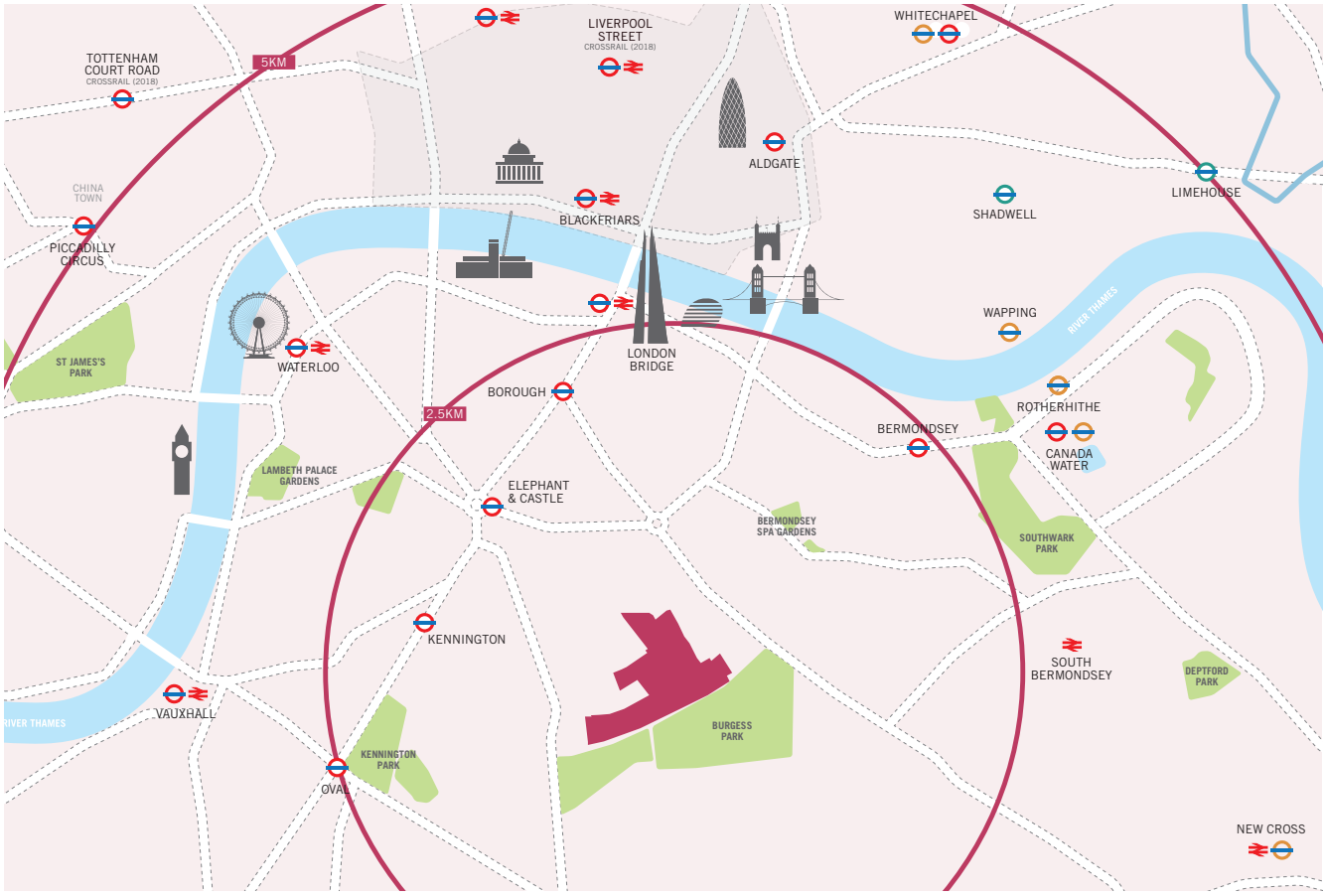

Planning Application for the Aylesbury Estate Regeneration

Masterplan & First Development Site Application

Transport Assessment

WSP

v1

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AYLESBURYNOW

Quality Management

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks	First Issue	Final		
Date	11/09/14	23/09/14		
Prepared by	David Gooding / Sarah Betts	David Gooding / Sarah Betts		
Signature				
Checked by	Ian Dimbylow	Ian Dimbylow		
Signature				
Authorised by	David Brimmer	David Brimmer		
Signature				
Project number	50600304	50600304		
Report number				
File reference		140923-TA-Final.docx		

Transport Assessment

Aylesbury Regeneration

23/09/2014

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1 Executive Summary

This Transport Assessment has been prepared on behalf of Notting Hill Housing Trust to support a planning application for the proposed regeneration of the Aylesbury Estate in Southwark.

The development proposals involve the demolition of the existing Aylesbury Estate and construction of 3,560 dwellings (2,647 of which replace existing units). The development proposals include construction of:

- Early Years Facilities;
- An Extra Care Facility;
- A Learning Disabilities Centre;
- Medical centre;
- Community centres;
- Retail units; and
- Employment units.

Many of the non-residential uses re-provide existing facilities within the site as part of the new masterplan, but provide new facilities tailored to the new site layout.

The Aylesbury Regeneration area is well situated for travel by sustainable modes of travel, with a very low car mode share in the local area. The site is located close to local shops and facilities which are within a short walk.

There are good quality bus links from the Aylesbury Regeneration area. In the future, improvements to street and bus networks are predicted to improve the accessibility (PTAL score) of the Aylesbury Regeneration area.

The accident records indicate that there are no unusual accident patterns/ clusters within the study area. A number of accidents were recorded in the study area, but the causes of these accidents do not indicate any overall trends.

Traffic capacity analysis indicates that the majority of the junctions in the study area are currently operating with spare capacity due to reductions in vehicle traffic in recent years. The future scenario traffic modelling indicates that the majority of the existing junctions will operate satisfactorily.

Works are proposed to Albany Road to improve the public realm, create a 'Park Road' and increase pedestrian connectivity to Burgess Park. These measures are predicted to reduce traffic capacity at the Portland Street, Wells Way and Thurlow Street junctions. It is considered that this capacity reduction is acceptable in line with the desire to improve the environment for pedestrians and cyclists and to meet the aspirations of the AAAP.

It is acknowledged that wider area cycle strategies are currently being prepared by Southwark Council that may affect the area, particularly Portland Street and Albany Road. Flexibility in the highway design has been provided to allow schemes to be developed without adversely affecting the development proposals.

The pedestrian and cyclist trips from the proposed development are not predicted to have a significant impact on the local area, with trips dissipating into the permeable street network towards key destinations such as Elephant and Castle Station, Walworth High Street and local schools.

It is predicted that the proposed development will have an impact on local bus services, particularly those services which run through or past the Aylesbury Regeneration area on Albany Road and Thurlow Street. A financial contribution will be made to TfL towards improving bus services through the Aylesbury Regeneration area.

In addition to the financial contributions, the following mitigation measures will be provided as part of the development proposals:

- 16 car club parking spaces (to be operated/ managed by the Southwark Council's car club operator Zipcar), plus a contribution towards their operation.
- Improved pedestrian routes within the Aylesbury Regeneration area;
- Quiet, cycle friendly streets within the Aylesbury Regeneration area;
- Infrastructure for installing London Cycle Hire docking stations in the site;
- Car and cycle parking;
- Site-wide Travel plan;
- Delivery and Servicing Plan; and
- Construction Logistics Plan.

During construction of the development, HGV movements will be carefully managed, with particular emphasis on cycle safety. Adjacent to the site, alternative pedestrian and cycle routes will be provided where temporary closures are required.

In conclusion, this Transport Assessment has been prepared to assess the impact of the proposed Aylesbury Regeneration on the transport network surrounding the site.

The site proposals are for the complete regeneration of the area with the demolition of the existing buildings and the construction of a new network of streets providing a mix of housing, flats and other facilities.

The development proposals are considered to offer a positive transport benefit to the local area by:

- introducing a more permeable street network for pedestrians and cyclists;
- improving the environment for pedestrians and cyclists within the site; and
- improving public transport services and accessibility in the local area.

The proposed urban realm scheme on Albany Road also provides improvements to facilities for pedestrians and cyclists. Overall, it is considered that the transport impacts of the development are mitigated by the proposals and that there is no reason to refuse the development on transport grounds.

2 Introduction

2.1 Purpose of Report

2.1.1 This document is the Transport Assessment (TA) relating to the proposed regeneration of the Aylesbury Estate in Southwark. The Transport Assessment accompanies the planning application to provide information on the implications for the transport network of the development proposals. It has been prepared so that can be read standalone document, further information on non-transport aspects of the proposals can be found in the other planning application documents.

2.1.2 A Transport Assessment considers the major modes of transport and provides a review of the existing situation, analysis of the likely conditions after development and recommends any mitigation measures that may be necessary.

2.1.3 The scope of this document was established using the Transport for London (TfL) 'Transport Assessment Best Practice Guidance, 2010'. The details of the scope of assessment were then the subject of discussions with the London Borough of Southwark (LBS) and TfL through formal pre-application consultation.

2.1.4 The redevelopment of the area considered in this TA is being progressed as two planning applications.

- Application 1 – 'First Development Site' detailed application; and
- Application 2 – 'Masterplan' outline application.

2.1.5 The extent of the applications is shown on Figure 1. A site location plan that looks at the site in a wider context if provided as Figure 2.

2.1.6 This document generally considers the combined effects of development of both of the above applications and all references in this document to the development proposals should be considered to be the combination of both of the above applications. However, a separate detailed assessment of the First Development Site (FDS) is provided at Appendix A. This considers the effects should the FDS happen as a standalone development.

2.2 Report Structure

2.2.1 The remainder of Section 2 of the TA sets out some background to the development proposals, the policy that applies to the development and information about committed developments that have been taken into consideration.

2.2.2 Section 3 of the TA provides information on the existing transport conditions across all major modes of travel and provides a review of traffic accident statistics.

2.2.3 Section 4 of the TA explains how the future trip generation of the proposed development has been established and distributed onto the transport network.

2.2.4 Section 5 considers the impacts of the change in vehicle traffic levels on the road network.

2.2.5 Section 6 considers the impacts of the change in pedestrian and cycle movements on the highway network.

2.2.6 Section 7 considers the impacts of the change in public transport users on the public transport network.

2.2.7 Section 8 sets out the proposed mitigation measures and planning obligations that are necessary to ensure that the development has an acceptable transport impact.

2.3 Development Proposals

2.3.1 This TA considers the transport impacts of the regeneration of the Aylesbury Estate in Southwark the boundary of which is indicated on Figure 1. The proposals are for the demolition of 2,647 dwellings along with the other associated non-residential uses on the site and the construction of up to 3,560 dwellings (of which 50 are extra care) and associated facilities within the same area. A masterplan for the development of the site is provided at Appendix B.

2.3.2 The new dwellings will be 50% affordable homes and comprise the expected following mix of units as set out in Table 2.1 below.

Table 2.1 – Schedule of new dwellings

Dwelling type	Number of Units
Extra Care	50
Flats	2,328
Maisonettes	600
Houses	582
Total	**3,560**

2.3.3 In addition to the residential uses a number of non-residential facilities have been assessed. These are summarised in Table 2.2 below

Table 2.2 – Proposed Non-residential Uses

Use	Size (m^2)
Business space / employment use (Use Class B1)	2,500
Retail (Use Class A1, A3 or A4) or workspace (Use Class B1)	3,000
Retail (Use Class A1)	500
Community / leisure use (Use Class D1 or D2)	263
Health / Community / Early Years (Use Class D1)	4,750

2.3.4 As the development is so large, it is planned to be phased over approximately 20 years from planning application. There is a planned process of finding existing residents temporary accommodation and then relocated into the new properties. The development has therefore been split into 4 main areas to consider trip generation and distribution. This is set out in more detail in Section 4. The development will commence in area 1 and work consecutively through the areas. The decant of residents within the first two development phases will be to off-site properties managed by Southwark and Housing Associations within the local area. Some of Phase 2 decant will go to the

Site 7 development currently being constructed as part of a separate planning permission. Residents of phases 3 and 4 will be decanted into the First Development Site and Phase 2 areas. Once all construction is complete there will be an opportunity for residents decanted off-site to move back to the area should they wish to do so.

2.3.5 The redevelopment of the area includes a general slight trend to larger properties. The impact of the increase in the total number of bedrooms is considered in Section 4 as part of the trip generation assessment.

2.3.6 The peak arrival and departure times for the development will be around the typical peak hours of 0800-0900 and 1700-1800. These have been used within this document for the basis of assessment.

2.4 Highway Network Proposals

2.4.1 The masterplan proposals seek to return the area to a grid-based network of streets that allow permeability and connectivity for all people. Guidance from Manual for Streets and the AAAP indicates that a permeable grid is an efficient and effective way of providing for all types of movements. Pedestrians and cyclists are able to travel directly along desirelines and vehicle traffic is dispersed across a number of junctions rather than being concentrated in one location.

2.4.2 It is recognised that providing direct vehicle routes through some parts of the network may lead to concerns over rat-running. A series of interventions have been developed to ensure that a connected permeable network is available to all, but the routes for traffic are less direct or have traffic calming. Pedestrian/ cycle only areas, shared spaces, raised thresholds and one-way streets have been used to try to strike the balance between allowing local movements by vehicle and preventing rat-running.

2.4.3 A plan indicating the new road grid and the treatments used to control vehicle movements is provided at Appendix C.

2.4.4 The AAAP also highlights the aspiration to make Albany Road a ‘Park Road’. A comprehensive redesign of the Albany Road corridor past the site has been carried out with the following aims:

- Ease pedestrian movement between the site and the park;
- Calm traffic movement;
- Make space for trees; and
- Provide space for cyclists on-road.

2.4.5 The AAAP indicates in section A6.5.5 Albany Road as an 8m wide carriageway with on-road cycling.

2.4.6 This has primarily been achieved through the introduction of revised signal junctions at Portland Street, Wells Way and Thurlow Street. The junctions follow a theme of all having one-stage pedestrian crossings on each approach arm and generally being reduced in size from the existing layouts to ease pedestrian movement. Along Albany Road for the extent of the site frontage a cycle route has been introduced on-road following the emerging draft guidance in the London Cycle Design Standards consultation version. Further details are set out in Sections 5 and 6.

2.4.7 It is acknowledged that wider area cycle strategies are currently being prepared by Southwark Council that may affect the area, particularly Portland Street and Albany Road. Flexibility in the highway design has been provided to allow schemes to be developed without adversely affecting the development proposals.

2.5 Parking and Servicing

2.5.1 The proposed level of parking across the regeneration area is set as a maximum by the Aylesbury Area Action Plan at 0.4 spaces per dwelling. The proposals are for 1378 residential car parking spaces across the development, under the policy maximum. Parking will be generally on-street for the majority for the development, but certain areas, particularly the blocks with higher number of storeys, will have podium or basement parking. The general approach to parking provision is shown at Appendix D.

2.5.2 The First Development Site has been developed in detail and the detailed parking proposals for this area, including the provision of disabled parking spaces are set out in Appendix A.

2.5.3 The proposed level of cycle parking will be to meet the requirements of the London Plan at one space for 1 and 2 bed units and two spaces for each unit of 3 or more bedrooms with additional spaces for visitors. The First Development Site has been developed in detail and the detailed cycle parking proposals and numbers for this area are set out in Appendix A.

2.5.4 Locations for new London Cycle Hire docking stations have also been identified following discussions with TfL.

2.5.5 A total of 16 car club spaces are to be provided across the site. Details on the location of the 3 spaces within the First Development Site are set out in Appendix A.

2.5.6 By providing a network of streets, deliveries and servicing of the residential areas need not be restricted to certain routes. The streets have been designed to allow infrequent large vehicle access with the most likely vehicles being refuse collection. The detailed servicing arrangements for each phase will be developed as each is progressed to the detailed design stage, the First Development Site servicing and delivery proposals are set out at Appendix A. details on the preparation of a delivery and servicing plan are provided in Section 8 below.

2.6 Planning Policy

2.6.1 The following documents have been reviewed and pertinent sections discussed below:

- Aylesbury Area Action Plan (AAP), January 2010;
- Southwark Core Strategy, April 2011;
- The Southwark Plan, November 2007;
- Sustainable Transport SPD, March 2010;
- National Planning Policy Framework (NPPF), March 2012;
- The London Plan, Greater London Authority, July 2011 (with 2013 revisions);
- The Mayor's Transport Strategy, GLA, May 2010;
- Roads Task Force, Mayor of London, July 2013;
- Travel planning for new development in London, incorporating deliveries and servicing, Transport for London, 2011;
- Transport Assessment Best Practice Guidance, Transport for London, 2010;
- Manual for Streets, Department for Transport, 2007; and
- Manual for Streets 2: Wider Application of the Principles, The Chartered Institute of Highways and Transportation, September 2010.

Aylesbury Area Action Plan (AAAP) (2010)

2.6.2 The AAAP was published in January 2010, and will form part of the Local Development Framework (LDF). The key aim of the document is to bring about real change within the Aylesbury area over the coming years.

2.6.3 The plan will contain a vision for the area, policies for its development, and a delivery plan for future investment. It will guide the redevelopment of the estate, showing a new neighbourhood will be created over the next 15-20 years, including housing, shops, recreation, green spaces and transport.

2.6.4 The AAAP area is made up of two parts, the Area Action Core, which is the Aylesbury Estate itself, and the wider area, including East Street, Walworth Road, Old Kent Road, and Burgess Park. In the wider AAAP area, there will be improvements to transport schools and open space.

2.6.5 Section 4: Public life: Better and safer streets, squares and parks, sets out the approach of the AAAP to issues such as street layout. Policy PL1: Street Layout states that the following streets will comprise the main street network:

- '*Thurlow Street will be the new main local street for the new neighbourhood;*
- *Albany Road will be a calmed route and will be better integrated with the park so that it is perceived as a route through the park;*
- *A community spine will connect public transport routes and town centres with the main schools and some of the community facilities in the area action core;*
- *Three green fingers will run from Burgess Park into the AAAP area, connecting with Surrey Square Park, the Missenden Play area and Faraday Gardens; and*
- *All streets will be designed as attractive public spaces. These will include planting, green space, attractive boundary design and hard surfaced spaces. High quality materials should be used consistently.'*

2.6.6 Policy in relation to the transport planning of the development is set out in section 5: Connections: Improved Transport Links of the plan. The key aim is to *'Improve access to the Aylesbury area, make the street environment more pleasant and easier to use, reduce the need to travel by car and encourage people to walk, cycle or use public transport.'*

2.6.7 Policy TP1: Designing of streets states that:

- *'Development proposals should provide a well-connected network of high quality streets that provide a safe, accessible, comfortable and attractive environment for walking and cycling and should at the same time create practical and logical access routes for motor vehicles;*
- *Streets must be designed as attractive public spaces in accordance with design guidance in Appendix 6 of the AAAP. They will cater for a range of users with priority given to pedestrians and cyclists and should be designed to minimise the impact of speeding vehicles; and*
- *The design and layout of streets must take into account the requirements of vulnerable road users and mobility impaired people.*

2.6.8 Policy TP2: Public Transport states that: *'We will work with Transport for London (TfL) to ensure significant improvements take place to the frequency, quality and reliability of bus services operating in the action area core. A route through the development for high capacity public transport is identified on the proposals map and will be safeguarded.'*

2.6.9 Policy TP3: Parking states that:

- *'The amount of car parking in development proposals should not exceed a maximum of 0.4 spaces per home averaged over the whole masterplan;*
- *'The justification for the level of parking will be based on the Transport Assessment and the Travel Plan. This must take into account: the public transport accessibility level (PTAL),*

consideration of transport for families and whether there is a negative impact on overspill car parking on the public highway and the availability of controlled parking zones; and

- *Car parking must be designed in accordance with the design guidance contained in Appendix 6 of the AAAP.'*

2.6.10 As part of the AAAP, place-making objectives and sustainable development objective have been set. Those which related directly to transport are as follows:

- *P3: Connections: The Aylesbury area as a place with excellent public transport links states that key elements of the plan will be:*
  - '*To improve public transport so as to greatly widen the living, educational, recreational and employment choices of the existing and new residents;*
  - *To make the wider Aylesbury area accessible for all; and*
  - *To provide high quality pedestrian and cycle routes to encourage more people to use healthy and sustainable modes.'*
- S16 states the need to '*promote sustainable transport and minimise the need to travel by car*.'

2.6.11 Appendix 6 of the AAAP concentrates on the design principles and standards required for the action core, with section 6.5 focusing on transport and street design. It states that:

- Thurlow Street will provide *'a high quality pedestrian and cycle environment, including improved pedestrian crossings, and an improved route for vehicles and public transport including the possibility of accommodating a tram or guided bus system will be considered.'*
- Albany Road will '*contain a main public transport route from east to west, and pedestrian crossing opportunities along Albany Road at the intersections with the green fingers to enhance the pedestrian linkage between the green fingers and Burgess Park and ease pedestrian movement across Albany Road will be introduced.'*
- The Community Spine *'could potentially function as a public transport corridor for a tram or guided bus system. It must allow full access for emergency vehicles at all times, and service vehicles will only be given full access during defined hours. The spine will be a shared surface that gives priority to pedestrians and cyclists, and it will connect the public transport routes with the main schools and some of the community facilities in the AAAP area.'*
- The Green Fingers area should *'have limited vehicular movement and parking, and limited vehicular access along shared pedestrian surfaces. Service vehicles will only be given full access during defined hours, but full access for emergency vehicles must be provided. 'Home Zone' principles will be used, and will involve the prioritisation of pedestrians.'*
- The design principles of the Mews/ Home Zones state that '*they will be pedestrian priority streets, and so the streets must be designed so as to create natural limits to vehicle speeds. A shared surface must be provided for vehicles, pedestrians and cyclists, and emergency and servicing vehicles must have full access.'*
- The design principles of the Access Streets state that '*Pedestrian paths must be physically separated from vehicle carriageways through a change in height and paving detail, and that there must be a consistent paving and carriageway treatment between stages of development.'*
- East Street will *'be a robust and multipurpose hard space that will allow for additional market stalls, and local play and parking facilities when the market is not in operation.'*
- Westmoreland Square will '*have a shared surface between vehicles, cyclists and pedestrians.'*
- The Michael Faraday School and Community Learning Centre should '*be the focus of local public transport activity with bus stops, waiting areas and interchange between different modes. It should also contain extensive cycle parking, and provide informal parking for local shops, and allow for school pick up and drop off facilities.'*

2.6.12 The development of the masterplan as part of the consultation process with LB Southwark has meant that some sections of the AAAP have been adjusted. These include the retention of Albany Road and Thurlow Street as the public transport corridor rather than the community spine and the redesign of the green fingers, however the general principles of the AAAP have been retained.

Southwark Core Strategy (2011)

2.6.13 The Southwark Core Strategy was formally adopted in April 2011. It explains the borough's vision for change and improvement until 2026.

2.6.14 Strategic Policy 2: Sustainable Transport sets out local policy in relation to the transport planning of developments. It states that: '*We will encourage walking, cycling and the use of public transport rather than travel by car. This will help create safe, attractive, vibrant and healthy places for people to live and work by reducing congestion, traffic and pollution. We will do this by:*

- *'Planning places and development with priority for walking and cycling, whilst maximising the use of public transport and minimising car use;*
- *Directing large developments to areas that are very accessible by walking, cycling and public transport;*
- *Safeguarding land for planned public transport improvements and where the need arises in the future;*
- *Improving access to mixed use town and local centres;*
- *Encouraging use of the River Thames for transport and improving links between Southwark and north of the river; and*
- *Requiring a transport assessment with applications to show that schemes minimise their impacts, minimise car parking and maximise cycle parking to provide as many sustainable transport options as possible.'*

The Southwark Plan (2007)

2.6.15 The Southwark Plan is the framework for all land use and development in Southwark. The Council is currently reviewing the Southwark Plan and Core Strategy to prepare a New Southwark Plan. This is planned to be adopted in November 2017.

2.6.16 Section 5 of the Southwark Plan deals specifically with transport planning and promoting sustainable transport. These policies will be kept until they are replaced by another development plan document as they are currently consistent with the core strategy and up-to-date.

2.6.17 Policy 5.1: Locating developments states that '*The location of development throughout the borough must be appropriate to the size and trip generating characteristics of the development. Major developments generating a significant number of trips should be located near transport nodes.'*

2.6.18 Policy 5.2: Transport impacts states that *'Planning permission will be granted for a development unless:*

- *'There is an adverse impact on transport networks for example through significant increases in traffic or pollution; and/or*
- *Adequate provision has not been made for servicing, circulation and access to, from and through the site; and/or*
- *Consideration has not been given to impacts of development on the bus priority network and the Transport for London road network.'*

2.6.19 Policy 5.3: Walking and Cycling states that planning permission will be granted for development if:

- '*There is adequate provision for pedestrians and cyclists within the development, and where practicable within the surrounding area; and/or*
- *There is good design, location and access arrangements, including restrictions on parking, and the promotion of walking and cycling, with particular emphasis on disabled people and the mobility impaired; and/or*
- *The development creates or contributes towards more direct, safe and secure walking and cycling routes, integrating with surrounding networks where possible, furthering the delivery of the London Cycle Network Plus and strategic walking routes; and*
- *There is provision of convenient, secure and weatherproof cycle parking to the minimum cycle parking standards set out in Appendix 15 of The Southwark Plan.'*

2.6.20 Policy 5.4: Public transport improvements states that planning permission will be granted for the following public transport improvements especially where this would facilitate regeneration. Development will not be permitted that would prejudice the implementation of the following schemes:

- *'Cross River Transit Tram Proposal, (London Tram) from Camden to Peckham to Waterloo via Elephant and Castle;*
- *New rail station at Camberwell;*
- *Expansion of London Bridge Station;*
- *Redevelopment of Elephant and Castle Station; and*
- *The Bus Priority Network.'*

2.6.21 Policy 5.6: Car Parking states that:

- '*All developments requiring car parking should minimise the number of spaces provided. Maximum standards are set out in Appendix 15 of the Southwark Plan;*
- *Where more than 20 surface parking spaces are proposed, applicants must demonstrate why this cannot be provided underground or within the building;*
- *All developments will be expected to include justification for the amount of car parking sought, taking into account:*
    - *Public Transport Accessibility Levels (PTALs);*
    - *The impact on overspill parking; and*
    - *The demand for parking within the Controlled Parking Zones. The LPA will restrict permit provision where necessary.'*

2.6.22 Policy 5.7: Parking standards for disabled people and the mobility impaired states that developments (subject to site constraints) must provide adequate parking for disabled people and the mobility impaired. The following will be required:

- '*A minimum of one accessible car parking space per development, where associated car parking is not provided; or*
- *A minimum of two accessible car parking spaces in circumstances where associated parking is provided.'*

Sustainable Transport SPD (2010)

2.6.23 The Sustainable Transport Supplementary Planning Document (SPD) was adopted in March 2010' and provides further information and guidance to the Southwark Plan and the London Plan.

2.6.24 The two key objectives of this SPD in relation to transport are to provide:

- *'Guidance so all development is easily accessible and encourages people to walk, cycle and use public transport; and*
- *Guidance for new development so that it reduces congestion and pollution within Southwark.'*

2.6.25 Section 6.1 covers the requirements relating to transport in new developments, and states that:

- '*Pedestrian access to new developments should be designed to be equally accessible to all members of the community, including women, people with disabilities, older people and children;*
- *The needs of cyclists should be fully taken into account, making sure it is easy for cyclists to find their way through a development and onto existing proposed cycle networks;*

2.6.26 Section 6.1 further states that, the following should be considered as part of proposals for new development:

- *'Proposals for development should promote walking and cycling to, through and from the site;*
- *Any potential negative impacts of the development on pedestrian and cyclist safety and ways to avoid these impacts should be identified;*
- *Development should be designed to provide a safe environment that minimises the risk/fear of crime to pedestrians and cyclists in and around the development, particularly for women whose access can be limited by a fear of crime;*
- *Improvements to the quality of the environment for pedestrians and cyclists should be considered in the area surrounding the development, e.g. pathways, lighting etc.;*
- *Access into and through the site for pedestrians and cyclists should be improved so it is the most direct, continuous and attractive to use;*
- *Facilities should be provided to help pedestrians and cyclists cross busy road junctions close to a development;*
- *The number of places where there could be conflict between pedestrians, cyclists and other road users e.g. cars, should be minimised. The potential for shared surfaces for pedestrians and cyclists should be considered;*
- *The existing transport infrastructure should be assessed to determine current conditions, available road space, barriers that might exist for walking and cycling and possible solutions to these problems;*
- *Preferred routes for pedestrians and cyclists from the site to uses that attract people such as schools, shops, leisure uses, offices and other small and medium sized businesses in the surrounding area should be identified;*
- *Proposed walking and cycling routes should be clearly signposted;*
- *Pollution and noise in areas used mostly by pedestrians and cyclists should be minimised;*
- *Pedestrian and cycling facilities should be designed to the council's standards;*
- *The potential for funding from Section 106 and/or 278 agreements to be spent on projects that improve access for pedestrians and cyclists should be considered;*
- *Separation of cyclists and pedestrians from motor vehicles should be considered where there is enough space available or where space can be made available; and*
- *There should be few cross overs as possible into a development site and they should be designed not to have a negative impact on access routes for pedestrians and cyclists, where appropriate.'*

2.6.27 Section 6.2 focuses on cycling, and states that:

- '*Developers should ensure that the location of the cycle parking, as well as the parking itself, is secure;*

- *The cycle parking/storage area must be easy for all users to access and use. Access should not involve walking long distances or carrying bicycles up stairs or in lifts; and*
- *For housing developments, each house / flat should have at least 1 space for a bicycle.'*

2.6.28 Section 7.1 focuses on public transport and states that developers should address the following in planning applications for new development:

- *'Improved access to public transport for all;*
- *Investigate as part of the Transport Assessment whether there is space on public transport or improvements that can be made to public transport to support access and use by people living, working and visiting the proposed new development;*
- *The potential for existing or new bus routes to be included in the design and layout of the development;*
- *Agreements to pay money towards improvements to public transport where a proposal for development does not provide access to public transport or there is not enough space or facilities to meet the increased demand on public transport; and*
- *Discussions with TfL on the use of and improvements to public transport.'*

2.6.29 Section 8.5 states that: '*The council will encourage low-car schemes where car clubs, electric vehicles (or other measures) are used to reduce the amount of private parking space that would otherwise be required in that development.'*

2.6.30 Section 11.1 states that applicants must demonstrate that enough space for servicing, circulation and access to, from and through the site is provided as follows:

- *'All roads and footpaths within a development, whether private or adopted by the council, TfL or the Highways Agency should be designed to the standards in Manual for Streets, March 2007. This includes any proposed works involving facilities for deliveries, loading and unloading;*
- *All proposed works on the public highway should be designed to the standards in the council's* Draft ''Streetscape Design Guide'' (2006);
- *Safe access and egress for refuse collection, delivery and emergency vehicles, based on the uses on the residential site; and*
- *The negative impact of service vehicles on the environment should be minimised including noise and air pollution, impacts on view and pedestrians and cyclists.*

National Planning Policy Framework (NPPF) (March 2012)

2.6.31 National Policy in relation to the transport planning of developments is set out in the National Planning Policy Framework (NPPF) published in March 2012. Section 4, paragraphs 29 to 41 deal specifically with transport planning and promoting sustainable transport.

2.6.32 Paragraph 29 states that *'The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice of how they travel.'*

2.6.33 Paragraph 30 states that '*Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development, which, where reasonable to do so, facilitates the use of sustainable modes of transport.'*

2.6.34 Paragraph 32 states that *'All developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

- *The opportunities for sustainable modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and*
- *Improvements can be undertaken within the transport network that cost effectively limits the significant effects of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'*

2.6.35 Paragraph 34 states that *'Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.'*

2.6.36 Paragraph 35 states that *'Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. Therefore, developments should be located and designed where practical to*:

- *Accommodate the efficient delivery of goods and supplies;*
- *Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *Consider the needs of people with disabilities by all modes of transport.'*

2.6.37 Paragraph 36 states that '*All developments which generate significant amounts of movement should be required to provide a Travel Plan.'*

2.6.38 Paragraph 37 states that *'Planning policies should aim for a balance of land uses within their area so that people are encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.'*

2.6.39 Paragraph 38 states that *'For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.'*

The London Plan (July 2011 with 2013 revisions)

2.6.40 Policy in relation to the transport planning of developments in London is set out in the London Plan. Section 6 deals specifically with transport planning and promoting sustainable transport. Paragraph 6.1 states that London should be: *'A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames, and supports delivery of all the objectives of this Plan.'*

2.6.41 Policy 6.3: Assessing effects of development on transport capacity states that:

- *'Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network;*
- *The cumulative impacts of development on transport requirements must be taken into account;*
- *Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Residential travel plans should be provided*

for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans.

2.6.42 Policy 6.9: Cycling states that:

- '*The Mayor will work* with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5 per cent of modal share by 2026. He will:
  - *Identify, promote and complete the Cycle Super Highways; and*
  - *Implement the central London cycle hire scheme and identify potential sites for expansion and/or additional stand-alone schemes in outer London.'*
- Developments should:
  - *'Provide secure, integrated and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 of the London Plan;*
  - *Facilitate the Cycle Super Highways; and*
  - *Facilitate the central London cycle hire scheme.'*

2.6.43 Policy 6.10: Walking states that:

- *'The Mayor will work with relevant partners to create a significant increase in walking in London, by emphasising the quality of the pedestrian and street environment, including the use of shared space principles – promoting simplified streetscape, decluttering and access for all; and*
- *'Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.*

2.6.44 Policy 6.13: Parking states that:

- '*The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use;*
- *In locations with high public transport accessibility, car-free developments should be promoted (while still providing for disabled people);*
- *Developments must:*
  - *Ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles;*
  - *Provide parking for disabled people in line with Table 6.2 of the London Plan; and*
  - *Meet the minimum cycle parking standards set out in Table 6.3 of the London Plan.*

The Mayor's Transport Strategy (2010)

2.6.45 The Mayor's Transport Strategy (MTS) is a statutory document, developed alongside the London Plan and Economic Development Strategy (EDS) as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years.

2.6.46 The MTS sets out the Mayor's transport vision and describes how Transport for London (TfL) and its partners, including the London boroughs, will deliver that vision. The Mayor's transport vision is that: '*London's transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st century.'*

2.6.47 There are six goals which set out how this overarching vision should be implemented.

- *'Support economic development and population growth;*

- *Enhance the quality of life for all Londoners;*
- *Improve the safety and security for all Londoners;*
- *Improve transport opportunities for all Londoners;*
- *Reduce transport's contribution to climate change, and improving its resilience; and*
- *Support delivery of the London 2012 Olympic and Paralympic Games and its legacy.'*

2.6.48 Proposal 57 states that: *'The Mayor will seek to use his planning powers and work with the London boroughs to encourage cycling by supporting development that:*

- *'Provides cycle parking to an appropriate standard;*
- *Integrates the needs of cyclists into the design;*
- *Promotes the co-location of key trip attractors to make cycling a more viable and attractive travel option; and*
- *Provides cycle hire docking stations dependent on sufficient demand and feasibility studies.'*

2.6.49 Proposal 60 states that: *'The Mayor, through TfL, and working with the London boroughs and other stakeholders, will improve the walking experience by enhancing the urban realm and taking focused action to ensure safe, comfortable and attractive walking conditions, including:*

- *Development of the 'key walking route' approach, to encourage walking and improve corridors between local destinations where people want to travel, encapsulating squares and open spaces where appropriate (for example, London parks);*
- *Providing direct, convenient pedestrian access (for example, with surface crossings) where appropriate;*
- *Street audits to identify pedestrian needs and guidance (such as pedestrian comfort levels);*
- *Enhancing pavement space for pedestrians and removing guardrails and other obstacles;*
- *Improving access, safety and security between the station and surrounding areas for pedestrians (and cyclists) to encourage active and smarter travel; and*
- *Supporting developments that emphasise the quality and permeability of the pedestrian environment.'*

Roads Task Force (2013)

2.6.50 The Roads Task Force (RTF) was adopted in July 2013. It was set up by the Mayor of London to consider how to tackle the challenges facing London's streets and roads. The report sets out a vision for *'world- class streets and roads in London fit for the future'* and what is needed in the short, medium and long term.

2.6.51 The RTF's vision focuses on three core aims:

- *'To enable people and vehicles to move more efficiently on London's streets and roads;*
- *To transform the environment for cycling, walking and public transport; and*
- *To improve the public realm and provide better and safer places for all the activities that take place on the city's streets, and provide an enhanced quality of life.'*

2.6.52 Different priorities will apply to different areas, reflecting their different characteristics. London's roads need to perform six broad actions:

- *'Moving: Efficient and reliable movement, supporting access for people and goods;*
- *Living: Inclusive streets and neighbourhoods, vibrant town centres and world class places;*

- *Unlocking: Accessibility to growth areas and enhanced development potential;*
- *Functioning: Essential access to frontages for loading and 21st century utilities;*
- *Protecting: Safer and secure streets, particularly for vulnerable users; and*
- *Sustaining: Greener, cleaner, quieter streets and a healthier more active city.'*

2.6.53 The RTF has set out a new framework that takes account of local and network priorities and aims to guide operational, policy and investment decisions. This framework will enable TfL, the boroughs and stakeholders to:

- *'Set priorities for different streets and roads, and make trade-offs accordingly;*
- *Reflect changing functions and aspirations as streets and areas change;*
- *Identify the tools that may be appropriate locally to deliver change; and*
- *Understand the need for intervention at a strategic level to keep London moving.'*

2.6.54 The RTF has identified five key toolbox compartments:

- *'Infrastructure and assets fit for the future: Focused on managing and improving existing assets – including pavements, street furniture and the wider urban realm, as well as carriageways, bridges, tunnels and signals – to improve their condition and quality while also ensuring that vehicles are clean, quiet and as safe as possible;*
- *More efficient / flexible use of space: Focused on designing and using the available space more efficiently and flexibly by time of day, and supporting movement, as well as ensuring vibrant places and improving safety for vulnerable users, including pedestrians, powered two-wheelers and cyclists;*
- *Intelligent systems and management: Focused on developing and implementing smarter systems and using new techniques and technologies to get more out of the network than ever before and deliver more reliable journeys and improved customer experience;*
- *Changing behaviour / managing demand: Focused on encouraging people and businesses to make changes to how, when and whether they travel, and on designing the city and activities to reduce the need to travel; and*
- *Substitute / relocated / enhanced capacity: Focused on improved / new infrastructure to create better places, and support walking and cycling, whilst also maintaining capacity for the efficient functioning of the network.'*

2.6.55 To achieve the vision, it will be necessary to explore wider interventions, including:

- '*Changing the way goods and services are delivered, for example shifting freight out of peak hours. A greater use of consolidation centres will reduce the number of freight trips, and switching deliveries to bikes and powered two wheelers will also deliver benefits;*
- *Shifting to more sustainable modes by supporting the move from private car to walking, cycling, public transport and, when appropriate two wheelers such as through 'next generation' travel demand management initiatives;*
- *Embedding different travel patterns and land use, particularly for new developments, such as through new 'car-lite' neighbourhoods;*
- *Providing new capacity for sustainable modes by reviewing the potential to create new walking and cycling facilities, such as new bridges across the Thames;*
- *Reducing junction delays by addressing key pinch points across the network;*
- *Providing new connectivity to unlock growth areas by ensuring road connections to, and streets and public spaces within, major new developments including new river crossings; and*
- *Creating new space for communities and development by identifying opportunities to roof over existing roads to create new 'surface space' and mitigating traffic impacts.'*

2.6.56 The RTF aims to create a dense, vibrant Inner London. In terms of roads and streets, this means:

- *'A more efficient allocation of space to support increasing density;*
- *Attractive, accessible and bustling high streets;*
- *Car-lite neighbourhoods and significant increases in cycling and walking mode shares;*
- *High quality bus services and efficient access for goods and services;*
- *An inspiring public realm and a safer, cleaner, greener environment;*
- *20mph zones; and*
- *Travel demand management measures, such as school and workplace travel plans and shifting freight to powered two-wheelers and bicycles.'*

2.6.57 The RTF aims to support diverse employment and businesses across London: In terms of roads and streets, this means:

- *'Good local connectivity and accessibility to the local workforce – by road and public transport;*
- *Efficient road links / junctions and access to the strategic road network to support business travel needs;*
- *Appropriate parking (car, bicycle and powered two wheelers) for employees and customers, reflecting local characteristics, public transport accessibility levels and the nature of employment;*
- *Loading / unloading provision; and*
- *Development of consolidation centres and freight break bulk points.*

Travel Planning for new development in London, incorporating deliveries and servicing (2013)

2.6.58 In November 2013, TfL released new guidance on the requirements for travel plans for new developments in London. This guidance includes an explanation of the process, when a travel plan is required, what it should contain, and how to monitor, secure and enforce travel plans.

2.6.59 A travel plan can bring a number of benefits to a new development for the developer, the local authority and the ultimate users of the site. Such benefits include:

- *'Less congestion and therefore improved safety on local roads by promoting alternatives to the car;*
- *Local environmental improvements from reduced congestion, carbon emissions, pollution and noise;*
- *Increased opportunities for active healthy travel, such as walking and cycling;*
- *Reduced demand for parking spaces enabling land to be put to more cost effective or commercially beneficial use and freeing space for active travel initiatives; and*
- *Improved travel choice, quality and affordable access to services for all users.*

2.6.60 TfL guidance states that all residential developments of greater than or equal to 80 units must submit an ATTrBuTE compliant full travel plan as part of the planning application process.

2.6.61 TfL states that '*travel planning is critical for new developments in order to facilitate the use of sustainable modes among occupiers and visitors from the outset, or to mitigate the impact of trips generated by the site.'*

2.6.62 A standardised approach across London is essential in order to ensure the collection of consistent and robust data which will enable borough officers, TfL, developers and occupiers to:

- '*Monitor progress in achieving a travel plan's targets and identify refinements to be made to a plan that is not on course for achieving these; and*
- *Assess the effectiveness of travel plans and the specific measures implemented as part of a travel plan for encouraging sustainable travel.'*

Transport Assessment Best Practice Guidance (2010)

2.6.63 This document was prepared by TfL, and published in April 2010. The purpose of the document is to offer advice and guidance to those producing transport assessments.

2.6.64 This guidance is relevant to developments that are deemed strategically important and which are referred to the Mayor of London under the Town and Country Planning Order 2008. A full transport assessment will be required for schemes that are referred to the Mayor, unless otherwise agreed with TfL.

2.6.65 A transport assessment is an inclusive process that should cover all aspects of movement by people and vehicles. It should be able to demonstrate how developments affect demands for travel and how all travel demands and servicing requirements will be met. It will take into account infrastructure, transport services, transport capacity constraints and how the impact of the development can be mitigated.

2.6.66 The first stage of the production of a transport assessment should be the scoping of what should be included in the final document. This will be guided by pre-application discussions with the local planning authority but, in the case of referred applications should also involve formal pre-application meetings with TfL and the GLA.

2.6.67 The production of the TA should involve the consideration of all relevant modes and the use of a range of modelling and analytical techniques. A checklist of the topics required is contained in Table 4.1 of the Transport Assessment Best Practice Guidance.

2.6.68 A travel plan should be developed alongside the TA. This should contain as much detail as possible outlining proposed measures, targets, monitoring and roles and responsibilities for implementation.

Manual for Streets (2007)

2.6.69 Manual for Streets (MfS1) was written by TfL, and adopted in 2007, replacing Design Bulletin 32 (first published in 1977). The aim of the report is to put well designed residential streets at the heart of sustainable communities.

2.6.70 Section 1.1 states that '*Streets should not be designed just to accommodate the movement of motor vehicles. It is important that designers place a high priority on meeting the needs of pedestrians, cyclists and public transport users, so that growth in these modes of travel is encouraged.'*

2.6.71 MfS discourages the building of streets that are:

- '*Primary designed to meet the needs of motor traffic;*
- *Bland and unattractive or unsafe and unwelcoming to pedestrians and cyclists;*
- *Difficult to serve by public transport; and*
- *Poorly designed and constructed.'*

2.6.72 Street networks should, in general, be connected. Connected or 'permeable' networks encourage walking and cycling, and make places easier to navigate. They also lead to a more even spread of motor traffic throughout the area and so avoid the need for distributor roads with no frontage development.

2.6.73 Straight streets are efficient in the use of land. They maximise connections between places and can better serve the needs of pedestrians who prefer direct routes. However, long, straight streets can also lead to higher speeds. Short and curved or irregular streets contribute to a variety and a sense of place.

2.6.74 In relation to pedestrians, MfS1 states that:

- *'The propensity to walk is influenced not only by distance, but also by the quality of the walking experience;*
- *Good sightlines and visibility towards destinations and intermediate points are important for way-finding and personal security;*
- *Pedestrian routes need to be direct and match desire lines as closely as possible, including across junctions, unless site-specific reasons preclude it;*
- *Pedestrian networks need to be connected. Where routes are separated by heavily-trafficked routes, appropriate surface level crossings should be provided where practicable;*
- *Pedestrians should generally be accommodated on multifunctional streets rather than on routes segregated from motor traffic. In situations where it is appropriate to provide traffic free routes, they should be short, well overlooked and relatively wide;*
- *Obstructions on the footway should be minimised. Street furniture on footways can be a hazard for vulnerable people;*
- *There is no maximum width for footways; widths should take account of pedestrian volumes and composition.'*

2.6.75 In relation to cyclists, MfS1 states that:

- '*Cyclists should be accommodated on the carriageway;*
- *Cyclists prefer direct, barrier free routes that avoid the need for cyclists to dismount. Routes that take cyclists away from their desire lines and require them to concede priority to side-road traffic are less likely to be used;*
- *Off carriageway cycle tracks that bring cyclists into conflict with side road traffic can be more hazardous than routes that stay on the main carriageway;*
- *Cyclists are sensitive to traffic conditions; high speeds or high volumes of traffic tend to discourage cycling. If traffic conditions are inappropriate for on-street cycling, they should be addressed to make on-street cycling satisfactory; and*
- *Junctions should be designed to accommodate cyclists' needs. Over-generous corner radii that lead to high traffic speed should be avoided.'*

2.6.76 In relation to bus-based transport, MfS1 states that:

- *'Bus routes and stops should form key elements within walkable neighbourhoods. Bus services are most viable when they follow direct and reasonably straight routes, avoiding long one-way loops or long distances without passenger catchments;*
- *Bus stops should be high quality places that are safe and comfortable to use and highly accessible by all people, ideally from more than one route. Stops should be provided close to specific passenger destinations (schools, shops etc.);*
- *Carriageways on bus routes should not generally be less than 6.0m wide, although this could be reduced on short sections with good inter-visibility between opposing flows; and*
- *Buses can help to control the speed of cars at peak times by preventing overtaking.'*

2.6.77 Measures that will help to keep speeds low, particularly in urban areas, are set out in section 7 of MfS1, and include:

- *'Physical features, changes in priority, street dimensions including width, reduced forward visibility and psychology and perception, of which the following features may be effective: Visual narrowing, close proximity of buildings, reduced carriageway width, obstructions in the carriageway, pedestrian refuges and other features associated with activity; on street parking; land uses associated with large numbers of people, and pedestrian activity.'*

2.6.78 In relation to street furniture, MfS1 states that:

- *'Designers should start from a position of having no street furniture and only introduce these elements when they serve a clear function;*
- *Excessive street furniture should be avoided, although street furniture that is of direct benefit to street users, such as seating and cycle parking, can contribute to a sense of place; and*
- *Street furniture should be laid out so that pedestrian routes along and across the street are kept clear.'*

2.6.79 In lightly-trafficked streets, carriageways may be narrowed over short lengths to a single lane as a traffic-calming feature. In such single lane working sections of street, to prevent parking, the width between constraining vertical features such as bollards should be no more than 3.5 m. In particular circumstances this may be reduced to a minimum value of 2.75 m, which will still allow for occasional large vehicles. However, widths between 2.75 m and 3.25 m should be avoided in most cases, since they could result in drivers trying to squeeze past cyclists.

2.6.80 Stopping sight distance (SSD) is the distance within which drivers need to be able to see ahead and stop from a given speed. Table 2.3 below shows the effect of speed on SSD.

Table 2.3 Stopping Sight Distance by speed

Speed (mph)	10	15	20	25	30
SSD (m)	9	15	22	31	40
SSD adjusted for bonnet length	11	17	25	33	43

Manual for Streets 2: Wider Application of the Principles (2010)

2.6.81 Manual for Streets 2 (MfS2) was adopted in September 2010, and builds on the guidance contained in Manual for Streets 1. This report provides advice, and does not set out any new policy or legal requirements.

2.6.82 Section 1.4 states that:

- '*It is important to take into account multiple objectives when developing transport strategies and schemes, and not simply congestion reduction. These other priorities include casualty reduction, minimising the impact of transport on the natural environment, and encouraging more sustainable and healthy patterns of travel behaviour;*
- *Making appropriate provision for road-based public transport, cycling and walking can help to encourage modal shift from the private car; and*
- *Enhancing street environments through the removal of clutter and pedestrian barriers, use of shared space where appropriate and enhanced street lighting can help to reduce street crime and encourage a sense of local community; this in turn encourages more local, shorter distance travel on foot or by cycle.'*

2.6.83 Local transport Note 3/08 'Mixed Priority Routes: Practitioners' Guide' refers to ten schemes which were among the least safe of urban roads which were transferred into safer, friendlier, more

attractive and inclusive streets. A215 Walworth Road was one of the roads which benefitted from the scheme.

