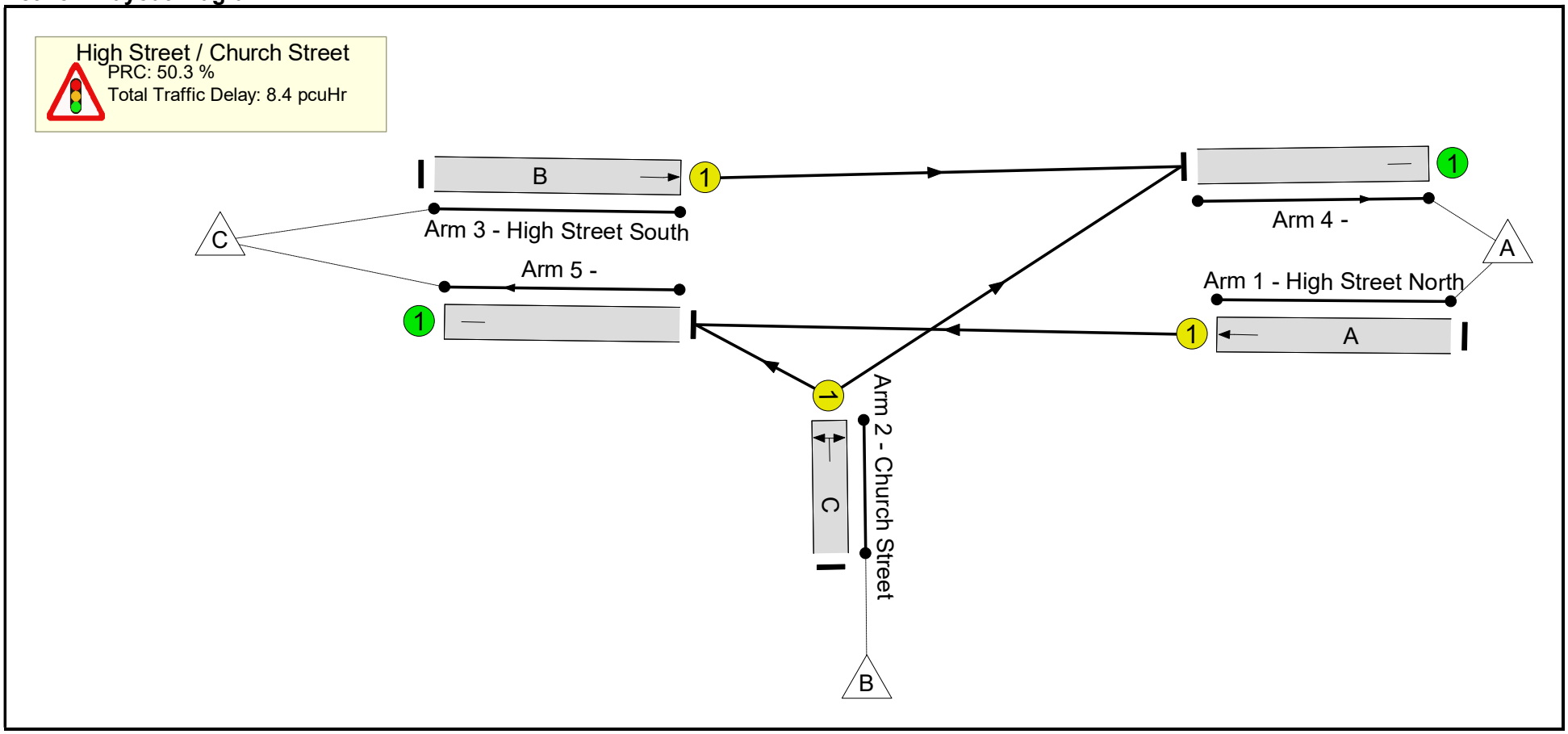
Stage	1	2	3
Duration	30	36	5
Change Point	0	39	80

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.9%**
High Street / Church Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.9%**
1/1	High Street North Ahead	U	N/A	N/A	A		1	30	-	395	1915	660	59.9%
2/1	Church Street Right Left	U	N/A	N/A	C		1	36	-	420	1741	716	58.7%
3/1	High Street South Ahead	U	N/A	N/A	B		1	30	-	253	1915	660	38.4%
4/1		U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**0**	**0**	**0**	**6.6**	**1.8**	**0.0**	**8.4**	-	-	-	-
High Street / Church Street	-	-	**0**	**0**	**0**	**6.6**	**1.8**	**0.0**	**8.4**	-	-	-	-
1/1	395	395	-	-	-	2.7	0.7	-	3.4	31.1	8.1	0.7	8.9
2/1	420	420	-	-	-	2.4	0.7	-	3.1	26.6	8.1	0.7	8.8
3/1	253	253	-	-	-	1.6	0.3	-	1.9	26.7	4.7	0.3	5.0
4/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 50.3 Total Delay for Signalled Lanes (pcuHr): 8.40 Cycle Time (s): 90
PRC Over All Lanes (%): 50.3 Total Delay Over All Lanes(pcuHr): 8.40