2.6.84 Section 2.3 states that: '*Centres should be the most walkable part of the network; they should accommodate public transport services, cycle routes and cycle parking, while remaining accessible by private car. As centres of public life, they must actively enable access by all in society, and they must also support efficient access by delivery, service and emergency vehicles.'*

2.6.85 Section 2.6 states that: *'The need to provide integrated transport to enable different modes of transport to be used in a seamless manner to enable door-to-door travel is crucial. In particular the provision of adequate cycling parking at stations and bus stops can make a public transport journey a convenient and speedy choice.*

2.6.86 Section 5: Pedestrian Needs and Footways states that:

- *'Encouraging walking has many benefits, including reductions in vehicle emissions and traffic collisions, and improvements in personal health;*
- *Meeting pedestrians' needs where traffic volumes are higher is vital if this most sustainable mode of transport is to be encouraged; and*
- '*In places where there are high numbers of pedestrians, footways should be of sufficient width to cater for peak demand without causing crowding and the risk that people will be pushed into the carriageway. In some cases, this will mean that space needs to be taken from the carriageway in order to create a better balanced street.*

2.6.87 Section 6: Cycle Facilities and Cycle Parking states that:

- *'Generally the preferred design approach – to enable and encourage increased levels of cycling – is to create conditions on the carriageway so that cyclists are content to use it, particularly in urban areas;*
- *Cycle lanes should be 2m wide on busy roads, or where traffic is in excess of 40mph. A minimum width of 1.5m may be acceptable on roads with a 30mph limit. Cycle lanes less than 1.2m width are only recommended at lead-in lanes to advanced stop lines where there is insufficient width for wider lanes. Cyclists will also benefit from bus lanes, where provided. Where cycle lanes pass parking and loading bays, sufficient margin should be provided to allow for doors being opened;*
- *Convenient cycle parking should be provided at key destinations – for example in local high streets – to support journeys by bike; and*
- *Public transport accessibility can be greatly increased by providing good quality cycle parking at key bus stops and at railway stations.'*

2.6.88 Section 7: Bus Facilities states that:

- *'Buses carry more passengers than any other public transport mode, and are mainly routed along the more heavily trafficked highways. Providing good bus services is fundamental to achieving more sustainable patterns of movement that reduce people's reliance on the car;*
- *Providing bus lanes can increase the overall width of the carriageway, which will reduce the space that can be given over to pedestrians, and make it more difficult to cross the street;*
- *The bus stop is a vital component of the public transport system. Stops that are fully accessible, which feel safe and secure and provide good quality information on services, are vital;*
- *Well-designed bus stops should enable buses to stop parallel to the kerb and with a kerb of sufficient height (minimum 125mm, but higher kerbs may be desirable) to allow access ramps to be deployed when required; and*
- *Bus shelters are desirable at stops; the chosen design must be able to accommodate the numbers of people likely to wait for buses and any bus information systems that are provided.*

2.6.89 Section 8: Carriageways states that:

- *UK practice has generally adopted a standard lane width of 3.65m but this should not be taken as a preferred value in all circumstances. This can be an unsatisfactory lanes width for cyclists, as there is insufficient room for drivers to pass them comfortably;*
- *Lane widths should be determined based on the following local consideration:*
    - *The volume and composition of vehicular traffic;*
    - *The demarcation, if any, between carriageway and footway (e.g. kerb, street furniture or trees and planting);*
    - *Whether parking is to take place in the carriageway and, if so, its distribution, arrangement, the turnover of spaces, and the likely level of parking enforcement (if any);*
    - *The design speed;*
    - *The curvature of the street (bends require greater width to accommodate the swept path of larger vehicles); and*
    - *Any intention to include one way streets, or short stretches of single lane working in two way streets.'*

2.6.90 Section 9: Junctions, Crossings and Accesses states that:

- '*Crossings should be located on or close to desire lines so that pedestrians find them convenient and pleasant to use. Placing crossings away from desire lines will reduce their level of use, even when guard railing or other deterrent features are used; and*
- *Traffic signals are widely used in urban situations and can cater for high traffic flows. They generally have a worse road safety record than roundabouts in terms of vehicle-vehicle collisions, but are better suited to accommodate pedestrians and cyclists on their desire lines.'*

2.6.91 Section 11: On Street Parking and Servicing states that:

- *'Where car parking is provided, a good solution is to break it into discrete groups of spaces with build outs that provide opportunities for pedestrians to cross with good visibility;*
- *Car parking alongside carriageways can be longitudinal, echelon or at right angles to the kerb. Longitudinal parking will be more appropriate where traffic speeds and volumes are higher, since vehicles entering and exiting the spaces cause less interruption to traffic flow. In areas where speeds are low, echelon and right angled parking may be the best solution, as its more efficient and creates a stronger statement that the area is for place activities as well as movement.'*

2.6.92 Section 12: Street furniture and trees states that:

- *'Street furniture should be located in a consistent place so that a clear pedestrian zone is maintained. Normally street furniture will be positioned between pedestrians and the carriageway to avoid affecting access to buildings and to provide a buffer to passing traffic;*
- *Where designers consider it essential to prevent vehicles gaining access to a footway or pedestrian area, items of street furniture with a definite purpose, such as seating, cycle racks or trees, will often be preferable;*
- *Street lighting can contribute to:*
    - *Improving road safety;*
    - *Making residents ad street users feel secure;*
    - *Enhancing the appearance of the area after dark; and*
    - *Encouraging walking, cycling and the use of public transport.'*

2.7 Committed development

2.7.1 It has been agreed during the scoping exercise with LBS and TfL that committed developments in the local area will be considered in the assessment. A list of agreed committed developments was provided by LBS in response to the EIA scoping request. The sites provided have been considered as set out below.

Table 2.4 Committed and Planned Developments

Site Details	Status	Reason for Inclusion / Exclusion from Assessment
Elmington (site bounded by Edmund Street, Southampton Way and Notley Street) 11/AP/4309	Granted	Demolition of existing buildings and redevelopment of the site comprising buildings ranging from 3 to 7 storeys in height to provide 279 residential units. Just south of Burgess Park. Has consent but is currently vacant. Vehicle impact included in assessment as set out in application TA.
Heygate Outline Application 12/AP/1092	Granted	Vehicle impact included in assessment as set out in Heygate application TA.
Eileen House 09/AP/0343	Granted	Demolition of existing building and erection of a 41 storey (128.7m AOD) building and separate 8 storey (35.60m AOD) building incorporating 270 private flats. TA indicates negligible car impact so not specifically included in assessment.
Leisure Centre 12/AP/2570	Granted	Destination rather than origin trip generator – at top of Walworth road - on site of existing leisure centre so no change in distribution of traffic. Not specifically included in assessment.
One The Elephant 12/AP/2239	Granted	284 studio, one, two and three-bedroom homes. Net vehicle trips from application TA of 5 AM, 12 PM. Area of assessment does not overlap, considered insignificant impact so not specifically included in assessment.
Tribeca Square 09/AP/2403	Granted	243 student rooms, 373 dwellings, retail, restaurant, cinema. 42 car parking spaces, 37 of which disabled. No traffic data in application information, assumed to have no vehicle impact on assessment area.
Trafalgar Place 12/AP/1455	Granted	140 residential units (19x 1 bed, 85x 2 beds, 32x 3 beds and 4x 4 beds) a 244sqm church hall (use class D1), and a 117sqm retail unit. 17 car parking spaces assumed to generate 17 out AM and 17 in PM. Vehicle impact included in assessment.
Former London Park Hotel 07/AP/0760	Granted	470 resi units, small theatre and café. 30 parking spaces. Car impact 3 AM, 2 PM so insignificant. Not included in assessment.
89-93 Newington Causeway 09/AP/1940	Granted	38 units – car free. No vehicle impact.
237 Walworth Road 14/AP/0833 and 14/AP/0830	Pending decision	68 units – car free. No vehicle impact.
Site 7 within the Aylesbury Estate regeneration area	Granted	147 mixed tenure residential units within two apartment blocks. Currently under construction. Vehicle impact taken from application TA and included

12/AP/2332		in assessment.

2.7.2 Where available, information has been taken from the relevant TAs and used within the traffic and transport assessment. In some cases reasonable assumptions were required to distribute vehicle trips onto the local road network.

3 Baseline Conditions

3.1 Introduction

3.1.1 This chapter of the Transport Assessment sets out the existing baseline transport conditions on the local transport network to the site within the agreed study area. It includes an assessment of the existing junction operation and a review of accident statistics.

3.2 Site Description

3.2.1 Built between 1966 and 1977, the Aylesbury Estate is situated to the east of Walworth Road and extends along the north of Burgess Park. The extent of the proposed regeneration area is shown on Figure 1.

3.3 Existing land uses

3.3.1 The estate is currently home to over 7,500 people and includes several schools, offices, community buildings and some shops. A schedule of existing residential units in provided in Table 3.1 below using the AAAP reference numbers. Table 3.2 details the non-residential uses.

Table 3.1 Existing Residential Properties

AAAP site reference	Number of Existing Dwellings
Phase 1	
1b	317
1c	249
10	14
Phase 2	
4a	146
4b	258
5	183
Phase 3	
6	205
8	6
9	303
Phase 4	
2a	112
2b	125
3a	91
3b	162
11	65
12	191
13	72
14	148
Total	**2647**

3.3.2 The site has a total of 2,647 dwellings that will be demolished. An assessment has also been carried out on the number of bedrooms using the existing accommodation schedule. In total there are 5,607 bedrooms.

Table 3.2 Existing Non-Residential Uses

Site Name	AAAP Site	Use	Approximate size (M^2) where known
BACC 84	1b	Community Facility	
Bradenham Council Office*	1b	Office	3214
Ellison House	1b	Probation Hostel	590
67-68 Chartridge	1c	Storage	43
Chiltern Council Office*	1c	Office	2737
Taplow Housing Office	8	Office	486
Aylesbury Early Years Centre	8&9	Nursery	365
Aylesbury Health Centre	8&9	Health Centre	
Medipharmacy	8&9	Pharmacy	
Taplow Nursery	8&9	Nursery	63
Taplow Medical Centre	8&9	Doctor's Surgery	790
Aylesbury Youth Centre	8&9	Offices	133
Chaplin Centre	9	Offices	1515
Retail units	9	Retail	130
Barrow Stores	8&9	Retail	16
Aylesbury Access Centre	10	Religious & Spiritual Community Facility	
Taplow Retail Units (13)*	9	Retail	730
Tykes Corner	10	Nursery	
Creation Office	10	Office	127
2 Inspire	6	Community Facility	158
Aylesbury Childminding Unit	12&14	Nursery	127
Wendover Meeting Room	3a	Community Facility	
Aylesbury learning Centre	4b	Training facility	650
Thurlow Lodge Community Hall	4a	Community Facility	
The Hour Glass	11	Public House	
Wendover Council Offices	4a	Office	913

* - currently vacant

3.4 Existing Parking and Servicing Provision

3.4.1 The existing level and type of car parking available throughout the estate varies by area and the following section provides a description of the car parking availability of the different areas.

3.4.2 The section of East Street between Dawes Street and Elsted Street is predominantly residential with on-street parking subject to resident permit, pay and display or short stay restrictions at the western end, and to the west of Thurlow Street there is a mix of retail and residential land uses, with parking being mainly short stay, with servicing for the businesses being on-street.

3.4.3 Thurlow Street provides access to the residential blocks and community facilities along its length and access to the wider highway network. Parking areas are available within the estate, as well as on-street parking controlled by parking permits and short stay pay and display charges.

3.4.4 Albany Road has on-street parking at the western end of the section between Bagshot Road and Bradenham Close which is controlled by parking permits and pay and display.

3.4.5 Portland Street has pay and display/parking permit controlled parking spaces provided in places along its length and on both sides of the carriageway. Car club spaces are also present.

3.4.6 As well as the on-street parking provisions, there is also car parking provided for the residential blocks as parking courts and garages.

3.4.7 The current level of car parking demand within the estate was researched through surveys carried out in January 2013 and a parking demand assessment undertaken by consultants JMP for LB Southwark. The surveys covered daytime (10.00-11.00); evening (20.00-21.00); and Saturday (10.00-11.00) and were undertaken on Thursday 10th January and Saturday 12th January 2013.

3.4.8 The current parking availability with the site area is as follows (excluding private garages but including Site 7 that was part of the survey area):

- On-street Parking – 371 spaces (including 2 disabled)
- Off-street Parking – 1,151 spaces (no disabled bays)
- Total Parking – 1,522 spaces

3.4.9 The current provision of 2,704 dwellings (including site 7) equates to a ratio of 0.43 spaces per unit (for off-street only) and 0.56 spaces per unit (including on and off-street provision). This does not take account of the availability of private garages within the estate for parking. The on-street parking can also be used by non-Aylesbury Estate residents, including residents and visitors from the surrounding areas.

3.4.10 The parking demand assessment considered the 14 zones on the site and their associated parking stress levels based on parking availability and demand for both on and off-street parking spaces. For the weekday survey the on-street parking assessment considered the 371 available spaces with an average of 20 spaces per zone, with zones 3a, 3b and 4b having no on-street parking available. In general parking across the Aylesbury Estate is sufficient to meet demand as well as having spare capacity should demand increase. Zone 4a has lower than average on and off-street parking provision and has relatively high parking stress levels both on and off-street during the weekday daytime and Saturday surveys.

3.4.11 The majority of the parking within the study area is off-street (1,151 spaces) and parking stress levels were generally higher in the on-street parking than the off-street parking areas across the estate. Parking stress levels of 100% and 86% were recorded in zone 1c for on-street parking during the weekday daytime and Saturday, however only 7 on-street spaces are provided for this zone. 73 off-street spaces are available for this zone with parking stress levels of 12%, 5% and 8% recorded for the weekday daytime, evening and Saturday respectively. This may suggest that the pay and display

facility was more favourable than the parking permit for this zone. Zone 13 also displayed similar results, although less pronounced.

3.4.12 In general, zones tended to have more capacity during the evening survey than the daytime survey. Whilst this is unusual for a residential area with the greatest demand for parking typically being in the evening. This suggests that either the daytime demand may not be from residents or that a large proportion of existing residents do not work typical daytime working hours.

3.4.13 A small number of illegal parking incidents were recorded during the surveys which did not appear to be related to parking stress level or location of on and off-street parking.

3.4.14 Overall, the available car parking on the existing site, at a ratio of 0.56 spaces per dwelling, is much greater than is now being utilised.

Motorcycle Parking

3.4.15 Six motorcycle parking spaces are provided at each of the following locations:

- Fielding Street;
- Munton Road (located off Rodney Place);
- Chatham Street; and
- Brandon Street.

Taxi Ranks

3.4.16 There is one TfL appointed taxi rank in the study area located on A201 New Kent Road. It operates 24 hours a day, and has three spaces for taxis to wait.

On Street Loading Bays

3.4.17 Loading bays are provided at the following locations across the study area:

- John Ruskin Street (2 spaces);
- Penrose Street (2 spaces);
- Larcom Street (3 spaces); and
- Mina Road (2 spaces).

3.5 Local Facilities

3.5.1 There are a number of retail shopping areas within close proximity to the site which can be easily accessed by the existing and future site residents. These areas and their proximity to the site are shown in Figure 3. The nearest retail facilities are available at Walworth Shops and East Street market, located to the west of the site and the neighbourhood shops and the Tesco, Argos and DFS on Old Kent Road to the east of the site. Elephant and Castle town centre and market is located to the north west of the site. The approximate 'crow-fly' distances to these retail facilities are provided in Table 3.3.

Table 3.3 Location of Retail Areas

Description	Distance (m)
Borough Market and High Street	2,143
Elephant and Castle Town Centre and Market	1,370
Walworth shops and East Street market	690
Neighbourhood shops on Old Kent Road	560
Tesco, Argos and DFS on Old Kent Road	700
Camberwell and Denmark Hill	1,500
Peckham High Street, The Aylesham Centre and Rye Lane Market	1,850
Oxford Street and Regent Street	5,000

3.5.2 In combination these facilities offer a full range of choice for prospective residents for all aspects of retail need including, food and non-food retail as well as comparison goods shopping.

3.5.3 There are four large supermarkets for food shopping located within 1km of the site centre with a Lidl store located to the north of the site on Old Kent Road, a Tesco and Asda located to the east of the site, also on Old Kent Road, and a Morrisons available to the west of the site on Walworth Road. All residents of the site will be located between 300m and 800m of a supermarket.

3.5.4 Figure 3 shows the location of other local facilities including dentists and doctors. There are 9 doctors surgeries located within 1km of the centre of the site, with most residents being located within approximately 400m of a doctor's surgery. There are 2 dentists located within 1km of the site centre with all residents being located within approximately 650m of a dentist.

3.5.5 Aylesbury Health Centre is located on the Aylesbury Estate and is to be pre-provided within the new development. Hospitals are available at Guys Hospital which is located in Southwark near to London Bridge to the north of the site and Kings College Hospital which is located to the south of the site on Denmark Hill.

3.5.6 The primary and secondary schools are also shown on Figure 3. The following primary schools are located within the immediate vicinity of the site:

- Michael Faraday School
- Surrey Square Primary School
- English Martyrs Roman Catholic Primary School
- Robert Browning Primary School

- Cobourg Primary School
- St Peter's Church of England Primary School
- John Ruskin Primary School

3.5.7 The primary schools identified are located around all edges of the site and are located within approximately 400m for all site residents.

3.5.8 Secondary education is available at the University Engineering Academy, South Bank on Trafalgar Street to the west of the site, and at Walworth Academy on Mina Road to the east of the site. Both are located within very close proximity to the site boundary. Further north, and within 1km of the site centre is St Saviour's and St Olave's Church of England School. Between 1km and 2km of the centre of the site the following additional secondary schools are available:

- ARK Globe Academy
- Harris Academy, Bermondsey
- City of London Academy (Southwark)
- ARK All Saints Academy
- Sacred Heart Catholic School
- Saint Gabriel's College
- Harris Academy , Peckham
- Notre Dame Roman Catholic Girls' School
- St Michael's Catholic College
- Compass School Southwark

3.5.9 In total there are 13 secondary schools available within 2km of the centre of the site.

3.5.10 The primary employment areas are located along the river front to the south in Southwark, Waterloo, Westminster and Lambeth and north of the river in the City. More locally, there is employment in Walworth, Peckham, along Old Kent Road and at Denmark Hill and in Southwark near to Tower Bridge as a result of the location of the hospitals.

3.5.11 Burgess Park is available for leisure and recreation to the south side of Albany Road, which fronts the southern edge of the site. The park covers 56 hectares and stretches from Camberwell and Walworth in the west to Peckham and Old Kent Road in the east. It is central to the local community and provides a range of sports facilities (including a tennis centre, community sports centre (with a gym, football, rugby, cricket, running track and BMX track), a lake and gardens and horticulture. Children's play areas are also available in Burgess Park. Other venues for gym and recreational use are also available locally.

3.6 Existing Pedestrian Infrastructure

3.6.1 The site as it currently stands includes a number of routes through it so it does offer a degree of permeability for pedestrians. Roland Way, Inville Road Thurlow Street offers a degree of connectivity through the site in a north-south direction and Hopwood Road, Beaconsfield Road, Kinglake Street and Inville Road provide for the east-west direction. The nature of the layout with raised walkways and lack of overlooking does mean that concerns over safety and crime are present on these routes.

3.6.2 Pedestrian walk time isochrones are provided in Figures 4-7. Due to the size of the site, the isochrones have been provided for each of the four phases. These show that a wide area encompassing Walworth, Camberwell, Elephant and Castle and Bermondsey is within a 25 minute

walk of the site. This provides access to a range of facilities and services for pedestrians, notably primary and secondary schools, shopping and health related services.

3.6.3 A Pedestrian Environment Review System (PERS) audit was undertaken by WSP on Thursday 22, Friday 23 and Wednesday 28 May 2014 to establish the quality of the pedestrian route network around the site. It was undertaken in accordance with guidance provided in TfL's 'Pedestrian Environment Review System, Review Handbook Version 2, May 2006'. Figure 8 shows the extent of the study area, which included Walworth Road, Portland Street, Thurlow Street, Old Kent Road, East Street and Albany Road. The audit assessed all connections between the site and the surrounding area, and all public transport connections that form part of likely routes to and from the site. The overall results were positive with mainly 'green' indicators, some average 'amber' indicators and no negative 'red' indicators. The full results of this audit are provided in Appendix E, with the following conclusions being drawn:

- Pedestrian lighting should be more frequent, especially in streets without active frontages, where there is a low sense of security. This is particularly the case for B214 Albany Road, for which 5 out the 13 sections of road received an amber rating. Moreover, the surface quality of the pavements should be improved, and sufficient lighting should be provided near PTWAs.
- An increased number of rest points should be provided, with frequent positioning on the main routes within the study area.
- Improvements at Portland Street, between Hopwood Road and B214 Albany Road could include the removal of a wall that reduces pedestrian space, the design of a new pedestrian route on the eastern side or the introduction of pedestrian lighting. This would have the effect of improving the levels of perceived personal security.
- Crossings at signal junctions on Albany Road at Portland Street, Wells Way and Thurlow Street, despite having 'green' scores have multiple crossing stages for pedestrians that increase pedestrian delay. Opportunities to simplify crossing movements should be explored.
- Mitigation measures are also recommended for Dawes Street / East Street junction, where there is a lack of pedestrian crossing facilities. This would improve the accessibility of the East Street market area.

3.6.4 An audit of the existing pedestrian network has also identified the locations where signalised and zebra crossings are available to assist pedestrian movement through the area and a plan is provided in Figure 9. On Walworth Road and Old Kent Road signalised pedestrian crossing facilities are available at regular intervals of around 100m -150m along these roads. On Albany Road there is a combination of signalised and zebra crossing facilities for pedestrians at intervals of approximately 100m – 200m. Thurlow Street, Portland Street and East Street also have zebra crossings available.

3.6.5 Pedestrian counts were undertaken alongside the traffic counts at a number of locations as follows:

- Zebra crossing on Albany Road by Bradenham Close
- Zebra crossing on Albany Road First Development Site
- Portland Street / Albany Road junction
- Albany Road / Wells Way junction
- Signal controlled pedestrian crossing by Chumleigh Street
- Thurlow Street / Albany Road junction
- Zebra crossing on Albany Road by Bagshot street
- Zebra crossing on Thurlow Street by Beaconsfield Road
- Zebra crossing on Thurlow Street south of East Street
- Pedestrian crossing at East Street / Thurlow Street junction

3.6.6 The surveys counted the number of people using the pedestrian crossings at these locations as well as the number of pedestrians using the footpaths around the junction. All counts were directional.

3.6.7 Two-way pedestrian flows in the area have been established from these counts and displayed graphically, AM movements are shown on Figure 10 and PM movements on Figure 11.

3.6.8 The Figures indicate that the busiest areas for pedestrians are on East Street, the east side of Thurlow Street and the east side of Portland Street.

3.6.9 The busiest crossings are those crossing Thurlow Street, particularly at East Street.

3.7 Existing Cycle Infrastructure

3.7.1 There are a number of established cycle routes within the vicinity of the site and these are shown on Figure 12. TfL publishes guides for cycling in London which include routes recommended by experienced cyclists. The guides include signed cycle routes, quieter and less busy streets, greenways through parks and along canals, stations with cycle parking and details of the Cycle Superhighways.

3.7.2 Cycle time isochrones are provided in Figures 13-16, as with the pedestrian isochrones, one has been prepared for each development phase. These show that a wide area encompassing Southwark, Westminster, Victoria, the City, Clapham and Rotherhithe is within a 25 minute cycle of the site.

3.7.3 Barclays Cycle Superhighways are cycle routes running from outer London into and across central London. They are designed to give safer, faster and more direct journeys into the city. CS7 travels from Merton to the City via the A24 and A3 using Clapham Road, Kennington Park Road and providing access to the City across Southwark Bridge. There are also a number of alternative quieter signed or recommended routes that utilise the side roads adjacent to this Cycle Superhighway.

3.7.4 The following existing London Cycle Network (LCN) routes are relevant to the Aylesbury Estate:

- Route 2 – LCN+ route between Lambeth (Imperial War Museum) to Deptford
- Route 23 – LCN+ route between Southwark Bridge and Crystal Palace

3.7.5 The London Cycle Hire scheme offers a self-service bike sharing cycle hire scheme for short journeys. It does not require membership and allows people to hire a bike from one of the docking stations located around London, ride it to where you like, and then return it to any docking station, ready for the next person. There are a number of locations near Elephant and Castle and to the north of the site where cycle hire facilities are available. These are shown on the cycle routes plan, Figure 12. The nearest facility is located at Rodney Road, Walworth which is just a short walk (less than 5 minutes) from north end of the site. The remaining cycle hire locations are a 15 to 20 minute walk from the centre of the site.

3.7.6 Walworth Road and Old Kent Road have considerable numbers of cycle parking spaces along their length. Within the site area, there are existing cycle stands at:

- The Aylesbury Medical Centre;
- The junction of East Street and Thurlow Street;
- Faraday School;
- The junction of Portland Street and Wooler Street;
- South section of Portland Street; and
- On Albany Road at the outdoor gym.

3.7.7 The number of cyclists using the road at the surveyed junctions was recorded as part of the traffic survey. The cycle flows are provided as part of the traffic flow diagrams in Appendix F. It should be noted that the 'all vehicle' traffic flow diagrams also include cycles.

3.7.8 There are very high numbers of cyclists using parts of the road network in the vicinity of the site. Where high cycle flows were observed they tend to be tidal as follows:

- Walworth Road: more than 440 northbound AM and up to 200 southbound PM;
- Rodney Road: more than 500 westbound AM and 262 eastbound PM;
- Portland Street: more than 400 northbound AM and nearly 200 southbound PM;
- Albany Road: up to 166 westbound AM and 96 eastbound PM (between Wells Way and Portland Street);
- Old Kent Road: 578 northbound AM and 280 southbound PM.

3.8 Car Clubs

3.8.1 There are a number of locations where cars are available to hire within the local area, principally provided through Zipcar. Notably there are eight cars either within or very close to the estate (for hire through Zipcar) as follows:

- Bradenham Close
- Portland Street
- Sondes Street
- Wooler Street
- East Street
- Bagshot Street
- Madron Street
- Chatham Street

3.8.2 There are also other ways of hiring cars in London through: 'easyCar club' which allows private individuals to make money by hiring their car out for use if they are not using it; and 'citycar club' which also has some cars available nearby.

3.9 Current Public Transport Provision and Facilities

Existing PTAL level

3.9.1 The Aylesbury Estate is situated between two bus corridors (the A2 and the A215), but also has bus services that pass through the estate, along Albany Road and Thurlow Street. Consequently, the Public Transport Accessibility Level (PTAL) of the site varies by location, with the areas closer to the A2 and A215 having a higher PTAL than the area around Thurlow Street. Figure 17 shows a "heatmap" of the PTAL across the Aylesbury Estate.

3.9.2 Figure 17 indicates that the PTAL of the Aylesbury Estate varies from 5 close to Camberwell Road, to between 1 and 2 for areas around the Albany Road/ Wells Way and Albany Road/ Thurlow Street junction.

Bus routes

3.9.3 There are 19 daytime bus services operating within a 400m walk of the boundary of the Aylesbury Estate (excluding school buses), and there are also 7 night buses. The bus routes in the area are indicated on Figure 18.

3.9.4 Table 3.4 summarises the route and number of buses per hour of the daytime bus services, and Table 3.5 summarises the route and number of buses per hour of the night time bus services.

Table 3.4 Daytime bus services and frequencies

No.	Route	Average Daytime Frequency		
		Mon-Fri	Saturday	Sunday
12	Oxford Circus – Dulwich Library	4-6 mins	4-6 mins	3-7 mins
21	Lewisham Centre – Newington Green	5-8 mins	6-10 mins	10-13 mins
35	Falcon Road (Clapham) - Shoreditch	8-12 mins	10-13 mins	12-15 mins
40	Dulwich/ The Plough – Aldgate Bus Station	6-10 mins	9-12 mins	15 mins
42	Sunray Avenue – Aldgate Station	8-11 mins	8-10 mins	15 mins
45	St Pancras International Station – Atkins Road/ New Park Road	7-10 mins	7-10 mins	15 mins
53	Orchard Road/ Griffin Road – Horse Guards Parade	6-10 mins	6-10 mins	9-12 mins
63	Forest Hill Tavern – Kings Cross Station/ York Way	4-8 mins	5-9 mins	7-11 mins
68	West Norwood Station – Euston Bus Station	5-8 mins	6-10 mins	9-12 mins
78	Shoreditch High Street Station – St Mary's Road	7-10 mins	8-10 mins	10-12 mins
136	Grove Park Bus Station – Elephant & Castle/ Newington Causeway	8-12 mins	12-14 mins	15 mins
148	Denmark Hill/ Camberwell Green – White City Bus Station	6-10 mins	7-10 mins	9-13 mins
168	Royal Free Hospital – Dunton Road	5-9 mins	6-10 mins	9-10 mins
171	Newquay Road – Holborn Station	6-10 mins	7-11 mins	10-13 mins
172	Brockley Rise/ Chandos – King Edward Street	8-11 mins	10-15 mins	15 mins
176	Penge/ Pawleyne Arms – Tottenham Court Road Station	6-10 mins	7-10 mins	10-13 mins
343	City Hall – New Cross/ Jerningham Road	4-8 mins	6-10 mins	10-15 mins
363	Crystal Palace Parade – Lambeth Road	8-12 mins	8-12 mins	15 mins
453	Deptford Bridge – Great Central Street	5-9 mins	6-10 mins	8-12 mins
468	Swan & Sugar Loaf – Lambeth Road	5-9 mins	7-11 mins	10-13 mins

Table 3.5 Night bus services and frequencies

No.	Route	Average Nightime Frequency		
		Mon-Fri	Saturday	Sunday
N21	Market Place/ Bexleyheath Clock Tower – Charing Cross Station	30mins	30mins	30mins
N35	Falcon Road/ Grant Road – Tottenham Court Road Station	30mins	30mins	30mins
N63	Crystal Palace Parade – Kings Cross Station/ York Way	30mins	30mins	30mins
N68	Old Coulsdon/ Tudor Rose – Tottenham Court Road Station	30mins	30mins	30mins
N89	Trafalgar Square/ Charing Cross Station – Erith Town Centre/ Riverside	30mins	30mins	30mins
N171	Springbank Road/ Hither Green Station – Tottenham Court Road	30mins	30mins	30mins
N343	Trafalgar Square/ Charing Cross – New Cross/ Jerningham Road	30mins	30mins	30mins

Location and condition of bus stops

3.9.5 Figure 19 shows the locations of the bus stops which are situated within 400m of the Aylesbury Estate site boundary. Table 3.6 summarises which bus services are available from each of these bus stops.

Table 3.6 Bus stops and bus service availability

Bus Stop Name	Road Location	Served by
Albany Road/ Camberwell Road	Albany Road	42
Camberwell Road/ Albany Road	Camberwell Road	12,35,40,42,45,68,148,171,176,468
Albany Road/ Wells Way	Albany Road	42, 136, 343
Alsace Road	Thurlow Street	42, 136, 343
Balfour Street	Rodney Road	136, 343
Congreve Street (SE17)	East Street	42
Bowyer Place	Camberwell Road	12,35,40,42,45,68,148,171,176,468
Dunton Road	Old Kent Road	21,53,63,172,363,453
Old Kent Road/ East Street	Old Kent Road	21,42,53,63,172,363,453
Portland Street	Albany Road	42
St Georges Way/ Burgess Park	Wells Way	136, 343
East Street/ Thurlow Street	East Street	42
East Street/ Flint Street	Thurlow Street/ Flint Street	136, 343
Westmoreland Road	Camberwell Road	12,35,40,45,68,148,171,176,468

3.9.6 Details on the condition of the bus stops is provided in the PERS audit at Appendix E.

3.9.7 BODS data has been obtained from TfL that illustrates the number of alighters and boarders at these stops. This data is illustrated on Figures 20-21

Planned improvements / services

3.9.8 TfL has recently extended bus service 136 to follow the route of bus 343 through the Aylesbury Estate area, due to overcrowding of the 343 service. TfL has also indicated that it would be likely to extend a bus service which currently terminates at Elephant and Castle, along Albany Road and Thurlow Street to the Old Kent Road Tesco supermarket. This is considered further in Section 7.

Underground and Rail services / frequencies

3.9.9 Table 3.7 sets out the names and distances to the nearest London Underground stations, and the lines which are available from these stations.

Table 3.7 London underground stations and lines

Station	Approximate Distance	Lines
Elephant and Castle	1.3km	Northern, Bakerloo
Borough	1.8km	Northern
London Bridge	2.2km	Northern, Jubilee
Kennington	1.4km	Northern
Oval	1.8km	Northern

3.9.10 Table 3.8 shows the nearest National Rail and London Overground stations, the distance from the centre of the Aylesbury Estate and the services which are available from those stations.

Table 3.8 National Rail/ London Overground stations

Station	Approximate Distance	Lines
Elephant and Castle	1.3km	National Rail
London Bridge	2.2km	National Rail
Peckham Rye	2.0km	London Overground

3.9.11 A plan indicating the site in relation to underground and rail services is provided in Figure 22.

Bus interchange at Elephant & Castle

3.9.12 There are a large number of bus stops on the entries to the Elephant and Castle roundabout, including interchange facilities between buses and trains at Elephant and Castle underground and railway station. Many of the very frequent bus services operating in the vicinity of the Aylesbury Estate stop at Elephant and Castle, meaning that the bus offers a quick, convenient way of accessing the station from the site.

3.10 Road Network Conditions

3.10.1Classified turning counts and queue surveys were undertaken on Thursday 15 May 2014 from 07:00-10:00 and 16:00-19:00 at 15 minute intervals by Quality Traffic Surveys (QTS) at the following junctions (these junctions comprise the study area of the Transport Assessment):

1. B214 Albany Road / A215 Camberwell Road / Urlwin Street;
2. B214 Albany Road / Portland Street;
3. B214 Albany Road / Wells Way;
4. B214 Albany Road / Thurlow Street;
5. B214 Albany Road / A2 Old Kent Road / Humphrey Street;
6. Thurlow Street / East Street;
7. A2 Old Kent Road / East Street / Hendre Road;
8. A215 Camberwell Road / John Ruskin Street / Boyson Road;
9. A215 Walworth Road / Fielding Street / Merrow Street;
10. A215 Walworth Road / Heygate Street / Steedman Street;
11. Heygate Street / Rodney Place;
12. A201 New Kent Road / Rodney Place; and
13. Merrow Street / Portland Street.

3.10.2 The location of the above junctions is shown in Figure 23. Observed traffic flow diagrams are provided at Appendix G.

3.10.3 Saturation flow and degree of saturation surveys were undertaken by QTS on Thursday 15 May 2014 for the AM Peak (08:00-09:00) and the PM Peak (17:00-18:00) for the following junctions:

1. B214 Albany Road / A215 Camberwell Road / Urlwin Street;
2. B214 Albany Road / Portland Street;
3. B214 Albany Road / Wells Way;
4. B214 Albany Road / Thurlow Street;
5. B214 Albany Road / A2 Old Kent Road / Humphrey Street; and
10. A215 Walworth Road / Heygate Street / Steedman Street

3.10.4 Pedestrian movement surveys were undertaken on Thursday 15 May 2014 from 07:00-10:00 and 16:00-19:00 by QTS at the following locations:

- The junction of B214 Albany Road / Portland Street;
- Thurlow Street (at the zebra crossing located to the north of the junction with Kinglake Street);
- The junction of B214 Albany Road / Wells Way;
- The junction of B214 Albany Road / Thurlow Street;
- B214 Albany Road (at the pedestrian crossing located to the west of the junction with Chumleigh Street);
- B214 Albany Road (at the zebra crossing located to the east of the junction with Canal Street);
- The junction of Thurlow Street / East Street; and

- B214 Albany Road (at the zebra crossing located to the west of the junction with Bradenham Close).

3.10.5 Automatic Traffic Counters (ATCs) were placed at five locations within the study area for a thirteen day period between 7 May 2014 and 19 May 2014. The ATC provides information about traffic volumes along each particular section of road by hour of the day, as well as providing an indication of the speeds that the vehicles are travelling at. The five locations at which ATCs were positioned are as follows:

- East Street (between Thurlow Street and Sedan Way). It should be noted that data collected on 15 May 2014 between 08:00 and 10:00 is inaccurate, as the tube was damaged during this period;
- Thurlow Street (south of East Street). It should be noted that the data collected from 10 May 2014 (04:00) to 15 May 2014 (08:00) is inaccurate, as the tube was damaged during this period;
- Wells Way (south of B214 Albany Road);
- Portland Street (between Roland Way and Sondes Street); and
- B214 Albany Road (west of Bradenham Close).

3.10.6 Additional flow data for major roads in the area has been obtained from the DfT traffic counts website.

Highway Network

3.10.7 Figure 24 shows the road network in the local area, it includes where there are sections of one-way and locations with no-through access for vehicles.

3.10.8 The five principle roads within the area, along with their respective Annual Average Daily Traffic (AADT) are;

- Walworth Road / Camberwell Road A215 – 17000 AADT;
- Albany Road B214 – 21000 AADT;
- Wells Way – 15000 AADT;
- Thurlow Street – 13000 AADT; and
- A2 Old Kent Road (TLRN) – 39000 AADT.

3.10.9 Other less major roads that are worthy of note in the local area are Portland Street and East Street.

3.10.10 The A2 Old Kent Road comes under the Transport for London Road Network (TLRN), which forms the key routes or major arterial roads in London and is made up of roads of roads that are owned and maintained by 'Transport for London' (TfL).

3.10.11 The Strategic Road Network (SRN) is a network of roads managed by the Highways Agency, which are used to move people and freight around the country. Any road on the SRN is known as a trunk road. None of the roads within the study area of the TA are part of the SRN.

Existing Traffic Speeds

3.10.12 Table 3.9 shows the observed mean and 85th percentile speeds on Portland Street.

Table 3.9 Observed vehicle speeds on Portland Street

Direction	Mean Speed	85% Speed
Northbound	21.6 mph	26.8 mph
Southbound	21.8 mph	27.5 mph

3.10.13 Table 3.10 shows the observed mean and 85th percentile speeds on Wells Way.

Table 3.10 Observed vehicle speeds on Wells Way

Direction	Mean Speed	85% Speed
Northbound	19.5 mph	25.3 mph
Southbound	19.2 mph	23.7 mph

3.10.14 Table 3.11 shows the observed mean and 85th percentile speeds on Thurlow Street.

Table 3.11 Observed vehicle speeds on Thurlow Street

Direction	Mean Speed	85% Speed
Northbound	21.8 mph	28.6 mph
Southbound	17.2 mph	23.0 mph

3.10.15 Table 3.12 shows the observed mean and 85th percentile speeds on East Street.

Table 3.12 Observed vehicle speeds on East Street

Direction	Mean Speed	85% Speed
Eastbound	20.6 mph	25.1 mph
Westbound	20.6 mph	25.1 mph

3.10.16 Table 3.13 shows the observed mean and 85th percentile speeds on Albany Road.

Table 3.13 Observed vehicle speeds on B214 Albany Road

Direction	Mean Speed	85% Speed
Eastbound	25.4 mph	30.6 mph
Westbound	24.3 mph	29.8 mph

London Congestion Charge

3.10.17 The London congestion charge is a fee charged on most motor vehicles operating within the Congestion Charge Zone (CCZ) between 07:00-18:00 Monday to Friday. As of the 16 June 2014, the congestion charge rose from £10 to £11.50 a day.

3.10.18 The congestion charge zone covers the area within the London Inner Ring Road (which forms the A501, A1202, A1210/A1211, A100, A201, A202, A302, A3204, A4202 and parts of the A5). The Aylesbury Estate is located south of the congestion zone boundary which is located at A201 New Kent Road at its closest point.

3.11 Existing Junction Performance

3.11.1 This section describes the impact of the proposed development on the local road network. The capacity of the following junctions has been assessed:

1. B214 Albany Road / A215 Camberwell Road;
2. B214 Albany Road / Portland Street;
3. B214 Albany Road / Wells Way;
4. B214 Albany Road / Thurlow Street;
5. B214 Albany Road / A2 Old Kent Road;
6. Thurlow Street / East Street;
7. East Street / A2 Old Kent Road / Hendre Road;
8. A215 Camberwell Road / John Ruskin Street;
9. A215 Walworth Road / Fielding Street / Merrow Street;
10. A215 Walworth Road / Heygate Street;
11. Heygate Street / Rodney Place;
12. A201 New Kent Road / Rodney Place; and
13. Merrow Street / Portland Street.

Junction 1 – B214 Albany Road / A215 Camberwell Road

3.11.2 The junction of B214 Albany Road / A215 Camberwell Road is a four arm traffic signal controlled junction, with two lanes on each arm, situated to the south west of Aylesbury Estate. The northern, east and western arms operate at a 20mph speed limit; whilst the southern arm speed limit is set at 30mph. Drivers travelling from the northern arm are not permitted to right turn into Urlwin Street, and a yellow box is marked in the centre of the junction, to ensure that stationary traffic is prevented from blocking the junction. No other weight, width or turning restrictions apply.

3.11.3 All arms benefit from pedestrian crossing facilities. The northern and southern arms of the junction have advanced stop lines for bicycles, which is important considering that cyclists comprise 47% and 31% of all vehicles in the morning and evening peak respectively travelling north from A215 Camberwell Road.

3.11.4 The capacity of the junction has been tested using LinSig V3. Table 3.14 summarises the LinSig results for the 2014 base scenario.

Table 3.14 B214 Albany Road / A215 Camberwell Road 2014

Link	AM Peak						PM Peak					
	Deg Sat (%)		Modelled MMQ		Observed MMQ		Deg Sat (%)		Modelled MMQ		Observed MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2	L1	L2	L1	L2
A215 Walworth Road	92.3		12.8		7.1	8.5	88.1		12.8		8.6	10.5
B214 Albany Road	90.8		11.7		8.8	8.9	96.8		13.9		8.8	6.2
A215 Camberwell Road	88.8		20.1		7.3	6.6	74.3		9.4		6.2	5.5
Urlwin Street	7.3		0.5		0.8	0.6	10.6		0.4		0.6	0.6

3.11.5 The analysis of this junction indicates that the junction is operating close to capacity on the northern and western arms. The modelled queues are slightly longer than the surveyed queues, consequently the capacity results are likely to be robust.

3.11.6 Copies of the LinSig results files are contained in Appendix H.

Junction 2 – B214 Albany Road / Portland Street

3.11.7 The junction of B214 Albany Road / Portland Street is a three arm traffic signal controlled junction, situated to the south of Aylesbury Estate. The junction operates at a 20mph speed limit, and consists of a single lane approach on the minor arm, and a two lane approach on the major arms. A yellow box is marked in the centre of the junction to ensure that stationary traffic travelling eastbound along B214 Albany Road is prevented from blocking the junction.

3.11.8 Aside from Albany Road (west), all arms have associated advanced stop lines for cyclists, which is important considering that during the morning peak period, cyclists account for 27% of all vehicles turning right into Portland Street from Albany Road E. It can be noted that there are no weight, width or turning restrictions.

3.11.9 The capacity of the junction has been tested using LinSig V3. Table 3.15 summarises the LinSig results for the 2014 base scenario.

Table 3.15 B214 Albany Road / Portland Street 2014

Link	AM Peak						PM Peak					
	Deg Sat (%)		Modelled MMQ		Observed MMQ		Deg Sat (%)		Modelled MMQ		Observed MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2	L1	L2	L1	L2
A214 Albany Road W	63.2		6.0		7.0	6.4	53.8		6.3		5.3	6.7
Portland Street	71.0		3.8		3.4	0.8	54.7		5.2		3.4	1.1
A214 Albany Road E	74.4		10.2		11.7	8.1	46.3		7.7		8.4	4.0

3.11.10 The analysis of this junction indicates that it is operating with ample capacity in the current situation. The large nature of the junction means that a reduction in junction size could be considered without unduly affecting capacity. This could be carried out in combination with improvements for pedestrian and cycle movements.

3.11.11 Copies of the LinSig results files are contained in Appendix H.

Junction 3 – B214 Albany Road / Wells Way

3.11.12 The junction of B214 Albany Road / Wells Way is a three arm traffic signal controlled junction, situated to the south of Aylesbury Estate. The junction operates at a 20mph speed limit, and consists of a three lane approach on the western arm (one right turn lane and two straight ahead lanes), a two lane approach on the eastern arm (one straight ahead lane and one left turn lane, with a central lane for cyclists), and a three lane approach on the southern minor arm (one left turn lane and two right turn lanes). For drivers travelling from A214 Albany Road (west), wishing to turn right, they must give way to traffic travelling from A214 Albany Road (east).

3.11.13 Aside from the Wells Way left-turn lane, all arms have associated advanced stop lines for cyclists, and the southern and western arm benefit from pedestrian crossing facilities. It can be noted that there are no weight, width or turning restrictions.

3.11.14 The capacity of the junction has been tested using LinSig V3. Tables 3.16 and 3.17 summarise the LinSig results for the 2014 base AM and PM scenarios respectively.

Table 3.16 B214 Albany Road / Wells Way 2014 AM

Link	AM Peak								
	Deg Sat (%)			Modelled MMQ			Observed MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3
A214 Albany Road E	65.7		-	5.4		-	6.3	9.0	-
Wells Way	61.5		49.2	4.6		3.1	4.9	3.4	5.0
A214 Albany Road W	27.1	48.7		2.1	2.4		3.6	3.9	3.2

Table 3.17 B214 Albany Road / Wells Way 2014 PM

Link	PM Peak								
	Deg Sat (%)			Modelled MMQ			Observed MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3
A214 Albany Road E	63.8		-	6.4		-	13.2	9.5	-
Wells Way	38.2		37.1	2.8		2.8	2.3	2.6	2.7
A214 Albany Road W	20.7	61.7		1.9	2.6		3.3	3.5	4.4

3.11.15 The analysis of this junction indicates that it is operating with ample capacity in the current situation. The large nature of the junction means that a reduction in junction size could be considered without

unduly affecting capacity. This could be carried out in combination with improvements for pedestrian and cycle movements.

3.11.16 Copies of the LinSig results files are contained in Appendix H.

Junction 4 – B214 Albany Road / Thurlow Street

3.11.17 The junction of B214 Albany Road / Thurlow Street is a three arm traffic signal controlled junction which operates at a 20 mph speed limit, with two lanes on each arm.

3.11.18 Thurlow Street and Albany Road (east) arms benefit from pedestrian crossing facilities. It can be noted that there are no weight, width or turning restrictions.

3.11.19 The capacity of the junction has been tested using LinSig V3. Table 3.18 summarises the LinSig results for the 2014 base scenario.

Table 3.18 B214 Albany Road / Thurlow Street

Link	AM Peak						PM Peak					
	Deg Sat (%)		Modelled MMQ		Observed MMQ		Deg Sat (%)		Modelled MMQ		Observed MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2	L1	L2	L1	L2
A214 Albany Road W	81.7		13.5		8.2	13.9	72.0		6.8		6.0	13.1
Thurlow Street	81.4		7.5		4.4	7.8	71.3		6.4		6.9	10.0
A214 Albany Road E	79.5		6.8		12.4	7.2	56.1		5.4		15.0	4.2

3.11.20 The analysis of this junction indicates that it is operating with ample capacity in the current situation. The large nature of the junction means that a reduction in junction size could be considered without unduly affecting capacity. This could be carried out in combination with improvements for pedestrian and cycle movements.

3.11.21 Copies of the LinSig results files are contained in Appendix H.

Junction 5 – A2 Old Kent Road / A214 Albany Road / Humphrey Street / Shorncliffe Road

3.11.22 The junction of Old Kent Road, Albany Road and Humphrey Street is a four arm traffic signal controlled junction, which also controls Shorncliffe Road under a separate stream of the controller. A2 Old Kent Road operates under a 30mph speed limit, and the remaining arms have a speed limit of 20mph. A2 Old Kent Road is part of the TLRN.

3.11.23 The junction consists of a three lane approach on the northern arm (two ahead lanes, and an ahead/left turn lane), a three lane approach on the eastern arm (a left turn, an ahead, and a right turn lane), a four lane approach on the southern arm (three ahead lanes, and a left turn lane), and a two lane approach on the western arm (an ahead lane, and a right turn lane).

3.11.24 Only buses are permitted to turn right from the northern arm of the junction into Albany Road, no vehicles are permitted to turn left from Albany Road, and no vehicles are permitted to turn right from the southern arm of the junction. No other weight, width or turning restrictions apply. A yellow box is

marked in the centre of the junction to ensure that stationary traffic is prevented from blocking the junction.

3.11.25 All arms of the junction, including Shorncliffe Road benefit from pedestrian crossing facilities, but no cycling facilities are provided. It should be noted that bicycles account for 24% of the traffic travelling northbound on the A2 Old Kent Road during the morning peak and 16% of the traffic travelling southbound on the A2 Old Kent Road during the evening peak.

3.11.26 The capacity of the junction has been tested using LinSig V3. Tables 3.19 and 3.20 summarise the LinSig results for the 2014 base AM and PM scenarios respectively.

Table 3.19 B214 Albany Road / A2 Old Kent Road 2014 AM

Link	AM Peak								
	Deg Sat (%)			Modelled MMQ			Observed MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3
A2 Old Kent Road N	60.1		58.9	9.1		8.9	2.3	2.3	2.3
Humphrey Street	85.4		78.0	13.3		11.3	6.4	12.7	8.7
A2 Old Kent Road S	85.8		88.5	15.6		16.8	14.6	15.5	7.1
B214 Albany Road	96.4		-	15.8		-	5.0	7.0	-
Shorncliffe Road	79.0	-	-	7.1	-	-	4.1	-	-

Table 3.20 B214 Albany Road / A2 Old Kent Road 2014 PM

Link	PM Peak								
	Deg Sat (%)			Modelled MMQ			Observed MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3
A2 Old Kent Road N	72.2		70.5	18.0		17.5	3.7	3.8	5.7
Humphrey Street	95.9		73.4	19.3		10.6	9.4	11.1	6.9
A2 Old Kent Road S	57.2		58.8	10.1		9.0	10.1	8.1	6.1
B214 Albany Road	99.1		-	20.5		-	6.0	7.4	-
Shorncliffe Road	53.5	-	-	4.3	-	-	3.9	-	-

3.11.27 The results indicate a junction that is close to capacity at the moment with movements on the TLRN prioritised in favour of the minor arms.

3.11.28 Copies of the LinSig results files are contained in Appendix H.

Junction 6 – Thurlow Street / East Street

3.11.29 The junction of Thurlow Street with East Street is a four arm right-left staggered priority junction situated within the Aylesbury Estate. A 20mph speed limit applies to this junction.

3.11.30 Pedestrian crossing facilities are provided on Thurlow Street. It can be noted that there are no weight, width or turning restrictions.

3.11.31 The capacity of the junction has been tested using PICADY, Table 3.21 summarises the PICADY results for the 2014 base scenario.

Table 3.21 Thurlow Street / East Street 2014

Arm	AM Peak			PM Peak		
	RFC	**Modelled Queue**	**Observed Queue**	**RFC**	**Modelled Queue**	**Observed Queue**
B-ACD	0.70	2.24	2.3	0.57	1.30	4.1
A-BCD	0.01	0.01	-	0.02	0.02	-
D-ABC	0.08	0.09	3.7	0.12	0.13	2.7
C-ABD	0.38	0.99	1.3	0.25	0.46	1.8

A – Thurlow Street N, B – East Street E, C – Thurlow Street S, D – East Street W.

3.11.32 The results indicate a junction that is operating in an acceptable manner at the current time.

3.11.33 Copies of the PICADY results files are contained in Appendix H.

Junction 7 – East Street / A2 Old Kent Road / Hendre Road

3.11.34 The junction of A2 Old Kent Road, East Street and Hendre Road is a four arm traffic signal controlled junction, which is located to the east of Aylesbury Estate. The A2 Old Kent Road is part of the TLRN. The junction operates at a 20mph speed limit, and consists of a three lane approach on the northern arm (one right turn lane, one ahead lane and one ahead/left turn lane), a two lane approach on the southern arm (one ahead lane and one ahead/left turn lane), and single lane approaches on the eastern and western arms.

3.11.35 Whilst pedestrian crossing facilities are provided on all arms, there is a lack of cycling facilities at the junction. It should be considered that in the morning peak, cyclists account for 33% of the traffic flow travelling north on A2 Old Kent Road.

3.11.36 Right turning restrictions are in place from Hendre Road, East Street, and A2 Old Kent Road N. No other weight, width or turning restrictions apply.

3.11.37 The capacity of the junction has been tested using LinSig V3. Tables 3.22 and 3.23 summarise the LinSig results for the 2014 base AM and PM scenarios respectively.

Table 3.22 East Street / A2 Old Kent Road / Hendre Road 2014 AM

Link	AM Peak								
	Deg Sat (%)			Modelled MMQ			Observed MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3
A2 Old Kent Road N	32.5	89.8		4.2	11.1		3.8	5.0	-
Hendre Road	0.4	-	-	0.0	-	-	0.0	-	-
A2 Old Kent Road S	51.7	56.9	-	7.9	8.4	-	4.6	4.1	-
East Street	55.6	-	-	4.2	-	-	5.8	-	-

Table 3.23 East Street / A2 Old Kent Road / Hendre Road 2014 PM

Link	PM Peak								
	Deg Sat (%)			Modelled MMQ			Observed MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3
A2 Old Kent Road N	46.2	79.0		8.1	9.5		7.2	7.9	-
Hendre Road	1.3	-	-	0.1	-	-	0.0	-	-
A2 Old Kent Road S	32.8	33.8	-	4.7	4.8	-	4.0	4.5	-
East Street	49.5	-	-	4.1	-	-	5.0	-	-

3.11.38 The results of the junction model indicate that the junction is operating acceptably at the current time, although the southbound A2 movement is under the most stress.

3.11.39 Copies of the LinSig results files are contained in Appendix H.

Junction 8 – A215 Camberwell Road / John Ruskin Street

3.11.40 The junction of Camberwell Road and John Ruskin Street is a four arm priority junction situated to the west of the Aylesbury Estate.

3.11.41 The capacity of the junction has been tested using PICADY, Table 3.24 summarises the PICADY results for the 2014 base scenario.

Table 3.24 A215 Camberwell Road / John Ruskin Street

Arm	AM Peak			PM Peak		
	RFC	**Modelled Queue**	**Observed Queue**	**RFC**	**Modelled Queue**	**Observed Queue**
B-ACD	0.03	0.03	0.3	0.05	0.05	0.5
A-BCD	0.15	0.38	0.5	0.09	0.17	0.5
D-ABC	0.62	1.53	5.0	0.42	0.72	2.0
C-B	0.00	0.00	0.0	0.01	0.01	0.0

A – A215 Camberwell Road N, B – Boyson Road, C – A215 Camberwell Road S, D – John Ruskin Street.

3.11.42 The results indicate a junction that is operating in an acceptable manner at the current time.

3.11.43 Copies of the PICADY results files are contained in Appendix H.

Junction 9 – A215 Walworth Road N / Fielding Street

3.11.44 The junction of A215 Walworth Road with Fielding Street is a four arm right-left staggered junction situated to the west of the Aylesbury Estate.

3.11.45 The capacity of the junction has been tested using PICADY, Table 3.25 summarises the PICADY results for the 2014 base scenarios.

Table 3.25 A215 Walworth Road N / Fielding Street 2014

Arm	AM Peak			PM Peak		
	RFC	**Modelled Queue**	**Observed Queue**	**RFC**	**Modelled Queue**	**Observed Queue**
B-ACD	0.43	0.76	3.6	0.16	0.19	1.8
A-D	0.01	0.01	2.0	0.01	0.01	2.5
D-ABC	0.12	0.13	9.0	0.13	0.15	1.0
C-B	0.00	0.00	0.9	0.00	0.00	8.2

A – A215 Walworth Road N, B – Merrow Street, C – A215 Walworth Road S, D – Fielding Street.

3.11.46 The results indicate a junction that is operating in an acceptable manner at the current time.

3.11.47 Copies of the PICADY results files are contained in Appendix H.

Junction 10 – A215 Walworth Road / Heygate Street

3.11.48 The junction of Walworth Road and Heygate Street is a four arm traffic signal controlled junction, which is located to the north west of Aylesbury Estate. The southern, eastern and western arms operate under a 20mph speed limit; whilst the northern arm speed limit is set at 30mph. The junction consists of a two lane approach on the northern and eastern arms, a single lane approach and a bus lane on the southern arm, and a single lane approach on the western arm.

3.11.49 The western arm of the junction (Steedman Street) is an exit only lane, and no vehicles (except cyclists) are permitted to enter. A cycle lane is provided for bicycles wishing to enter Steedman Street, and an advanced stop line is provided on the western and eastern arms of the junction. No other weight, width or turning restrictions apply.

3.11.50 Pedestrian crossing facilities are provided on all arms of the junction.

3.11.51 The capacity of the junction has been tested using LinSig V3 and Table 3.26, summarises the LinSig results for the 2014 base scenario.

Table 3.26 A215 Walworth Road / Heygate Street 2014

Link	AM Peak						PM Peak					
	Deg Sat (%)		Modelled MMQ		Observed MMQ		Deg Sat (%)		Modelled MMQ		Observed MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2	L1	L2	L1	L2
A215 Walworth Road N	53.0		7.8		6.0	6.1	91.5		17.8		6.8	9.9
Heygate Street	96.0		14.3		1.8	5.6	74.0		7.1		1.9	5.3
A215 Walworth Road S	-	42.8	-	7.3	5.9	6.3	-	35.0	-	4.7	6.4	7.0
Steedman Street	27.3	-	1.1	-	0.3	-	51.4	-	2.4	-	1.1	-

3.11.52 The results of the junction model indicate that the eastern arm operates close to capacity during the morning peak, however the model appears to be overestimating queue lengths which mean the capacity results should be treated with caution.

3.11.53 Copies of the LinSig results files are contained in Appendix H.

Junction 11 – Heygate Street / Rodney Place

3.11.54 The junction of Rodney Place and Heygate Street is a three arm priority junction with a right turn lane to Rodney Place. The junction operates at a 20mph speed limit.

3.11.55 An advanced stop line is provided for cyclists turning right into Rodney Place from Heygate Street, and with-flow cycle lanes are provided in both directions along Heygate Street. A central refuge crossing facility is provided for pedestrians on the minor arm of the junction. It can be noted that there are no weight, width or turning restrictions.

3.11.56 The capacity of the junction has been tested using PICADY, Table 3.27 summarises the PICADY results for the 2014 base scenario.

Table 3.27 Heygate Street / Rodney Place 2014

Arm	AM Peak			PM Peak		
	RFC	Modelled Queue	Observed Queue	RFC	Modelled Queue	Observed Queue
B-AC	0.19	0.23	1.2	0.35	0.53	1.4
C-AB	0.49	0.96	2.3	0.09	0.09	0.8

A – Heygate Street, B – Rodney Place, C – Rodney Road.

3.11.57 The results indicate a junction that is operating in an acceptable manner at the current time.

3.11.58 Copies of the PICADY results files are contained in Appendix H.

Junction 12 – A2 New Kent Road / Rodney Place

3.11.59 The junction of New Kent Road and Rodney Place is a three arm priority junction, which is located to the north west of Aylesbury Estate. Rodney Place operates at a 20mph speed limit, whilst the speed limit along New Kent Road is set at 30mph. The junction consists of a single lane approach on the minor arm, and a single lane approach and a bus lane on the major arm. The westbound and eastbound movements on New Kent Road are separated by a central reservation.

3.11.60 Due to the presence of a central reservation, vehicles exiting Rodney Place can only travel westbound on the A201 New Kent Road, and vehicles travelling eastbound on New Kent Road are unable to turn right into Rodney Place. It can be noted that there are no other weight, width or turning restrictions.

3.11.61 There is a dedicated off carriageway cycle lane on the southern side of New Kent Road. To the east of Rodney Place, this cycle lane continues as far as Balfour Street, while to the west, the cycle lane ends at Elephant Road.

3.11.62 The capacity of the junction has been tested using PICADY, Table 3.28 summarises the PICADY results for the 2014 base scenario.

Table 3.28 A2 New Kent Road / Rodney Place 2014

Arm	AM Peak			PM Peak		
	RFC	**Modelled Queue**	**Observed Queue**	**RFC**	**Modelled Queue**	**Observed Queue**
B-AC	0.77	3.13	5.8	0.21	0.26	2.2

A – A2 New Kent Road E, ***B – Rodney Place,*** ***C – A2 New Kent Road W.***

3.11.63 The results indicate a junction that is operating in an acceptable manner at the current time.

3.11.64 Copies of the PICADY results files are contained in Appendix H.

Junction 13 – Portland Street / Merrow Street

3.11.65 The junction of Portland Street and Merrow Street is a four arm crossroad priority junction situated within the Aylesbury Estate. The junction operates at a 20mph speed limit, which is aided by the traffic calming facilities on the northern, southern and western arms of the junction. Vehicles may only travel eastbound along Merrow Street E, and westbound along Merrow Street W. There are no other weight, width or turning restrictions.

3.11.66 It should be noted that during the morning peak, cyclists make up 69% of all vehicles travelling north along Portland Street, and 59% of all vehicles travelling south along Portland Street during the evening peak at this location.

3.11.67 The capacity of the junction has been tested using PICADY, Table 3.29 summarises the PICADY results for the 2014 base scenario.

Table 3.29 Portland Street / Merrow Street 2014

Arm	AM Peak			PM Peak		
	RFC	**Modelled Queue**	**Observed Queue**	**RFC**	**Modelled Queue**	**Observed Queue**
A-BCD	0.08	0.11	0	0.07	0.11	0
C-ABD	0.02	0.02	0	0.01	0.01	0

A – Portland Street N, B – Merrow Street E, C – Portland Street S, D – Merrow Street W.

3.11.68 The results indicate a junction that is operating in an acceptable manner at the current time.

3.11.69 Copies of the PICADY results files are contained in Appendix H.

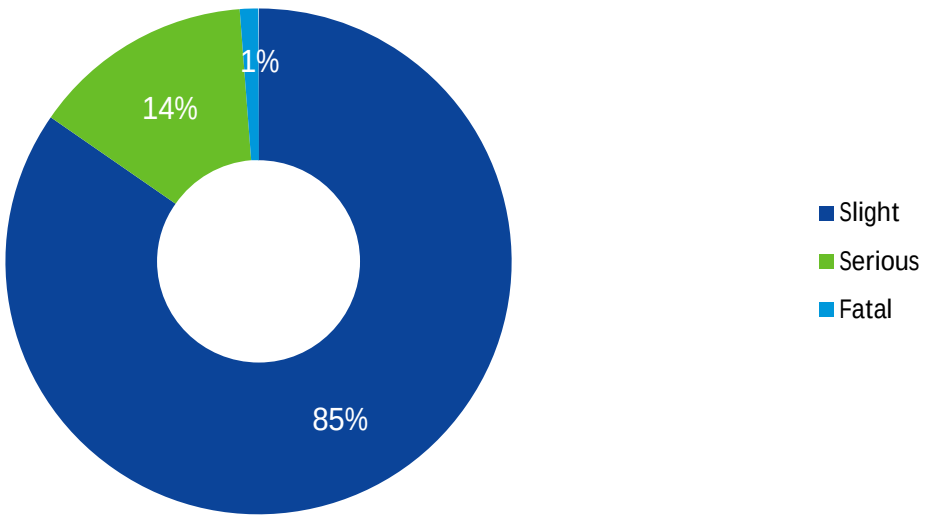
Summary of Road Network Conditions

3.11.70 In general the road network around the proposed development is busy and congested at times, as would be expected for an Inner London area. However the junctions are generally performing within capacity and there are no area where significant queues propagate. The junctions along Albany Road appear to have some spare capacity.

3.12 Personal Injury Accidents

3.12.1 Injury accident data for the study area shown in Figure 25 were obtained from TfL for the five year period between 1 January 2009 and 31 December 2013. The locations and severity of these accidents are also shown in Figure 25. Chart 3.1 below summarises the number of accidents by severity.

Chart 3.1 Injury Accidents by severity



3.12.2 Of the 332 injury accidents recorded in the five year period ending on 31 December 2013, there were 281 slight injury accidents, 47 serious injury accidents and 4 fatal accidents. The for fatal accidents are summarised below:

- Camberwell Road/ Albany Road junction (12/10/2009) – Rubbish tip truck turned right into path of pedestrian;
- Albany Road/ Thurlow Street junction (30/1/2010) – A bus collided with lamp column which fell onto a pedestrian;
- Old Kent Road/ Albany Road junction (24/3/2013) – A stolen vehicle being driven at speed collided with another vehicle;
- Camberwell Road/ Albany Road junction (18/11/2013) – A tipper lorry turned left into the path of a cyclist.

3.12.3 Inspection of the accident reports of the four fatal accidents indicates that two were as a result of large vehicles turning into vulnerable road users at the Camberwell Road/ Albany Road junction. One accident was as a result of a stolen vehicle being driven by a driver who was impaired by alcohol. The final accident, involving a lamp column falling onto a pedestrian, is again related to a large vehicle making a turning movement.

3.12.4 Table 3.30 summarises the numbers of accidents at key junctions near to the Aylesbury Estate.

Table 3.30 Number of accidents at key junctions near Aylesbury Estate

Junction	Slight	Serious	Fatal
Camberwell Road/ Albany Road	15	2	2
Old Kent Road/ Albany Road	25	5	1
Albany Road/ Portland Street	3	1	0
Albany Road/ Wells Way	2	0	0
Albany Road/ Thurlow Street	10	2	1

3.12.5 It is evident that there have been a number of accidents at the Camberwell Road/ Albany Road junction where 19 accidents, including two fatalities, were recorded. The accidents include four collisions with crossing pedestrians, and five shunt accidents. Vehicles turning across the path of cyclists/ motorcyclists accounted for a further five accidents.

3.12.6 The 13 accidents at the Albany Road/ Thurlow Street junction included seven shunt accidents, two accidents involving pedestrians crossing the road and one accident where a vehicle turned across the path of a cyclist/ motorcyclist.

3.12.7 The accidents at the Old Kent Road/ Albany Road junction included eight accidents involving pedestrians crossing the road, five accidents involving vehicles changing lane, seven shunt accidents and five accidents involving vehicles failing to obey the traffic signals.

3.12.8 It is considered that the accident records do show that certain junctions within the area are more susceptible than others to accidents; however the volume of movements and the time period of consideration mean that some level of incident is to be expected.

Accidents involving vulnerable road users

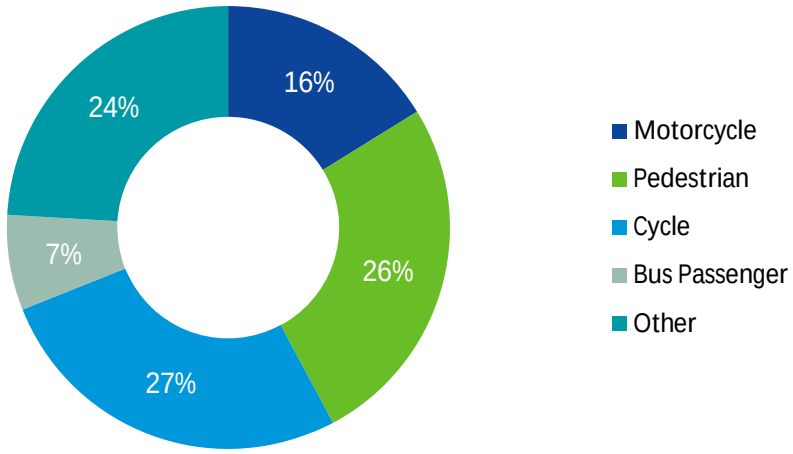
3.12.9 Vulnerable Road Users include pedestrians, cyclists and motorcyclist as they are not protected by an enclosed vehicle, and are not properly observed by some drivers. Vulnerable road users are therefore more likely to suffer a serious injury in a collision. Table 3.31 summarises the injury accidents which involved vulnerable road users (pedestrians, cyclists and motorcyclists) and bus passengers.

Table 3.31 Accidents involving vulnerable road users

	Slight	Serious	Fatal
Pedestrians	60	24	2
Cyclists	82	6	1
Motorcyclists	42	12	0
Bus Passengers	22	1	0
Motor Vehicles only	75	4	1

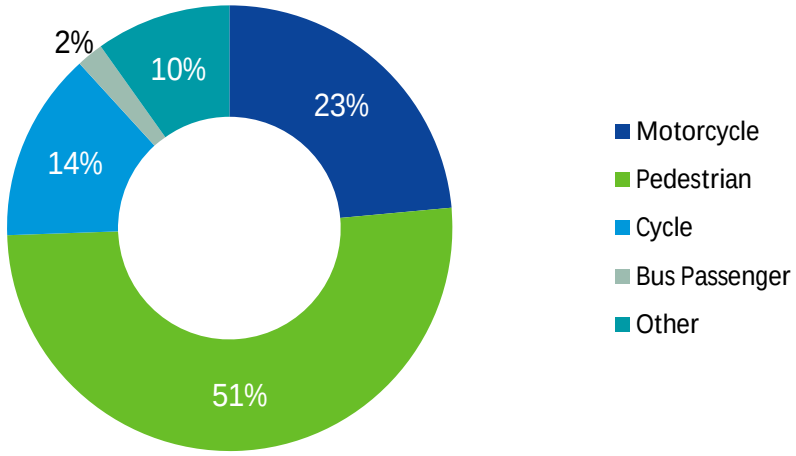
3.12.10 Chart 3.2 below indicates that over two thirds of the recorded injury accidents involved an injury to a vulnerable road user, with three quarters of the accidents involving injury to either a vulnerable road user or a bus passenger

Chart 3.2 All Accidents – Proportion by vulnerability of road user



3.12.11 Chart 3.3 shows that nearly 90% of the KSI (Killed or Seriously Injured) accidents involved vulnerable road users, with over half of the KSI accidents involving pedestrians.

Chart 3.3 KSI Accidents – Proportion by vulnerability of road user



3.12.12 The accident records suggest that any amendments to junctions as part of the proposals should focus on ensuring that pedestrians and other road users are able to use the area in a safe manner.

3.13 Existing Travel Habits

3.13.1 Existing datasets are available for the local area that give an indication of how people travel. The 2011 census included information relating to the method of journey to work and this can be reviewed for the local area. In addition, TfL carry out a sample survey called the London Travel Demand Survey (LTDS) for which data can be obtained by borough. This includes all journey purposes, not just work travel.

3.13.2 The 2011 census output for Faraday Ward (in which the site is located) is provided in Table 3.32 below.

Table 3.32 Census Journey to Work data 2011 for Faraday Ward

	2011 Census
Underground	21.50%
Train	13.70%
Bus	28.10%
Car Driver	12.60%
Car Passenger	0.80%
Motorcycle	1.20%
Bicycle	7.70%
Walk	12.90%
Other (incl. Taxi)	1.30%

3.13.3 The census data indicates that the main mode of travel to work in the area is by public transport, either by bus, tube or train. More people walk to work than take a car.

3.13.4 The LTDS provides useful data in relation to the mode of travel for all journey purposes. A summary of the results for Southwark is provided below in Table 3.33 for mode of travel.

Table 3.33 LTDS Mode of Travel Data for Southwark

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
01 National Rail/Overground	1%	12%	11%	3%
02 Underground/DLR	5%	13%	11%	4%
03 Bus (+sch/wk bus/coach/tram)	21%	27%	26%	13%
04 Taxi				3%
05 Other				
06 Car driver	17%	10%	11%	18%
07 Car passenger	7%	5%	6%	9%
08 Van/Lorry				
09 Motorcycle		1%	2%	
10 Cycle	7%	6%	6%	5%
11 Walk	42%	25%	27%	45%

3.13.5 The LTDS data provides a more rounded picture of the methods people use to travel in the area as it includes all journey purposes, not just journeys to work. It indicates that the other journey purposes are much more likely to be carried out on foot, but bus travel remains strong.

4 Trip Generation, Distribution and Mode Share

4.1 Introduction

4.1.1 This section of the Transport Assessment sets out how the expected trip generation of the proposed development has been established. In accordance with best practice guidance, the starting point has been to establish the likely person trip generation of the proposed land uses. The person trips have then been distributed to destinations and by mode as set out below. The majority of the site proposals comprise residential land use, however some non-residential elements are also proposed and these are dealt with separately.

4.1.2 Due to the non-residential uses being located on the site, some trips from residential properties to these complementary land uses occur within the site and therefore do not have an impact outside the site boundary. The internalisation of these trips is also set out below.

4.2 Residential Trip Generation

4.2.1 In order to provide residential trip rates appropriate for the proposed development, a review has been undertaken using the TRAVL database. The review of the TRAVL database was subject to the following criteria:

- PTAL 2 to 4;
- Surveys carried out from 2005 onwards;
- Survey days Monday to Thursday;
- Parking ratio of less than 1 per dwelling;
- Development size of 150 dwellings or more.

4.2.2 The relevant sites that met these criteria were selected from the database as follows:

- Chelsea Bridge Wharf;
- Discovery Dock;
- Grand Union Village;
- Grosvenor Waterside;
- Imperial Wharf;
- Merryweather Place; and
- Swainson Road.

4.2.3 The sites chosen reflect a mix of private and affordable dwellings and are considered reasonable for use in establishing person trip rates for the proposed development that has a mix of 50% private and 50% affordable housing. These sites are only used to establish person trip rates with mode share established separately as set out below. The TRAVL output is provided at Appendix I.

4.2.4 The TRAVL site produce the peak hour person trip rates per dwelling set out in Table 4.1 below.

Table 4.1 TRAVL Person trip rates per dwelling

Time Period	Inbound	Outbound	Total
AM Peak (08:00-09:00)	0.11	0.43	0.54
PM Peak (17:00-18:00)	0.21	0.13	0.34

4.2.5 As the site is expected to see an increase in the average number of bedrooms per property, equivalent trip rates have also been obtained per bedroom, as shown in Table 4.2 below.

Table 4.2 TRAVL Person trip rates per bedroom

Time Period	Inbound	Outbound	Total
AM Peak (08:00-09:00)	0.052	0.209	0.262
PM Peak (17:00-18:00)	0.103	0.064	0.167

4.2.6 The average number of bedrooms per dwelling is increasing due to the greater provision of family accommodation in the proposals. Consequently it has been decided to use the bedroom trip rates for the generation of trips to and from the residential elements on site. Table 4.3 provides the bedroom provision for the existing and proposed residential development.

Table 4.3 Future housing provision

Development Area	Existing Bedrooms	Proposed Bedrooms	Net Change
Area 1	1009	1921	912
Area 2	1076	1775	699
Area 3	1032	1183	151
Area 4	2490	3408	918
Total	**5,607**	**8,287**	**2,680**

4.2.7 The combination of trip rates per bedroom from TRAVL and the proposed number of bedrooms on the development has been used to establish the total person trip generation of the proposed development. This is provided in Table 4.4 below, broken down by development area.

Table 4.4 Total Person Trip Generation of Residential Proposals

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Area 1	100	402	501	197	122	320
Area 2	92	371	464	182	113	295
Area 3	61	247	309	122	75	197
Area 4	177	713	890	350	217	567
Total	**430**	**1733**	**2163**	**851**	**527**	**1379**

4.2.8 These total person trips have then been spilt by mode of travel using the London Travel Demand Survey (LTDS) for Southwark Borough obtained from TfL.

4.2.9 The LTDS results are for whole of Southwark. Interrogating the 2011 census for the borough of Southwark indicates that housing is 53% private 47% social. The use of the LTDS mode share data is considered very closely comparable to the development proposals at 50/50 private/affordable, so no adjustment is considered necessary on this basis for any perceived difference between travel habits of homes of different tenures.

4.2.10 Using the LTDS mode share data, the predicted trips by mode of the new development are as set out in Table 4.5. This mode share assumes that people have to travel off-site to the nearest tube/rail station by other modes; this is set out further in Section 4.8. 'Vehicle Occupants' includes vehicle drivers and passengers.

Table 4.5 Predicted Trips by Mode of Residential Proposals

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Walk	203	744	947	360	264	623
Cycle	30	122	152	59	28	87
Bus	96	548	644	256	78	334
Car Driver	72	209	281	114	107	221
Car Pass.	29	110	139	63	51	114
Total	**430**	**1733**	**2163**	**851**	**527**	**1379**

4.2.11 As there are existing dwellings on the site, this trip generation does not represent the new trips on the transport network as a result of the proposed development. The sections below sets out how this has been established

4.3 Existing Residential Trips

4.3.1 The existing Aylesbury Estate comprises 2,645 dwellings. For the purposes of assessment, the Aylesbury Estate has been divided into four areas, as shown on Figure 26. The number of dwellings and bedrooms in each of the four areas is set out in Table 4.6.

Table 4.6 Existing dwellings / bedrooms in development areas

Development Area	No. Dwellings	Bedrooms
Area 1	566	1009
Area 2	560	1076
Area 3	553	1032
Area 4	966	2490
Total	**2,645**	**5,607**

4.3.2 Table 4.7 summarises the estimated person trip generation of the existing dwellings at the Aylesbury Estate on using the trip rates per bedroom established in Table 4.2.

Table 4.7 Existing Trip Generation

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Area 1	52	211	263	104	64	168
Area 2	56	225	281	111	68	179
Area 3	54	216	269	106	66	172
Area 4	129	521	650	256	158	414
Total	**291**	**1173**	**1464**	**576**	**357**	**933**

4.3.3 The estimated mode split of the total person trips from the existing Aylesbury Estate is shown in Table 4.8. this has been established using the person trip rates from Table 4.7 and the LTDS mode share data for Southwark.

Table 4.8 Estimated mode split of existing trip generation

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Walk	137	503	641	243	178	422
Cycle	20	83	103	40	19	59
Bus	65	371	436	173	52	226
Car Driver	49	142	191	77	72	149
Car Pass.	20	74	94	43	35	78
Total	**291**	**1173**	**1464**	**576**	**357**	**933**

4.4 Net Future Residential Trips

4.4.1 The trip generation of the redeveloped Aylesbury Estate has been assessed based on the same four areas as identified for the existing trip generation. The number of dwellings in each of these areas, and the net change compared to the existing provision is shown in Table 4.3.

4.4.2 Using the total proposed residential trip generation from Table 4.3, minus the existing trip generation in Table 4.7, a net residential trip generation by area has been calculated and is presented in Table 4.9.

Table 4.9 Predicted change in residential trip generation

	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Area 1	47	191	238	94	58	152
Area 2	36	146	183	72	45	116
Area 3	8	32	39	15	10	25
Area 4	48	192	240	94	58	153
Total	**139**	**561**	**700**	**275**	**171**	**446**

4.4.3 The net person trip generation is also split by mode using the LTDS data. The net change in trips by mode is set out in Table 4.10 below.

Table 4.10 Net change is trips by mode from residential use

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Walk	66	241	306	116	85	202
Cycle	10	40	49	19	9	28
Bus	31	177	208	83	25	108
Car Driver	23	68	91	37	35	71
Car Pass.	9	36	45	20	17	37
Total	**139**	**561**	**700**	**275**	**171**	**446**

4.5 Non-Residential Trip Generation

4.5.1 The development proposals also include the following non-residential land uses:

- Business space / employment use (Use Class B1) - 2,500m^2
- Retail (Use Class A1, A3 or A4) or workspace (Use Class B1) - 3,000m^2
- Retail (Use Class A1) - 500m^2
- Community / leisure use (Use Class D1 or D2) - 263m^2
- Health / Community / Early Years (Use Class D1) - 4,750m^2

4.5.2 Due to the flexible nature of some of the uses, fixed assumptions have been made regarding use type for trip generation purposes on the basis of ensuring a robust assessment. The 3000m^2 of retail

or workspace has been assumed as B1 use as this is considered to have a greater external trip generation than retail which will mainly internalise trips. The health / community / early years has been assumed as 3,100m^2 health centre, 1,200m^2 early years and 450m^2 community provision. This has been based on initial work on more detailed layouts of the non-residential provision.

4.5.3 The expected trip generation of the non-residential development has been established using trip rates obtained from the TRAVL database in the first instance, where data was not available or was unsuitable, the TRICS database has been used as an alternative.

Retail

4.5.4 The TRAVL database has been interrogated to obtain person trip rates for A1 - Supermarket developments in a similar location to the proposed development. The following selection criteria have been applied:

- Survey hours including 08:00-09:00 and 17:00-18:00;
- Surveys undertaken since 2010;
- Sites with fewer than 100 parking spaces;
- Sites with a GFA of less than 2000 sq.m; and
- Sites with a PTAL of greater than 1.

4.5.5 The following TRAVL sites were selected:

- M & S Simply Food, Hammersmith and Fulham;
- Sainsburys Local, Lambeth;
- Sainsburys Local, Kensington and Chelsea;
- Sainsburys Local, Merton;
- Sainsburys, Wandsworth;
- Sainsburys, Merton;
- Tesco Express, Hammersmith and Fulham;
- Tesco Express, Lambeth;
- Tesco Express, Bexley;
- Tesco Express, Southwark; and
- Waitrose, Westminster.

4.5.6 Table 4.11 shows the peak hour person trip rates used within the Transport Assessment.

Table 4.11 TRAVL Person trip rates per sq.m

Time Period	Inbound	Outbound	Total
AM Peak (08:00-09:00)	0.191	0.185	0.376
PM Peak (17:00-18:00)	0.293	0.291	0.583
Daily	3.792	3.788	7.580

4.5.7 The mode share of trips generated by the retail uses on the proposed development has been derived using the LTDS 'Retail and Personal Business' element for the London Borough of Southwark. The mode share is shown in Table 4.12.

Table 4.12 LTDS Retail and personal business mode share for Southwark

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Car Driver	16.6%	10.7%	16.0%	12.6%
Car Passenger	2.8%	3.8%	2.4%	5.3%
Bus	27.9%	23.5%	14.6%	41.0%
Walk	45.4%	50.6%	66.6%	39.5%
Bicycle	7.4%	11.4%	0.3%	1.5%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

4.5.8 The trip rates in table 4.11 have been multiplied by the mode share in Table 4.12 and the proposed floor area to obtain the trip generation for the proposed retail development, shown below in Table 4.13.

Table 4.13 Retail trip generation (Total)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	35	22	57	51	40	91
Car Passenger	6	8	14	8	17	25
Bus	59	48	107	47	131	178
Walk	96	103	199	214	126	340
Bicycle	16	23	39	1	5	6
Total	**211**	**204**	**415**	**322**	**320**	**642**

Health Centre

4.5.9 The TRAVL database has been interrogated to obtain person trip rates for D1 – Health Service developments in a similar location to the proposed development. The following selection criteria have been applied:

- Survey hours including 08:00-09:00 and 17:00-18:00;
- Surveys undertaken since 2005;
- Sites with fewer than 100 parking spaces;
- Sites with a GFA of less than 6000 sq.m; and
- Sites with a PTAL of greater than 1.

4.5.10 The following TRAVL sites were selected:

- Crown Dale Medical Centre, Lambeth;
- Heart of Hounslow (Surgery only), Hounslow; and
- NHS Walk-in-Centre, City of London.

4.5.11 Table 4.14 shows the peak hour person trip rates used within the Transport Assessment.

Table 4.14 Health Centre Person Trip Rate (per sq.m)

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.021	0.010	0.031
PM Peak (17:00-18:00)	0.010	0.013	0.023
Daily	0.204	0.198	0.402

4.5.12 The mode share of trips generated by the health uses proposed development has been derived using the LTDS 'Retail and Personal Business' element for the London Borough of Southwark. The mode share is shown above in Table 4.12.

4.5.13 The trip rates in table 4.14 have been multiplied by the mode share in Table 4.12 and the proposed floor area to obtain the trip generation for the proposed health centre, as shown in Table 4.15.

Table 4.15 Medical Centre trip generation (Total)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	11	3	14	5	5	10
Car Passenger	2	1	3	1	2	3
Bus	18	7	25	5	17	22
Walk	29	16	45	21	16	37
Bicycle	5	4	9	0	1	1
Total	**64**	**32**	**96**	**32**	**41**	**73**

Nursery

4.5.14 The TRAVL database has been used to obtain person trip rates for D1- Day Nurseries in a similar location to the proposed development. The following selection criteria have been applied:

- Survey hours including 08:00-09:00 and 17:00-18:00;
- Surveys undertaken since 2005;
- Sites with fewer than 100 parking spaces;
- Sites with a GFA of less than 2000 sq.m; and
- Sites with a PTAL of greater than 1.

4.5.15 The TRAVL database contains two multi-modal sites:

- Avenue Nursery, Haringey; and
- Bush Hill Park Day Nursery, Enfield.

4.5.16 Table 4.16 shows the peak hour person trip rates used within the Transport Assessment.

Table 4.16 Day Nursery Person Trip Rate (per sq.m)

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.123	0.061	0.184
PM Peak (17:00-18:00)	0.044	0.011	0.055
Daily	0.514	0.516	1.030

4.5.17 The mode share of trips generated by the nursery element of the proposed development has been derived using the 'Education' output from the LTDS for the London Borough of Southwark. The mode share is shown in Table 4.17.

Table 4.17 LTDS Education mode share for Southwark

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Car Driver	7.5%	21.4%	39.3%	14.2%
Car Passenger	10.8%	0.0%	10.7%	8.5%
Bus	34.6%	18.6%	14.8%	25.3%
Walk	42.8%	55.0%	34.7%	49.2%
Bicycle	4.2%	5.0%	0.4%	2.9%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

4.5.18 The trip rates in table 4.16 have been multiplied by the mode share in Table 4.17 and the proposed floor area to obtain the trip generation for the proposed nurseries, as shown in Table 4.18.

Table 4.18 Day Nursery Trip Generation (Total)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	11	16	27	21	2	23
Car Passenger	16	0	16	6	1	7
Bus	51	14	65	8	3	11
Walk	63	40	103	18	6	24
Bicycle	6	4	10	0	0	0
Total	**148**	**73**	**221**	**53**	**13**	**66**

Community Centre

4.5.19 The TRICS database has been used to obtain person trip rates for Community Centres in a similar location to the proposed community centre as no comparable sites are available in TRAVL. The following selection criteria have been applied:

- TRICS version 7.1.1;

- Q7 land use selected;
- Multi modal trip rates used;
- Sites in Ireland, NI, Wales and Scotland have been removed;
- Weekday surveys only; and
- Trip rate by GFA (ranging between 415-900 sq.m).

4.5.20 The TRICS database contains two multi-modal sites:

- BA-07-Q-01 – Bath; and
- BA-07-A-02 – Bath.

4.5.21 Four sites were manually deselected for having low public transport provision (less than 6 buses per hour from bus stops within 400m).

4.5.22 Table 4.19 shows the peak hour person trip rates used within the Transport Assessment.

Table 4.19 Community Centre Person Trip Rate (per 100sq.m)

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.913	0.913	1.826
PM Peak (17:00-18:00)	1.293	0.913	2.206
Daily	13.782	15.560	29.342

4.5.23 The mode share of trips generated by the community centre uses of the proposed development has been derived using the 'Leisure' element of the LTDS for the London Borough of Southwark. The mode share is shown in Table 4.20.

Table 4.20 LTDS Leisure mode share for Southwark

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Car Driver	22.5%	22.2%	17.3%	11.0%
Car Passenger	9.1%	21.8%	12.4%	12.1%
Bus	29.0%	15.6%	11.7%	19.4%
Walk	38.2%	34.2%	50.3%	49.6%
Bicycle	1.2%	6.2%	8.2%	7.9%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

4.5.24 The trip rates in table 4.19 have been multiplied by the mode share in Table 4.20 and the proposed floor area to obtain the trip generation for the proposed community centres, as shown in Table 4.21.

Table 4.21 Community Centre Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	2	2	4	2	1	3
Car Passenger	1	1	2	1	1	2
Bus	2	1	3	1	1	2
Walk	3	2	5	5	3	8
Bicycle	0	0	0	1	1	2
Total	**7**	**7**	**14**	**10**	**7**	**17**

Office

4.5.25 The TRICS database has been used to obtain person trip rates for A2- Offices in a similar location to the proposed offices as no comparable surveys are available in TRAVL. The following selection criteria have been applied:

- TRICS version 7.1.1;
- A2 land use selected;
- Multi modal trip rates used;
- Sites in Greater London selected;
- Weekday surveys only; and
- Trip rate by GFA (ranging between 2371-5500 sq.m).

4.5.26 The TRICS database contains four multi-modal sites:

- BT-02-A-02 – Wembley, Brent;
- CN-02-A-01 – Holborn, Camden;
- IS-02-A-01 – Islington; and
- SK-02-A-02 – Rotherhithe, Southwark.

4.5.27 Table 4.22 shows the peak hour person trip rates used within the Transport Assessment and Appendix I contains a copy of the TRICS output file.

Table 4.22 Offices Person Trip Rate (per 100sq.m)

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	2.038	0.180	2.218
PM Peak (17:00-18:00)	0.306	2.530	2.836
Daily	14.759	13.423	28.182

4.5.28 The mode share of trips generated by the office element of the proposed development has been derived using the census data for trips into Faraday Ward. The mode share is shown in Table 4.23.

Table 4.23 Journey to Work mode share to Faraday Ward

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Car Driver	40.7%	40.7%	40.7%	40.7%
Car Passenger	3.3%	3.3%	3.3%	3.3%
Bus	23.2%	23.2%	23.2%	23.2%
Walk	28.4%	28.4%	28.4%	28.4%
Bicycle	4.4%	4.4%	4.4%	4.4%
Total	100.0%	100.0%	100.0%	100.0%

4.5.29 The trip rates in table 4.22 have been multiplied by the mode share in Table 4.23 and the proposed floor area to obtain the trip generation for the proposed offices development, as shown in Table 4.24.

Table 4.24 Offices Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	21	2	23	3	26	29
Car Passenger	2	0	2	0	2	2
Bus	12	1	13	2	15	17
Walk	14	1	15	2	18	20
Bicycle	2	0	2	0	3	3
Total	51	5	56	8	63	71

Extra Care Facility

4.5.30 The TRICS database has been used to obtain person trip rates for F3- Sheltered Accommodation in a similar location to the proposed extra care development as no suitable sites are available in TRAVL. The following selection criteria have been applied:

- TRICS version 7.1.1;
- F3 land use selected;
- Multi modal trip rates used;
- Sites in Ireland, NI, Wales and Scotland have been removed;
- Weekday surveys only; and
- Sites located in neighbourhood centre removed;
- Trip rate by dwelling (ranging between 28-144 units)

4.5.31 The TRICS database contains five multi-modal sites:

- DC-03-F-02 – Poole, Dorset;

- DS-03-F-01 – Derby, Derbyshire;
- KH-03-F-01 – Kingston upon Hull;
- NT-03-F-01 – Nottingham, Nottinghamshire; and
- WY-03-F-01 – Leeds, West Yorkshire.

4.5.32 Four sites were manually deselected due to low public transport provision (less than 6 buses per hour from bus stops within 400m).

4.5.33 Table 4.25 shows the peak hour person trip rates used within the Transport Assessment.

Table 4.25 Sheltered Accommodation Person Trip Rate (per dwelling)

Time Period	Arrivals	Departures	Total
AM Peak (08:00-09:00)	0.170	0.141	0.311
PM Peak (17:00-18:00)	0.131	0.138	0.269
Daily	2.302	2.360	4.662

4.5.34 The trip rates in table 4.25 have been multiplied by the mode share in Table 4.23 and the number of units (48) to obtain the trip generation for the proposed sheltered accommodation, as shown in Table 4.26.

Table 4.26 Sheltered Accommodation Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	3	3	6	3	3	6
Car Passenger	0	0	0	0	0	0
Bus	2	2	4	1	2	3
Walk	2	2	4	2	2	4
Bicycle	0	0	0	0	0	0
Total	**8**	**7**	**15**	**6**	**7**	**13**

Learning Disabilities Facility

4.5.35 It is proposed to provide 1,100m² of Learning Disabilities use within the proposed development. This use will comprise 6 one-bedroom flats with associated support facilities.

4.5.36 It is considered that the most comparable trip generation for this land use will be sheltered accommodation as used for the Extra Care facility above. The same trip rates have been used but for 6 flats. Table 4.27 sets out the expected peak hour trip generation of this facility.

Table 4.27 Learning Disabilities Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0
Bus	0	0	0	0	0	0
Walk	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0
Total	**1**	**1**	**2**	**1**	**1**	**2**

4.5.37 Table 4.28 shows the total trip generation for all of the proposed non-residential development elements set out above.

Table 4.28 Total Non-Residential Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	82	47	129	85	76	161
Car Passenger	27	11	38	16	24	40
Bus	144	73	217	64	169	233
Walk	208	165	373	263	172	435
Bicycle	29	31	60	3	9	12
Total	**490**	**327**	**817**	**431**	**451**	**882**

4.6 Existing Non-residential Trips

4.6.1 The existing non-residential trips have been calculated based on the floor areas of the existing land uses within the site set out in Section 3.3 and the trip rates described in Section 4.5.

4.7 Net Future Non-Residential Trips

4.7.1 The non-residential land uses at the proposed redeveloped Aylesbury Estate will mainly serve the residents of the development, and many of the proposed floor areas are not significantly different to the existing. However, it is considered that the proposed Aylesbury Estate will significantly increase the population within walking distance, and will therefore increase the number of trips likely to be attracted to the facilities.

4.7.2 The net future non-residential trips for retail, early years, health, and community uses have been calculated by uplifting the existing non-residential trips by a factor of the increased number of dwellings proposed. The extra care facility and learning disabilities facility have been assumed as all new uses. For office B1 use, there is already approximately 3,000m^2 of office space in use within the

existing development area. Consequently, the net trip generation has been based on 2,500m^2 of new office use within the proposals.

4.7.3 The net future non-residential trips are summarised in Table 4.29.

Table 4.29 Net Non-Residential Trips by Mode

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	43	19	62	32	44	76
Car Passenger	10	4	14	6	9	15
Bus	56	25	81	23	65	88
Walk	79	55	134	87	69	155
Bicycle	11	10	22	1	5	6
Total	**199**	**114**	**312**	**148**	**192**	**340**

4.8 Residential Trip Distribution Principles

4.8.1 The trip generation for the existing and proposed Aylesbury Estate uses data from the London Travel Demand Survey (LTDS) which relates to trips to/ from homes in the London Borough of Southwark. The LTDS includes information relating to trips to destinations and journey purposes as follows:

- Usual Workplace;
- Other Work Related;
- Education;
- Shopping and Personal Business;
- Leisure; and
- Other (including escort).

4.8.2 For these journey purposes the LTDS shows the number of trips to/ from home as the origin/ destination and the mode of travel that tis used for each journey purpose. The LTDS data for Southwark is contained in Appendix J.

4.8.3 The person trips identified for the existing/ proposed Aylesbury Estate will use the mode shares identified in the LTDS. As there is no railway or underground station in the immediate vicinity of the Aylesbury Estate, the trips identified in the LTDS as being by train/ tube will be reassigned to the other modes of travel using the mode share in Table 4.30.

Table 4.30 Mode share of trips to railway/ underground stations

Mode of Travel	Mode Share
Walk	72%
Cycle	5%
Bus	19%
Vehicle Occupant	4%

4.8.4 The distribution of trips to and from the Aylesbury Estate has been predicted using a journey purpose trip distribution model. The trip distribution model assesses the following journey purposes:

- Journey to work – for the usual work place and other work related LTDS trip purposes;
- Education – for the education and other trip purposes from the LTDS;
- Shopping/ Personal business – for the shopping and personal business LTDS trip purposes;
- Leisure – for the leisure LTDS trip purpose; and
- Trips to stations – to distribute the "rail/ underground" mode trips to the nearby stations.

4.8.5 The journey to work trips have been distributed using the 2001 census home to workplace flow data for Faraday ward, which includes the Aylesbury Estate. At the time of preparing the analysis the 2011 flow data has not been published by the Office for National Statistics. Because the London Congestion Charge Zone was introduced in 2003, the 2001 workplace destinations which are located in the congestion charge zone, and were accessed by car in 2001, are not included in the car trip distribution.

4.8.6 Education trips have been distributed to the local primary schools, secondary schools and colleges. The education trips have been proportioned using population age data from the 2011 census. Table 4.31 shows the proportion of education trips which have been assigned to the different level schools.

Table 4.31 Proportion of education trips by school type

School Level	% of trips
Primary	46%
Secondary	42%
College (Sixth form)	13%

4.8.7 For primary schools, all schools located within a 1km radius of the Aylesbury Estate have been identified as potential destinations. For secondary schools, all schools within a 2km of the radius of the Aylesbury Estate have been used. The education trips have then been distributed on a gravity basis using the following information:

- Population (capacity of a school in number of pupils);
- Attractiveness based on school selectivity (schools which exclude certain groups – such as on religious grounds – have been assigned as less attractive than schools which do not); and
- Distance from the site.

4.8.8 The gravity distribution for the education trips takes the form below:

$$Gravity = \frac{population}{distance^2} \times selectiveness$$

4.8.9 Shopping and personal business (PB) trips are most likely to be to local town centres, supermarkets and retail areas. The shopping and PB trips have been assigned to the following destinations:

- Borough High Street and Market;
- Elephant and Castle;
- Walworth High Street and East Street Market;
- Old Kent Road Neighbourhood Shops;
- Old Kent Road Tesco/ retail park;
- Camberwell and Denmark Hill;
- Peckham High Street; and
- Oxford Street and Regent Street

4.8.10 Each of the town centre areas have been divided into their constituent census output areas, and the shopping/ PB trips have been distributed using a gravity model that uses the following data:

- Estimated town centre area in hectares; and
- Crow-fly distance

4.8.11 The shopping/ PB gravity model takes the following form:

$$Gravity = \frac{area}{distance^{1.5}}$$

4.8.12 The leisure trips can correspond to a range of destinations. In the peak hours it is considered that most of the leisure trips are likely to be to sports/ leisure facilities rather than cinemas, pubs etc. Consequently, the sports facilities in the vicinity of Aylesbury Estate have been used as destinations for the leisure trips. Each sports facility has been assigned on attractiveness, based on the range of activities which are likely to be available – the following assumptions have been used:

- Main leisure centres 10
- Fitness clubs 2
- Parks/ small leisure centres 1
- Sports clubs 0.5
- Restricted access sports clubs 0.1

4.8.13 The leisure gravity model uses the following data:

- Facility (all have been assigned a value of 1);
- Crow fly distance; and
- Attractiveness factor

4.8.14 The leisure gravity model takes the following form:

$$Gravity = \frac{1}{distance^{0.5}} \times attractiveness$$

4.8.15 Train and underground trips have all been assigned to Elephant and Castle station, because it offers the widest range of train/ underground services of the stations close to the Aylesbury Estate.

4.9 Non-residential Trip Distribution Principles

4.9.1 The trip generation for the existing and proposed Aylesbury Estate also uses data from the London Travel Demand Survey (LTDS) which relates to trips to/ from homes in the London Borough of Southwark.

4.9.2 The distribution of trips to and from the Aylesbury Estate has been predicted using a journey purpose trip distribution model. The trip distribution model assesses the following journey purposes:

- Retail – for the shopping and personal business LTDS trip purposes;
- Health Centre – for the shopping and personal business LTDS trip purposes;
- Nursery – for the education and other trip purposes from the LTDS;
- Community Centre – for the leisure LTDS trip purpose; and
- Offices – for the usual work place and other work related LTDS trip purposes.

Retail

4.9.3 The proposed retail development will consist of three facilities. Table 4.32 shows where in the Aylesbury Estate that these will be located.

Table 4.32 Proportion of retail facilities located in each area

Location of Retail	%	GFA
Area 2	17%	190 sq.m
Area 3	23%	250 sq.m
Area 4	60%	660 sq.m
Total	100%	1,100 sq.m

4.9.4 For retail trips, all constituent census output areas located within a 2km radius of each of the three retail facilities have been identified as potential origins. The retail trips have then been distributed on a gravity basis using the following information:

- Population (of the 2011 census output area); and
- Crow fly distance.

4.9.5 The gravity distribution for the retail trips takes the form below:

$$Gravity = \frac{population}{distance^2}$$

Health Centre

4.9.6 For the health centre trips, all constituent census output areas located within a 2km radius of the proposed health centre have been identified as potential origins. The health centre trips have been distributed on a gravity basis using the following information:

- Population (of the 2011 census output area); and
- Crow fly distance.

4.9.7 The gravity distribution for the retail trips takes the form below:

$$Gravity = \frac{population}{distance^{0.5}}$$

Nursery

4.9.8 The proposed nursery development will consist of two facilities. Table 4.33 shows where in the Aylesbury Estate that these will be located.

Table 4.33 Proportion of nursery facilities located in each area

Location of Nursery	%	GFA
Area 3	62%	650 sq.m
Area 4	38%	400 sq.m
Total	100%	1,050 sq.m

4.9.9 The London Schools Atlas: Primary Schools has been used for the distribution. This resource provides information about the proportion of pupils that come from each LSOA to the school. For the purpose of this assessment, Michael Faraday School was used, as it is located in close proximity to the proposed locations of the nurseries. The nursery trips have then been distributed on a gravity basis using the following information:

- Selective factor (proportion of pupils attending Michael Faraday School from each LSOA); and
- Crow fly distance.

4.9.10 The gravity distribution for the retail trips takes the form below:

$$Gravity = \frac{selective\ factor}{distance}$$

Community Centre

4.9.11 The proposed community use development will consist of two facilities. Table 4.34 shows where in the Aylesbury Estate that these will be located.

Table 4.34 Proportion of community centre facilities located in each area

Location of Community Centre	%	GFA
Area 1	34%	263 sq.m
Area 3	66%	500 sq.m
Total	100%	763 sq.m

4.9.12 For community centre trips, all constituent census output areas located within a 2km radius of each of the three retail facilities have been identified as potential origins. The retail trips have then been distributed on a gravity basis using the following information:

- Population (of the 2011 census output area); and
- Crow fly distance.

4.9.13 The gravity distribution for the retail trips takes the form below:

$$Gravity = \frac{population}{distance^{0.5}}$$

Offices

4.9.14 The journey to work trips have been distributed using the 2001 census workplace destination flow data for Faraday ward, which includes the Aylesbury Estate. At the time of preparing the analysis the

2011 flow data has not been published by the Office for National Statistics. Because the London Congestion Charge Zone was introduced in 2003, the 2001 workplace destinations which are located in the congestion charge zone, and were accessed by car in 2001, are not included in the car trip distribution.

Extra Care and Learning Disabilities Facility

4.9.15 The extra care and learning disabilities trips have been distributed using the residential trip distribution principles as described above in section 4.8.

4.10 Internalisation

4.10.1 In mixed use developments, there is likely to be cross visitation between the different land uses within the site. As each land use has a separately identified trip generation, this internalisation of trips within the site can lead to some trips being double counted. For example, a trip from home to the proposed retail units would be a departure in the residential trip generation and an arrival in the retail trip generation, even though this is actually the same trip. This internalised trip would not leave the site, leading to double counting of trips.

4.10.2 As a result the following trip purposes have been assumed to have internalised trips:

- Home to community centre (leisure);
- Home to retail (shopping);
- Home to health centre (personal business); and
- Home to early years care (education).

4.10.3 The level of internalised trips has been identified in the trip distribution for the destination land uses (community centre, retail, health centre, early years care) as part of the gravity model. The number of internalised trips has then been subtracted from the trip distribution of the residential dwellings, as the arrivals/ departures are taken account of in the non-residential trip distribution.

4.11 Net Off-Site Trip Generation

4.11.1 Following the application of internalisation, a net trip generation for the proposals can be established and this is summarised in Table 4.35 below. The trips are then distributed by mode with the proposed traffic flow diagrams provided at Appendix K.

Table 4.35 Net Off-Site Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	56	89	145	77	51	128
Car Passenger	19	40	59	26	23	49
Bus	92	209	301	115	116	231
Walk	157	317	474	263	172	435
Bicycle	23	56	79	20	13	33
Total	**348**	**711**	**1059**	**502**	**375**	**877**

4.12 Sensitivity Testing

4.12.1 As the proposed development is likely to be constructed over a period of some 20 years, it is likely that travel behaviour when the development is completed will be very different to the current travel behaviour of residents. London has seen a change in travel habits over the past decade driven by change in the form of the congestion charge zone, electronic ticketing and growth in popularity of cycling. During the scoping discussions with TfL it was also highlighted that some sensitivity testing should be considered for higher cycle use. As a result, data from the census has been interrogated to identify how travel behaviour is changing over time with respect to journeys to work and mode share.

Car Ownership

4.12.2 Car ownership from the four censuses between 1981 and 2001 has been extracted and is shown in Table 4.36 below.

Table 4.36 Car Ownership (1981 – 2001) – London Borough of Southwark

Year	Households	Cars	Cars per Household
1981	83124	38031	0.458
1991	96635	50246	0.520
2001	105806	62773	0.593
2011	120422	60438	0.502

4.12.3 The census data shows that the number of cars per household in Southwark was rising at a fairly consistent 0.07 cars per household every 10 years until 2001. The 2011 census shows that the number of cars per household had fallen back to a lower level than in 1991. It is considered that the general trend in London is towards households owning fewer cars, due to the convenience and relatively low cost public transport. It is also notable that despite an increase of nearly 15,000 households in the borough in the ten years from 2001 to 2011, not only did the car per dwelling drop, the total number of cars in the borough fell by more than 2,000.

Mode of Travel to Work

4.12.4 Although the data from the four census for method of travel to work is not completely consistent (the 1981 and 1991 data is a 10% sample, and the 2001 and 2011 data are understood to have been processed differently), it is still a useful comparison to identify how each census shows the mode of travel

Table 4.37 Method of Travel to Work for Faraday Ward – 1981 to 2011 census

	1981 Census	1991 Census	2001 Census	2011 Census
Underground	7.7%	13.0%	20.3%	21.5%
Train	9.1%	10.6%	12.8%	13.7%
Bus	35.0%	25.7%	24.0%	28.1%
Car Driver	21.4%	26.5%	22.0%	12.6%
Car Passenger	3.0%	2.7%	1.6%	0.8%
Motorcycle	1.8%	1.2%	0.7%	1.2%
Bicycle	2.2%	3.0%	4.0%	7.7%
Walk	17.1%	13.4%	12.3%	12.9%
Other (incl. Taxi)	2.6%	3.8%	2.4%	1.3%

4.12.5 It is evident that between 2001 and 2011 there was a large reduction in the proportion of journeys to work made by car, with most of the mode shift being towards public transport or bicycle. This period included the introduction of the congestion charge and implementation of the Oyster card system in 2003. This period has also corresponded to a significant change in attitudes towards the viability of cycling as a mode of travel within London, which has led to the implementation of good quality cycle routes.

4.12.6 Although the journey to work data is not representative of all journey purposes, which may have a slightly higher car mode share, it is likely that people travelling to work by bus, train or London Underground would have an annual season ticket which they would probably use to travel for other journey purposes.

DfT Matrix Annual Daily Traffic Flows

4.12.7 Flow data for Camberwell Road and Old Kent Road has been extracted from the Department for Transports traffic count database (www.dft.gov.uk/traffic_counts). The flow data obtained is the annual average daily traffic flow for each year from 2000 to 2013, and is presented on charts 4.1 and 4.2 below which show the cycle and all vehicle flows on Camberwell Road and Old Kent Road respectively, with the data shown as a percentage of the flow in 2000.

Chart 4.1 Daily Traffic flows on Camberwell Road (% of year 2000 flow) – 2000 to 2013

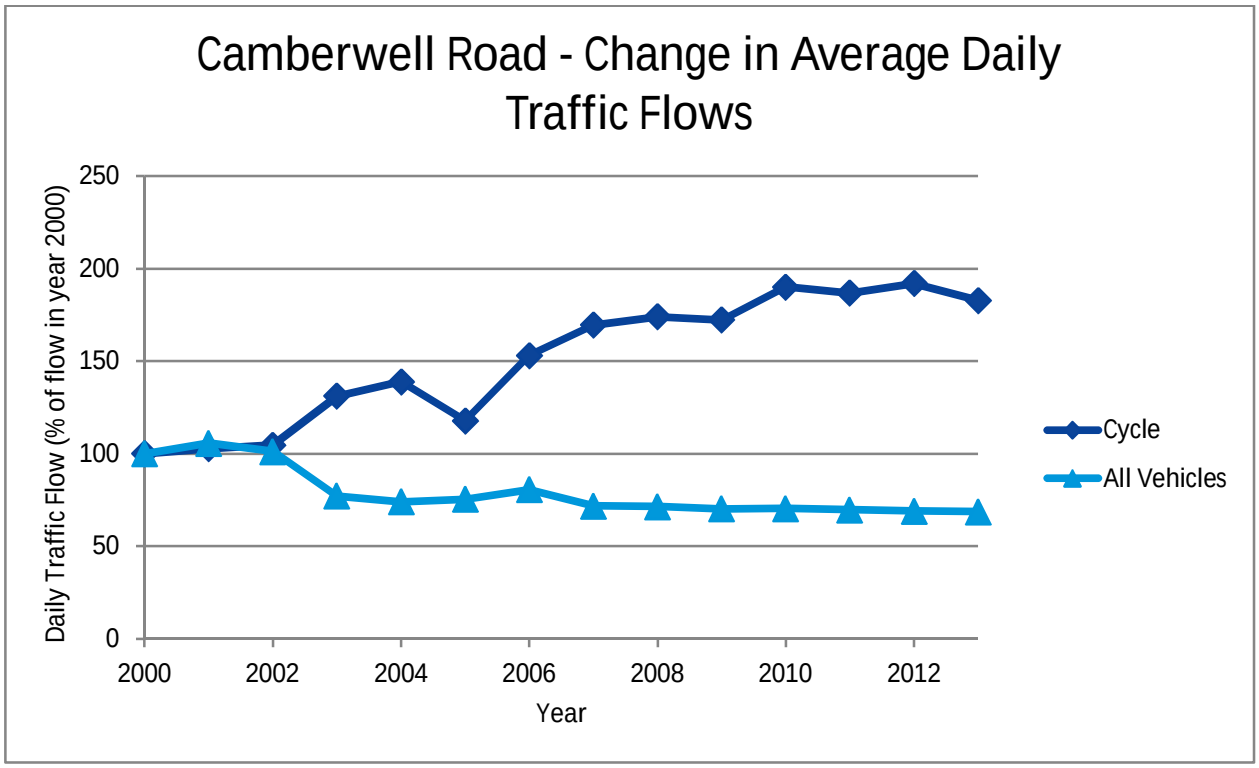
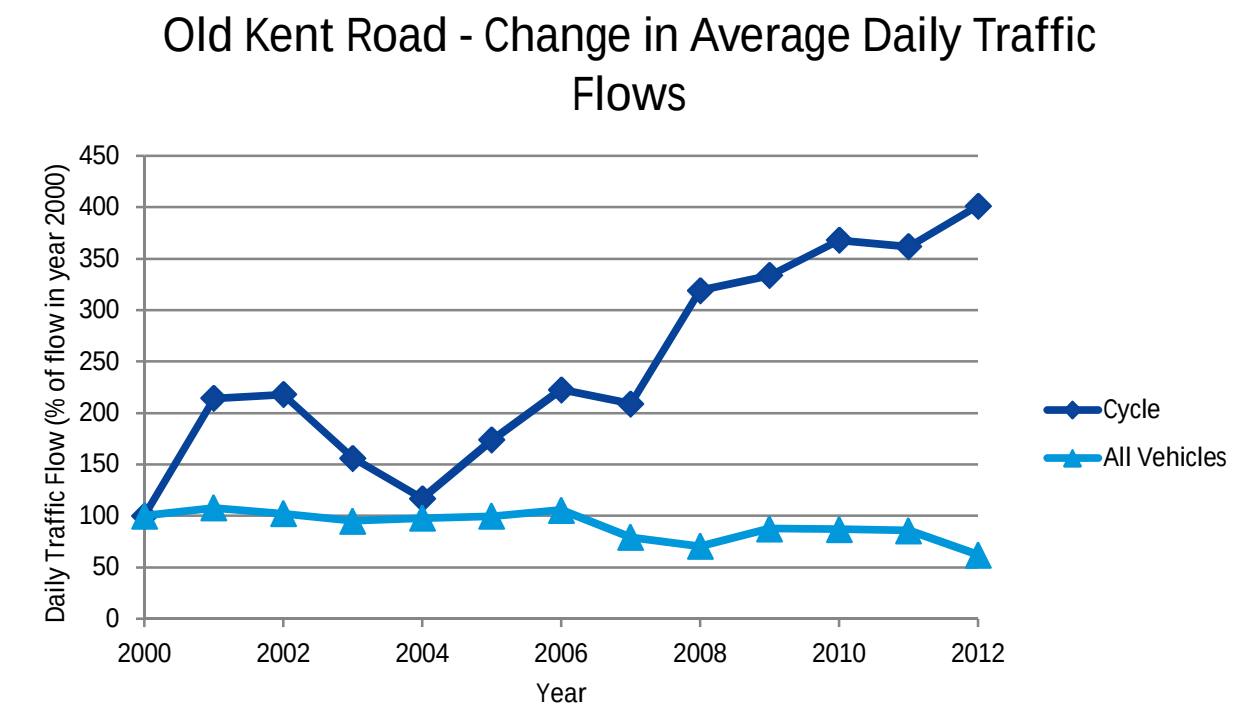


Chart 4.2 Daily Traffic flows on Old Kent Road (% of year 2000 flow)

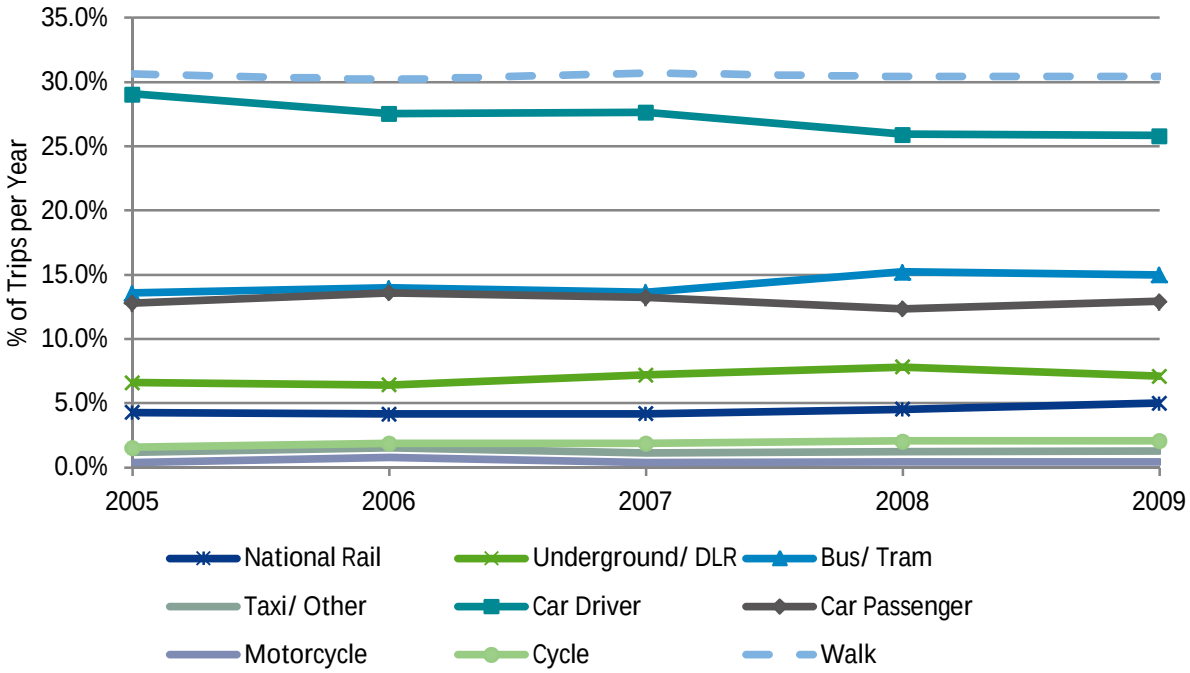


4.12.8 The DfT AADT traffic flows indicate that in 2012, the daily traffic flows on Camberwell Road and Old Kent Road have fallen to 69% and 62% of the flow in 2000. In contrast, the number of cycling flows on Camberwell Road had increased to 183% of the flow in 2000, and on Old Kent Road had increased to 401% of the flow in 2000.

London Travel Demand Survey

4.12.9 The London Travel Demand Survey (LTDS) report (2011) provides data about travel behaviour of London residents. In Table 3.1 of the LTDS, the trends in trip rates per day by mode of travel are set out for the period 2005/06 to 2009/10. These have been converted into a percentage mode share and the trends are shown in Chart 4.3 below.

Chart 4.3 LTDS Trip Rate per day (% by mode)



4.12.10 The general trends in the trip rate data show car driver and car passenger trips falling as a proportion of all trips, and walking, taxi and motorcycle trips remaining at a fairly consistent level. The data also highlights that the bulk of the car trips appear to be transferring to public transport and cycling modes.

Mode Share Trends

4.12.11 It is evident from the census data and the LTDS that car driver trips are falling as a proportion of all trips, with trips appearing to transfer to public transport and cycling. If the current locally-observed trends continue into the future, it is likely that the proportion of car trips would be likely to continue to fall by about 0.8% per year. However, it is likely that the number of car trips would reach a beyond which it is unlikely that the number of trips made by car would decrease further.

4.12.12 The trends also indicate that if car trips from the Aylesbury Estate do continue to fall, most of these trips are likely to transfer to the local bus services.

4.12.13 As a sensitivity test, the mode shares in Table 4.38 below will be tested as part of the analysis. A reduction in car driver mode share of 8% has been assumed based on a 10 year horizon, with two thirds of the car trips transferring to bus and one third transferring to bicycle. The mode shares are those directly from the Aylesbury Estate and include people travelling to railway and underground stations.

Table 4.38 Sensitivity test mode share (inbound/ outbound)

	Predicted Mode Share		Sensitivity Test	
	AM Peak (08:00-09:00)	**PM Peak (17:00-18:00)**	**AM Peak (08:00-09:00)**	**PM Peak (17:00-18:00)**
Car Driver	16.1% / 12.5%	15.4% / 13.7%	15.6% / 11.7%	14.5% / 12.5%
Car Passenger	5.5% / 5.6%	5.2% / 6.0%	5.2% / 5.5%	5.0% / 5.9%
Bus	26.4% / 29.4%	23.0% / 30.8%	27.4% / 30.1%	23.7% / 31.9%
Walk	45.1% / 44.6%	52.4% / 45.9%	45.0% / 44.6%	52.4% / 45.9%
Cycle	6.6% / 7.8%	3.9% / 3.4%	6.9% / 8.2%	4.4% / 4.0%

4.12.14 Table 4.39 shows the predicted change in person trip generation at the site, using the mode shift shown in Table 4.38 above. The sensitivity test is based on higher bus and cycle mode shares and a lower car mode share.

Table 4.39 Sensitivity Test Trips by Mode

Mode	**AM Peak (08:00 – 09:00)**			**PM Peak (17:00 – 18:00)**		
	Arrivals	**Departures**	**Total**	**Arrivals**	**Departures**	**Total**
Car Driver	54	83	137	73	47	120
Car Pass.	18	39	57	25	22	47
Bus	95	214	309	119	119	238
Walk	157	317	474	263	172	435
Bicycle	24	58	82	22	15	37
Total	**348**	**711**	**1059**	**502**	**375**	**877**

4.12.15 In addition to the change in trip generation of the proposed development, it is likely that overall traffic levels on the roads around the site will continue to fall as they have done over the past 10 years. From 2000 to 2012, the total daily traffic flow on Old Kent Road fell by 38%. In considering a future year sensitivity tests of nearby junctions it has been assumed the background traffic levels fall by 8%. This is considered a reasonable and robust assumption.

4.13 Delivery and Servicing

4.13.1 Figure 27 shows the likely servicing routes to/ from the Aylesbury Estate. The main servicing routes are likely to be from the A215 Camberwell Road or the A2 Old Kent Road, which are the principal roads in the area. Servicing vehicles are likely to access the Aylesbury Estate along Albany Road, entering the development at the appropriate point in the new street network. The revised junction

layouts at Albany Road, Wells Way and Thurlow Street have been designed to accommodate the most likely servicing vehicles, a large refuse vehicle as set out by LB Southwark.

4.13.2 The types of delivery/ servicing vehicles are likely to include the following types of vehicle:

- Supermarket home delivery vehicles;
- Small lorries (home delivery);
- Refuse vehicles; and
- Post/ courier vans.

4.13.3 None of the TRAVL sites used for the residential trip generation include trip generation information for delivery vehicles, therefore the TRICS database has been interrogated to obtain trip rates for residential developments located in London. The following sub-land uses have data relating to OGV movements:

- Houses Privately Owned
- Flats Privately Owned
- Mixed Private Housing
- Mixed Private/ Non-Private Housing

4.13.4 Table 4.40 summarises the daily OGV trip rates per dwelling for each of the residential sub-land uses in TRICS. The average of the four sub-land uses has been taken and will be used for this assessment. :

Table 4.40 Daily Servicing Trip Rates

	Arrivals	Departures	Total
Houses Privately Owned	0.054	0.050	0.104
Flats Privately Owned	0.008	0.008	0.016
Mixed Private Housing	0.021	0.023	0.046
Mixed Private/ Non-private Housing	0.012	0.024	0.036
Average	0.024	0.026	0.050

4.13.5 Table 4.41 shows the predicted servicing/ delivery trip rate for the new Aylesbury Estate, which indicates that about 5% of dwellings will be accessed by a service vehicle on a typical day.

Table 4.41 Predicted daily servicing trip generation

	Arrivals	Departures	Total
07:00-19:00	84	93	177

4.13.6 It is difficult to provide a temporal breakdown for delivery/ servicing trips to residential developments, because most deliveries to dwellings take place randomly throughout the day. It is considered unlikely that more than 10% of the delivery vehicles would access the development in any one hour period, particularly during the morning and evening peak hours. Table 4.42 shows the predicted hourly trip generation

Table 4.42 Predicted one-hour servicing trip generation

	Arrivals	Departures	Total
07:00-19:00	9	9	18

4.13.7 The types of delivery/ servicing vehicles are likely to include the following types of vehicle:

- Refuse vehicles;
- Supermarket home delivery vans;
- Removals vans
- Courier/ postal deliveries;

4.13.8 The servicing trips have been distributed across the residential areas proportionally in relation to the scale of development.

4.14 Construction and Demolition Traffic

4.14.1 As part of the application process a contractor has been engaged to provide advice on construction issues. The contractor has prepared an initial assessment of the first development phase in terms on operatives on site and vehicle movements making deliveries. The assessment prepared by the contractor is provided at Appendix L.

4.14.2 As the first development site is the most dense part of the proposals it has been assumed that the peak of this phase represents a reasonable worst case in terms of construction traffic for use in assessment.

4.14.3 The assessment indicates that the peak movements will be in mid-June 2017 when the work on plots 1, 2 and 5 is happening concurrently. At this time there is expected to be a total of 290 operatives on site and there will be 1100 deliveries occurring in the month.

4.14.4 The vehicle movements have been converted to a daily flow by assuming each vehicle arrives and leaves during the day and there are four 5.5-day weeks in each month. This equates to 100 vehicle movements per day (50 in, 50 out).

4.14.5 Peak hour (AM + PM) movements are typically around one-sixth of a daily flow which would equate to 8 arrivals and 8 departures across the two peaks. For a robust assessment 8 arrivals and 8 departures in each peak have been assumed for assessment purposes.

4.14.6 For operatives, it is assumed that a similar mode share to the local census journey to work is appropriate where approximately 10% of work trips are made by car/van. It is expected that most vehicle based operative trips will be by minibus type vans. This would equate to 29 arrivals in the AM peak and 29 departures in the PM peak.

4.14.7 A summary of the trip generation for construction traffic is provided in Table 4.43 below.

Table 4.43 Construction Traffic for Assessment Purposes

	Light Vehicles	Heavy Vehicles	Total
AM Peak (08:00-09:00)	29	16	45
PM Peak (17:00-18:00)	29	16	45
Daily	58	100	158

Construction Traffic Routes

4.14.8 The location of the site between two major north-south routes and north of Burgess Park means that there are limited routes for construction traffic to take. It is proposed to limit construction traffic to the routes indicated on Figure 28 comprising:

- Albany Road B214;
- Walworth Road / Camberwell Road A215;
- Old Kent Road A2; and
- Thurlow Street / Flint Street / Rodney Road / Heygate Street.

4.14.9 Beyond these streets the construction traffic will be limited to major routes.

4.14.10 Due to the constraints around the site it is not considered appropriate to limit construction traffic to one particular route to, say, the A2 as it will focus all movements in a particular area. It is better to allow a number of main routes to be used to distribute the traffic.

4.14.11 A traffic flow diagram for construction traffic is provided at Appendix M.

Construction Logistics Plan

4.14.12 In order to assist the control of constriction traffic during the development of the site, a Construction Logistics Plan has been prepared and is provided as Appendix T.

5 Impacts – Road Network

5.1 Traffic Levels

5.1.1 Traffic flow diagrams showing the predicted vehicle trip distribution of the proposed development are contained in Appendix K. Table 5.1 below summarises the predicted increases in link flows on key links in the vicinity of the development.

Table 5.1 Predicted Increase in Two-Way Link Flows

Road	Section	AM Peak	PM Peak
Old Kent Road	South of Albany Road	14	14
Wells Way	South of Albany Road	8	9
Camberwell Road	South of Albany Road	17	17
Walworth Road	North of Heygate Street	12	8
Old Kent Road	North of East Street	11	12
Thurlow Street	Southern end	81	79
Portland Street	Southern end	16	13
To/ From Area 1		22	18
To/ From Area 2		28	24
To/ From Area 3		45	50
To/ From Area 4		44	44

5.1.2 It is evident from the traffic diagrams that the predicted trips generated by the proposed development do not represent a significant flow increase on most links. The highest predicted increase in link flow is at the southern end of Thurlow Street, where the link flows are predicted to increase by about 1.3 vehicles per minute. Therefore it is considered that the proposed development would not have a significant impact on link flows in the vicinity of the Aylesbury Estate.

5.2 Junction Analysis

Junction 1 – B214 Albany Road / A215 Camberwell Road

5.2.1 The junction of Albany Road and Camberwell Road is a four arm traffic signal controlled junction, situated to the south west of the Aylesbury Estate.

5.2.2 The capacity of the junction has been tested using LinSig V3. Tables 5.2, 5.3 and 5.4 summarise the LinSig results for the 2014 with committed development, 2014 with committed + proposed development and 2024 sensitivity test scenarios respectively.

Table 5.2 LinSig Results (2014 Base with Committed Development)

Link	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Deg Sat (%)		MMQ		Deg Sat (%)		MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2
A215 Walworth Road	92.6		13.0		89.4		13.5	
B214 Albany Road	93.3		13.3		97.9		14.8	
A215 Camberwell Road	89.7		20.9		77.6		9.9	
Urlwin Street	7.3		0.5		10.7		0.4	

Table 5.3 LinSig Results (2014 Base with Committed + Proposed Development)

Link	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Deg Sat (%)		MMQ		Deg Sat (%)		MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2
A215 Walworth Road	93.1		13.3		90.3		14.0	
B214 Albany Road	96.4		16.0		102.0		19.8	
A215 Camberwell Road	90.0		21.1		79.3		10.1	
Urlwin Street	7.3		0.5		10.7		0.4	

5.2.3 The results indicate a junction that is operating at or over capacity during the AM and PM Peak on the northern, eastern and southern arms both with and without the proposed additional development traffic. The development traffic does slightly increase the maximum queue lengths by around 2 vehicles, this is not considered a material impact.

Table 5.4 LinSig Results (2024 Sensitivity Test)

Link	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Deg Sat (%)		MMQ		Deg Sat (%)		MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2
A215 Walworth Road	84.0		9.4		85.5		11.4	
B214 Albany Road	93.5		12.8		99.3		15.5	
A215 Camberwell Road	83.4		17.0		67.9		7.8	
Urlwin Street	6.6		0.4		9.7		0.4	

5.2.4 The results of the sensitivity test indicate that the junction is still operating over practical capacity, but is less stressed as a result of a decline in overall traffic.

5.2.5 Table 5.5 below summarises the Practical Reserve Capacity (PRC) and average delay per vehicle statistics for the Albany Road/ Camberwell Road junction.

Table 5.5 Albany Road/ Camberwell Road: Junction Performance Summary

Scenario	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	PRC (%)	Delay (s)	PRC (%)	Delay (s)
2014 Observed	-2.5	53.4	-7.6	53.5
2014 + Committed Development	-3.6	56.3	-8.8	56.7
2014 + Committed + Proposed Development	-7.1	60.9	-13.3	66.7
Sensitivity Test	-3.9	49.1	-10.3	56.2

5.2.6 The results do not indicate the need to carry out junction improvement works associated with the development impact as the increase in delay is less than 6 seconds at peak times. It is however noted that concerns have been raised regarding cycle safety at this junction and it is understood that the junction is being reviewed by LB Southwark with regard to potential safety enhancements.

5.2.7 Copies of the LinSig results files are contained in Appendix H.

Junction 2 – B214 Albany Road / Portland Street

5.2.8 The junction of Albany Road and Portland Street is a three arm traffic signal controlled junction, situated to the south of the Aylesbury Estate.

5.2.9 The capacity of the junction has been tested using LinSig V3. Tables 5.6, 5.7 and 5.8 summarise the LinSig results for the 2014 with committed development, 2014 with committed + proposed development and 2024 sensitivity test scenarios respectively.

Table 5.6 LinSig Results (2014 Base with Committed Development)

Link	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
A214 Albany Road W	63.7	6.1	55.2	6.5
Portland Street	76.0	4.3	54.7	5.2
A214 Albany Road E	74.8	10.6	47.2	8.0

Table 5.7 LinSig Results (2014 Base with Committed + Proposed Development)

Link	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
A214 Albany Road W	67.3	6.5	57.1	6.9
Portland Street	73.1	4.2	56.5	5.4
A214 Albany Road E	78.3	13.1	49.4	8.6

5.2.10 The results indicate that the junction would operate with spare capacity during the morning and evening peak for both development scenarios.

Table 5.8 LinSig Results (2024 with Sensitivity)

Link	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Deg Sat (%)	MMQ	Deg Sat (%)	MMQ
A214 Albany Road W	65.3	6.0	57.6	6.5
Portland Street	67.7	3.7	56.0	4.9
A214 Albany Road E	72.5	9.9	47.3	8.0

5.2.11 The results of the sensitivity test indicate that the junction would operate under capacity during the morning and evening peak.

5.2.12 Table 5.9 summarises the PRC and average delay per vehicle statistics for the Portland Street/ Albany Road junction.

Table 5.9 Albany Road/ Portland Street: Junction Performance Summary

Scenario	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	PRC (%)	Delay (s)	PRC (%)	Delay (s)
2014 Observed	21.0	33.5	64.4	31.3
2014 + Committed Development	18.5	34.4	63.2	31.5
2014 + Committed + Proposed Development	15.0	35.7	57.5	31.9
Sensitivity Test	24.1	33.7	56.1	32.9

5.2.13 The results indicate that junction improvements are not required at this location. However, given the ample traffic capacity at this junction and the aspirations to improve the urban realm in the vicinity of the development, highway works are proposed at the Albany Road/ Portland Street junction to improve conditions for pedestrians and cyclists. These are discussed in Section 5.3 below.

5.2.14 Copies of the LinSig results files are contained in Appendix H.

Junction 3 – B214 Albany Road / Wells Way

5.2.15 The junction of Albany Road and Wells Way is a three arm traffic signal controlled junction, which is located to the south of the Aylesbury Estate.

5.2.16 The capacity of the junction has been tested using LinSig V3. Tables 5.10, 5.11 and 5.12 summarise the LinSig results for the 2014 with committed development, 2014 with committed + proposed development and 2024 sensitivity test scenarios respectively.

Table 5.10 LinSig Results (2014 Base with Committed Development)

Link	AM Peak (08:00-09:00)						PM Peak (17:00-18:00)					
	Deg Sat (%)			MMQ			Deg Sat (%)			MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
A214 Albany Road E	66.3		-	5.5		-	64.5		-	6.4		-
Wells Way	61.5		49.2	4.6		3.1	38.2		37.1	2.8		2.8
A214 Albany Road W	27.6	50.2		2.2	2.4		20.9	62.3		1.9	2.6	

Table 5.11 LinSig Results (2014 Base with Committed + Proposed Development)

Link	AM Peak (08:00-09:00)						PM Peak (17:00-18:00)					
	Deg Sat (%)			MMQ			Deg Sat (%)			MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
A214 Albany Road E	69.2		-	5.8		-	66.4		-	6.5		-
Wells Way	61.7		49.4	4.8		3.0	38.5		37.6	2.9		2.9
A214 Albany Road W	28.6	52.5		2.3	2.6		22.2	64.6		2.0	2.8	

5.2.17 The results indicate that the junction would operate with ample capacity during the morning and evening peak for both development scenarios.

Table 5.12 LinSig Results (2024 with Sensitivity)

Link	AM Peak (08:00-09:00)						PM Peak (17:00-18:00)					
	Deg Sat (%)			MMQ			Deg Sat (%)			MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
B214 Albany Road E	56.0		-	4.8		-	55.8		-	5.2		-
Wells Way	46.7		51.2	3.8		2.9	35.9		39.1	2.1		2.1
B214 Albany Road W	27.5	42.6		2.1	2.2		24.2	55.5		1.9	2.4	

5.2.18 The results of the sensitivity test indicate that the junction would operate under capacity during the morning and evening peak.

5.2.19 Table 5.13 summarises the PRC and average delay per vehicle statistics for the Albany Road/ Wells Way junction.

Table 5.13 Albany Road/ Wells Way: Junction Performance Summary

Scenario	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	PRC (%)	Delay (s)	PRC (%)	Delay (s)
2014 Observed	37.0	16.7	41.0	15.7
2014 + Committed Development	35.7	16.8	39.5	15.8
2014 + Committed + Proposed Development	30.1	17.1	35.6	16.0
Sensitivity Test	60.7	15.1	61.4	14.2

5.2.20 The results indicate that junction improvements are not required at this location to mitigate the traffic impact of the development. However, given the ample traffic capacity at this junction and the aspirations to improve the urban realm in the vicinity of the development, works are proposed to the Albany Road/ Wells Way junction in order to improve conditions for pedestrians and cyclists. These are discussed in Section 5.3 below.

5.2.21 Copies of the LinSig results files are contained in Appendix H.

Junction 4 – B214 Albany Road / Thurlow Street

5.2.22 The junction of Albany Road and Thurlow Street is a three arm traffic signal controlled junction, which is located to the south of the Aylesbury Estate.

5.2.23 The capacity of the junction has been tested using LinSig V3. Tables 5.14, 5.15 and 5.16 summarise the LinSig results for the 2014 with committed development, 2014 with committed + proposed development and 2024 sensitivity test scenarios respectively.

Table 5.14 LinSig Results (2014 Base with Committed Development)

Link	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Deg Sat (%)		MMQ		Deg Sat (%)		MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2
A214 Albany Road W	82.4		13.9		72.3		6.8	
Thurlow Street	83.5		7.9		72.4		6.6	
A214 Albany Road E	79.5		6.8		56.3		5.4	

Table 5.15LinSig Results (2014 Base with Committed + Proposed Development)

Link	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Deg Sat (%)		MMQ		Deg Sat (%)		MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2
A214 Albany Road W	86.0		15.7		76.7		7.5	
Thurlow Street	80.3		7.2		74.1		7.0	
A214 Albany Road E	84.8		8.0		58.6		5.8	

5.2.24 The results indicate that the junction would operate with spare capacity during the morning and evening peak for both development scenarios.

Table 5.16 LinSig Results (2024 with Sensitivity)

Link	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Deg Sat (%)		MMQ		Deg Sat (%)		MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2
B214 Albany Road W	76.1		11.4		71.3		6.4	
Thurlow Street	72.2		6.1		71.1		6.4	
B214 Albany Road E	76.5		6.4		48.8		4.7	

5.2.25 The results of the sensitivity test indicate that the junction would operate with spare capacity during the morning and evening peak.

5.2.26 Table 5.17 summarises the PRC and average delay per vehicle at the Albany Road/ Thurlow Street junction.

Table 5.17 Albany Road/ Thurlow Street: Junction Performance Summary

Scenario	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	PRC (%)	Delay (s)	PRC (%)	Delay (s)
2014 Observed	7.8	27.2	24.9	18.9
2014 + Committed Development	4.6	27.9	24.3	19.0
2014 + Committed + Proposed Development	4.6	29.5	17.4	19.9
Sensitivity Test	17.6	23.9	26.3	18.5

5.2.27 The results indicate that junction improvements are not required at this location to mitigate the traffic impact of the proposed development. However, given the ample traffic capacity at this junction and the aspirations to improve the urban realm works are proposed at the Albany Road/ Thurlow Street junction in order to improve conditions for pedestrians and cyclists. These are discussed in Section 5.3 below.

5.2.28 Copies of the LinSig results files are contained in Appendix H.

Junction 5 – B214 Albany Road / A2 Old Kent Road

5.2.29 The junction of Albany Road and Old Kent Road is a four arm traffic signal controlled junction with a separate stream of the controller for Shorncliffe Road, situated to the south east of the Aylesbury Estate.

5.2.30 The capacity of the junction has been tested using LinSig V3. Tables 5.18, 5.19 and 5.20 summarise the LinSig results for the 2014 with committed development, 2014 with committed + proposed development and 2024 sensitivity test scenarios respectively.

Table 5.18 LinSig Results (2014 Base with Committed Development)

Link	AM Peak (08:00-09:00)						PM Peak (17:00-18:00)					
	Deg Sat (%)			MMQ			Deg Sat (%)			MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
A2 Old Kent Road N	59.8		59.2	9.0		9.0	72.2		70.5	18.0		17.5
Humphrey Street	83.2		80.2	12.1		11.9	95.9		73.4	19.3		10.6
A2 Old Kent Road S	81.3		88.9	13.7		16.6	57.3		58.8	10.3		9.0
B214 Albany Road	96.7		-	16.1		-	99.1		-	20.5		-
Shorncliffe Road	80.0	-	-	7.3	-	-	53.9	-	-	4.3	-	-

Table 5.19 LinSig Results (2014 Base with Committed + Proposed Development)

Link	AM Peak (08:00-09:00)						PM Peak (17:00-18:00)					
	Deg Sat (%)			MMQ			Deg Sat (%)			MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
A2 Old Kent Road N	59.8		59.2	9.0		9.0	72.2		70.5	18.0		17.5
Humphrey Street	83.6		80.7	12.5		12.0	95.9		74.0	19.4		10.7
A2 Old Kent Road S	82.3		88.9	14.1		16.6	57.7		58.8	10.3		9.0
B214 Albany Road	98.1		-	17.6		-	102.2		-	25.4		-
Shorncliffe Road	81.4	-	-	7.6	-	-	55.1	-	-	4.4	-	-

5.2.31 The results indicate that the junction would operate above capacity on the western arm during the AM and PM peak, and on the eastern arm during the AM peak for both development scenarios.

Table 5.20 LinSig Results (2024 with Sensitivity)

Link	AM Peak (08:00-09:00)						PM Peak (17:00-18:00)					
	Deg Sat (%)			MMQ			Deg Sat (%)			MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
A2 Old Kent Road N	55.4		54.9	8.2		8.2	66.8		65.3	16.0		15.5
Humphrey Street	77.5		74.8	10.6		10.5	88.8		68.5	13.1		9.5
A2 Old Kent Road S	76.2		82.4	12.0		13.2	53.5		54.4	8.9		7.6
B214 Albany Road	90.9		-	12.0		-	94.8		-	16.2		-
Shorncliffe Road	75.2	-	-	6.5	-	-	51.0	-	-	4.0	-	-

5.2.32 The results of the sensitivity test indicate that Albany Road would operate marginally over practical capacity during the morning and evening peak. The remaining movements would operate with spare capacity.

5.2.33 Table 5.21 summarises the PRC and average delay per vehicle statistics for the Albany Road/ Old Kent Road junction.

Table 5.21 Albany Road/ Old Kent Road: Junction Performance Summary

Scenario	AM Peak		PM Peak	
	PRC (%)	Delay (s)	PRC (%)	Delay (s)
2014 Observed	-7.2	47.4	-10.1	51.5
2014 + Committed Development	-7.5	47.0	-10.1	51.5
2014 + Committed + Proposed Development	-9.0	48.4	-13.6	55.6
Sensitivity Test	-1.0	40.8	-5.3	44.2

5.2.34 The results do not indicate the need to carry out junction improvement works associated with the development impact.

5.2.35 Copies of the LinSig results files are contained in Appendix H.

Junction 6 – Thurlow Street / East Street

5.2.36 The junction of Thurlow Street with East Street is a four arm right-left staggered junction situated within the Aylesbury Estate.

5.2.37 The capacity of the junction has been tested using PICADY. Tables 5.22, 5.23 and 5.24 summarise the LinSig results for the 2014 with committed development, 2014 with committed + proposed development and 2024 sensitivity test scenarios respectively.

Table 5.22 PICADY Results (2014 Base with Committed Development)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-ACD	0.73	2.56	0.58	1.36
A-BCD	0.02	0.03	0.02	0.03
D-ABC	0.09	0.10	0.12	0.14
C-ABD	0.39	1.01	0.27	0.50

A – Thurlow Street N, B – East Street E, C – Thurlow Street S, D – East Street W.

Table 5.23 PICADY Results (2014 Base with Committed + Proposed Development)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-ACD	0.74	2.72	0.59	1.41
A-BCD	0.02	0.03	0.02	0.03
D-ABC	0.09	0.10	0.12	0.14
C-ABD	0.40	1.09	0.28	0.54

A – Thurlow Street N, B – East Street E, C – Thurlow Street S, D – East Street W.

5.2.38 The PICADY modelling predicts that the junction would operate with spare capacity in both development scenarios.

Table 5.24 LinSig Results (2024 with Sensitivity)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-ACD	0.67	1.96	0.54	1.13
A-BCD	0.02	0.02	0.02	0.03
D-ABC	0.08	0.09	0.11	0.12
C-ABD	0.36	0.89	0.25	0.46

A – Thurlow Street N, B – East Street E, C – Thurlow Street S, D – East Street W.

5.2.39 The results of the sensitivity test indicate that the junction would operate with ample capacity during the morning and evening peak.

5.2.40 The results do not indicate the need to carry out junction improvement works associated with the development impact.

5.2.41 Copies of the PICADY results files are contained in Appendix H.

Junction 7 – East Street / A2 Old Kent Road / Hendre Road

5.2.42 The junction of A2 Old Kent Road, East Street and Hendre Road is a four arm traffic signal controlled junction, which is located to the east of the Aylesbury Estate.

5.2.43 The capacity of the junction has been tested using LinSig V3. Tables 5.25, 5.26 and 5.27 summarise the LinSig results for the 2014 with committed development, 2014 with committed + proposed development and 2024 sensitivity test scenarios respectively.

Table 5.25 LinSig Results (2014 Base with Committed Development)

Link	AM Peak (08:00-09:00)						PM Peak (17:00-18:00)					
	Deg Sat (%)			MMQ			Deg Sat (%)			MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
A2 Old Kent Road N	32.5	89.8		4.2	11.1		46.2	79.7		8.1	9.6	
Hendre Road	0.4	-	-	0.0	-	-	1.3	-	-	0.1	-	-
A2 Old Kent Road S	51.7	57.0	-	7.9	8.6	-	32.8	33.8	-	4.7	4.8	-
East Street	55.6	-	-	4.2	-	-	49.5	-	-	4.1	-	-

Table 5.26 LinSig Results (2014 Base with Committed + Proposed Development)

Link	AM Peak (08:00-09:00)						PM Peak (17:00-18:00)					
	Deg Sat (%)			MMQ			Deg Sat (%)			MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
A2 Old Kent Road N	32.5	91.0		4.2	11.7		46.3	81.1		8.1	9.7	
Hendre Road	0.4	-	-	0.0	-	-	1.3	-	-	0.1	-	-
A2 Old Kent Road S	51.9	57.1	-	7.9	8.6	-	32.8	33.9	-	4.7	4.8	-
East Street	57.7	-	-	4.4	-	-	51.9	-	-	4.3	-	-

5.2.44 The results indicate that the junction would operate above capacity on the northern arm (lanes 2 and 3) during the morning peak for both development scenarios. All other movements would operate with ample capacity. The development impact does not cause a perceptible change in queue lengths.

Table 5.27 LinSig Results (2024 with Sensitivity)

Link	AM Peak (08:00-09:00)						PM Peak (17:00-18:00)					
	Deg Sat (%)			MMQ			Deg Sat (%)			MMQ		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
A2 Old Kent Road N	30.1	84.4		3.7	9.2		42.9	74.9		7.1	8.2	
Hendre Road	0.4	-	-	0.0	-	-	1.3	-	-	0.1	-	-
A2 Old Kent Road S	49.7	52.9	-	7.2	7.6	-	31.4	33.5	-	4.3	4.4	-
East Street	53.5	-	-	4.0	-	-	48.0	-	-	3.9	-	-

5.2.45 The results of the sensitivity test indicate that the junction would operate marginally over capacity during the morning and evening peaks on Albany Road.

5.2.46 Table 5.28 summarises the PRC and average delay per vehicle at the Old Kent Road/ East Street junction.

Table 5.28 Old Kent Road/ East Street/Hendre Road: Junction Performance Summary

Scenario	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	PRC (%)	Delay (s)	PRC (%)	Delay (s)
2014 Observed	0.2	17.8	13.9	14.1
2014 + Committed Development	0.2	17.8	12.9	14.2
2014 + Committed + Proposed Development	-1.1	18.6	10.9	14.7
Sensitivity Test	6.7	16.0	20.1	13.8

5.2.47 The results do not indicate the need to carry out junction improvement works associated with the development impact.

5.2.48 Copies of the LinSig results files are contained in Appendix H.

Junction 8 – A215 Camberwell Road / John Ruskin Street

5.2.49 The junction of Camberwell Road and John Ruskin Street is a four arm priority junction situated to the west of the Aylesbury Estate.

5.2.50 The capacity of the junction has been tested using PICADY. Tables 5.29, 5.30 and 5.31 summarise the LinSig results for the 2014 with committed development, 2014 with committed + proposed development and 2024 sensitivity test scenarios respectively.

Table 5.29 PICADY Results (2014 Base with Committed Development)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-ACD	0.03	0.03	0.05	0.05
A-BCD	0.15	0.39	0.09	0.17
D-ABC	0.62	1.57	0.43	0.73
C-B	0.00	0.00	0.01	0.01

A – A215 Camberwell Road N, B – Boyson Road, C – A215 Camberwell Road S, D – John Ruskin Street.

Table 5.30 PICADY Results (2014 Base with Committed + Proposed Development)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-ACD	0.03	0.03	0.05	0.05
A-BCD	0.15	0.40	0.09	0.17
D-ABC	0.63	1.63	0.43	0.75
C-B	0.00	0.00	0.01	0.01

A – A215 Camberwell Road N, B – Boyson Road, C – A215 Camberwell Road S, D – John Ruskin Street.

5.2.51 The PICADY modelling predicts that the junction would operate with spare capacity in both development scenarios.

Table 5.31 LinSig Results (2024 with Sensitivity)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-ACD	0.02	0.02	0.05	0.05
A-BCD	0.13	0.33	0.08	0.14
D-ABC	0.55	1.19	0.39	0.62
C-B	0.00	0.00	0.01	0.01

A – A215 Camberwell Road N, B – Boyson Road, C – A215 Camberwell Road S, D – John Ruskin Street.

5.2.52 The results of the sensitivity test indicate that the junction would operate with ample capacity during the morning and evening peak.

5.2.53 The results do not indicate the need to carry out junction improvement works associated with the development impact.

5.2.54 Copies of the PICADY results files are contained in Appendix H.

Junction 9 – A215 Walworth Road N / Fielding Street / Merrow Street

5.2.55 The junction of A215 Walworth Road with Fielding Street is a four arm right-left staggered junction situated to the west of the Aylesbury Estate.

5.2.56 The capacity of the junction has been tested using PICADY. Tables 5.32, 5.33 and 5.34 summarise the LinSig results for the 2014 with committed development, 2014 with committed + proposed development and 2024 sensitivity test scenarios respectively.

Table 5.32 PICADY Results (2014 Base with Committed Development)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-ACD	0.43	0.76	0.16	0.19
A-D	0.01	0.01	0.01	0.01
D-ABC	0.12	0.13	0.13	0.15
C-B	0.00	0.00	0.00	0.00

A – A215 Walworth Road N, B – Merrow Street, C – A215 Walworth Road S, D – Fielding Street.

Table 5.33 PICADY Results (2014 Base with Committed + Proposed Development)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-ACD	0.43	0.76	0.17	0.20
A-D	0.01	0.01	0.01	0.01
D-ABC	0.12	0.13	0.13	0.15
C-B	0.00	0.00	0.00	0.00

A – A215 Walworth Road N, B – Merrow Street, C – A215 Walworth Road S, D – Fielding Street.

5.2.57 The PICADY modelling predicts that the junction would operate with spare capacity in both development scenarios.

Table 5.34 LinSig Results (2024 with Sensitivity)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-ACD	0.40	0.65	0.15	0.18
A-D	0.01	0.01	0.01	0.01
D-ABC	0.11	0.12	0.12	0.13
C-B	0.00	0.00	0.00	0.00

A – A215 Walworth Road N, B – Merrow Street, C – A215 Walworth Road S, D – Fielding Street.

5.2.58 The results of the sensitivity test indicate that the junction would operate with ample capacity during the morning and evening peak.

5.2.59 The results do not indicate the need to carry out junction improvement works associated with the development impact.

5.2.60 Copies of the PICADY results files are contained in Appendix H.

Junction 10 – A215 Walworth Road / Heygate Street

5.2.61 The junction of Albany Road and Camberwell Road is a four arm traffic signal controlled junction, which is located to the north west of the Aylesbury Estate.

5.2.62 The capacity of the junction has been tested using LinSig V3. Tables 5.35, 5.35 and 5.37 summarise the LinSig results for the 2014 with committed development, 2014 with committed + proposed development and 2024 sensitivity test scenarios respectively.

Table 5.35 LinSig Results (2014 Base with Committed Development)

Link	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Deg Sat (%)		MMQ		Deg Sat (%)		MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2
A215 Walworth Road N	53.1		7.6		92.4		19.0	
Heygate Street	114.4		33.3		82.4		8.8	
A215 Walworth Road S	-	41.7	-	7.3	-	35.8	-	4.9
Steedman Street	27.3	-	1.1	-	51.4	-	2.4	-

Table 5.36 LinSig Results (2014 Base with Committed + Proposed Development)

Link	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Deg Sat (%)		MMQ		Deg Sat (%)		MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2
A215 Walworth Road N	53.7		7.8		92.7		19.3	
Heygate Street	114.4		33.5		82.7		8.9	
A215 Walworth Road S	-	42.2	-	7.4	-	36.0	-	4.9
Steedman Street	27.3	-	1.1	-	51.4	-	2.4	-

5.2.63 The results indicate that the junction would operate above capacity on the northern arm during the evening peak and above capacity on the eastern arm during the morning peak for both development scenarios. All other movements would operate with ample capacity.

5.2.64 It should be noted that the base Linsig model of this junction did not calibrate well and the Heygate Street arm particularly appears to have more capacity on the ground than modelled. It is also noted that this junction was the subject of more detailed analysis as part of the Heygate development using micro-simulation. The proposed development impact at this junction is very minor and is not expected to have a material impact on its operation.

Table 5.37 LinSig Results (2024 with Sensitivity)

Link	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Deg Sat (%)		MMQ		Deg Sat (%)		MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2
A215 Walworth Road N	52.0		7.2		85.8		14.7	
Heygate Street	105.9		22.3		76.7		7.5	
A215 Walworth Road S	-	41.1	-	6.9	-	33.4	-	4.5
Steedman Street	24.9	-	1.0	-	48.0	-	2.2	-

5.2.65 The results of the sensitivity test indicate that Heygate Street would operate over capacity during the morning peak, but the remaining arms would operate with spare capacity during the morning and evening peak. The comments above regarding the Heygate modelling are still applicable.

5.2.66 Table 5.38 summarises the PRC and average delay per data statistics for the Walworth Road/ Heygate Street junction.

Table 5.38 Walworth Road/ Heygate Street: Junction Performance Summary

Scenario	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	PRC (%)	Delay (s)	PRC (%)	Delay (s)
2014 Observed	-6.7	41.8	-1.7	44.3
2014 + Committed Development	-27.1	85.6	-2.6	46.8
2014 + Committed + Proposed Development	-27.1	84.9	-3.0	47.0
Sensitivity Test	-17.7	63.0	4.9	39.9

5.2.67 The results do not indicate the need to carry out junction improvement works associated with the development impact.

5.2.68 Copies of the LinSig results files are contained in Appendix H.

Junction 11 – Heygate Street / Rodney Place

5.2.69 The junction of Heygate Street and Rodney Place is a three arm priority junction situated to the north of the Aylesbury Estate.

5.2.70 The capacity of the junction has been tested using PICADY. Tables 5.39, 5.40 and 5.41 summarise the LinSig results for the 2014 with committed development, 2014 with committed + proposed development and 2024 sensitivity test scenarios respectively.

Table 5.39 PICADY Results (2014 Base with Committed Development)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-AC	0.22	0.28	0.38	0.59
C-AB	0.50	0.98	0.09	0.10

A – Heygate Street, B – Rodney Place, C – Rodney Road.

Table 5.40 PICADY Results (2014 Base with Committed + Proposed Development)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-AC	0.22	0.28	0.38	0.59
C-AB	0.50	1.02	0.09	0.10

A – Heygate Street, B – Rodney Place, C – Rodney Road.

5.2.71 The PICADY modelling predicts that the junction would operate with spare capacity in both development scenarios.

Table 5.41 LinSig Results (2024 with Sensitivity)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-AC	0.20	0.25	0.34	0.52
C-AB	0.46	0.86	0.08	0.09

A – Heygate Street, B – Rodney Place, C – Rodney Road.

5.2.72 The results of the sensitivity test indicate that the junction would operate with ample capacity during the morning and evening peak.

5.2.73 The results do not indicate the need to carry out junction improvement works associated with the development impact.

5.2.74 Copies of the PICADY results files are contained in Appendix H.

Junction 12 – A2 New Kent Road / Rodney Place

5.2.75 The junction of New Kent Road and Rodney Place is a three arm priority junction situated to the north of the Aylesbury Estate.

5.2.76 The capacity of the junction has been tested using PICADY. Tables 5.42, 5.43 and 5.44 summarise the LinSig results for the 2014 with committed development, 2014 with committed + proposed development and 2024 sensitivity test scenarios respectively.

Table 5.42 PICADY Results (2014 Base with Committed Development)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-AC	0.89	5.94	0.41	0.67

A – A2 New Kent Road E, B – Rodney Place, C – A2 New Kent Road W.

Table 5.43 PICADY Results (2014 Base with Committed + Proposed Development)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-AC	0.91	6.71	0.41	0.68

A – A2 New Kent Road E, B – Rodney Place, C – A2 New Kent Road W.

5.2.77 The PICADY modelling predicts that the junction would be operating close to capacity in the AM peak, however the impact of the development represents less than one vehicle added on to the queue length.

Table 5.44 LinSig Results (2024 with Sensitivity)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
B-AC	0.80	3.56	0.36	0.56

A – A2 New Kent Road E, ***B – Rodney Place,*** ***C – A2 New Kent Road W.***

5.2.78 The results of the sensitivity test indicate that the junction would operate with ample capacity during the morning and evening peak.

5.2.79 The results do not indicate the need to carry out junction improvement works associated with the development impact.

5.2.80 Copies of the PICADY results files are contained in Appendix H.

Junction 13 – Portland Street / Merrow Street

5.2.81 The junction of Portland Street and Merrow Street is a four arm priority junction situated within the Aylesbury Estate.

5.2.82 The capacity of the junction has been tested using PICADY. Tables 5.45, 5.46 and 5.47 summarise the LinSig results for the 2014 with committed development, 2014 with committed + proposed development and 2024 sensitivity test scenarios respectively.

Table 5.45 PICADY Results (2014 Base with Committed Development)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
A-BCD	0.08	0.11	0.07	0.11
C-ABD	0.02	0.02	0.01	0.01

A – Portland Street N, ***B – Merrow Street E,*** ***C – Portland Street S,*** ***D – Merrow Street W.***

Table 5.46 PICADY Results (2014 Base with Committed + Proposed Development)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
A-BCD	0.08	0.12	0.07	0.11
C-ABD	0.02	0.02	0.01	0.01

A – Portland Street N, ***B – Merrow Street E,*** ***C – Portland Street S,*** ***D – Merrow Street W.***

5.2.83 The PICADY modelling predicts that the junction would operate with ample capacity in both development scenarios.

Table 5.47 Portland Street / Merrow Street: 2014 + Committed + Proposed Development (with Sensitivity)

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	RFC	Queue	RFC	Queue
A-BCD	0.07	0.10	0.06	0.10
C-ABD	0.02	0.02	0.01	0.01

A – Portland Street N, B – Merrow Street E, C – Portland Street S, D – Merrow Street W.

5.2.84 The results of the sensitivity test indicate that the junction would operate with ample capacity during the morning and evening peak.

5.2.85 The results do not indicate the need to carry out junction improvement works associated with the development impact.

5.2.86 Copies of the PICADY results files are contained in Appendix H.

5.3 Proposed Highway Works

5.3.1 The AAAP sets out the expectations in relation to the new highways associated with the regeneration of the area:

'Development proposals should provide a well-connected network of high quality streets that provide a safe, accessible, comfortable and attractive environment for walking and cycling and should at the same time create practical and logical access routes for motor vehicles'

5.3.2 The highway works proposed by the development provide a grid-like network of new streets with development facing onto them. The new highways will provide connectivity and direct routes for those travelling on foot and by bicycle, vehicles will be able to travel through the area, but not necessarily by the most direct route. A number of interventions are proposed on the grid of streets to ensure that vehicular traffic is not able to use the most direct routes, these are shown on the plan at Appendix C. They include:

- Pedestrian and cycle only sections that prevent through traffic;
- Shared Space areas; and
- Raised entry thresholds.

5.3.3 The higher category roads of Albany Road and Thurlow Street will be redesigned to integrate with the new proposed masterplan layout.

5.3.4 Albany Road is proposed to be redesigned as a 'Park Road' that will have reduced width for vehicles, more compact junctions and improved facilities for pedestrians and cyclists. The purpose of the design measures generally is to reduce traffic speeds, especially around junction corners, and to make the road more visibly connected to the park. The AAAP indicates in section A6.5.5 a 8m wide carriageway road with on-road cycling. This has been used as a starting point for the design.

5.3.5 Thurlow Street is envisaged as a 'High Street' providing for a mix of activities on the street and providing a traffic calmed environment.

5.3.6 It is acknowledged that LBS are developing a wider area cycle strategy at the time of preparation of this assessment and decisions that are yet to be taken will have an influence on the final design of the highway and junctions on Albany Road and Thurlow Street. This is particular in reference to the direction and detail of a new cycle link north/south through Burgess Park for which the location is yet

to be fixed. The masterplan design takes into account the uncertainty in cycle provision be allowing a corridor between the existing north edge of the park and the proposed building footprints that allows for flexibility of provision within the highway.

5.3.7 The detail of the highway works in each area will be developed with LBS as each reserved matters submission is developed. The current proposal assumes an on-road cycle lane on an 8m wide carriageway in accordance with the AAAP and emerging guidance from TfL. The design assessed in this TA is provided on plans at Appendix N.

5.3.8 Further details on the development of the current proposals and the works associated with the FDS application are set out in Appendix A.

5.3.9 In order to assess the traffic impacts of the proposed tightening of the junctions along Albany Road an initial design of the alignment has been carried out and assessed as set out below.

5.4 Assessment of Junction Proposals

5.4.1 The outline junction proposals for Albany Road have been modelled in LINSIG, using a model which combines the Portland Street, Wells Way and Thurlow Street junctions into a single model. This allows the individual junctions, and the progression of traffic between those junctions to be modelled.

5.4.2 Intergreen timings at the proposed junctions have been calculated based on the guidance contained in the TfL guidance document “Design Standards for Signal Schemes in London”. As lane widths and lengths are changed significantly from the existing situation, the saturation flows have been estimated using the RR67 saturation flow methodology. The proposed signal stage sequence has been designed to maximise capacity.

5.4.3 Portland Street and Wells Way junctions both have an allowance for an early cycle start traffic signal on the right turn movement from Albany Road. This early cycle start has been modelled in LINSIG as a separate traffic phase and stage; however, this phase does not control a lane in the model, meaning that the cycle element of the PCU traffic flow does not pass through the junction. It is considered that this is a robust approach to modelling this unusual signal staging arrangement.

5.4.4 Table 5.48 summarises the LINSIG model results for the 2014 + Committed + Proposed development, and Table 5.49 summarises the LINSIG model results for the sensitivity test.

Table 5.48 Proposed Albany Road junctions: 2014 + Committed + Proposed Development

Link	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Deg Sat (%)		MMQ		Deg Sat (%)		MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2
Albany Rd/ Portland St								
Albany Road (W)	96.2		20.8		82.7		13.8	
Portland Street	93.6	-	8.2	-	80.4	-	6.4	-
Albany Road (E)	94.3	-	14.8	-	76.2	-	4.9	-
Albany Rd/ Wells Way								
Albany Road (W)	66.1	76.0	4.7		83.4		6.9	
Wells Way	88.3		12.7		89.2		10.1	
Albany Road (E)	84.7		12.0		88.7		11.9	
Albany Rd/ Thurlow St								
Albany Road (W)	89.7		16.6		76.0		8.6	
Thurlow Street	83.0		8.7		85.3		10.5	
Albany Road (E)	80.4		10.2		69.3	87.1	11.1	

Table 5.49 Proposed Albany Road junctions: 2014 + Committed + Proposed Development (with Sensitivity)

Link	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Deg Sat (%)		MMQ		Deg Sat (%)		MMQ	
	L1	L2	L1	L2	L1	L2	L1	L2
Albany Rd/ Portland St								
Albany Road (W)	89.2		15.8		79.1		12.3	
Portland Street	86.4	-	6.3	-	74.1	-	5.5	-
Albany Road (E)	87.4	-	11.0	-	63.7	-	3.8	-
Albany Rd/ Wells Way								
Albany Road (W)	64.6		4.1		76.9		5.7	
Wells Way	83.7		11.0		82.7		8.2	
Albany Road (E)	78.4		9.8		82.2		9.5	
Albany Rd/ Thurlow St								
Albany Road (W)	83.1		11.4		68.9		7.1	
Thurlow Street	76.8	75.0	7.3		81.4		9.3	
Albany Road (E)	74.4		8.8		62.7	80.5	9.3	

5.4.5 Tables 5.50 to 5.52 summarise the PRC and average delay per vehicle statistics for the Portland Street, Wells Way and Thurlow Street junctions respectively.

Table 5.50 Junction Performance Summary (Albany Road/ Portland Street)

Scenario	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	PRC (%)	Delay (s)	PRC (%)	Delay (s)
2014 + Committed + Proposed Development	-6.8	69.2	8.9	26.2
Sensitivity Test	0.9	33.9	13.8	26.0

Table 5.51 Junction Performance Summary (Albany Road/ Wells Way)

Scenario	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	PRC (%)	Delay (s)	PRC (%)	Delay (s)
2014 + Committed + Proposed Development	2.0	33.4	0.9	58.3
Sensitivity Test	7.5	43.7	8.8	48.1

Table 5.52 Junction Performance Summary (Albany Road/ Thurlow Street)

Scenario	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	PRC (%)	Delay (s)	PRC (%)	Delay (s)
2014 + Committed + Proposed Development	0.4	38.3	3.3	34.0
Sensitivity Test	8.3	33.2	10.6	31.2

5.4.6 It is evident from the LINSIG model that the proposed Albany Road junction works would operate close to capacity, particularly in the morning peak where a small negative practical reserve capacity is predicted. However, it is considered that because the proposed scheme offers significant improvements to facilities for pedestrians and cyclists on Albany Road, the minor capacity issues predicted are not material. The output from the LINSIG model is provided at Appendix O.

5.5 Construction Impact on Vehicular Traffic

5.5.1 The change in traffic flows caused by development traffic is set out in Section 4.14. This indicates that peak hour movements are low and less than the proposed development impact when completed. Consequently junction assessments of the construction traffic impacts are not deemed necessary.

5.5.2 The main impact of construction on vehicular traffic would be as a result of road works associated with the construction of the development. In particular, construction of access junctions and service diversions are likely to require lane closures along road such as Albany Road, Portland Street and Thurlow Street.

5.5.3 Implementation of the Albany Road scheme will also require lane closures and temporary traffic management measures. It is suggested that the works on Albany Road (including implementing new

access junctions) occur at the end of each adjoining phase in order to maintain capacity until completion.

5.5.4 The impact of road works on Albany Road is likely to lead to some localised rerouting of trips onto the surrounding roads.

5.6 Summary

5.6.1 The traffic impact of the proposed redevelopment of the Aylesbury Estate is predicted to be minor. The increase in vehicle trips in the vicinity of the site is predicted to be low, with the largest increase predicted at the southern end of Thurlow Street.

5.6.2 The impact of the proposed development on the local junctions is predicted to be minimal, with most junctions not operating substantially worse with the proposed development when compared to the base with committed development scenario.

5.6.3 Works are proposed at the following junctions to provide improvements for pedestrians and cyclists:

- Albany Road/ Portland Street;
- Albany Road/ Wells Way; and
- Albany Road/ Thurlow Street.

5.6.4 The junction works on Albany Road are predicted to reduce the capacity at these junctions for vehicles, with the Albany Road / Portland Street junction, in particular, predicted to be operating at capacity. It is considered that the considerable improvements offered to pedestrians and cyclists mitigate the impact on motorised traffic.

5.6.5 The impact of the construction of the development on traffic relates to delays associated with road works, in particular on Albany Road. During construction, this impact is likely to lead to the rerouting of trips that do not need to use Albany Road to alternative routes.

6 Impacts – Pedestrian and Cycle Routes

6.1 Introduction

6.1.1 Walking and cycling are predicted to comprise over 50% of the trips to/ from the redeveloped Aylesbury Estate, with many of these journeys being made to local destinations such as schools, shops and leisure facilities.

6.1.2 Table 6.1 shows the predicted increase in walking trips from the Aylesbury Estate as a result of the proposed development.

Table 6.1 Predicted uplift in walking trips

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	140	285	425
PM Peak (17:00-18:00)	229	150	379

6.1.3 Table 6.2 shows the predicted increase in cycling trips from the Aylesbury Estate as a result of the proposed development.

Table 6.2 Predicted uplift in cycling trips

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	18	42	60
PM Peak (17:00-18:00)	17	12	29

6.2 Impact of Walking Trips

6.2.1 The predicted distribution of walking trips from the Aylesbury Estate is shown in Appendix P. The principal destinations for walking trips include:

- Elephant and Castle;
- Local schools;
- Walworth Road Shops;
- Old Kent Road shops

6.2.2 As would be expected the main destinations for walking trips are local schools and shops and the nearest railway/ underground station. Pedestrians will also walk from their homes to the bus stops on Albany Road and Thurlow Street.

6.2.3 As the proposed development is predicted to generate in the region of 143 additional pedestrian trips it is considered that there will not be a significant impact on the local pedestrian network as the proposals along create a network of new streets providing capacity for these new trips. The main pedestrian impacts are likely to be on Albany Road, Portland Street, Thurlow Street and Walworth Road, where pedestrian crossings are likely to be used more frequently.

6.3 Proposed Improvements to Pedestrian Routes

6.3.1 The main improvement to pedestrian routes is the implementation of a more permeable street network within the Aylesbury Estate, as shown on the masterplan contained in Appendix B.

6.3.2 In particular, the development proposals will remove the high level walkways within the Aylesbury, which are unattractive to pedestrians due to lack of activity and overlooking, and will introduce streets where there is activity from a variety of modes of travel. The development proposals will also remove the large existing residential blocks which restrict pedestrian routes.

6.3.3 The proposed highway works to Albany Road remove staggered pedestrian crossings at the Portland Street, Wells Way and Thurlow Street junctions and introduce a single pedestrian stage at each of the junctions. The proposed narrowing of the carriageway on Albany Road also provides a more attractive, less car dominated street scene for pedestrians.

6.3.4 Additionally, it is proposed to provide additional zebra crossings on Thurlow Street as shown on Figure 30. The southern crossing and the crossing to the south of the proposed square could be provided as a parallel pedestrian/ cycle zebra crossing as set out in the draft Traffic Signs Regulations and General Directions (TSRGD).

6.4 Impact of Cycling Trips

6.4.1 Along with walking and public transport, cycling is likely to be one of the principal modes of travel from the proposed Aylesbury Estate. This is in line with current travel trends, which show a large increase in cycling trips within London as demonstrated in Section 4.11. All dwellings and non-residential land uses will be provided with cycle parking. Appendix Q contains traffic flow diagrams showing the predicted distribution of cycling trips from the development.

6.4.2 Table 6.3 shows the predicted increase in bicycle trips as a result of the proposed Aylesbury Estate.

Table 6.3 Predicted increase in bicycle flows

Road	Section	AM Peak	PM Peak
Old Kent Road	South of Albany Road	4	2
Wells Way	South of Albany Road	3	1
Camberwell Road	South of Albany Road	5	3
Walworth Road	North of Heygate Street	12	5
Old Kent Road	North of East Street	8	4
Thurlow Street	Southern end	26	11
Portland Street	Southern end	4	1
To/ From Area 1		9	6
To/ From Area 2		11	1
To/ From Area 3		14	6
To/ From Area 4		20	9

6.4.3 The predicted distribution of cycling trips from the Aylesbury Estate is shown in Appendix Q. The main destinations of cycling trips from the Aylesbury Estate are predicted to be:

- Elephant and Castle area;
- Local schools; and
- London Bridge, The City and other employment destinations to the north

6.4.4 The cycling trips from the proposed Aylesbury Estate will most likely use the quiet roads in the local area in preference to the A2 and A215. In particular Portland Street is a part of a current cycle route between Camberwell and Elephant and Castle (route 2) and is likely to be used by residents of the Aylesbury Estate to cycle to the north.

6.5 Proposed Improvements to Cycling Facilities

6.5.1 The proposed provision for cyclists is set out in detail in the Proposed Highway Works section 5.3 above.

6.6 London Cycle Hire Provision

6.6.1 Discussions have been held with TfL regarding the extension of the London Cycle Hire scheme within the development area. TfL confirmed that new docking stations should provide a minimum of 24 spaces and it is considered that 4 locations within the site are appropriate for new provision. The proposed locations are shown on Figure 31. The provision within the FDS application area is set out in more detail at Appendix A.

6.7 Impact of Construction Traffic

6.7.1 During construction of the development, the construction activities will lead to additional HGV movements along Albany Road, Portland Street and Thurlow Street. The additional HGV movements may lead to an increased risk of collisions between HGVs, pedestrians and cyclists. Best practice relating to vehicle types (visibility from the cab etc) will be used, and HGV movements will be minimised during periods when there are likely to be a particularly high number of cycle and pedestrian movements.

6.7.2 The demolition of the existing estate will lead to the temporary removal of pedestrian routes across the site. For safety purposes, routes across the site will not be provided during construction, meaning that these routes will remain closed through the construction of each phase, and will be replaced by the new street network.

6.7.3 At times, the construction of the proposed development may require the closure of existing footways – when a footway is closed, alternative provision will be made available. If it is necessary to temporarily close a formal pedestrian crossing facility, an alternative facility will be provided instead (for example using temporary pedestrian traffic lights).

6.7.4 On-road traffic management will be designed to take account of the needs of cyclists.

6.7.5 The management of the construction traffic aspects of the site development will be controlled by a Construction Logistics Plan provided at Appendix T.

6.8 Summary

6.8.1 The increased number of walking and cycling trips from the proposed development are not predicted to have a significant impact on the local road network.

6.8.2 The proposed development will introduce a more permeable street network within the site, which will include routes which run parallel to Albany Road and Thurlow Street. The increased activity within the development will make walking and cycling through the development more attractive.

6.8.3 During construction of the development, HGV movements will be carefully managed, with particular emphasis on cycle safety. Adjacent to the site, alternative pedestrian and cycle routes will be provided where temporary closures are required.

7 Impacts – Public Transport Network

7.1 Public Transport Trips

7.1.1 Buses are predicted to attract about a quarter of the trips made from the Aylesbury Estate, due to the availability of high frequency, good quality bus services. Bus is also likely to be part of some journeys to or from nearby railway/ underground stations as part of a longer distance public transport journeys made by train or using London Underground.

7.1.2 Table 7.1 shows the predicted uplift in bus trips as a result of the proposed development.

Table 7.1 Predicted uplift in bus trips

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	82	185	267
PM Peak (17:00-18:00)	99	87	185

7.1.3 The increase in trips is equivalent to about 3-4 additional bus loads of passengers in the morning peak, which will necessitate capacity enhancements to existing bus services in the local area. It should be noted that these bus trips will be spread across the many bus services that are available in the local area, and that they will also arrive/ depart throughout the peak hours.

7.1.4 Although residents cannot do so from the immediate vicinity of the Aylesbury Estate, the development will increase the numbers of passengers using rail and London Underground services from nearby stations. Trips to/ from the station are most likely to be made on foot, bicycle or by bus. Table 7.2 shows the predicted uplift in rail and underground trips as a result of the proposed development.

Table 7.2 Predicted uplift in rail/underground trips

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	29	140	170
PM Peak (17:00-18:00)	67	34	102

7.2 Bus Impact Methodology

7.2.1 In order to ascertain the impact of the redeveloped Aylesbury Estate on the local bus services, the bus distribution has been interrogated to identify which bus services residents of the development are likely to use to access their destination.

7.2.2 Typically, the area which is considered to be served by a bus service is the area which is located within a five minute walk (approximately 400m) of a bus service. The 400m catchment around each bus route has been plotted in ArcGIS and the census output areas within the 400m catchments have then been identified. Where a census output area is serviced by more than one of the bus services, each service has been weighted according to the number of buses per hour which serve the route.

7.2.3 However, because bus services 42, 136 and 343 run adjacent to or through the Aylesbury Estate it is likely that residents of the development would use these services if they served their destination, rather than one of the bus services which runs along Camberwell Road or Old Kent Road.

7.3 Predicted Bus Impact

7.3.1 Table 7.3 below shows the predicted number of additional bus passengers from the Aylesbury Estate that would use each of the existing bus services in the AM and PM peaks.

Table 7.3 Predicted additional bus passenger demand by service

Service No.	AM Arrivals	AM Departures	PM Arrivals	PM Departures
12	2.6	7.9	5.3	2.6
21	1.2	4.3	1.3	1.8
35	1.2	3.9	1.6	1.6
40	0.7	0.8	0.5	1.1
42	20.7	35.1	22.7	21.2
45	2.0	8.0	3.0	2.7
53	1.3	4.0	1.3	1.9
63	1.0	3.3	1.6	1.6
68	0.5	2.2	1.0	0.7
78	2.7	11.1	2.4	3.9
136	12.4	21.6	11.9	10.4
148	1.1	7.4	3.2	1.8
168	0.5	2.2	1.0	0.7
171	1.2	2.1	1.0	1.6
172	1.0	3.7	1.2	1.4
176	1.4	5.8	2.2	2.0
343	27.8	52.4	32.5	26.0
363	0.6	0.3	0.3	0.9
453	2.2	7.9	4.1	2.2
468	0.5	1.0	0.5	0.6
Total	**82.4**	**185.1**	**98.5**	**86.6**

7.3.2 It is evident from Table 7.3 above that the impact of the proposed development is likely to be greatest on bus services 42, 136 and 343, with most other bus services attracting a small number of passenger per hour.

7.4 Impact on Bus Stops

7.4.1 Information on the number of bus passengers boarding and alighting bus services 42 and 343 has been obtained from TfL, and shows that the most used bus stops in the vicinity of the Aylesbury Estate area. Table 7.4 shows the BODS (Bus Origin Destination Survey) data for bus services 42 and 343, which shows the numbers of passengers boarding and alighting those bus services on 4 June 2009.

Table 7.4 BODS Boarding/ Alighting Data (Services 42 and 343, 4 June 2009)

Bus Stop	Services	Northbound		Southbound	
		Boarders	Alighters	Boarders	Alighters
Albany Road Prince Alfred	42	51	37	15	111
Albany Road Gardens	42	43	66	35	44
Albany Road/ Wells Way	42, 343	325	409	316	338
Thurlow Street	42, 343	691	557	513	963
Flint Street/ East Street	42, 343	613	615	461	673

7.4.2 It is evident from the TfL BODS data that the bus stops which attracted the greatest patronage were those on Thurlow Street. The Thurlow Street bus stops were audited as part of the PERS audit, which identified them as amber facilities, particularly relating to the quality of the waiting environment for passengers and a perception of unsafety. The following problems were identified:

- Absence of lighting;
- Lack of surveillance; and
- Low quality built environment.

7.4.3 The proposed development will significantly alter the characteristics of the area surrounding the bus stops on Albany Road and Thurlow Street, which means that the conclusions drawn about the bus stops can be addressed at the detailed design stage.

7.5 Sensitivity Test on Bus Impact

7.5.1 As described in Section 4.12, a sensitivity test has been examined which increases the bus mode share above that predicted from the LTDS. Table 7.5 shows the predicted bus impact under the sensitivity test scenario.

Table 7.5 Sensitivity test bus impact

Service No.	AM Arrivals	AM Departures	PM Arrivals	PM Departures
12	2.8	8.1	5.6	2.8
21	1.3	4.5	1.4	1.9
35	1.2	4.0	1.7	1.7
40	0.7	0.8	0.5	1.1
42	21.9	36.2	23.8	22.5
45	2.1	8.3	3.1	2.9
53	1.4	4.2	1.4	2.0
63	1.1	3.4	1.6	1.7
68	0.5	2.3	1.0	0.7
78	2.9	11.5	2.5	4.2
136	13.1	22.3	12.5	11.1
148	1.2	7.6	3.3	2.0
168	0.5	2.2	1.0	0.8
171	1.2	2.2	1.1	1.7
172	1.0	3.8	1.3	1.5
176	1.5	6.0	2.3	2.1
343	29.3	54.1	34.0	27.6
363	0.6	0.4	0.3	0.9
453	2.3	8.2	4.3	2.3
468	0.5	1.1	0.5	0.7
Total	**87.0**	**191.1**	**103.3**	**92.0**

7.5.2 The sensitivity test does show an increase in the total number of bus passengers by 11 in the AM peak and 10 in the PM peak.

7.6 Impact on Bus Accessibility

7.6.1 The principal impact on bus accessibility is the provision of a more permeable street network within the Aylesbury Estate. This more permeable street network will allow pedestrians to have a shorter walk to bus stops, improving the accessibility of public transport. As part of the proposals to change the character of Albany Road, it has been proposed that some of the bus stops be relocated to better suit the revised road network. The following bus stop relocations are proposed:

- Portland Street (Q) – location on Albany Road changed;
- Portland Street (W) – location on Albany Road changed;

7.6.2 A revised PTAL calculation has been undertaken for the Aylesbury Estate based on the revised road network, for the same points as the existing PTAL scores. The revised PTAL levels as a result of the more permeable street network are shown on Figure 32, which demonstrates that the PTAL of the Aylesbury Estate is slightly increased.

7.7 Bus Infrastructure Improvements

7.7.1 The PERS audit identified that the two bus stops on Thurlow Street did not provide an attractive waiting environment for passengers, and identified that improvements may be required. In particular, the PERS audit criticised the lack of overlooking of the bus stops from adjacent buildings.

7.7.2 The proposed development will change the feel of Thurlow Street, with buildings and entrances meaning that there will be more activity and overlooking of the Thurlow Street bus stops. Additionally, new bus stops will be provided which will further enhance the waiting areas. The relocated bus stops on Albany Road will also be improved with new bus stops.

7.8 Bus Service Improvements

7.8.1 During the scoping discussions with TfL, it was identified that a recent extension to bus service 136 had been introduced to relieve current capacity problems on bus service 343. In addition, TfL identified that in order to serve the proposed developments in the area, a future extension to a service that currently terminates at Elephant and Castle would be likely to be required. It is likely that bus service 100 could be extended through the Aylesbury Estate to the Old Kent Road Tesco supermarket at 8 buses per hour.

7.8.2 Table 7.6 shows the predicted bus impact if bus service 100 is extended through the Aylesbury Estate.

Table 7.6 Bus Service Impact with bus 100

Service No.	AM Arrivals	AM Departures	PM Arrivals	PM Departures
12	2.8	8.3	5.7	2.7
21	1.1	4.2	1.2	1.6
35	1.2	3.9	1.6	1.6
40	0.7	0.8	0.5	1.0
42	19.8	33.5	22.0	20.4
45	1.9	7.2	2.6	2.6
53	1.2	4.0	1.3	1.7
63	0.7	1.9	0.9	1.0
68	0.4	1.9	0.8	0.6
78	2.5	11.1	2.3	3.5
100	10.2	23.3	11.9	10.0
136	11.5	19.4	10.8	9.9
148	1.1	7.3	3.2	1.8
168	0.3	1.8	0.8	0.4
171	1.1	1.9	0.9	1.5
172	0.8	3.2	0.9	1.2
176	1.4	5.6	2.1	1.9
343	21.2	38.6	25.1	20.1
363	0.7	0.4	0.3	1.0
453	1.6	6.0	3.2	1.5
468	0.5	1.0	0.5	0.6
Total	**82.4**	**185.1**	**98.5**	**86.6**

7.8.3 The bus impact assessment indicates that bus service 100 would reduce the impact of the proposed development on the other bus services operating through the Aylesbury Estate, particularly bus service 343. Bus service 100 would attract about 33 trips in the morning peak and 22 trips in the evening peak.

7.8.4 Figure 33 shows the predicted PTAL of the Aylesbury Estate with bus service 100. Although the overall PTAL is not increased by the introduction of the additional bus service, the accessibility index does increase. This marginal increase in bus accessibility would be likely to make travelling by bus more attractive. Additionally the increased range of bus destinations could potentially increase the bus mode share from the redeveloped Aylesbury Estate.

7.8.5 A contribution towards the provision of additional bus services will be included in the S106 agreement.

7.9 Impact on Rail and Underground Services

7.9.1 Table 7.7 shows the predicted uplift in trips from the redeveloped Aylesbury Estate which will use local rail and underground services.

Table 7.7 Predicted additional Rail/ Underground Patronage

	Arrivals	Departures	Total
AM Peak (08:00-09:00)	29	140	170
PM Peak (17:00-18:00)	67	34	102

7.9.2 The rail/ underground trip generations in Table 7.7 above indicate that the redeveloped Aylesbury Estate will generate a demand of 2.8 trips per minute in the morning peak and 1.7 trips per minute in the evening peak.

7.9.3 As described in Section 3, there are a number of railway and underground stations which are located close to the Aylesbury Estate, however due to the walking distance to these stations it is likely that many of the trips from the proposed development would be to/ from Elephant and Castle station, which provides connections to:

- London underground Bakerloo Line (Elephant and Castle is currently the southern terminus):
- London underground Northern Line (northbound towards Edgware and High Barnet, southbound towards Morden);
- First Capital Connect services on the Thameslink line.

7.9.4 The peak service frequencies of the London Underground services from Elephant & Castle station are set out below:

- Northern Line - 2-4 minutes
- Bakerloo Line – 2-4 minutes

7.9.5 Based on the train frequencies above, even if all passengers from the redeveloped Aylesbury Estate were to use a single line, the increase in passengers using a single train is likely to be in the region of 10-12. It is considered that this would not represent a material increase in passengers.

7.9.6 TfL's response to the Transport Assessment scoping report indicates that they consider the additional patronage from the redeveloped Aylesbury Estate is unlikely to be significant compared to wider background growth.

7.9.7 With regards to service improvements, in their response to the scoping report, TfL has identified that capacity improvements are proposed to the Northern Line ticket hall at Elephant and Castle station, and that a contribution towards this scheme will be required. An appropriate contribution towards this scheme will be agreed with TfL and included in the S106 agreement.

7.10 Summary

7.10.1 The redevelopment of the Aylesbury Estate is predicted to increase the number of people travelling by public transport in the local area. The greatest impacts are predicted to be on bus services 48, 136 and 343, all of which run through the Aylesbury Estate. A new service is likely to be provided and an appropriate financial contribution to TfL for bus service improvements will be provided in the s106 agreement for this to be implemented.

7.10.2 It is considered that the predicted increase in passengers travelling by train/ underground would not represent a material impact on local train and underground services.

8 Mitigation and Planning Obligations

8.1 Introduction

8.1.1 In accordance with planning policy, the development will need to mitigate transport impacts of the development to ensure that the residual impact of the residual cumulative impacts of the development is not 'severe'. Mitigation measures and planning obligations are proposed

8.1.2 Policy has also led the design of the network of streets, the principle of a 'Park Road' along Albany Road and the focus on creating pleasant places as well as a network for movement.

8.1.3 Various improvements to the existing road system will provide enormous benefits for pedestrian and cycle movement within the site and for trips through it by these modes. The current road system of cul-de-sacs and roads disconnected from the wider network creates barriers to the surrounding area. The redevelopment will provide significant improvements at street level and redress the safety and security issues that are currently associated with the estate, to encourage walking and cycling within the area and to the wider network to re-connect to the surrounding neighbourhoods of Walworth, Elephant and Castle, and Old Kent Road and to improve connections with Burgess Park.

8.1.4 In principle the proposals aim to:

- Improve connectivity and integration by reconnecting with surrounding areas and Burgess Park;
- Improve east-west connections between the facilities and transport corridors of Walworth Road and Old Kent Road;
- Improve connectivity along the Community Spine with locations of interest (Westmoreland Square, Walworth Academy, Tesco Southwark Superstore);
- Provide a choice of safe, calm and attractive residential streets:
- Create a variety of routes for pedestrians and cyclists;
- Recognise the 'relaxed' grid character of Southwark within the road structure;
- Address the potential for 'rat-running' by vehicles; and
- Where feasible, create an integrated network of streets which avoid turning restrictions and dead ends.

8.2 Public Transport

8.2.1 Public transport will play a primary role in the transport provision on the redeveloped estate. The street hierarchy is headed by the public transport routes of Thurlow Street and the redesigned park-side Albany Road.

8.2.2 The public transport strategy retains the use of Thurlow Street and Albany Road as the bus corridor reflecting the high use of buses by local people.

8.2.3 Although there are already high frequency bus routes on Walworth Road and Old Kent Road, the centre of the Aylesbury Estate currently has a low PTAL score (level 2) due to there being a lower frequency of buses using Thurlow Street. Increasing the frequency of buses along this route by providing additional routes extended from Elephant and Castle will provide potential for an increase in the PTAL level to 3 and 4 for portions of Thurlow Street. The extent of the area of PTAL 2 is significantly reduced. Thurlow Street has been earmarked as the enhanced bus corridor because it is within a reasonable walking distance of those areas of the site that are not close to the existing provision on Walworth Road and Old Kent Road.

8.2.4 A Contribution via a planning obligation is proposed to TfL that is expected to be used to extend a bus route from Elephant and Castle to the Tesco east of Old Kent Road (an assumed extension to service 100). This will serve the site and increase the frequency of buses along Thurlow Street from approximately 16 per hour to approximately 24 per hour.

8.2.5 Associated new bus stop infrastructure will be provided along the route to provide a high quality waiting environment for passengers. Real time passenger information will be provided.

8.3 Car Club

8.3.1 It is proposed that 16 car club spaces will be provided across the Aylesbury Estate site. It is expected that the provision of the car club spaces will be managed by Zipcar, currently being the preferred provider of car clubs in Southwark.

8.3.2 A financial contribution will be made towards the provision and operation of the car club cars and spaces which will be phased according to the development build-out as follows:

- Phase 1: 815 units – 3 spaces
- Phase 2-4: 2,733 units – 13 spaces

8.4 Pedestrian Routes

8.4.1 Pedestrian access improvements that are being implemented as part of the development scheme are delivered through the comprehensive re-design of the area to pedestrian-friendly streets. Routes will be established that link green spaces along desirelines creating direct and pleasant walking routes between the new dwellings and key service areas such as shops, schools and other facilities. Along Albany Road, the junction improvements have been focused around the removal of multi-stage pedestrian crossings, replacing them with single stage crossings across shorter distances. The redesign of junctions has also allowed more landscaping.

8.5 Cycle Routes

8.5.1 The masterplan for the Aylesbury Estate aims to embrace the potential for providing for the increasing trend in the number of cyclists in London that has occurred over recent years that is expected to continue. Existing routes (LCN route 4 and existing on-street cycle route 23 (Wells Way and Portland Street)) will be retained within the site.

8.5.2 Quiet cycle-friendly streets are proposed as part of the masterplan street hierarchy with proposals also being made for new cycle routes through new areas of public open space to promote connectivity through the site. These will provide attractive parallel routes away from higher traffic movements. The use of vehicle movement restrictions and shared space areas will mean that traffic movements will be very light and designed for low speed.

8.5.3 The proposals for new on-street cycling provision include a scheme to calm traffic on Albany Road and Thurlow Street and provide advisory on-street lanes combined with early start at signal junctions in certain locations.

8.5.4 The Community Spine is the key east-west access route through the regeneration area and is designed as a series of streets linking civic spaces and parks where pedestrians and cyclists are prioritised.

8.6 Cycle Hire Scheme

8.6.1 The London Cycle Hire Scheme already has docking stations on Rodney Road and Walworth Road to the north of the site. It is proposed that a number of new cycle hire docking stations are provided within the regeneration area in order to extend the provision and opportunities south into the site. The docking stations will be incorporated within Westmoreland Square, plot 18, close to Faraday School and at the southern end of Thurlow Street. The details of the location within the FDS have been included in the plans to allow TfL to implement a docking station under the development planning consent. It is proposed that the subsequent reserved matters submissions for the remaining stations will include the docking station location and layout to allow TfL to implement the facility post-permission.

8.7 Parking Strategy

8.7.1 Car parking across the regeneration area is based on maximum of 0.4 vehicle spaces per dwelling averaged across the site. Provision will be made in the form of off-street and on-street parking, with off-street parking tailored to the type of dwellings being provided. Flats will typically have under podium parking although basement car parks may be required where there are space restrictions, this is likely in the phases 2 and 4. The lower density housing plots will not have off-street parking and where off-street provision is available, residents will be exempted from applying for Council managed resident's parking spaces within the local controlled parking zone (CPZ).

8.7.2 On-street parking will be designed into the streetscape and will be predominantly unallocated. It will be a combination of on-street residents parking regulated by CPZ and short-stay Pay and Display parking.

8.7.3 Cycle parking is being provided in accordance with the London Plan at one space per 1-2 bedroom properties and two spaces for 3+ bedroom properties. All homes will be provided with generous cycle storage, with communal cycle stores located conveniently close to shared entrances. Cycle storage for houses is to be incorporated within the building design. Cycle parking will also be located a key destinations around the new development, near entrances to building to encourage visitors to cycle.

8.8 Travel Plan

8.8.1 Appendix R contains a Framework Travel Plan for the proposed regeneration scheme. The Travel Plan sets out the existing and proposed transport infrastructure available in the vicinity of the Aylesbury Estate, and identifies the predicted mode share of the proposed regeneration scheme.

8.8.2 The Travel Plan then identifies potential targets and the initiatives and measures that will be put in place to meet those targets. The Travel Plan then identifies the methodology for monitoring the success of the Travel Plan measures in meeting the targets and sets out potential remedial measures if the Travel Plan is shown to be unsuccessful during monitoring.

8.8.3 The Travel Plan provides separate targets, initiatives and measures for the residential and non-residential land uses, as different interventions are possible.

8.9 Delivery and Servicing Plan

8.9.1 Appendix S contains a framework Delivery and Servicing Plan (DSP) for the proposed regeneration scheme. The DSP sets out the estimated delivery and service vehicle trip generation for the

proposed development, and the potential measures that future occupiers could use to manage delivery and servicing trips.

8.10 Construction Logistics Plan

8.10.1 In order to assist the control of constriction traffic during the development of the site, a Construction Logistics Plan has been prepared and is provided as Appendix T.

9 Summary and Conclusion

9.1 Summary

9.1.1 This Transport Assessment has been prepared on behalf of Notting Hill Housing Trust to support a planning application for the proposed regeneration of the Aylesbury Estate in Southwark.

9.1.2 The development proposals involve the demolition of the existing Aylesbury Estate and construction of up to 3,560 dwellings (2,647of which replace existing units). The development proposals also include construction of:

- Early Years Facilities;
- An Extra Care Facility;
- A Learning Disabilities Centre;
- Medical centre;
- Community centres;
- Retail units; and
- Employment units.

9.1.3 The Aylesbury Regeneration area is well situated for travel by sustainable modes of travel, with the census and LTDS indicating a very low car mode share in the local area. The site is located close to local shops and facilities (Walworth Road, Old Kent Road, Elephant and Castle) which are within a short walk.

9.1.4 There are good quality bus links from the Aylesbury Regeneration area, with the current PTAL of the site varying from 5 (Very Good,) close to Camberwell Road, to 2 (Poor) close to the Albany Road/ Wells Way junction. On average, the PTAL is 3-4 (moderate to good). In the future, improvements to street and bus networks are predicted to improve the PTAL of the Aylesbury Regeneration area.

9.1.5 The accident records indicate that there are no unusual accident patterns/ clusters within the study area. A number of fatal accidents were recorded in the study area (particularly at the Camberwell Road/ Albany Road junction), but the causes of these accidents do not indicate any overall trends.

9.1.6 Currently the majority of the junctions in the study area are operating with spare capacity. The junction modelling indicates that the following junctions are operating close to/ over capacity:

- Camberwell Road/ Albany Road; and
- Walworth Road/ Heygate Street.

9.1.7 The predicted uplift in the vehicle trip generation of the Aylesbury Regeneration area is set out in Table 9.1 below.

Table 9.1 Predicted uplift in vehicle trip generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	56	89	145	77	51	128
Car Passenger	19	40	39	26	23	49
Bus	92	209	301	115	116	231
Walk	157	317	474	263	172	435
Bicycle	23	56	79	20	13	33
Total	**348**	**711**	**1059**	**502**	**375**	**877**

9.1.8 The trip distribution for the proposed development is based on journey purpose and time of day in order to identify the locations that residents and visitors to the development are likely to use. The trip distribution uses a gravity type model (i.e. large, close facilities are more attractive than similar small, far away facilities) and has been linked to census output areas.

9.1.9 Trends in data from the LTDS indicate that the car mode share is reducing at a rate of about 0.8% per year, with the mode shares of bus and cycling increasing. A sensitivity test has been tested that reduces the level of vehicle trips by 8%, to take account of this trend.

9.1.10 The future scenario traffic modelling indicates that the majority of the existing junctions will operate satisfactorily. The performance of the following junctions are predicted to operate over capacity:

- Camberwell Road/ Albany Road;
- Walworth Road/ Heygate Street.

9.1.11 The junction analysis of the Camberwell Road/ Albany Road junction indicates the impact of the development is to increase average delay by less than 6 seconds at peak times. It is however noted that concerns have been raised regarding cycle safety at this junction and it is understood that the junction is being reviewed by LB Southwark with regard to potential safety enhancements. The junction analysis also indicates that the proposed development only has a minimal impact at the Walworth Road/ Heygate Street junction.

9.1.12 The proposed works to Albany Road are predicted to reduce traffic capacity at the Portland Street, Wells Way and Thurlow Street junctions. It is considered that this capacity reduction is acceptable in line with the desire to improve the environment for pedestrians and cyclists and to integrate Albany Road with Burgess Park.

9.1.13 The pedestrian and cyclist trips from the proposed development are not predicted to have a significant impact on the local area, with trips dissipating into the permeable street network towards key destinations such as Elephant and Castle Station, Walworth High Street and local schools.

9.1.14 It is predicted that the proposed development will have an impact on local bus services, particularly those services which run through or past the Aylesbury Regeneration area on Albany Road and Thurlow Street. A financial contribution will be made towards improving bus services through the Aylesbury Regeneration area.

9.1.15 TfL has confirmed that they consider that the proposed Aylesbury Regeneration would not have a significant impact on local train and underground services. A financial contribution will be made towards a scheme to improve the ticket hall at Elephant and Castle station.

9.1.16 In addition to the financial contributions described above, the following mitigation measures will be provided as part of the development proposals:

- 16 car club parking spaces (to be operated/ managed by the Southwark Council's car club operator Zipcar), plus a contribution towards their operation.
- Improved pedestrian routes within the Aylesbury Regeneration area;
- Quiet, cycle friendly streets within the Aylesbury Regeneration area;
- Infrastructure for installing London Cycle Hire docking stations in the site;
- Car and cycle parking;
- Travel plan;
- Delivery and Servicing Plan; and
- Construction Logistics Plan.

9.1.17 During construction of the development, HGV movements will be carefully managed, with particular emphasis on cycle safety. Adjacent to the site, alternative pedestrian and cycle routes will be provided where temporary closures are required.

9.2 Compliance with Policy

9.2.1 The design of the transport interventions associated with the Aylesbury Regeneration has been led by the policy requirements, particularly those of the Aylesbury Area Action Plan (AAAP). The main policies relating to the Aylesbury Regeneration are set out in the AAAP.

Policy PL1: Street Layout:

- '*Thurlow Street will be the new main local street for the new neighbourhood;*
- *Albany Road will be a calmed route and will be better integrated with the park so that it is perceived as a route through the park;*
- *A community spine will connect public transport routes and town centres with the main schools and some of the community facilities in the area action core;*
- *Three green fingers will run from Burgess Park into the AAAP area, connecting with Surrey Square Park, the Missenden Play area and Faraday Gardens; and*
- *All streets will be designed as attractive public spaces. These will include planting, green space, attractive boundary design and hard surfaced spaces. High quality materials should be used consistently.'*

9.2.2 The development proposals show Thurlow Street as the main route through the site. Community facilities and shops front onto Thurlow Street and new bus stops will be provided. The proposed works to Albany Road include reducing the carriageway width and introducing advisory cycle lanes. The provision of formalised parking interrupted by trees/ planting on Albany Road will also integrate the road with Burgess Park.

9.2.3 Within the development, a community spine is proposed to run from east to west, providing a connection to the shops on Walworth Road to the west. The spine road will provide an alternative east-west route through the site for pedestrians and cyclists, and will provide a link to the bus stops on Thurlow Street and Walworth Road.

9.2.4 The streets within the development will be designed to include planting and trees within the streetscape in order to reduce the dominance of the car. High quality materials will be used within the street construction.

Policy TP2: Public Transport

'We will work with Transport for London (TfL) to ensure significant improvements take place to the frequency, quality and reliability of bus services operating in the action area core. A route through the development for high capacity public transport is identified on the proposals map and will be safeguarded.'

9.2.5 The development proposals include improving bus stops on Thurlow Street and Albany Road, and contributions towards bus service improvements and improvements to Elephant and Castle station. The existing bus routes along Albany Road and Thurlow Street will be maintained.

Policy TP3: Parking

'The amount of car parking in development proposals should not exceed a maximum of 0.4 spaces per home averaged over the whole masterplan;

- *'The justification for the level of parking will be based on the Transport Assessment and the Travel Plan. This must take into account: the public transport accessibility level (PTAL), consideration of transport for families and whether there is a negative impact on overspill car parking on the public highway and the availability of controlled parking zones; and*
- *Car parking must be designed in accordance with the design guidance contained in Appendix 6 of the AAAP.'*

9.2.6 Parking within the proposed development will be provided at a maximum of 0.4 spaces per dwelling due to the good quality public transport connections in the surrounding area. The parking provision will generally be lower for the new units than for the existing units.

9.2.7 Car parking will be provided either off street (normally as under podium or basement parking) and on-street. The off street parking will be unallocated as part of a CPZ, where some parking will also be available on a pay and display basis. The parking will be designed in accordance with the requirements of the AAAP.

P3: Connections

- *'To improve public transport so as to greatly widen the living, educational, recreational and employment choices of the existing and new residents;*
- *To make the wider Aylesbury area accessible for all; and*
- *To provide high quality pedestrian and cycle routes to encourage more people to use healthy and sustainable modes.'*
- *S16 states the need to 'promote sustainable transport and minimise the need to travel by car.'*

9.2.8 In addition to the public transport improvements described above, the development also introduces a more permeable street which provides alternative, shorter routes through the development for pedestrians and cyclists and also reduces walking distances to bus stops, increasing public transport accessibility.

9.2.9 The revitalised community facilities, shops and employments within the Aylesbury Regeneration will provide additional choices for local residents and will reduce the need to travel by car.

9.2.10 The measures set out in the Travel Plan focus on encouraging residents and visitors to consider their travel options.

9.2.11 Appendix 6 of the AAAP concentrates on the design principles and standards required for the action core, with section 6.5 focusing on transport and street design. It states that:

- Thurlow Street will provide *'a high quality pedestrian and cycle environment, including improved pedestrian crossings, and an improved route for vehicles and public transport including the possibility of accommodating a tram or guided bus system will be considered.'*

- Albany Road will '*contain a main public transport route from east to west, and pedestrian crossing opportunities along Albany Road at the intersections with the green fingers to enhance the pedestrian linkage between the green fingers and Burgess Park and ease pedestrian movement across Albany Road will be introduced.'*
- The Community Spine *'could potentially function as a public transport corridor for a tram or guided bus system. It must allow full access for emergency vehicles at all times, and service vehicles will only be given full access during defined hours. The spine will be a shared surface that gives priority to pedestrians and cyclists, and it will connect the public transport routes with the main schools and some of the community facilities in the AAAP area.'*
- The Green Fingers area should *'have limited vehicular movement and parking, and limited vehicular access along shared pedestrian surfaces. Service vehicles will only be given full access during defined hours, but full access for emergency vehicles must be provided. 'Home Zone' principles will be used, and will involve the prioritisation of pedestrians.'*
- The design principles of the Mews/ Home Zones state that '*they will be pedestrian priority streets, and so the streets must be designed so as to create natural limits to vehicle speeds. A shared surface must be provided for vehicles, pedestrians and cyclists, and emergency and servicing vehicles must have full access.'*
- The design principles of the Access Streets state that '*Pedestrian paths must be physically separated from vehicle carriageways through a change in height and paving detail, and that there must be a consistent paving and carriageway treatment between stages of development.'*
- East Street will *'be a robust and multipurpose hard space that will allow for additional market stalls, and local play and parking facilities when the market is not in operation.'*
- Westmoreland Square will '*have a shared surface between vehicles, cyclists and pedestrians.'*
- The Michael Faraday School and Community Learning Centre should '*be the focus of local public transport activity with bus stops, waiting areas and interchange between different modes. It should also contain extensive cycle parking, and provide informal parking for local shops, and allow for school pick up and drop off facilities.'*

9.2.12 Additional zebra crossings are to be provided along Thurlow Street and Albany Road. Two of these crossings may be constructed as a zebra crossing with an adjacent priority cycle crossing as set out in the draft TSRGD. The public transport facilities on Thurlow Street will also be improved.

9.2.13 The works to Albany Road enhance the environment for pedestrians and cyclists, while retaining the function of Albany Road as an east-west public transport corridor. The pedestrian crossings at the junctions on Albany Road will be converted from staggered arrangements to straight across facilities. The streets within the development will be designed in accordance with the requirements of the AAAP.

9.2.14 Through the development of the masterplan during consultation with LB Southwark some elements of the masterplan have evolved from the AAAP requirement. However overall, it is considered that the development proposals comply with the transport policy requirements of the AAAP.

9.3 Overall Conclusion

9.3.1 This Transport Assessment has been prepared to assess the impact of the proposed Aylesbury Regeneration on the transport network surrounding the site.

9.3.2 The site proposals are for the complete regeneration of the area with the demolition of the existing buildings and the construction of a new network of streets providing a mix of housing, flats and other facilities.

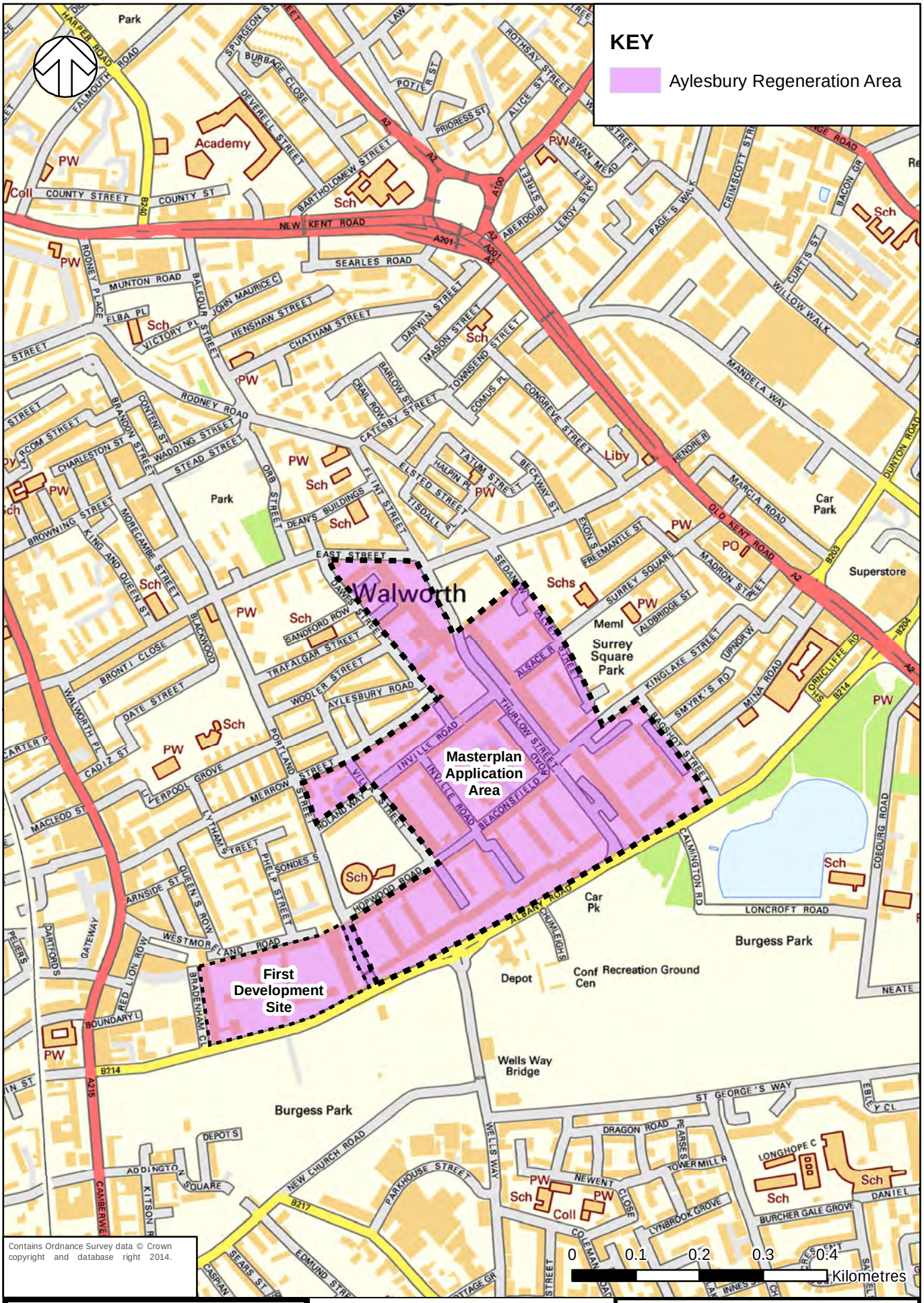
9.3.3 The development proposals are considered to offer a positive transport benefit to the local area by:

- introducing a more permeable street network for pedestrians and cyclists;
- improving the environment for pedestrians and cyclists within the site; and
- improving public transport services and accessibility in the local area.

9.3.4 The proposed urban realm scheme on Albany Road also provides significant improvements to facilities for pedestrians and cyclists. It is acknowledged that wider area cycle strategies are currently being prepared by Southwark Council that may affect the area, particularly Portland Street and Albany Road. Flexibility in the highway design has been provided to allow schemes to be developed without adversely affecting the development proposals.

9.3.5 Overall, it is considered that the transport impacts of the development are mitigated by the proposals and that there is no reason to refuse the development on transport grounds.

10 Figures



WSP

TITLE:

SITE BOUNDARY PLAN

FIGURE No:

FIGURE 1

Drawn By: ukpxp057 Date Modified: 22/04/2014

File: Q:\WSP_UK\WSP_D\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Street Area.mxd

WSP

TITLE:

SITE LOCATION CONTEXT PLAN

FIGURE No:

FIGURE 2

File: Q:\WSP_UK\WSP_D\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Site Location.mxd
Drawn By: ukpxp057 Date Modified: 23/04/2014

Date Modified: 12/03/2014

Drawn By: ukpxp057

File: Q:\WSP_UK\WSP_D\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Facilities 2km.mxd

KEY

- Aylesbury Regeneration Area
- Burgess Park
- Shopping Areas
- ★ Local Large Supermarket
- GP Practice
- Dentist
- Primary School
- Secondary School

BOROUGH MARKET AND HIGH STREET

ELEPHANT AND CASTLE CENTRE AND MARKET

NEIGHBOURHOOD SHOPS OLD KENT ROAD

RETAIL ESTATE OLD KENT ROAD

WALWORTH SHOPS AND EAST STREET MARKET

CAMBERWELL AND DENMARK HILL

PECKHAM SHOPS AND MARKET

Whitehall LAMBETH

North Southwark

Queen's Head Yard

The Borough

Kirby Estate

Bermondsey

Walworth

Vauxhall

Newington

Kennington

Camberwell

Peckham

SOUTHWARK

0 0.1 0.2 0.4 0.6 0.8 Kilometres

WSP

TITLE:

LOCAL FACILITIES

FIGURE No:

FIGURE 3

Date Modified: 08/09/2014

Drawn By: ukjey001

File: Q:\WSP_UK\WSP_DI\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Ped Iso Area 1.mxd

Key

- 0 - 5 minute walk
- 5 - 10 minute walk
- 10 - 15 minute walk
- 15 - 20 minute walk
- 20 - 25 minute walk

Walk times based on a speed of 4.8kph approx (3mph), 80m per minute.

Area 1

Area 2

Area 3

Area 4

Newington

Walworth

Kennington

CAMBERWELL

Peckham

0 0.1 0.2 0.4 0.6 0.8 1 Kilometres

WSP

TITLE:

PEDESTRIAN ISOCHRONE AREA 1

FIGURE No:

FIGURE 4

Date Modified: 08/09/2014

Drawn By: ukjey001

File: Q:\WSP_UK\WSP_DiHertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Ped Iso Area 2.mxd

Key

- 0 - 5 Minute Walk
- 5 - 10 Minute Walk
- 10 - 15 Minute Walk
- 15 - 20 Minute Walk
- 20 - 25 Minute Walk

Walk times based on a speed of 4.8kph approx (3mph), 80m per minute.

Area 1

Area 2

Area 3

Area 4

0 0.1 0.2 0.4 0.6 0.8 1 Kilometres

WSP

TITLE:

PEDESTRIAN ISOCHRONE AREA 2

FIGURE No:

FIGURE 5

Date Modified: 08/09/2014

Drawn By: ukjey001

File: Q:\WSP_UK\WSP_D\Hertford\150600304 Aylesbury Estate Southwark\Aylesbury Estate Ped Iso Area 3.mxd

Key

- 0 - 5 Minute Walk
- 5 - 10 Minute Walk
- 10 - 15 Minute Walk
- 15 - 20 Minute Walk
- 20 - 25 Minute Walk

Walk times based on a speed of 4.8kph approx (3mph), 80m per minute.

Area 1

Area 2

Area 3

Area 4

0 0.1 0.2 0.4 0.6 0.8 1 Kilometres

WSP

TITLE:

PEDESTRIAN ISOCHRONE AREA 3

FIGURE No:

FIGURE 6

Date Modified: 08/09/2014

Drawn By: ukjey001

File: Q:\WSP_UK\WSP_D\Hertford\506000304 Aylesbury Estate Southwark\Aylesbury Estate Ped Iso Area 4.mxd

Key

- 0 - 5 Minute Walk
- 5 - 10 Minute Walk
- 10 - 15 Minute Walk
- 15 - 20 Minute Walk
- 20 - 25 Minute Walk

Walk times based on a speed of 4.8kph approx (3mph), 80m per minute.

Area 1

Area 2

Area 3

Area 4

BERMONDSEY

Walworth

Newington

Kennington

CAMBERWELL

Peckham

0 0.1 0.2 0.4 0.6 0.8 1 Kilometres

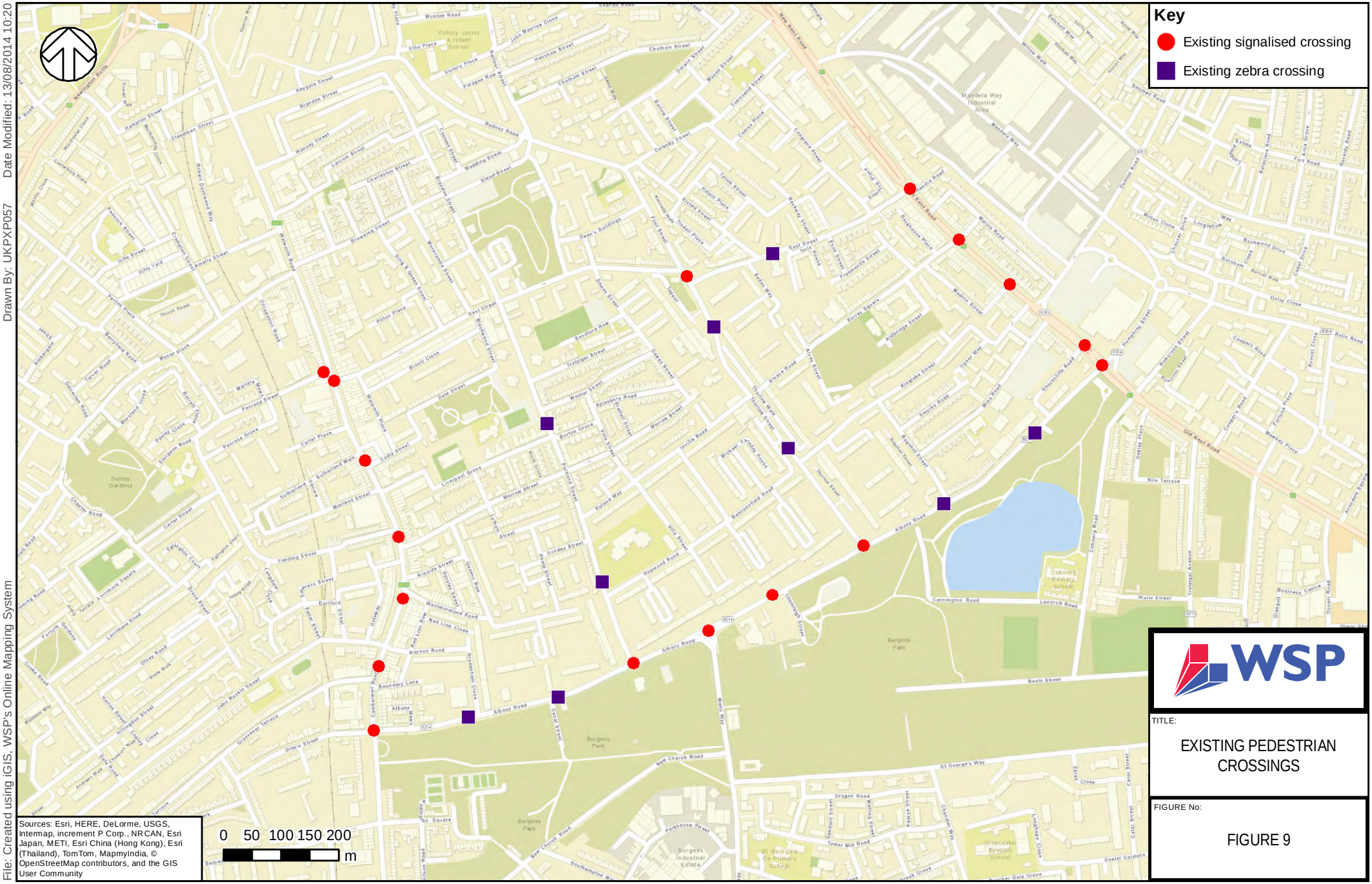
WSP

TITLE:

PEDESTRIAN ISOCHRONE AREA 4

FIGURE No:

FIGURE 7


Key
Existing signalised crossing
Existing zebra crossing
0 50 100 150 200
m
Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community
WSP
TITLE:
EXISTING PEDESTRIAN CROSSINGS
FIGURE No:
FIGURE 9
File: Created using iGIS, WSP's Online Mapping System
Drawn By: UKPXP057
Date Modified: 13/08/2014 10:20

Date Modified: 07/07/2014

Drawn By: ukpxp057

File: Q:\WSP_UK\WSP_DI\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Pedestrian Flows AM.mxd

KEY

Pedestrian Routes AM Peak

- 0 - 38
- 39 - 54
- 55 - 91
- 92 - 130
- 131 - 190
- 191 - 325

Walworth

Surrey Square Park

Burgess Park

Wells Way Bridge

Depot

Conf Cen

Recreation Ground

Car Pk

EAST STREET

DEAN'S

MORECAMBE STREET

NEWINGTON CAUSEWAY

BRONTI CLOSE

BLACKWOOD

DAWES STREET

SANDFORD ROW

TRAFALGAR STREET

WOOLER STREET

AYLESBURY ROAD

DATE STREET

WALWORTH PL

CADIZ ST

LIVERPOOL GROVE

PORTLAND STREET

MERROW STREET

ROLAND WAY

VILLA STREET

INVILLE ROAD

BEACONSFIELD

THURLOW

ALSACE R

SEDAN W

EXON S

FREEMANTLE ST

SURREY SQUARE

ALDBRIDGE ST

MADRON STR

KINGLAKE STREET

SMYRK'S RD

BAGSHOT STREET

UPNOR W

ALMINGTON RD

LONCROFT ROAD

COBOURG

ST GEORGE'S WA

HOPWOOD ROAD

PHELP STREET

SONDES S

QUEEN'S ROW

ARNSIDE ST

WESTMORELAND ROAD

RED LION ROW

BRADENHAM C

GATEWAY

DARTFORDS

BOUNDARY L

B214

A215

54 190 66 268 279 124 142 215 295 136 138 136 228 325 146 115 30 2 91 80 69 81 25 24 5 24 38 75 130 131 35 77 14 118 72 1 99 36 35 54 54 28 27 67 46 34 31 23 31 42 27 27

0 0.0225 0.045 0.09 0.135 0.18 Kilometres

WSP

TITLE:

PEDESTRIAN FLOWS AM PEAK (08.00-09.00)

FIGURE No:

FIGURE 10

Date Modified: 14/07/2014

Drawn By: ukpxp057

File: Q:\WSP_UK\WSP_DI\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Pedestrian Flows PM.mxd

KEY

Pedestrian Routes PM Peak

- 0 - 23
- 24 - 38
- 39 - 61
- 62 - 89
- 90 - 129
- 130 - 267

Walworth

EAST STREET

DEAN'S

MORECAMBE STREET

KING AND QUEEN ST

BLACKWOOD

BRONTI CLOSE

DATE STREET

WALWORTH PL

CADIZ ST

LIVERPOOL GROVE

CLEOD ST

SANDFORD ROW

DAWES STREET

TRAFALGAR STREET

WOOLER STREET

AYLESBURY ROAD

PORTLAND STREET

MERROW STREET

ROLAND WAY

VILLA STREET

INVILLE ROAD

BEACONSFIELD

THURLOW STREET

SEDAN W

EXON S

FREEMANTLE ST

SURREY SQUARE

ALDBRIDGE ST

ALVEY

ALSACE R

STREET

Surrey Square Park

KINGLAKE STREET

SMYRK'S RD

BAGSHOT STREET

MADRON ST

PHELP STREET

SONDES S

HOPWOOD ROAD

QUEEN'S ROW

ARNSIDE ST

WESTMORELAND ROAD

RED LION ROW

GATEWAY

DARTFORDS

BRADENHAM C

BOUNDARY L

B214

A215

ALBANY ROAD

HUMLEIGHS

Car Pk

Depot

Conf Cen

Recreation Ground

Burgess Park

Wells Way Bridge

ALMINGTON RD

LONCROFT ROAD

COBOURG

ST GEORGE'S WA

Sch

PW

Schs

Meml

PO

0 0.0225 0.045 0.09 0.135 0.18 Kilometres

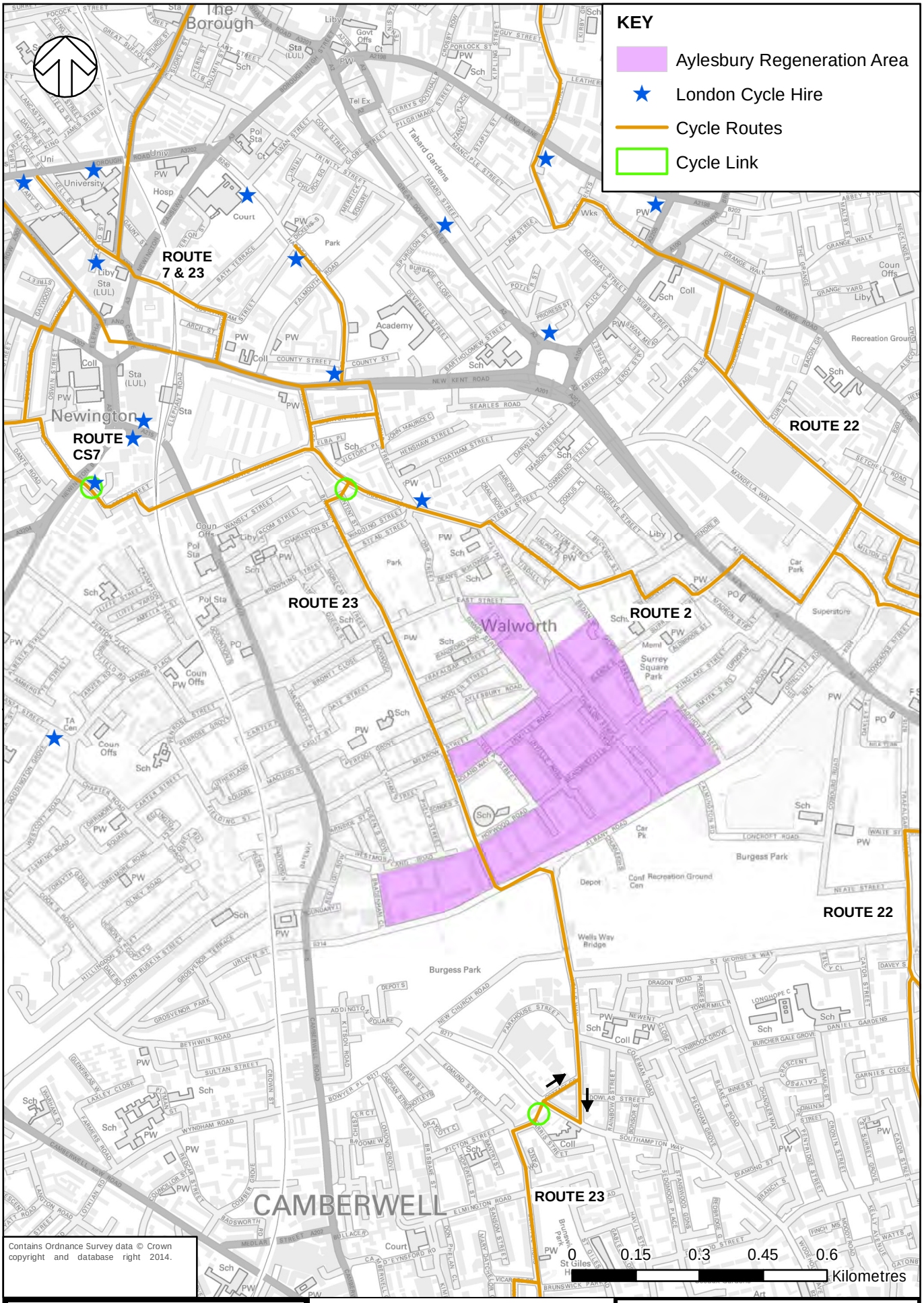
WSP

TITLE:

PEDESTRIAN FLOWS PM PEAK (17.00-18.00)

FIGURE No:

FIGURE 11



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WSP

TITLE:

EXISTING CYCLE ROUTES

FIGURE No:

FIGURE 12

Date Modified: 08/09/2014

Drawn By: ukjey001

File: Q:\WSP_UK\WSP_D\Hertford\506000304 Aylesbury Estate Southwark\Aylesbury Estate Cyc Iso Area 1.mxd

Key

- 0 - 5 Minute Cycle
- 5 - 10 Minute Cycle
- 10 - 15 Minute Cycle
- 15 - 20 Minute Cycle
- 20 - 25 Minute Cycle

Cycle isochrone is based on an average speed of 12kph approx. (7.5mph), 200m per minute.

Area 1

Area 2

Area 3

Area 4

0 0.25 0.5 1 1.5 2 Kilometres

WSP

TITLE:

CYCLE ISOCHRONE AREA 1

FIGURE No:

FIGURE 13

Date Modified: 08/09/2014

Drawn By: ukjey001

File: Q:\WSP_UK\WSP_D\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Cyc Iso Area 2.mxd

Key

- 0 - 5 Minute Cycle
- 5 - 10 Minute Cycle
- 10 - 15 Minute Cycle
- 15 - 20 Minute Cycle
- 20 - 25 Minute Cycle

Cycle isochrone is based on an average speed of 12kph approx. (7.5mph), 200m per minute.

Area 1

Area 2

Area 3

Area 4

0 0.25 0.5 1 1.5 2 Kilometres

WSP

TITLE:

CYCLE ISOCHRONE AREA 2

FIGURE No:

FIGURE 14

Date Modified: 08/09/2014

Drawn By: ukjey001

File: : Q:\WSP_UK\WSP_DI\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Cyc Iso Area 3.mxd

Key

- 0 - 5 Minute Cycle
- 5 - 10 Minute Cycle
- 10 - 15 Minute Cycle
- 15 - 20 Minute Cycle
- 20 - 25 Minute Cycle

Cycle isochrone is based on an average speed of 12kph approx. (7.5mph), 200m per minute.

Area 3

Area 2

Area 4

Area 1

0 0.25 0.5 1 1.5 2 Kilometres

WSP

TITLE:

CYCLE ISOCHRONE AREA 3

FIGURE No:

FIGURE 15

Date Modified: 08/09/2014

Drawn By: ukjey001

File: Q:\WSP_UK\WSP_D\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Cyc Iso Area 4.mxd

Key

- 0 - 5 Minute Cycle
- 5 - 10 Minute Cycle
- 10 - 15 Minute Cycle
- 15 - 20 Minute Cycle
- 20 - 25 Minute Cycle

Cycle isochrone is based on an average speed of 12kph approx. (7.5mph), 200m per minute.

Area 1

Area 2

Area 3

Area 4

0 0.25 0.5 1 1.5 2 Kilometres

WSP

TITLE:

CYCLE ISOCHRONE AREA 4

FIGURE No:

FIGURE 16

Date Modified: 08/08/2014

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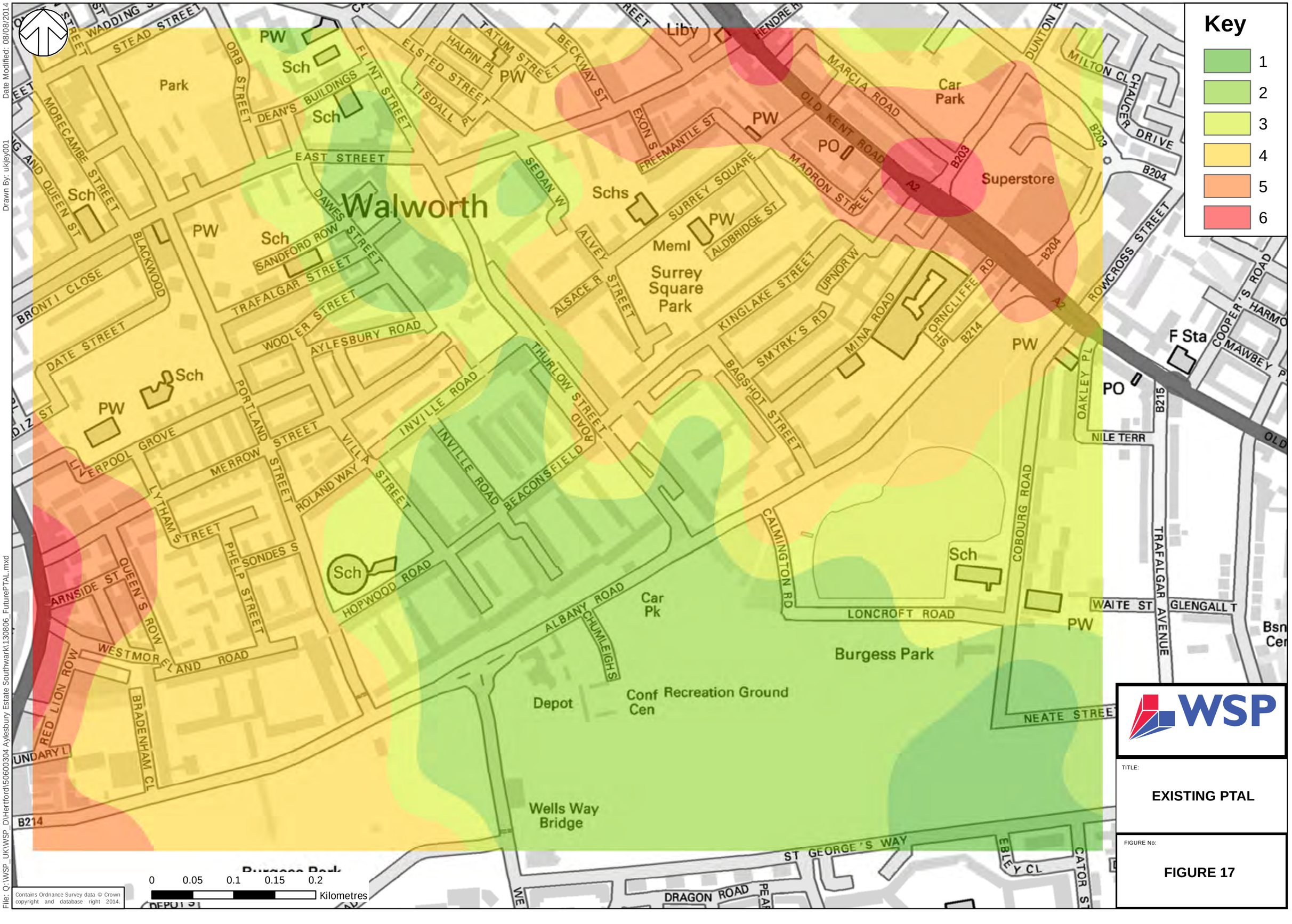

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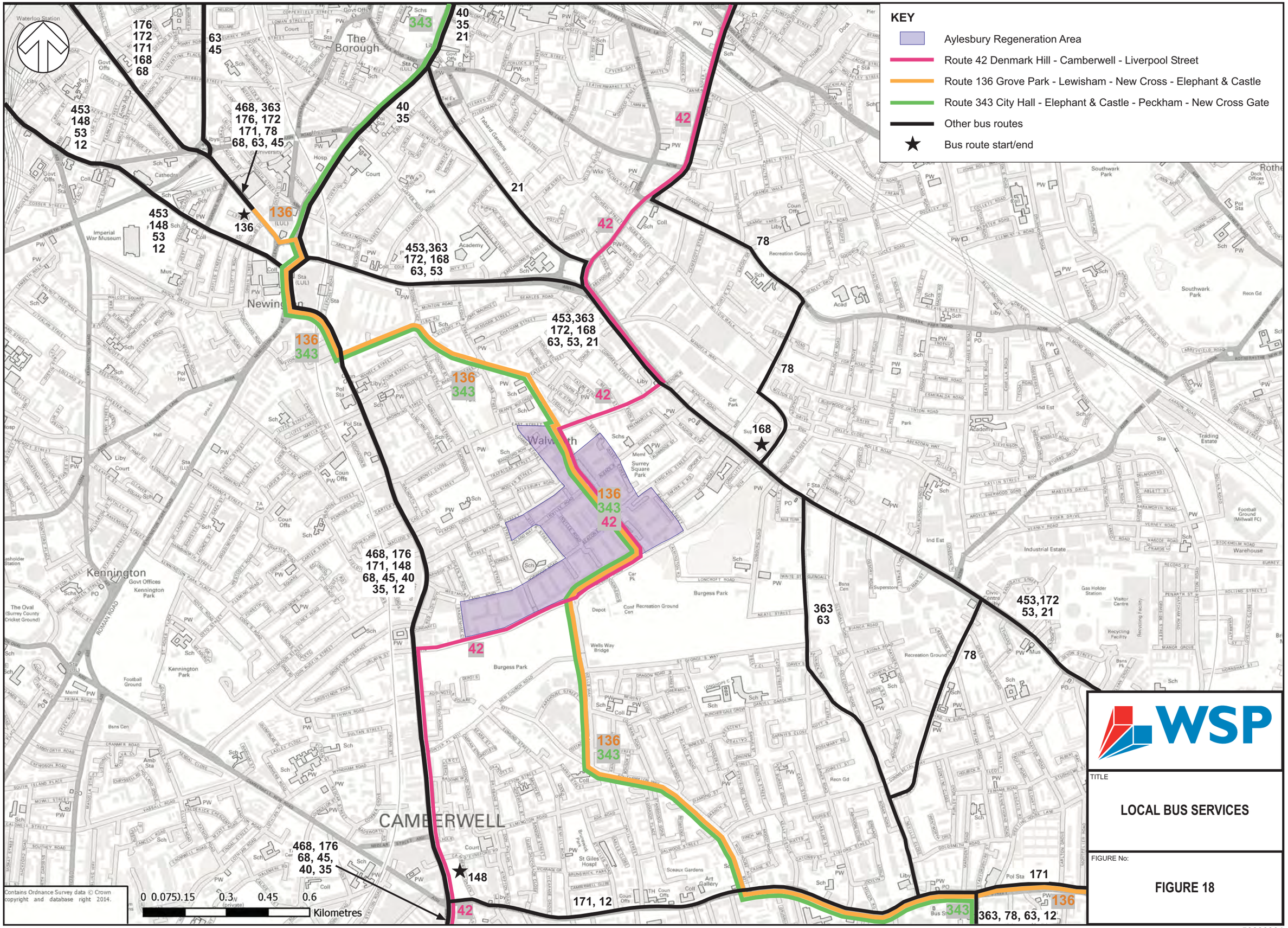
TITLE:

EXISTING PTAL

FIGURE No:

FIGURE 17



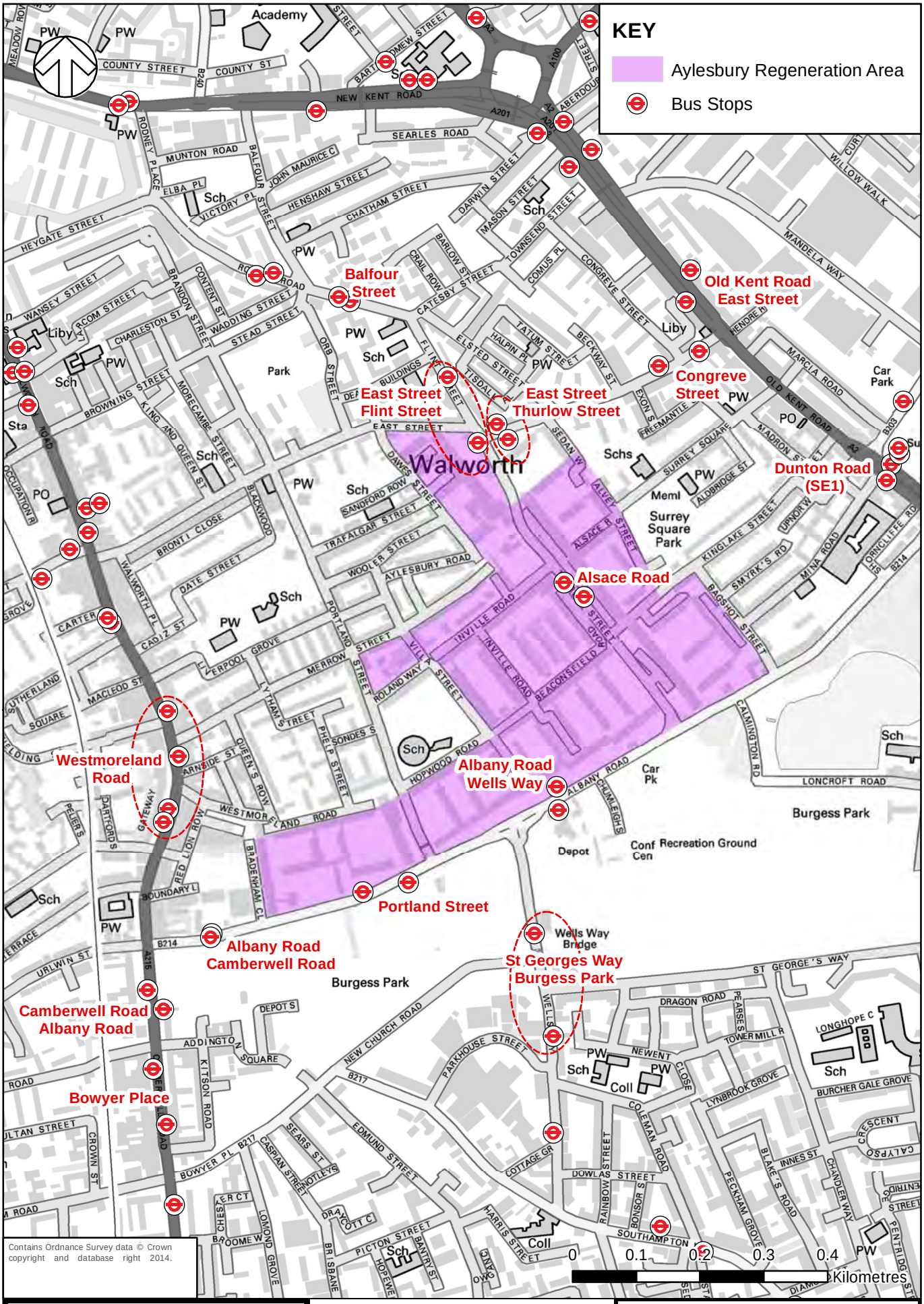
WSP

TITLE

LOCAL BUS SERVICES

FIGURE No:

FIGURE 18



TITLE:

EXISTING BUS STOP LOCATIONS

FIGURE No:

FIGURE 19

Drawn By: ukpxp057 Date Modified: 22/04/2014

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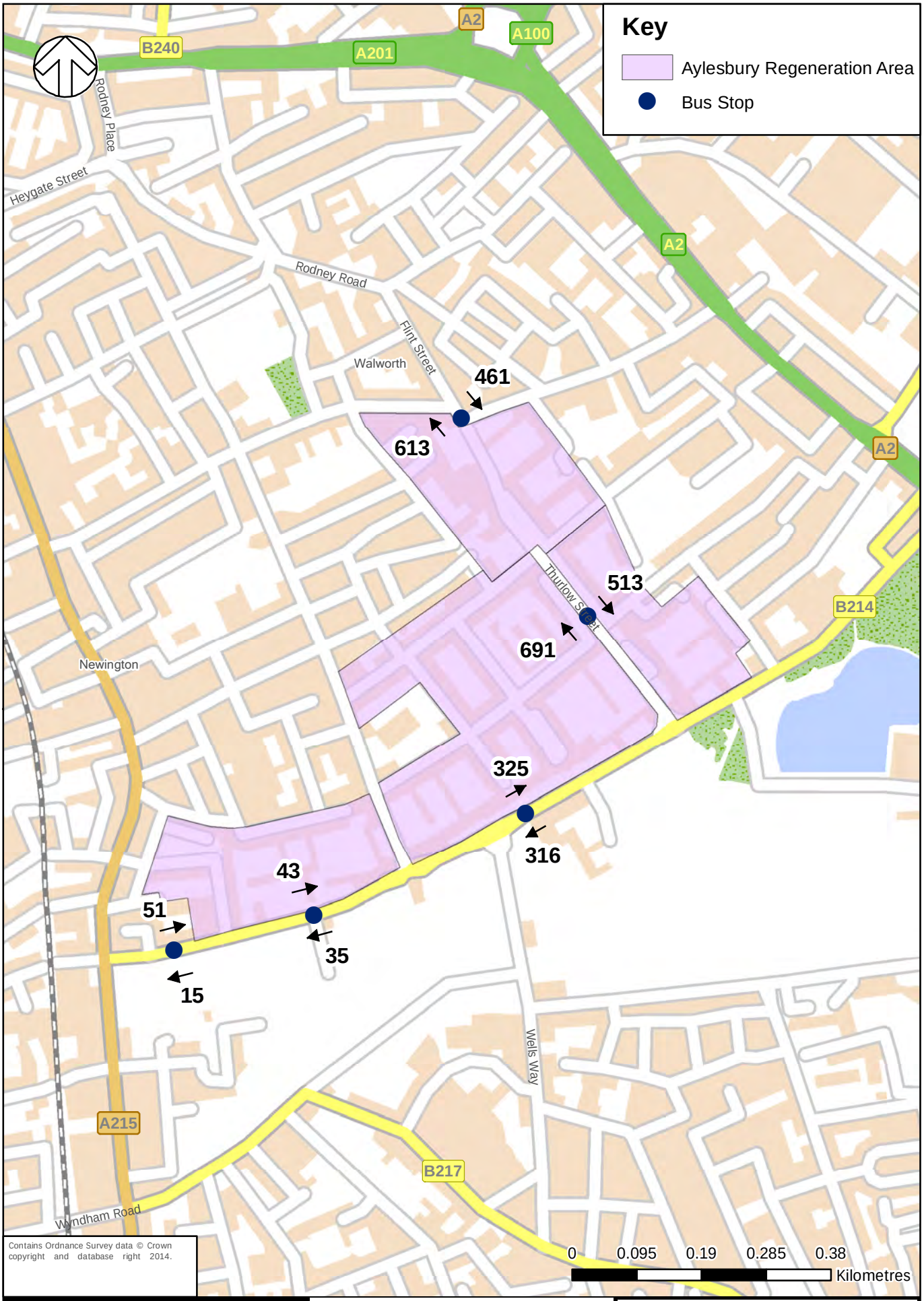

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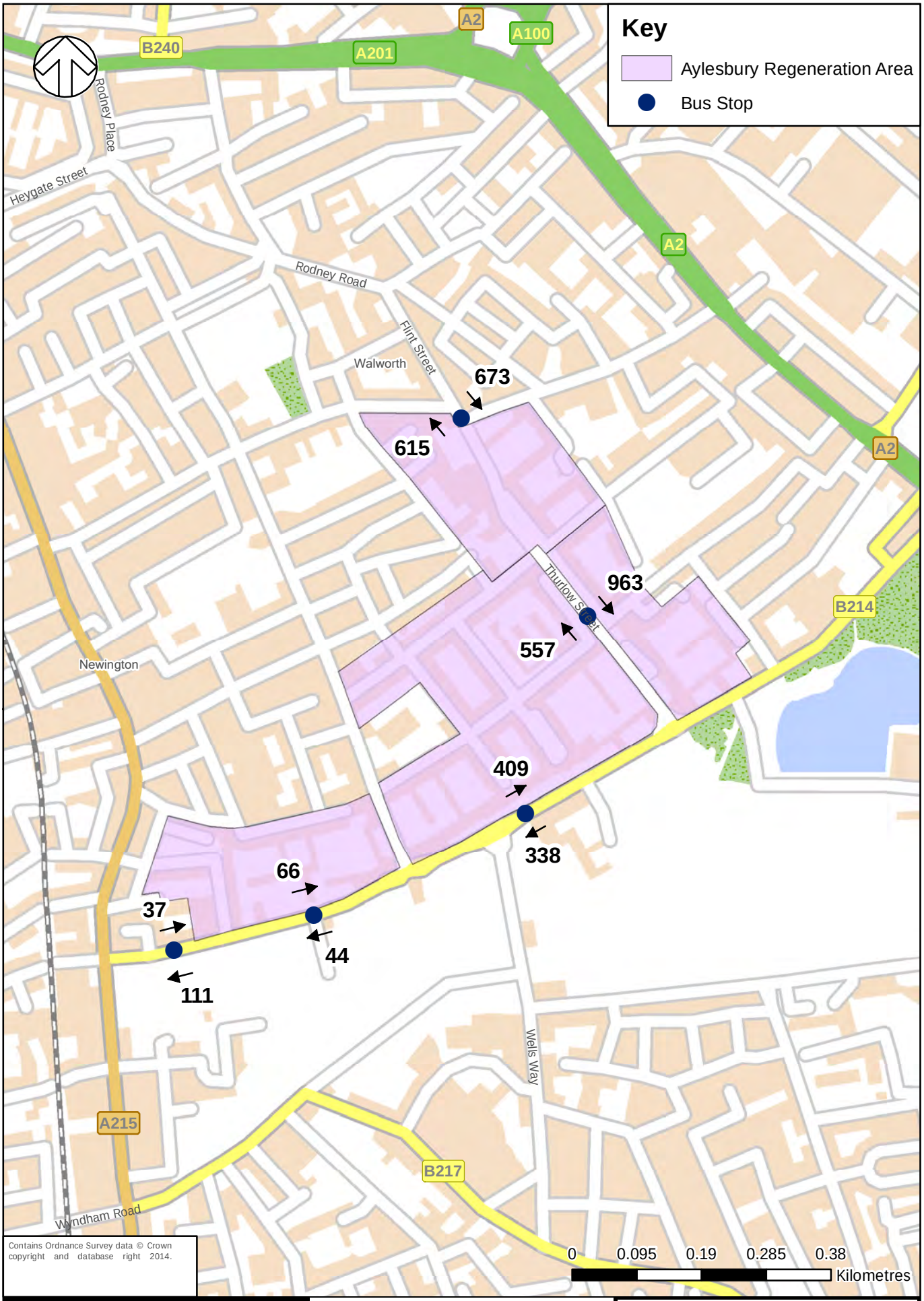
WSP

TITLE:

NUMBER OF INDIVIDUALS BOARDING THE BUS AT EACH BUS STOP

FIGURE No:

FIGURE 20



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WSP

TITLE:

NUMBER OF INDIVIDUALS ALIGHTING THE BUS AT EACH BUS STOP

FIGURE No:

FIGURE 21

Date Modified: 22/04/2014

Drawn By: ukpxp057

File: Q:\WSP_UK\WSP_DI\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Rail and Tube.mxd

Charing Cross
Embankment
Waterloo
Waterloo East
Southwark
London Bridge
London Waterloo
Westminster
Lambeth North
Borough
Elephant and Castle
Kennington
Vauxhall
Vauxhall
Oval
Stockwell
Wapping
Rotherhithe
Bermondsey
Canada Water
Surrey Quays
South Bermondsey
Peckham Rye

LAMBETH
BERMONDSEY
CAMBERWELL
Walworth
Newington
Kennington
Vauxhall
South Lambeth
Peckham
The Borough
Wapping
River Thames

KEY

- Aylesbury Regeneration Area
- Railway Line
- Railway Station
- Railway Station And Underground Station
- Underground Station
- Bakerloo Line
- Circle Line
- District Line
- East London Line, Extension complete by June 2010
- East London Line, Further proposed extension
- Jubilee Line
- Northern Line
- Victoria Line
- Waterloo and City Line

0 0.075 0.15 0.3 0.45 0.6 Kilometres

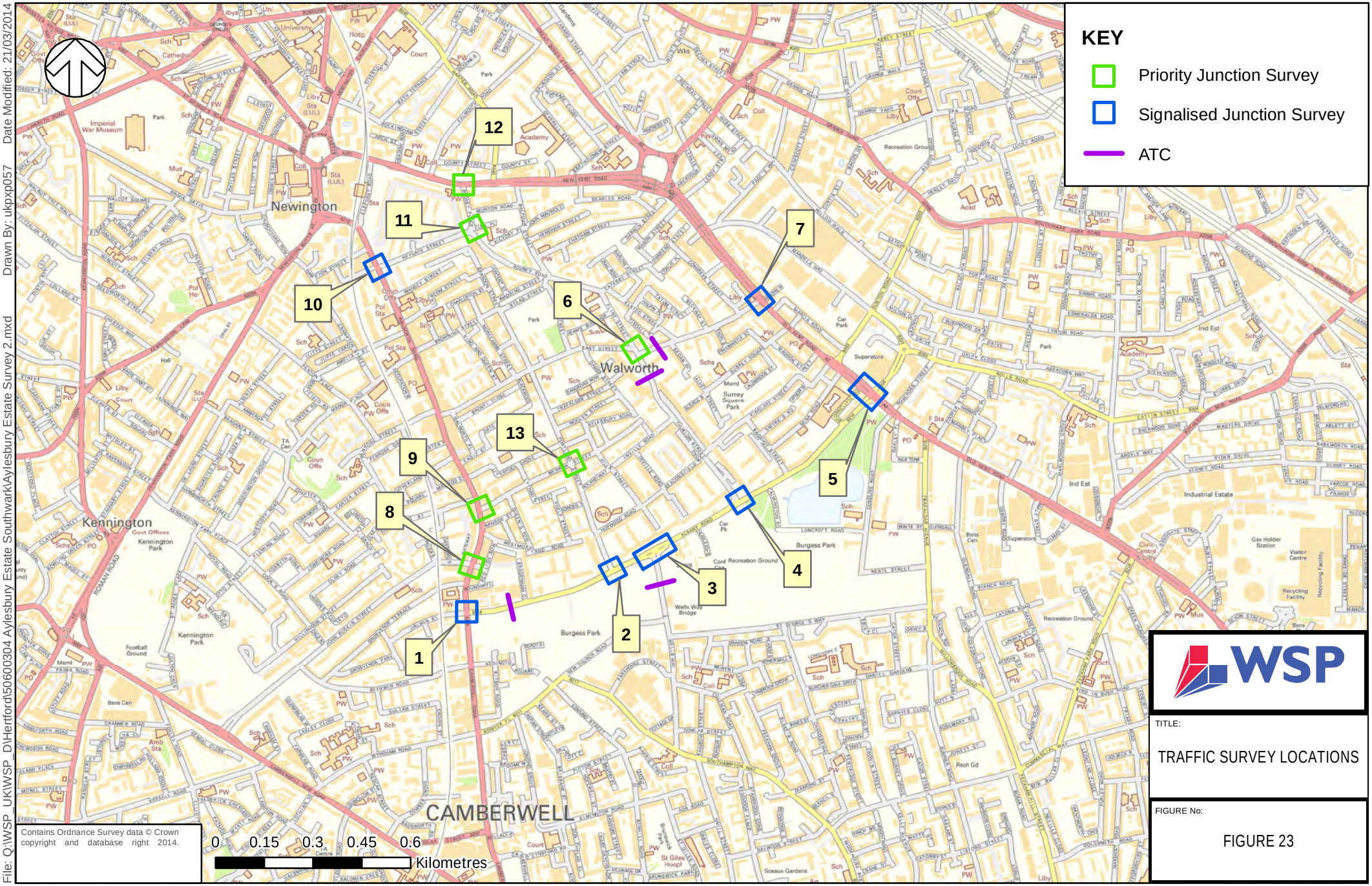
WSP

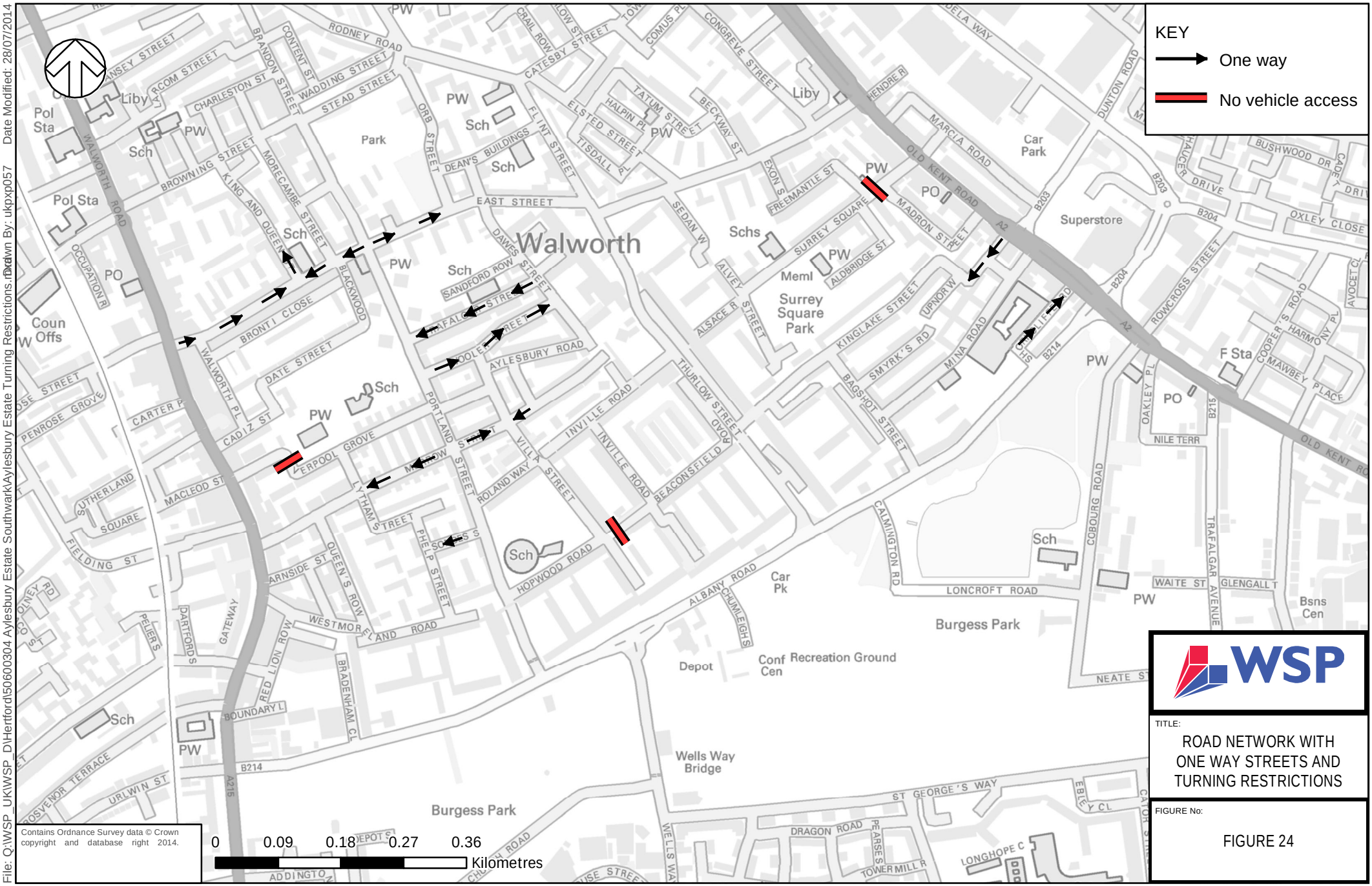
TITLE:

RAIL AND TUBE STATION PLAN

FIGURE No:

FIGURE 22


KEY
Priority Junction Survey
Signalised Junction Survey
ATC
1
2
3
4
5
6
7
8
9
10
11
12
13
Newington
Walworth
Kennington
CAMBERWELL
Burgess Park
Contains Ordnance Survey data © Crown copyright and database right 2014.
0
0.15
0.3
0.45
0.6
Kilometres
WSP
TITLE:
TRAFFIC SURVEY LOCATIONS
FIGURE No:
FIGURE 23
Date Modified: 21/03/2014
Drawn By: ukpxp057
File: Q:\WSP_UK\WSP_D\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Survey 2.mxd



WSP

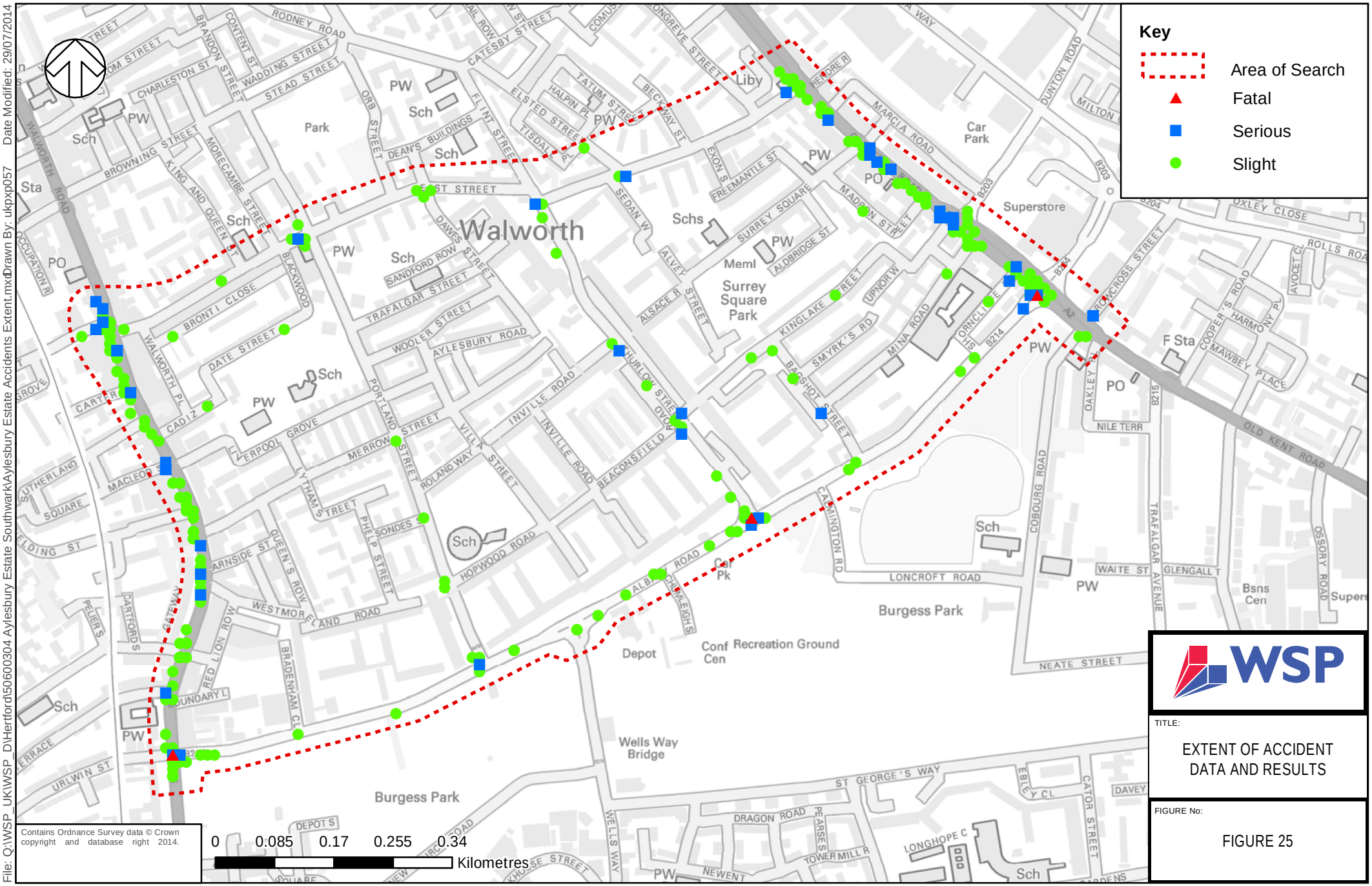
TITLE:

ROAD NETWORK WITH ONE WAY STREETS AND TURNING RESTRICTIONS

FIGURE No:

FIGURE 24

File: Q:\WSP_UK\WSP_D\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Turning Restrictions.mxd Drawn By: ukpxp057 Date Modified: 28/07/2014



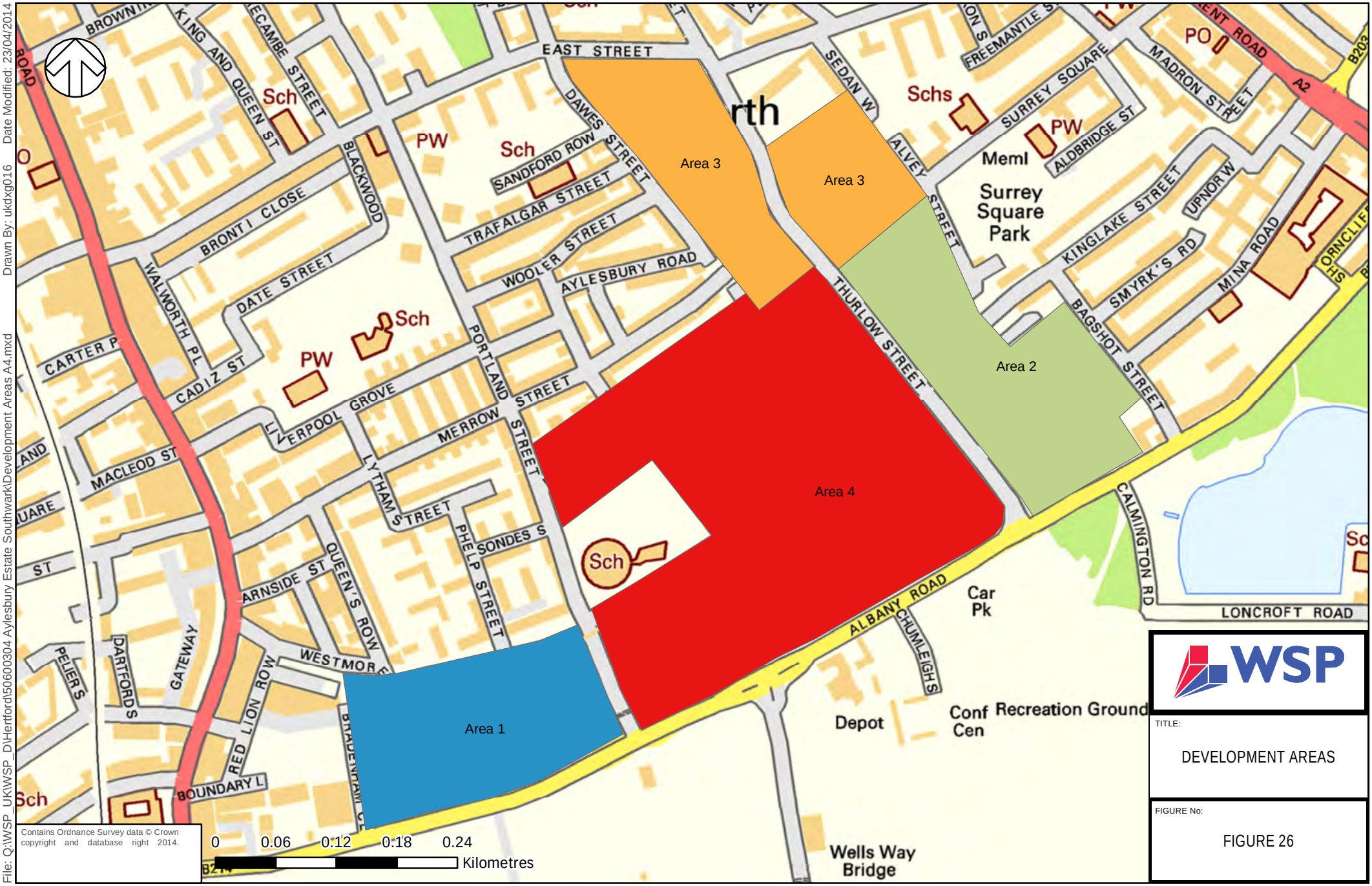
WSP

TITLE:

EXTENT OF ACCIDENT DATA AND RESULTS

FIGURE No:

FIGURE 25



WSP

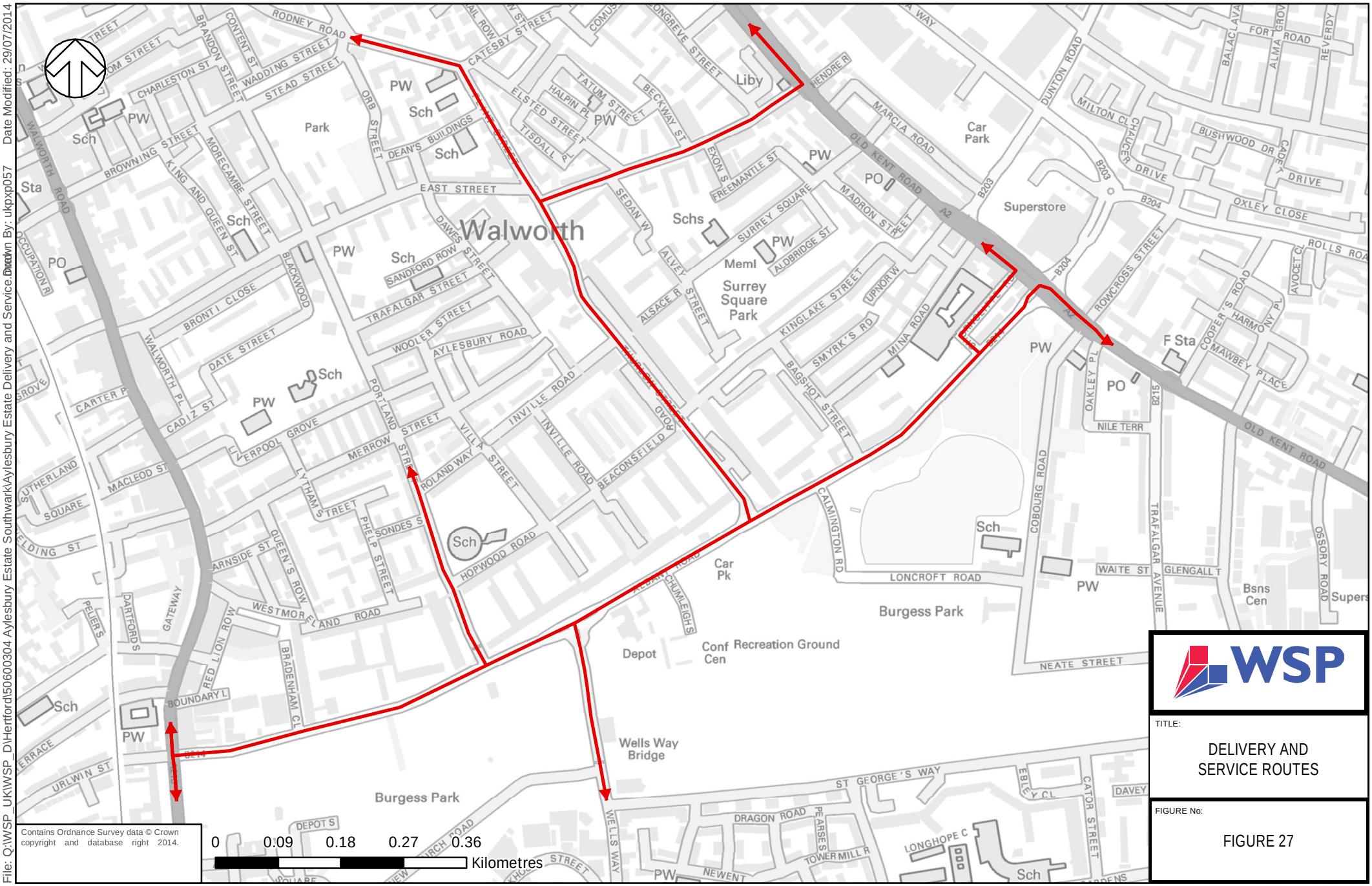
TITLE:

DEVELOPMENT AREAS

FIGURE No:

FIGURE 26

File: Q:\WSP_UK\WSP_D\Herford\50600304 Aylesbury Estate Southwark\Development Areas A4.mxd Drawn By: ukdxg016 Date Modified: 23/04/2014



File: Q:\WSP_UK\WSP_D\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Delivery and Service.Drawn By: ukpxp057 Date Modified: 29/07/2014

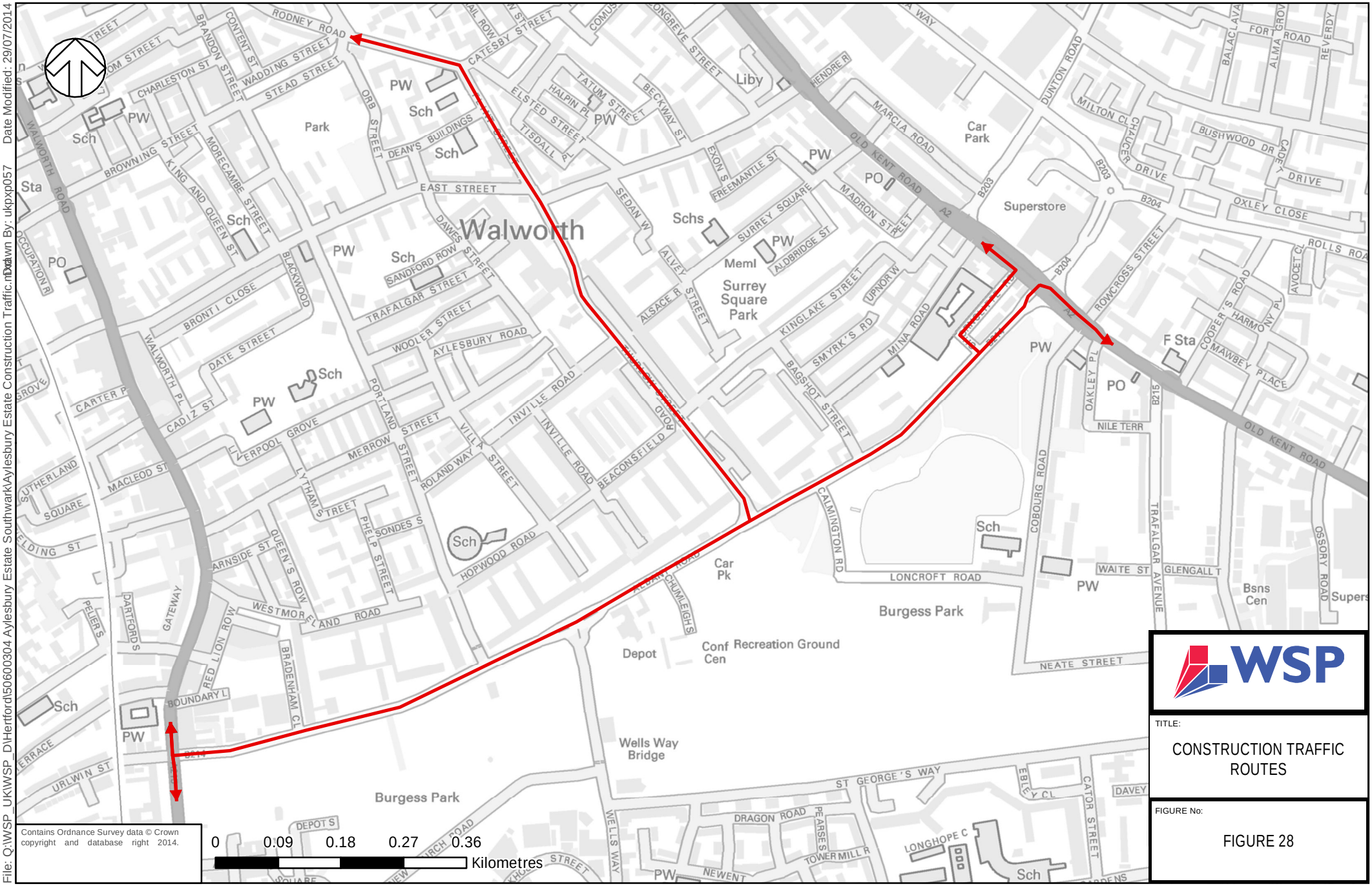
WSP

TITLE:

DELIVERY AND SERVICE ROUTES

FIGURE No:

FIGURE 27



0 0.09 0.18 0.27 0.36 Kilometres

WSP

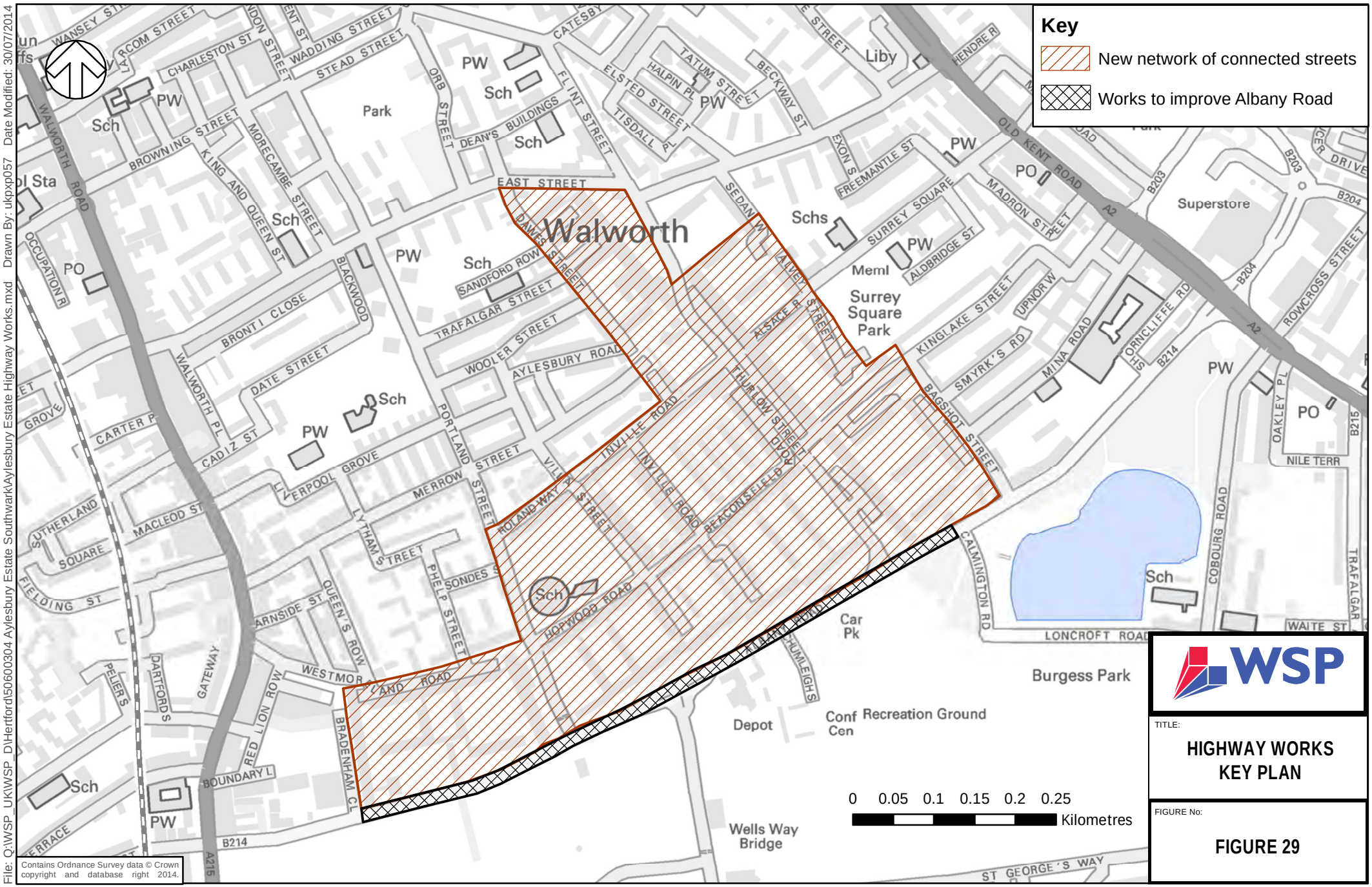
TITLE:

CONSTRUCTION TRAFFIC ROUTES

FIGURE No:

FIGURE 28

File: Q:\WSP_UK\WSP_D\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Construction Traffic.mxd Drawn By: ukpxp057 Date Modified: 29/07/2014



WSP

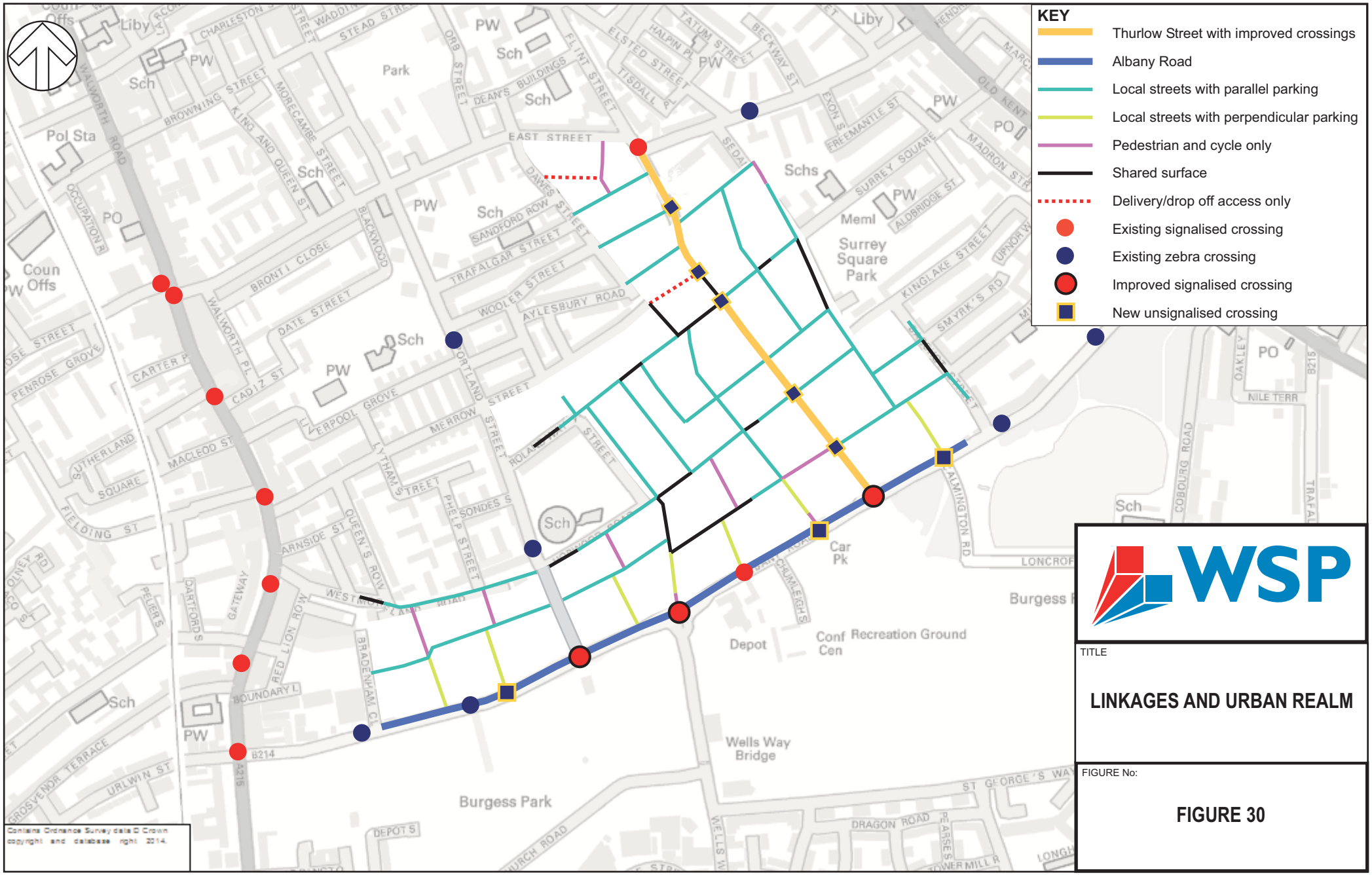
TITLE:

HIGHWAY WORKS KEY PLAN

FIGURE No:

FIGURE 29

File: Q:\WSP_UK\WSP_D\Hertford\50600304 Aylesbury Estate Southwark\Aylesbury Estate Highway Works.mxd Drawn By: ukpxp057 Date Modified: 30/07/2014



WSP

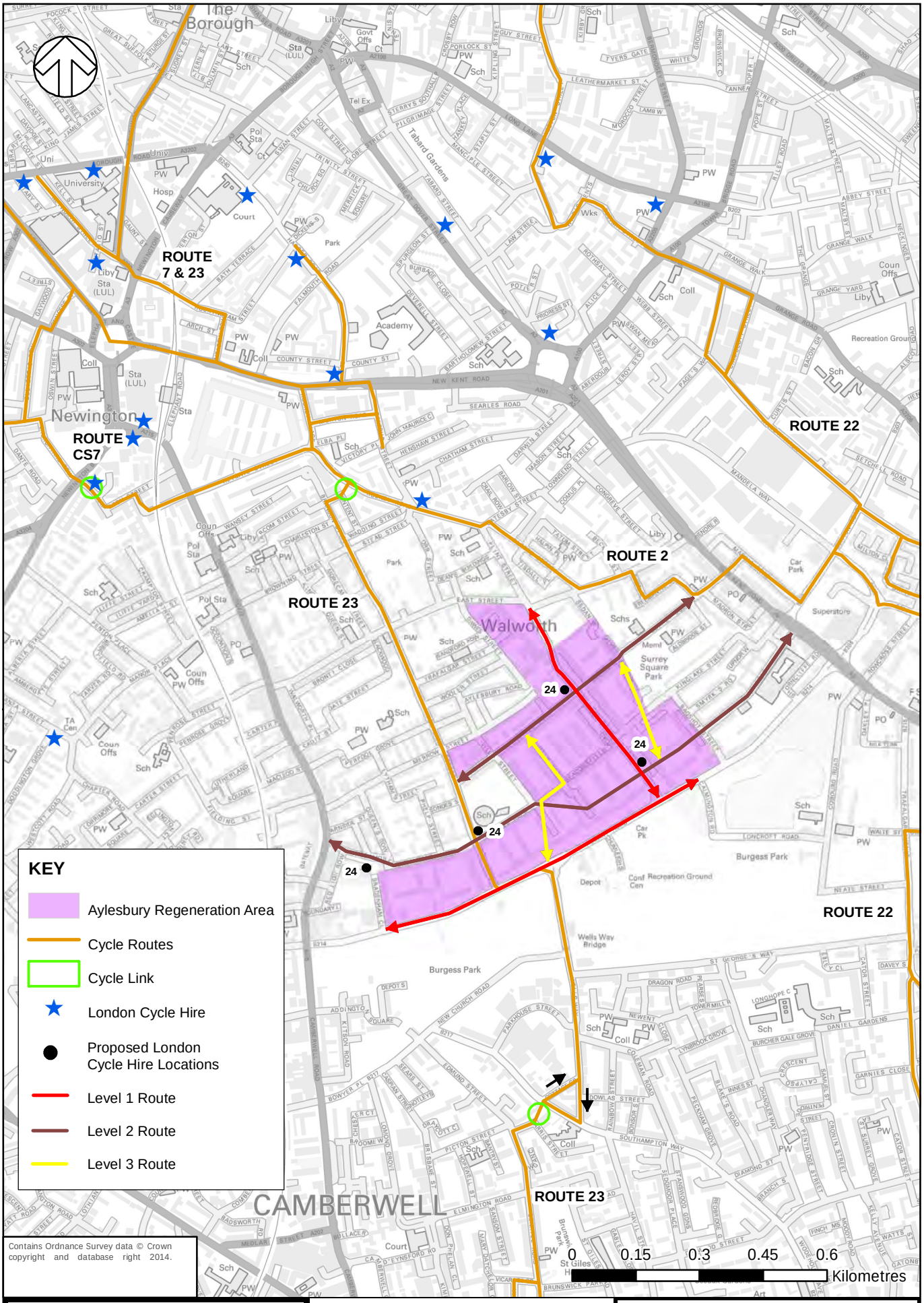
TITLE

LINKAGES AND URBAN REALM

FIGURE No:

FIGURE 30

50600304\LINKAGES AND URBAN REALM.FH11



WSP

TITLE:

NEW CYCLE HIRE LOCATIONS AND CYCLE ROUTES

FIGURE No:

FIGURE 31

File: Q:\WSP_UK\WSP_D\Hertford\150600304 Aylesbury Estate Southwark\Aylesbury Estate New Cycle Routes.mxd
Drawn By: ukpxp057 Date Modified: 04/08/2014

Date Modified: 18/08/2014

Drawn By: UKsxb076

File: Q:\WSP_UK\WSP_D\Hertford\506000304 Aylesbury Estate Southwark\130806_FuturePTAL.mxd

Key

- 1
- 2
- 3
- 4
- 5
- 6

Walworth

Surrey Square Park

Burgess Park

Wells Way Bridge

Recreation Ground

Car Park

Superstore

Car Pk

Depot

Conf Cen

Meml

Liby

Schs

PO

F Sta

PW

Sch

Park

WADDING STREET

STEAD STREET

ORB STREET

DEAN'S BUILDINGS

FLINT STREET

ELSTED STREET

HALPIN PL

TATUM STREET

TISDALL PL

BECKWAY ST

EAST STREET

MORECAMBE STREET

KING AND QUEEN ST

DAWES STREET

SEDAN W

EXON S

FREEMANTLE ST

SURREY SQUARE

ALDBRIDGE ST

ALVEY STREET

ALSACE R

MARCIA ROAD

OLD KENT ROAD

MADRON STREET

A2

B203

B204

B214

B215

DUNTON R

MILTON CL

CHAUCER DRIVE

ROWCROSS STREET

COOPER'S ROAD

HARMO

MAWBEY P

OLD

OAKLEY PL

NILE TERR

BRONTI CLOSE

BLACKWOOD

SANDFORD ROW

TRAFALGAR STREET

WOOLER STREET

AYLESBURY ROAD

DATE STREET

PORTLAND STREET

LIVERPOOL GROVE

MERROW STREET

ROLAND WAY

VILLA STREET

INVILLE ROAD

THURLOW STREET ROAD

BEACONSFIELD

KINGLAKE STREET

UPNOR W

SMYRK'S RD

MINA ROAD

ORNCLIFFE RD

BAGSHOT STREET

LYTHAM STREET

SONDES S

PHELP STREET

QUEEN'S ROW

ARNSIDE ST

HOPWOOD ROAD

WESTMORELAND ROAD

RED LION ROW

BRADENHAM CL

UNDARY L

ALBANY ROAD

CHUMLEIGHS

CALMINGTON RD

LONCROFT ROAD

COBOURG ROAD

TRAFALGAR AVENUE

WAITE ST

GLENGALL T

NEATE STREE

ST GEORGE'S WAY

DRAGON ROAD

EBLEY CL

CATOR ST

DEPOT ST

0 0.05 0.1 0.15 0.2 Kilometres

WSP

TITLE:

FUTURE PTAL WITH EXISTING BUS SERVICES

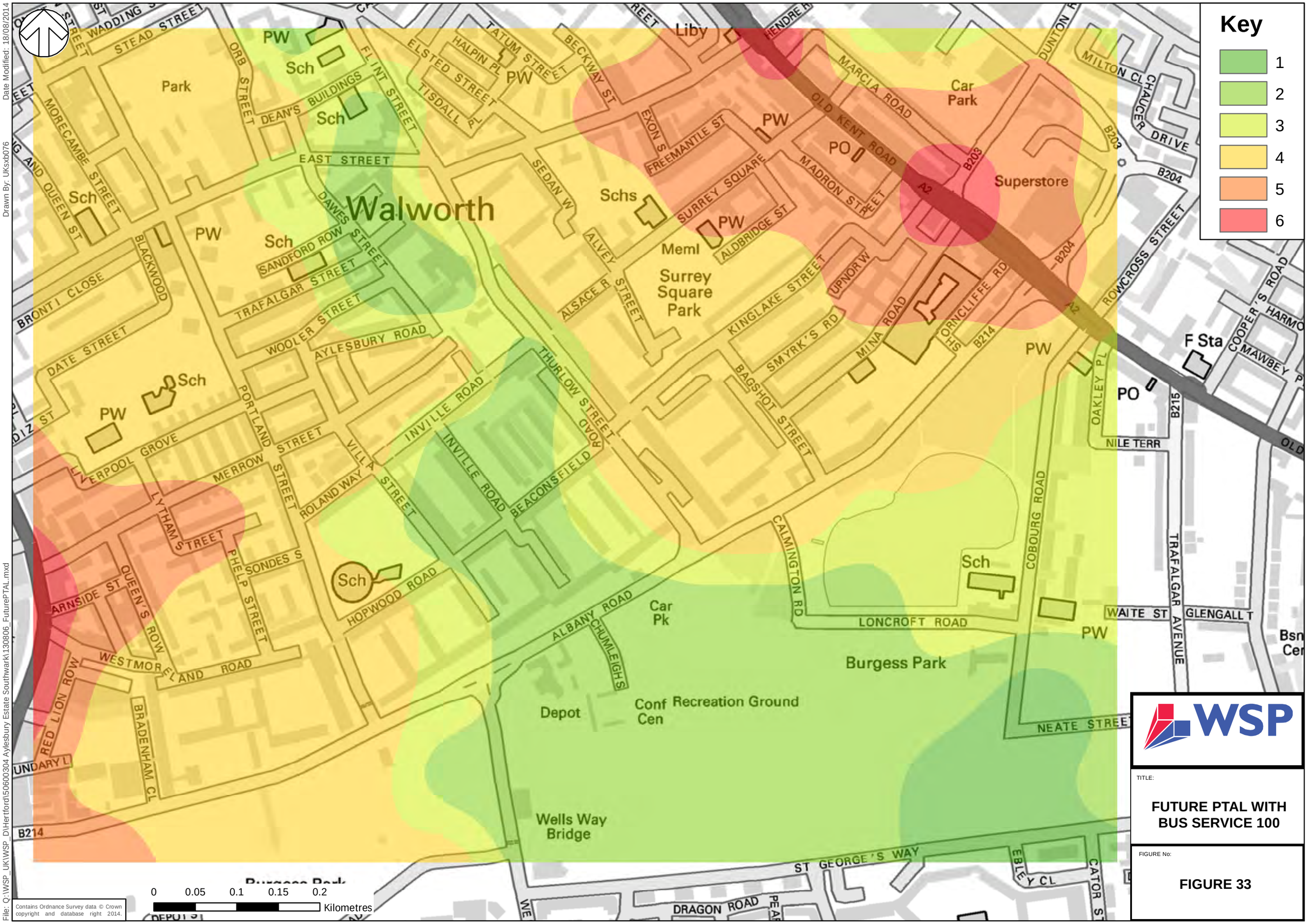
FIGURE No:

FIGURE 32

Date Modified: 18/08/2014

Drawn By: UKsxb076

File: Q:\WSP_UK\WSP_D\Hertford\506000304 Aylesbury Estate Southwark\130806_FuturePTAL.mxd



WSP

TITLE:

FUTURE PTAL WITH BUS SERVICE 100

FIGURE No:

FIGURE 33

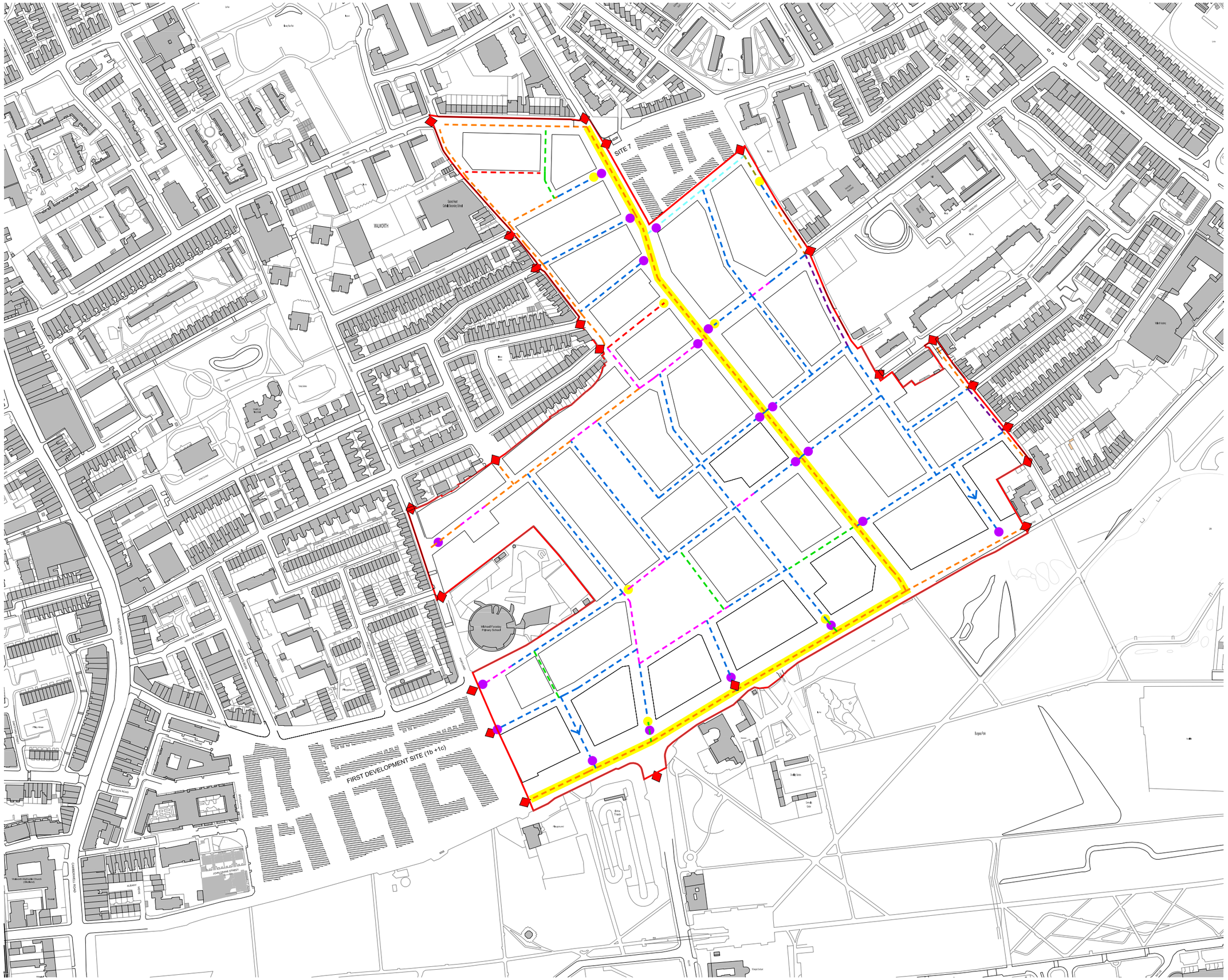
11 Appendices

Appendix A	FDS Detailed TA
Appendix B	Masterplan
Appendix C	Street Treatments
Appendix D	Parking Strategy
Appendix E	PERS Audit
Appendix F	Cycle Traffic Flow Diagrams
Appendix G	Traffic Flow Diagrams
Appendix H	Junction Models
Appendix I	TRICS / TRAVL Output
Appendix J	LTDS Output
Appendix K	Proposed Traffic Flow Diagrams
Appendix L	Construction Traffic Assessment
Appendix M	Construction Traffic Flow Diagrams
Appendix N	Albany Road Works Plans
Appendix O	Proposed Future LinSig Results for Albany Road
Appendix P	Walking Trip Distribution
Appendix Q	Cycle Trip Distribution
Appendix R	Framework Travel Plan
Appendix S	Delivery and Servicing Plan
Appendix T	Construction Logistics Plan

Appendix A – FDS Detailed TA

Appendix B – Masterplan

Appendix C – Street Treatments



KEY

- Existing road
- Existing road (under construction; Site 7)
- Existing road to become ped/cycle only
- Existing road to become shared surface
- Proposed road
- Proposed pedestrian/cycle route
- Proposed shared surface
- Delivery/drop off access only
- Public transport route
- Raised threshold
- Road termination
- 2 way access

003	29/08/14	AJK	Street changes
002	22/08/14	AJK	Masterplan updates
001	25/07/14	AJK	Public transport / cycling routes added
000	17/07/14	AJK	First issue

PLANNING

Client Notting Hill Housing
Project Aylesbury Outline Planning Application

PARAMETER PLAN 04 Acesss and Circulation

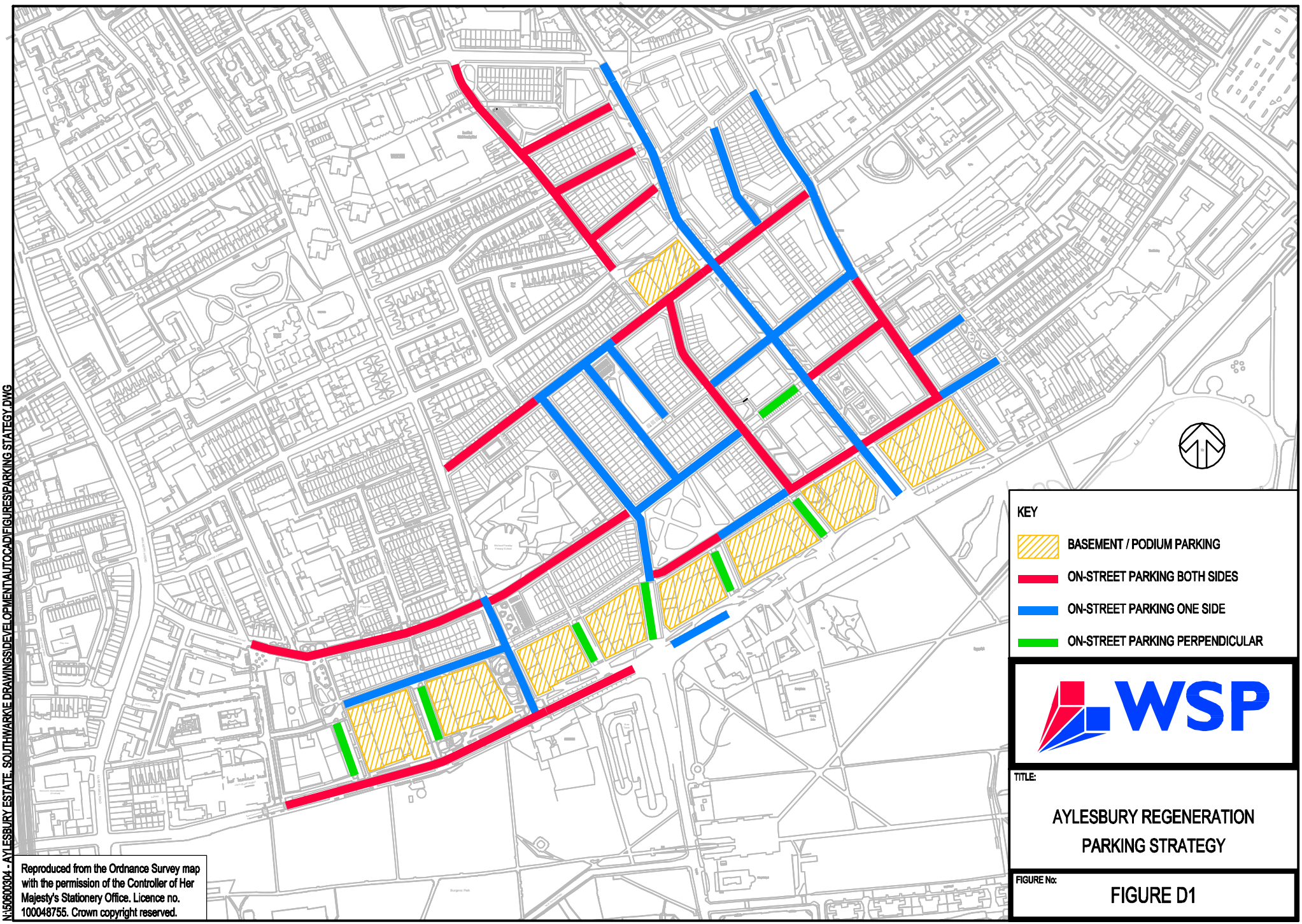
NHH-AES-HTA-U-MPL-X-XX-M2-PP04 003

1:1250@A0 AJK

HTA Design LLP
106-110 Kentish Town Road
London, NW1 9PX
020 7485 8555
www.hta.co.uk

HTA Design LLP
21 Slater's Steps
Edinburgh, EH8 8PB
0131 344 4742
www.hta.co.uk

Appendix D – Parking Strategy


KEY
BASEMENT / PODIUM PARKING
ON-STREET PARKING BOTH SIDES
ON-STREET PARKING ONE SIDE
ON-STREET PARKING PERPENDICULAR
WSP
TITLE:
AYLESBURY REGENERATION
PARKING STRATEGY
FIGURE No:
FIGURE D1
Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Licence no. 100048755. Crown copyright reserved.
N:\50600304 - AYLESBURY ESTATE, SOUTHWARK\E DRAWINGS\DEVELOPMENT\AUTOCAD\FIGURES\PARKING STATEGY.DWG

Appendix E – PERS Audit

UNITED BY OUR DIFFERENCE

WSP

AYLESBURY ESTATE REGENERATION

PERS Audit

Notting Hill Housing Trust

July 2014

Quality Management

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks	Draft	Issue		
Date	June 2014	04 July 2014		
Prepared by	M Christina	M Christina		
Signature				
Checked by	M Aronson	M Aronson		
Signature				
Authorised by	I Dimbylow	I Dimbylow		
Signature				
Project number	50600304	50600304		
Report number	1			
File reference	L:\50600304 - Aylesbury Estate Regeneration\C Documents\Reports\140704 PERS Audit.docx			

Aylesbury Estate Regeneration

PERS Audit

July 2014

Notting Hill Housing Trust

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WSP House, 70 Chancery Lane, London, WC2A 1AF

WSP Contacts

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I Dimbylow
M Christina

Table of Contents

1 Introduction

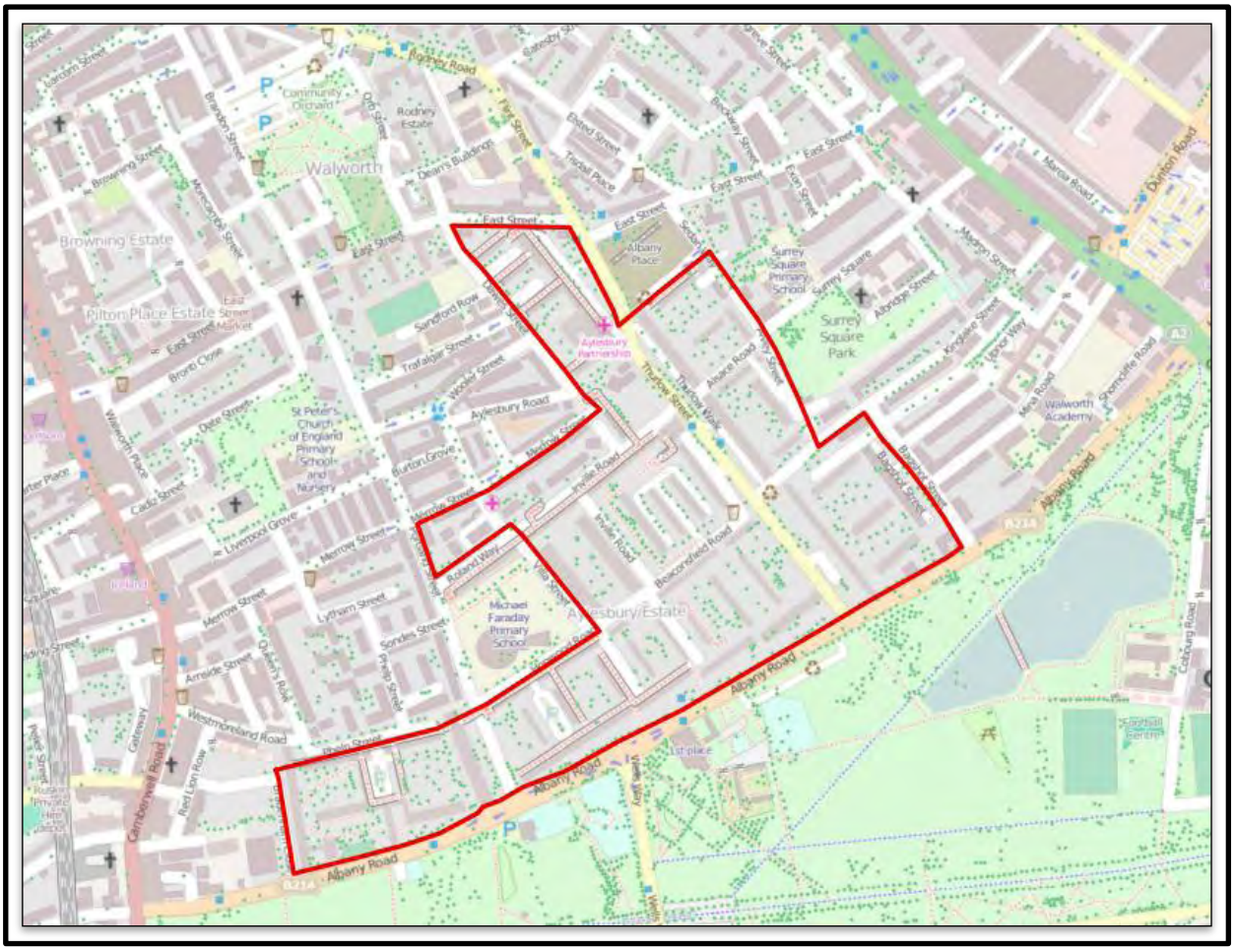
1.1 Appointment

1.1.1 WSP has been appointed by Notting Hill Housing Trust to provide transport consultancy services in support of a large scale regeneration project at the Aylesbury Estate, in the London Borough of Southwark (LBS). This PERS Audit has been prepared by WSP as part of the Transport Assessment (TA) which accompanies the planning application for the related proposals.

1.2 Site Location

1.2.1 The Aylesbury Estate lies to the south of Elephant and Castle between Old Kent Road and Walworth Road, north of Burgess Park. It is a large housing estate comprising concrete tower block and is proposed for comprehensive redevelopment. A site location plan is provided below.

Figure 1: Site Location



1.3 Report Purpose

1.3.1 This report is submitted in relation to the development proposals for the large regeneration of the Aylesbury Estate in the London Borough of Southwark. It will form part of a suite of documents to support a planning application for the regeneration project. The planning applications are described in full in the Development Specification submitted for planning.

1.3.2 The purpose of a PERS Audit is to evaluate the quality of the pedestrian environment in the vicinity of the proposed development in a consistent way using an established methodology. This report presents the findings of the PERS Audit undertaken by WSP on Thursday 22nd May 2014 and Friday 23rd May 2014.

1.3.3 The scope of the Audit comprises a total of 42 links, 78 crossings, 1 public space, and 23 public transport waiting areas (PTWA's). The area covered by the Audit includes:

- The principal routes covered by the site;
- All connections between the site and the surrounding area; and
- All public transport connections that form part of likely routes to the site.

1.3.4 This document should be read in conjunction with the TA and is submitted in support of the planning applications relating to the Aylesbury Estate regeneration proposals.

1.3.5 The remainder of this report is set out as follows:

- Section 2 details the methodology followed in carrying out this PERS Audit;
- Sections 3 to 10 consider the results for each item within the Audit; and
- Section 11 summarises and concludes the report.

2 Methodology

2.1 Purpose of Audit

2.1.1 This Audit has been undertaken in accordance with the guidance provided in TfL's 'Pedestrian Environment Review System, Review Handbook Version 2, May 2006'.

2.1.2 The PERS Audit is based around two key principles:

- that the quality of the pedestrian environment may be evaluated according to the degree to which it meets pedestrian needs; and
- that in evaluating the degree to which pedestrian needs are met by the environment, the objective should be to satisfy as many people as possible, with the standard pedestrian being considered to be towards the vulnerable end of the spectrum.

2.1.3 The assessment focuses on five key pedestrian needs referred to as 'the 5Cs' which originate from 'The Walking Plan for London – Making London a Walkable City' (February 2004):

- Convenience – routes should facilitate the desired journey without undue deviation or difficulty;
- Connectivity – routes should link origins and destination;
- Conviviality – routes should be pleasant to use, with potential for activity within the public realm;
- Coherence – routes should be continuous; and
- Conspicuity – route design should allow the user to be seen by, and to see other pedestrians and vehicles to promote personal security and road safety.

2.1.4 A pedestrian environment where these five elements are in evidence is therefore considered positive.

2.2 Process

2.2.1 The aforementioned TfL handbook prescribes a five stage process for conducting a PERS Audit, which is summarised below:

- Stage 1: Definition of study area;
- Stage 2a: Desktop identification of links, crossings, routes and spaces;
- Stage 2b: Collation of existing information;
- Stage 3: On-street evaluation;
- Stage 4: Data analysis using the Street Audit software; and
- Stage 5: Display and review outputs.

Stage 1

2.2.2 The Audit area was defined and agreed with TfL and LBS, based on pedestrian desire lines and routes to and from the site to surrounding amenities and local public transport facilities, including the nearest bus stops covering all services within a 400m radius of the site.

Stage 2A

2.2.3 The items that were identified for assessment are summarised in Table 2.1 below and illustrated on Figure 1. They include links, crossings, public space, and PTWAs.

Table 2.1: Identified items for PERS Audit

Reference	Item
Links	
L1	Albany Road, South Side, between Thurlow Street and Old Kent Road
L2	Albany Road, North Side, between Bagshot Street and Old Kent Road
L3	Albany Road, North Side, between Bagshot Street and Thruslow Street
L4	Thurlow Street, East Side, between Albany Road and North of Alsace Road
L5	Thurlow Street, West Side, between Albany Road and Inville Road
L6	Thurlow Street, West Side, between East Street and Inville Road
L7	Thurlow Street, East Side, between East Street and North of Alsace Road
L8	East Street, South Side, between Exon Street and Thurlow Street
L9	East Street, North Side, between Beckway Street and Thurlow Street
L10	East Street, North Side, between Beckway Street and Stanford Place
L11	East Street, South Side, between Exon Street and Old Kent Road
L12	East Street, North Side, between Old Kent Road and Stanford Place
L13	Old Kent Road, West Side, between East Street and Surrey Square
L14	Old Kent Road, East Side, between Hendre Road and Penry Street
L15	Old Kent Road, West Side, between Kinglake Street and Surrey Square
L16	Old Kent Road, East Side, between Dunton Road and Penry Street
L17	Old Kent Road, East Side, between Dunton Road and Humphrey Street
L18	Old Kent Road, West Side, between Kinglake Street and Albany Road
L19	Portand Street, West Side, between East Street and Wooler Street
L20	Portand Street, East Side, between East Street and Wooler Street
L21	Portand Street, East Side, between Merrow Street and Wooler Street
L22	Portand Street, West Side, between Hopwood Road and Wooler Street
L23	Portand Street, East Side, between Merrow Street and Roland Way
L24	Portand Street, East Side, between Hopwood Road and Roland Way
L25	Portand Street, West Side, between Hopwood Road and Albany Road
L26	Portand Street, East Side, between Hopwood Road and Albany Road
L27	Albany Road, North Side, between Portland Street and Wells Way
L28	Albany Road, North Side, between Chumleigh Street and Wells Way

L29	Albany Road, North Side, between Chumleigh Street and Thurlow Street
L30	Albany Road, South Side, between Portland Street and Wells Way
L31	Albany Road, South Side, between Chumleigh Street and Wells Way
L32	Albany Road, South Side, between Chumleigh Street and Thurlow Street
L33	Albany Road, North Side, between Portland Street and Albany Mews
L34	Albany Road, North Side, between Albany Mews and Camberwell Road
L35	Albany Road, South Side, between Portland Street and Albany Mews
L36	Albany Road, South Side, between Albany Mews and Camberwell Road
L37	Camberwell Road/Walworth Road, East Side, between Albany Road and Merrow Street
L38	Walworth Road, East Side, between Merrow Street and East Street
L39	Camberwell Road, West Side, between Urlwin Street and John Ruskin Street
L40	Camberwell Road, West Side, between East Street and John Ruskin Street
L41	East Street, North Side, between Dawes Street and Thurlow Street
L42	East Street, South Side, between Dawes Street and Thurlow Street
Reference	**Item**
Crossings	
C1	Old Kent Road, North of Marcia Road
C2	East Road, east of Congreve Street
C3	Surrey Square/Old Kent Road
C4	Madron Street/Old Kent Road
C5	Kinglake Street/Old Kent Road
C6	Mina Road/Old Kent Road
C7	Humphrey Street/Old Kent Road/Albany Road - East
C8	Humphrey Street/Old Kent Road/Albany Road - South
C9	Humphrey Street/Old Kent Road/Albany Road - West
C10	Humphrey Street/Old Kent Road/Albany Road - North
C11	Albany Road, East of Shorncliff Road
C12	Albany Road, between Bagshot Street and Calmington Road
C13	Bagshot Street/Albany Road
C13 A	Thurlow Street/Albany Road
C14	Thurlow Street, North of Beaconfield Road

C15	Thurlow Street, South of Inville Road
C16	Inville Road/Thurlow Street
C17	Thrulow Street, adjacent to the Phamarcy
C18	Thrulow Street/the Pharmacy
C19	East Street, South of Flint Street
C20	Thurlow Street, South of East Street
C21	East Street, East of Thurslow Street
C22	Elsted Street/East Street
C23	East Street, East of Elsted Street
C24	Sedan way/East Street
C25	Beckway Street /East Street
C26	Ekon Street /East Street
C27	Congreve Street/East Street
C28	Hendre Road/Old Kent Road
C29	Marcia Road/Old Kent Road
C30	Penry Street/Old Kent Road
C31	Old Kent Road, South of Penry Street
C32	Old Kent Road/Dunton Road
C33	Old Kent Road South of Dunton Road
C33 A	Dawes Street/East Street - South
C34	Dawes Street/East Street - North
C35	Trafalgar Street/Portland Street
C36	Portland Street, North of Trafalgar Street
C37	Wooler Street/Portland Street
C38	Portland Street, South of Wooler Street
C39	Liverpool Grove/Portland Street
C40	Burton Grove/Portland Street
C41	Merrow Street/Portland Street - East
C42	Portland Street, North of Merrow Street
C43	Merrow Street/Portland Street - West
C44	Roland Way/Portland Street
C45	Sondes Street/Portland Street
C46	Portland Street, North of Hopwood Road
C47	Hopwood Road/Portland Street

C48	Portland Street/Albany Road - North
C49	Portland Street/Albany Road - West
C50	Portland Street/Albany Road - East
C51	Wells Way/Albany Road - South
C52	Wells Way/Albany Road - East
C53	Chumleigh Street/Albany Road - East
C54	Chumleigh Street/Albany Road - South
C55	Albany Road, between Portland Street and Bradenham Close
C56	Albany Road, between Camberwell Road and Bradenham Close
C57	Albany Road/Camberwell Road/Urlwin Street - East
C58	Albany Road/Camberwell Road/Urlwin Street - South
C59	Albany Road/Camberwell Road/Urlwin Street - West
C60	Albany Road/Camberwell Road/Urlwin Street - North
C61	Boundary Lane/Camberwell Road
C62	Grosvenor Terrace/Camberwell Road
C63	Camberwell Road, between Grosvenor Terrace and John Ruskin Street
C64	John Ruskin Street/Camberwell Road
C65	Boyson Road/Camberwell Road
C66	Walworth Road, between Fielding Street and Merrow Street
C67	Merrow Street/Walworth Road
C68	Fielding Street/Walworth Road
C69	Arnside Street/Walworth Road
C70	Westmoreland Road/Walworth Road
C71	East Street/Walworth Road
C72	Carter Place/Walworth Road
C73	Sutherland Walk/Walworth Road
C74	Macleod Street/Walworth Road
C75	Liverpool Grove/Walworth Road
C76	Cadiz Street/Walworth Road
C77	Walworth Road, between Sutherland Walk and Cadiz Street
C78	Shorncliffe Road/Old Kent Road
Reference	**Item**
Public Space	
PS1	East Street Market

Reference	Item
Public Transport Waiting Areas (PTWA)	
PT1	Old Kent Road, West Side, Bus Stop near Tesco (WN)
PT2	Old Kent Road, North East Side, Bus Stop near Tesco (EB)
PT3	Old Kent Road, South East Side, Bus Stop near Tesco (EC)
PT4	Thurlow Street, East Side, North of Beaconfield road, Bus Stop M
PT5	Thurlow Street, West Side, North of Beaconfield road, Bus Stop A
PT6	Thurlow Street, West Side, South of East Street, Bus Stop B
PT7	East Street, North Side, between Thurlow Street and Sedan Way, Bus Stop D
PT8	East Street, North Side, between Beckway Street and Congreve Street, Bus Stop E
PT9	East Street, North Side, between Old Kent Road and Congreve Street, Bus Stop H
PT10	East Street, South Side, between Exon Street and Old Kent Road, Bus Stop J
PT11	Albany Road, North Side, between Chumleigh Street and Wells Way, Bus Stop O
PT12	Albany Road, South Side, between Chumleigh Street and Wells Way, Bus Stop P
PT13	Albany Road, South Side, between Portland Road and Bradenham Close, Bus Stop W
PT14	Albany Road, North Side, between Portland Road and Bradenham Close, Bus Stop Q
PT15	Albany Road, North Side, between Camberwell Road and Bradenham Close, Bus Stop P
PT16	Albany Road, South Side, between Camberwell Road and Bradenham Close, Bus Stop R
PT17	Camberwell Road, West Side, between John Ruskin Street and Fielding Street, Bus Stop M
PT18	Walworth Road, East Side, between Merrow Street and Arnside Street, Bus Stop K
PT19	Walworth Road, East Side, between Merrow Street and Liverpool Grove, Bus Stop J
PT20	Walworth Road, West Side, between Sutherland Walk and Carter Place, Bus Stop H
PT21	Walworth Road, West Side, between Penrose Street and Carter Place, Bus Stop G
PT22	Walworth Road, North East Side, between East Street and Cadiz Street, Bus Stop F
PT23	Walworth Road, South East Side, between East Street and Cadiz Street, Bus Stop E

Stage 2B

2.2.4 The location of the site is accessible to local public transport, recording a PTAL rating between 3 and 5 (PTAL 5 being achieved near the main roads Camberwell Road and Old Kent Road).

2.2.5 There are 23 bus stops within the PERS Audit Area which is served by approximately 25 bus routes going to South and Central London.

2.2.6 Most of the local bus stops have a wide range of facilities, with some including Real Time Passenger Information (RTPI). The majority of stops have adequate infrastructure and facilities in place including a bus shelter, lighting, seating and local area information and service timetables.

Stage 3

2.2.7 The on-street evaluation was undertaken on Thursday 22nd May 2014, Friday 23rd May 2014, and Wednesday 28th May 2014. The weather conditions were rainy with temperatures of approximately 17 degrees Celsius on Thursday and Wednesday and relatively sunny on Friday.

2.2.8 The assessment review forms provided in the PERS Handbook were used to assess each item of the Audit. These forms consist of a list of characteristics relating to the pedestrian environment, such as, obstructions, lighting and security. The extent to which each characteristic meets the needs of pedestrians is reviewed against a number of criteria which are graded as positive, negative or neutral.

2.2.9 The extent to which the criteria are met then determines an overall score for the specific characteristic. The scores are numeric and range from -3 (very poor) to +3 (very good) as illustrated below. The overall score is then used as a basis of comparison with other pedestrian facilities.

Source: TfL's Pedestrian Environment Review System, Review Handbook Version 2, May 2006 Pg 13

Stage 4

2.2.10 TRL StreetAudit (version 1.1.0.8) was used to analyse the findings of the Audit based on the default weighting factors automatically applied to the scores by the software. This allows for differentiation between elements that are more significant than others for pedestrians.

Stage 5

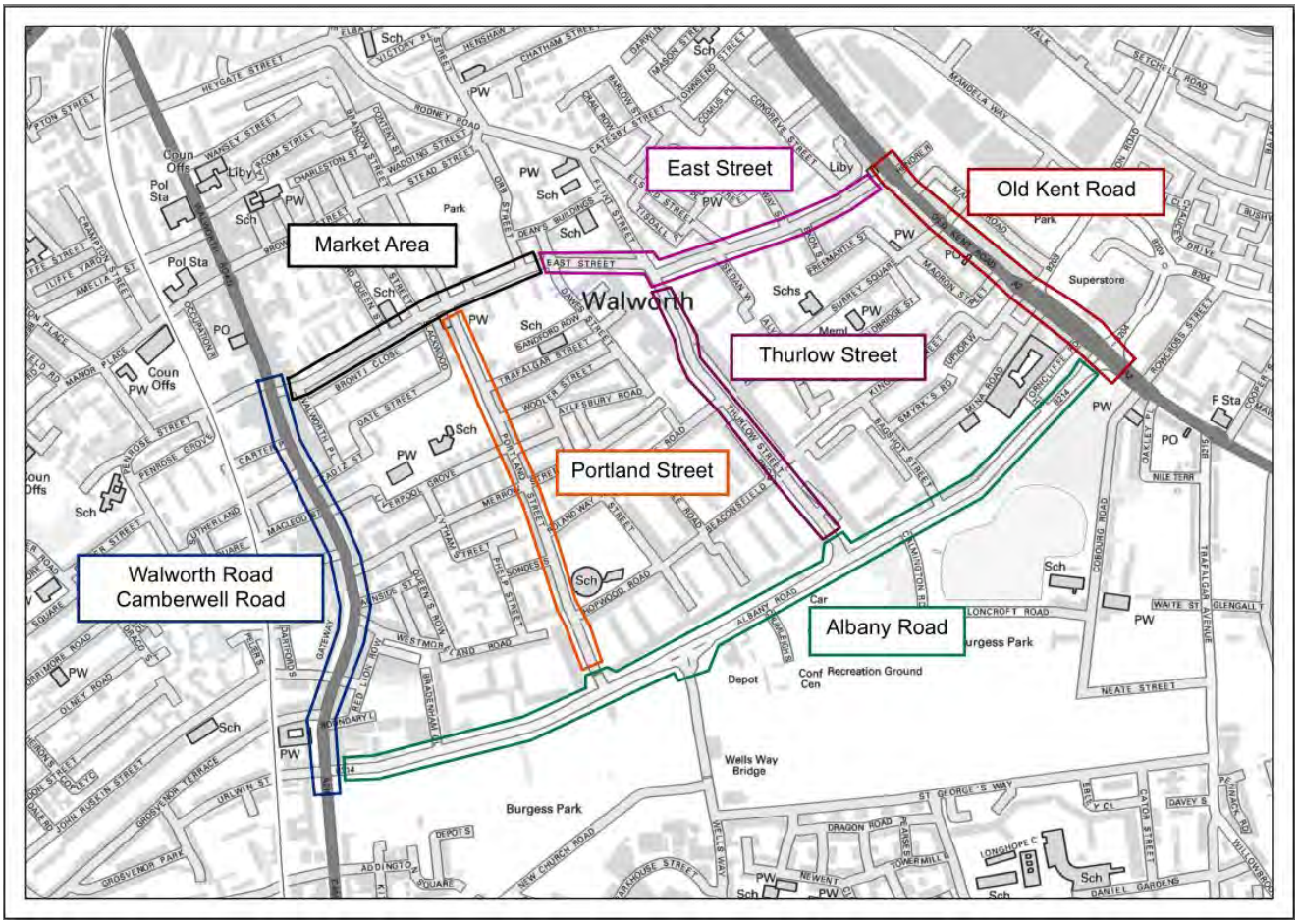
2.2.11 The findings for each item reviewed by the Audit are set out in Sections 3 to 9 of this report.

2.2.12 Because of the size of the PERS Audit area, the findings would be set out depending on their localisation rather than the infrastructure type. Thus, the report has been structured as follows (See Figure 1):

- Section 3: Summary of Results
- Section 4: Albany Road
- Section 5: Thurlow Street
- Section 6:Portland Street
- Section 7: Camberwell Road/Walworth Road:
- Section 8: East Street – between Dawes Street and Old Kent Road
- Section 9: Old Kent Road

- Section 10: East Street – Market Area

Figure 2: PERS Audit area shown by Section



2.2.13 Each section would be set out as follows:

- Street Characteristics Overview
- Links
- Crossings
- PTWAs

2.2.14 Due to the scale of the PERS Audit area, details will be provided for items which received an amber or red rating, in addition to those items where green scores were achieved, yet specific issues were identified.

3 Summary of Results

3.1.1 A total of 42 links, 23 PTWAs, 1 public space, and 78 crossings were assessed as part of the PERS Audit.

3.1.2 The Audit results in the following indicators:

- Red: Negative overall;
- Amber: Average overall; and
- Green: Positive overall.

3.1.3 The range of percentages is from -100% to 100% with the 'average' performance at 25%.

3.1.4 Graphical outputs of the results have been produced using a Geographical Information System (GIS) for each item (Crossings, PTWA, and Links). It can be seen that:

- Of 23 PTWAs, two received an Amber rating and are located on Thurlow Street. The rest has been classed as Green PTWAs.
- Of 78 Crossings, two received an Amber rating and are located at the junction Dawes Street/East Street. The rest has been classed as Green Crossings.
- Of 42 Links, 11 received an Amber rating. Five are located on Albany Road, two on Portland Street, one on Thurlow Street, one on East Street, and two on Old Kent Road.
- The public space of East Street market received an amber marking.

3.1.5 These results show that the area is performing well in terms of pedestrians comfort and infrastructure despite some isolated points which would be studied in more detail.

4 Albany Road

4.1 Street Characteristics Overview

4.1.1 The full extent of the south side of Albany Road is at the northern extent of Burgess Park. The North side is mainly residential but on the whole, the buildings are set back from the road, leading to a lack of informal surveillance and activity. This might result in some pedestrians perceiving an issue of personal safety.

4.1.2 Albany Road provides significant capacity for vehicles between Bradenham Close and Portland Street with additional traffic lanes near the junction of Albany Road with Wells Way. Although crossings are provided, there is a reduced ability for pedestrians to follow desire lines.

4.2 Links

4.2.1 Table 4.1 provides a summary of the scores for the 13 links assessed.

Table 4.1: PERS scores for links

Ref	Link	Total Score	Percent of Max Score	RAG Colour
L1	Albany Road, South Side, between Thurlow Street and Old Kent Road	57	36	Green
L2	Albany Road, North Side, between Bagshot Street and Old Kent Road	51	32	Green
L3	Albany Road, North Side, between Bagshot Street and Thruslow Street	56	35	Green
L27	Albany Road, North Side, between Portland Street and Wells Way	62	39	Green
L28	Albany Road, North Side, between Chumleigh Street and Wells Way	21	13	Amber
L29	Albany Road, North Side, between Chumleigh Street and Thurlow Street	5	3	Amber
L30	Albany Road, South Side, between Portland Street and Wells Way	56	35	Green
L31	Albany Road, South Side, between Chumleigh Street and Wells Way	53	33	Green
L32	Albany Road, South Side, between Chumleigh Street and Thurlow Street	21	13	Amber
L33	Albany Road, North Side, between Portland Street and Albany Mews	56	35	Green
L34	Albany Road, North Side, between Albany Mews and Camberwell Road	32	20	Amber
L35	Albany Road, South Side, between Portland Street and Albany Mews	48	30	Green

L36	Albany Road, South Side, between Albany Mews and Camberwell Road	35	22	Amber

4.2.2 Five out of 13 sections of Albany Road received an Amber Rating (L28, 29, 32, 34, and L36). Albany Road comprises the majority of Amber Links (5 of 11) within the overall PERS Audit area.

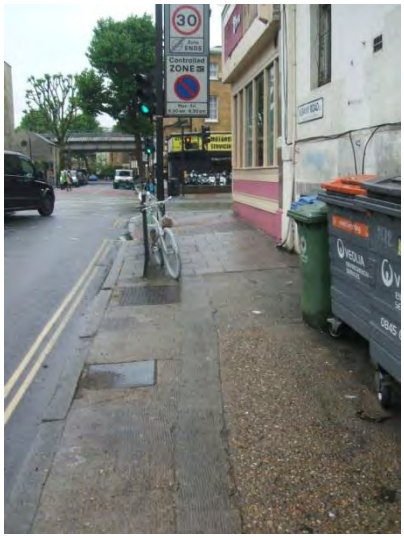
L34 and L36 – Albany Road, between Albany Mews and Camberwell Road

4.2.3 Links 34 and 36 achieved an amber rating (13% and 22% respectively), which was mainly attributed to the poor quality of the pavement and of the environment.

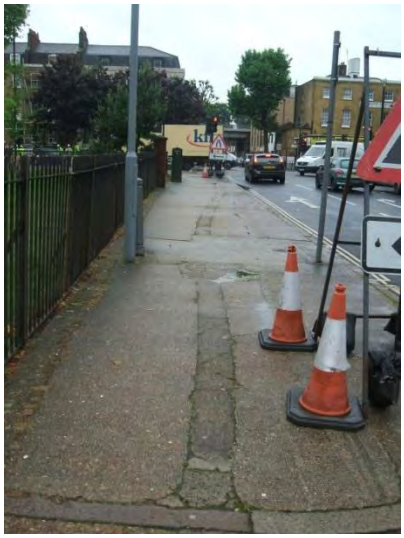
4.2.4 As shown in the photographs below, the surface quality of the pavements on both sides was poor, with inconsistent and worn materials. Moreover, obstructions exist in the form of bins and temporary signs for motorists placed on the footway.

4.2.5 These links are also affected by a low quality local environment, with low quality frontages, high traffic flows, and absence of pedestrian lighting. No activity on the street was observed. This contributed to a low sense of security, although mitigated by the proximity of the Camberwell Street/Albany Road junction.

Plate 1 – Crossings Ref C34 and C36



L34 – North Side, poor pavement quality and obstructions (bins)



L36 – South Side, poor pavement quality and obstructions (sign for motorists)

L28, L29, and L32 – Albany Road, between Portland Street/Chumleigh Street and Wells Way

4.2.6 Links 28, 29, and 32 achieved amber ratings (13%, 3%, and 13% respectively). The environment was affected by the heavy traffic flow on Albany Road where there is a lack of activity and a low pedestrian flow. Street lighting is absent, which would be considered necessary in an environment without informal surveillance. Pedestrians may feel insecure as the closest dwellings are not within direct vicinity. Moreover, the traffic flow acts as a pedestrian barrier.

4.2.7 The presence of trees on Links 29 and 32 raises a concern in terms of pedestrian amenity. The principal impact concerns the deterioration of the pavement surface due to the past use of a range of materials and presence of gaps/undulations due to tree root growth. This is particularly relevant to

Link 29. The second negative impact is the reduction in the effective width of the pavement, particularly in the case of Link 32.

Plate 2 – Links Ref L28 and L29

L28 – Poor street environment: absence of activity and street lighting

L29 - Poor street environment: absence of activity and street lighting

Plate 3 – Links Ref L29 and L32

L29 – Past use of inappropriate materials and gaps/undulations due to tree root growth

L32 – Reduction in the effective width

4.3 Crossings

4.3.1 Table 4.2 provides a summary of the scores for the 13 crossings assessed.

Table 4.2: PERS scores for Crossings

Ref	Crossings	Total Score	Percent of Max Score	RAG Colour
C11	Albany Road, East of Shorncliff Road	92	77	Green
C12	Albany Road, between Bagshot Street and Calmington Road	89	74	Green
C13	Bagshot Street/Albany Road	87	72	Green
C13 A	Thurlow Street/Albany Road	54	45	Green
C48	Portland Street/Albany Road - North	74	62	Green
C49	Portland Street/Albany Road - West	47	39	Green
C50	Portland Street/Albany Road - East	47	39	Green
C51	Wells Way/Albany Road - South	60	50	Green
C52	Wells Way/Albany Road - East	66	55	Green
C53	Chumleigh Street/Albany Road - East	90	75	Green
C54	Chumleigh Street/Albany Road - South	76	63	Green
C55	Albany Road, between Portland Street and Bradenham Close	91	76	Green
C56	Albany Road, between Camberwell Road and Bradenham Close	91	76	Green

4.3.2 All crossings received a green rating, from 39% to 77%, meaning that they perform well in general.

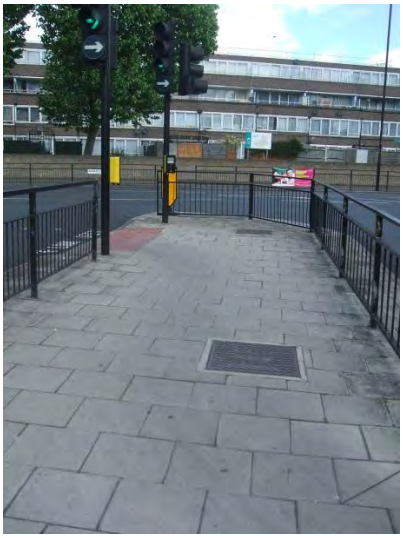
4.3.3 However, it should be noted that the junction of Portland Street/Albany Road and Albany Road/Wells Way result in significant delays to pedestrian movements, due to the need to use two crossings, and three crossings respectively. Moreover, the walkways to dropped kerbs were noted as slightly steeper than would be expected at Portland Street/Albany Road, raising accessibility concerns.

Plate 4 – Crossings Ref C49 and C50

C49 – Delay at pedestrian refuge

C50 – Steep dropped kerbs

Plate 5 – Crossing Ref C51



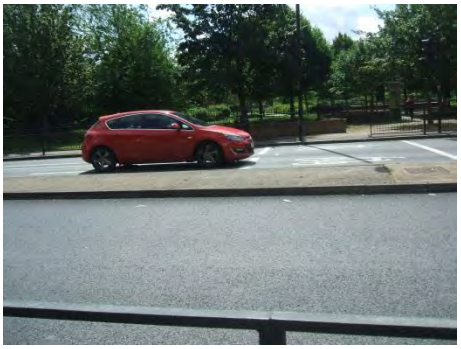
C51 – Deviation from desire line

C51 – Wide crossings

4.3.4 An important point to note is the absence of crossings in some parts of Albany Road where facilities would have been useful. For example:

- At the eastern arm of Wells Way/Albany Road junction, a pedestrian was observed crossing informally, due to the presence of a central reservation.

Plate 6 – Informal crossing, eastern arm of Wells Way/Albany Road junction



Eastern arm of Wells Way/Albany Road junction

- At the Eastern and Western arms of the junction of Thurlow Street/Albany Road. The absence of crossings means that pedestrians coming from Thurlow Street and desiring to reach the south side of Albany Road face a detour to the north and west.

4.4 Public Transport Waiting Areas

4.4.1 Table 4.3 provides a summary of the scores for the six Public Transport Waiting Areas assessed.

Table 4.3: PERS scores for Public Transport Waiting Areas

Ref	Public Transport Waiting Area	Total Score	Percent of Max Score	RAG Colour
PT11	Albany Road, North Side, between Chumleigh Street and Wells Way, Bus Stop O	41	32	Green
PT12	Albany Road, South Side, between Chumleigh Street and Wells Way, Bus Stop P	38	30	Green
PT13	Albany Road, South Side, between Portland Road and Bradenham Close, Bus Stop W	44	34	Green
PT14	Albany Road, North Side, between Portland Road and Bradenham Close, Bus Stop Q	40	30	Green
PT15	Albany Road, North Side, between Camberwell Road and Bradenham Close, Bus Stop P	71	31	Green
PT16	Albany Road, South Side, between Camberwell Road and Bradenham Close, Bus Stop R	71	55	Green

4.4.2 All PTWAs received a green rating, from 30% to 55%, meaning that they perform well in general.

4.4.3 However, it should be kept in mind that Albany Road performed poorly in term of perceptions of safety, especially at night. No pedestrian lighting is provided near PTWA 12 and in cases where street lighting is located (near PTWAs 11, 13, and 16), they are positioned too high to provide sufficient lighting for waiting passengers.

4.4.4 The photograph below of PTWA 12 shows the necessity of providing pedestrian lighting when there are no active frontages.

Plate 7 – PTWA Ref PT12

PT12 – Absence of lighting or an active frontage

5 Thurlow Street

5.1 Street Characteristics Overview

5.1.1 Thurlow Street is differentiated from the parallel Portland Street, by the presence of large scale social housing contained within blocks. Thurlow Street could be considered as a deprived area, due to the poor quality of the residences which comprise of buildings between 8 and 10 storeys.

5.1.2 Thurlow Street is a two way street with single lanes in each direction. For the majority of its length, the street is lined with mature trees.

Plate 8 – Thurlow Street

Street characteristics at Thurlow Street

5.2 Links

5.2.1 Table 5.1 provides a summary of the scores for the 4 links assessed.

Table 5.1: PERS scores for links

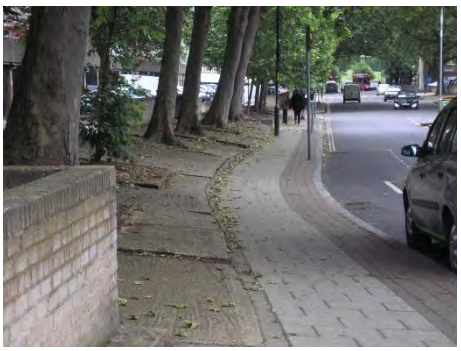
Ref	Link	Total Score	Percent of Max Score	RAG Colour
L4	Thurlow Street, East Side, between Albany Road and North of Alsace Road	73	46	Green
L5	Thurlow Street, West Side, between Albany Road and Inville Road	59	37	Green
L6	Thurlow Street, West Side, between East Street and Inville Road	47	29	Green
L7	Thurlow Street, East Side, between East Street and North of Alsace Road	13	8	Amber

5.2.2 One out of four links received an amber rating (8%). Details of this link are provided as follows.

L7 - East Side of Thurlow Street, between East Street and North of Alsace Road

5.2.3 Link 7 received an amber rating mainly due to the absence of pedestrian lighting, and significant gradient concerns. These issues included presence of crossfalls and undulations. Link 7 also scored poorly in term of signage provision.

Plate 9 – Link Ref L7



L7 – Absence of pedestrian lighting

5.2.4 As outlined in the street characteristics overview section, the environment on Thurlow Street could be characterised as having a poor quality built environment. The quality of street frontages and materials used are poor and there is a lack of a sense of place. There is a lack of activity on the street which would have the potential to improve the sense of safety.

5.3 Crossings

5.3.1 Table 5.2 provides a summary of the scores for the 5 crossings assessed.

Table 5.2: PERS scores for Crossings

Ref	Crossings	Total Score	Percent of Max Score	RAG Colour
C14	Thurlow Street, North of Beaconfield Road	77	64	Green
C15	Thurlow Street, South of Inville Road	71	59	Green
C16	Inville Road/Thurlow Street	56	47	Green
C17	Thrulow Street, adjacent to the Phamarcy	88	73	Green
C18	Thrulow Street/the Pharmacy	70	58	Green

5.3.2 All crossings received a green rating, from 47% to 73%, meaning that they perform well in general. Despite the matters raised regarding Thurlow Street, the pedestrian crossing infrastructure is satisfactory. No specific issue needs to be detailed.

5.4 Public Transport Waiting Areas

5.4.1 Table 5.3 provides a summary of the scores for the 3 PTWAs assessed.

Table 5.3: PERS scores for Public Transport Waiting Area

Ref	Public Transport Waiting Area	Total Score	Percent of Max Score	RAG Colour
PT4	Thurlow Street, East Side, North of Beaconfield road, Bus Stop M	8	6	Amber
PT5	Thurlow Street, West Side, North of Beaconfield road, Bus Stop A	11	9	Amber
PT6	Thurlow Street, West Side, South of East Street, Bus Stop B	77	60	Green

5.4.2 Two out of three PTWAs received an amber rating on Thurlow Street (6% and 9%). These two PTWAs are the only ones to receive an amber rating within the PERS Audit area. Details are provided below.

PT4 and PT5 – Bus stops M and A, East and West Sides of Thurlow Street, North of Beaconsfield Road

5.4.3 Public Transport Waiting Areas 4 and 5 received amber ratings mainly due to the environment rather the infrastructure itself. Indeed, shelters, seats, and timetable information are provided, although the environment received an average score due to an absence of lighting, of surveillance (informal and formal), and because of the low quality built environment surrounding the stops.

Plate 10 – PT4 and PT5

PT4 – Perception of unsafety: absence of lighting and of surveillance (informal and formal)

PT5 – Perception of unsafety: absence of lighting and of surveillance (informal and formal)

6 Portland Street

6.1 Street Characteristics Overview

6.1.1 Portland Street could be characterised as a quiet residential street with private frontages. The Michael Faraday Primary School is located north of Hopwood Road. It was noted to provide a safe and convivial environment, with the exception of the section between Hopwood Road and Albany Road, which is detailed below.

6.2 Links

6.2.1 Table 6.1 provides a summary of the scores for the 7 links assessed.

Table 6.1: PERS scores for links

Ref	Link	Total Score	Percent of Max Score	RAG Colour
L20	Portand Street, East Side, between East Street and Wooler Street	85	53	Green
L21	Portand Street, East Side, between Merrow Street and Wooler Street	94	59	Green
L22	Portand Street, West Side, between Hopwood Road and Wooler Street	96	60	Green
L23	Portand Street, East Side, between Merrow Street and Roland Way	70	44	Green
L24	Portand Street, East Side, between Hopwood Road and Roland Way	87	54	Green
L25	Portand Street, West Side, between Hopwood Road and Albany Road	1	1	Amber
L26	Portand Street, East Side, between Hopwood Road and Albany Road	-2	-2	Amber

6.2.2 Two out of seven links received an amber rating. As expected, the two links are located between Hopwood Road and Albany Road. They received the lowest rating (-2% and 1%) among the links assessed within the PERS Audit area. These links are detailed below.

L25 - West Side of Portland Street, between Hopwood Road and Albany Road

6.2.3 Links 25 scored poorly (1%) due to a lack of effective width, the presence of obstructions, and a low environment.

6.2.4 As it can be seen in Plate 11, the foundations of a pedestrian bridge have been placed on the pavement, reducing the effective width to less than 1m. The effective width is also reduced by obstructions (parking regulation signs) which are not aligned. The pavement quality is deteriorated by tree root growth which creates undulations.

Plate 11 – Link Ref 25

L25 – Reduction of the effective width: foundations of a pedestrian bridge placed on the pavement

L25 – Reduction of the effective width: non-aligned obstructions

L25 – Undulations/gaps due to tree root growth

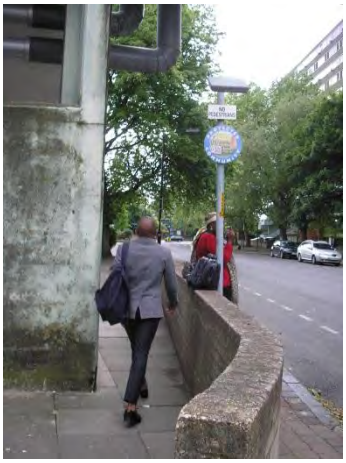
6.2.5 The environment also scored poorly due to the low quality of adjacent buildings without active frontages. No pedestrian lighting was provided.

L26 - East Side of Portland Street, between Hopwood Road and Albany Road

6.2.6 Links 26 scored poorly (-2%), mainly attributed to a lack of permeability, effective width and the presence of a low quality environment.

6.2.7 As the pictures below show, the pavement width was less than 1m at two critical points. Accessibility issues are also raised due to a low quality paving and the absence of pedestrian lighting. The quality of the environment is low, with an absence of street activity, lighting and a poor quality urban environment. Pedestrian desire lines are also obstructed by walls, which has the effect of reducing levels of perceived personal security.

Plate 12 – Link Ref L26



L26 – Reduction of the pavement width

L26 – Sightlines obscured

L26 – Poor paving quality

L26 – Absence of lighting and presence of a wall acting as a pedestrian barrier

L26 – Poor quality of the buildings and presence of a wall acting as a pedestrian barrier

6.3 Crossings

6.3.1 Table 6.2 provides a summary of the scores for the 12 crossings assessed.

Table 6.2: PERS scores for Crossings

Ref	Crossings	Total Score	Percent of Max Score	RAG Colour
C36	Portland Street, North of Trafalgar Street	69	57	Green
C37	Wooler Street/Portland Street	65	54	Green
C38	Portland Street, South of Wooler Street	87	72	Green

C39	Liverpool Grove/Portland Street	80	67	Green
C40	Burton Grove/Portland Street	63	52	Green
C41	Merrow Street/Portland Street - East	68	57	Green
C42	Portland Street, North of Merrow Street	73	61	Green
C43	Merrow Street/Portland Street - West	70	58	Green
C44	Roland Way/Portland Street	67	56	Green
C45	Sondes Street/Portland Street	76	63	Green
C46	Portland Street, North of Hopwood Road	98	82	Green
C47	Hopwood Road/Portland Street	70	58	Green

6.3.2 All crossings received a green score, from 52% to 82%, meaning that they perform well in general.

6.3.3 However, some issues were identified in terms of surface quality for 4 crossings (C35, C37, C40, and C41), mainly because of a change in materials. These crossings are located on the eastern side of Portland Street between Trafalgar Street and Merrow Street.

Plate 13 – Low quality surfacing, Crossings C35, C37, C40, and C41

C35 – Poor surface quality due to lack of maintenance

C37 – Poor surface quality due to lack of maintenance

C40 – Poor surface quality due to inadequate reinstatement of materials

C41 – Poor surface quality due to lack of maintenance

6.3.4 Crossing 47, at the junction of Hopwood Road/Portland Street, has the same surface quality issues due to the presence of utilities and the inadequate reinstatement of materials as shown in the photograph below.

Plate 14 – Crossing Ref C47

C47 – Poor surface quality due to inadequate reinstatement of materials

7 Camberwell Road/Walworth Road

7.1 Street Characteristics Overview

7.1.1 The section of Camberwell Road and Walworth Road, between Albany Road and East Street, present the characteristics of a High Street. The land use predominantly comprised of shops and food retailers. An high level of pedestrian activity was observed on Friday 23th and Wednesday 28th of May.

7.1.2 Most of this section of road included two dedicated bus lanes, which with the shops, resulted in a busy pedestrian environment.

7.2 Links

7.2.1 Table 7.1 provides a summary of the scores for the 4 links assessed.

Table 7.1: PERS scores for links

Ref	Link	Total Score	Percent of Max Score	RAG Colour
L37	Camberwell Road/Walworth Road, East Side, between Albany Road and Merrow Street	84	52	Green
L38	Walworth Road, East Side, between Merrow Street and East Street	91	57	Green
L39	Camberwell Road, West Side, between Urlwin Street and John Ruskin Street	73	46	Green
L40	Camberwell Road, West Side, between East Street and John Ruskin Street	78	49	Green

7.2.2 All links received a green rating, from 46% to 57%, meaning that they perform well in general. Because of the presence of PTWAs, footway width is narrow in places resulting in increased pedestrian flow. However, the evaluation demonstrated that it did not have a significant impact on pedestrian amenity.

7.2.3 However, given the High Street character of the road, the number of rest points was considered to be low, particularly on the eastern side where there were only two benches.

7.3 Crossings

7.3.1 Table 7.2 provides a summary of the scores for the 21 crossings assessed.

Table 7.2: PERS scores for Crossings

Ref	Crossings	Total Score	Percent of Max Score	RAG Colour
C57	Albany Road/Camberwell Road/Urlwin Street - East	86	72	Green
C58	Albany Road/Camberwell Road/Urlwin Street - South	78	65	Green
C59	Albany Road/Camberwell Road/Urlwin Street - West	74	62	Green
C60	Albany Road/Camberwell Road/Urlwin Street - North	74	62	Green
C61	Boundary Lane/Camberwell Road	93	78	Green
C62	Grosvenor Terrace/Camberwell Road	53	44	Green
C63	Camberwell Road, between Grosvenor Terrace and John Ruskin Street	71	59	Green
C64	John Ruskin Street/Camberwell Road	81	68	Green
C65	Boyson Road/Camberwell Road	93	78	Green
C66	Walworth Road, between Fielding Street and Merrow Street	87	72	Green
C67	Merrow Street/Walworth Road	90	75	Green
C68	Fielding Street/Walworth Road	90	75	Green
C69	Arnside Street/Walworth Road	78	65	Green
C70	Westmoreland Road/Walworth Road	93	78	Green
C71	East Street/Walworth Road	97	81	Green
C72	Carter Place/Walworth Road	91	76	Green
C73	Sutherland Walk/Walworth Road	91	76	Green
C74	Macleod Street/Walworth Road	91	76	Green
C75	Liverpool Grove/Walworth Road	91	76	Green
C76	Cadiz Street/Walworth Road	88	73	Green
C77	Walworth Road, between Sutherland Walk and Cadiz Street	93	78	Green

7.3.2 All crossings assessed received a green rating, from 44% to 81%. They received the highest scores within the overall PERS Audit area. These crossings achieve the level of accessibility and performance required given the status of the street.

7.3.3 One crossing was not accessible at the time of the assessment.

7.3.4 More crossing points between the eastern and western sides could be implemented, especially in the southern extent of Walworth Road. Several informal crossing points exist in the north part of Walworth Road which compensate for the lack of formal crossing facilities.

7.3.5 One crossing (crossing Ref 62) was noted to have insufficient drainage at the time of the assessment. This crossing scored positively (green, 44%) but this issue is raised as a matter that affects pedestrian amenity.

Plate 15 – Crossing Ref C62

C62 – Drainage issue

7.4 Public Transport Waiting Area

7.4.1 Table 7.3 provides a summary of the scores for the 7 PTWAs assessed.

Table 7.3: PERS scores for Public Transport Waiting Area

Ref	Public Transport Waiting Area	Total Score	Percent of Max Score	RAG Colour
PT17	Camberwell Road, West Side, between John Ruskin Street and Fielding Street, Bus Stop M	66	52	Green
PT18	Walworth Road, East Side, between Merrow Street and Arnside Street, Bus Stop K	61	48	Green
PT19	Walworth Road, East Side, between Merrow Street and Liverpool Grove, Bus Stop J	93	73	Green
PT20	Walworth Road, West Side, between Sutherland Walk and Carter Place, Bus Stop H	69	54	Green
PT21	Walworth Road, West Side, between Penrose Street and Carter Place, Bus Stop G	75	59	Green
PT22	Walworth Road, North East Side, between East Street and Cadiz Street, Bus Stop F	78	61	Green
PT23	Walworth Road, South East Side, between East Street and Cadiz Street, Bus Stop E	78	61	Green

7.4.2 All PTWAs assessed received a green rating, from 48% to 73%, meaning that they were considered to be positive overall. Indeed, six out of seven PTWAs provided shelters with seats and four out of seven provided real time information.

7.4.3 An issue raised for two PTWAs was the conflicting movement identified between walking pedestrians and standing passengers as shown on the pictures below. However, it was evaluated that this did not significantly impact pedestrian amenity.

Plate 16 – Conflict between walking pedestrians and standing passengers

PT20 - Conflict between walking pedestrians and standing passengers

PT22 - Conflict between walking pedestrians and standing passengers

8 East Street – between Dawes Street and Old Kent Road

8.1 Street Characteristics Overview

8.1.1 The section of East Street between Dawes Street and Old Kent Road was mainly residential, with the exception of the links between Thurlow Street and Elsted Street, where there were a number of food stores. The street had a relatively low volume of pedestrian activity.

8.2 Links

8.2.1 Table 8.1 provides a summary of the scores for the 7 links assessed.

Table 8.1: PERS scores for links

Ref	Link	Total Score	Percent of Max Score	RAG Colour
L8	East Street, South Side, between Exon Street and Thurlow Street	83	52	Green
L9	East Street, North Side, between Beckway Street and Thurlow Street	82	51	Green
L10	East Street, North Side, between Beckway Street and Stanford Place	50	31	Green
L11	East Street, South Side, between Exon Street and Old Kent Road	53	33	Green
L12	East Street, North Side, between Old Kent Road and Stanford Place	41	26	Amber
L41	East Street, North Side, between Dawes Street and Thurlow Street	75	47	Green
L42	East Street, South Side, between Dawes Street and Thurlow Street	66	41	Green

8.2.2 Only one link received an amber rating (26%) and is detailed below.

L12 – North Side of East Street, between Old Kent Road and Stanford Place

8.2.3 This link scored poorly in terms of legibility, lighting, and perceived personal security. It was noted that there was a lack of signage provision and information as well as pedestrian lighting. The potential for anti-social behaviour was also noted, with people loitering and drinking on the street.

Plate 17 – Link Ref L12

L12 – Lack of pedestrian lighting

8.3 Crossings

8.3.1 Table 8.2 provides a summary of the scores for the 11 crossings assessed.

Table 8.2: PERS scores for Crossings

Ref	Crossings	Total Score	Percent of Max Score	RAG Colour
C19	East Street, South of Flint Street	94	78	Green
C20	Thurlow Street, South of East Street	90	75	Green
C21	East Street, East of Thurslow Street	94	78	Green
C22	Elsted Street/East Street	87	72	Green
C23	East Street, East of Elsted Street	91	76	Green
C24	Sedan way/East Street	45	38	Green
C25	Beckway Street /East Street	70	58	Green
C26	Ekon Street /East Street	67	56	Green
C27	Congreve Street/East Street	62	52	Green
C33 A	Dawes Street/East Street - South	2	2	Amber
C34	Dawes Street/East Street - North	5	4	Amber

8.3.2 An amber rating (2% and 4%) was given to two crossings which are the only crossings to receive an amber rating within the PERS Audit area. They are detailed below.

C33bis and C34 – Dawes Street/ East Street

8.3.3 These crossings scored poorly mainly due to concerns regarding performance, legibility (particularly for sensory impaired people), and surface quality.

8.3.4 As the pictures show, no tactile information is provided and no colour contrast is present. Dropped kerbs are provided but the pavement is deteriorated due to inadequate reinstatement of materials and the presence of utilities. Moreover, dropped kerbs of both sides of the street do not align, resulting in difficulty in orientation. The surface quality is also very poor on the road itself, with presence of gaps between materials.

8.3.5 It was also noted during the time of the visit that vehicles passed these crossings at speed, thus detracting from the pedestrian environment.

8.3.6 These crossings represent the eastern entrance of the market area. It is therefore important that they are fully accessible and of good quality.

Plate 18 – Crossings Ref C33bis and C34

C33A – Absence of tactile information and evidence of neglect

C33A – Presence of utilities on the pavement

C34 – Presence of utilities on the pavement

8.4 Public Transport Waiting Area

8.4.1 Table 8.3 provides a summary of the scores for the 4 PTWAs assessed.

Table 8.3: PERS scores for Public Transport Waiting Area

Ref	Public Transport Waiting Area	Total Score	Percent of Max Score	RAG Colour
PT7	East Street, North Side, between Thurlow Street and Sedan Way, Bus Stop D	69	54	Green
PT8	East Street, North Side, between Beckway Street and Congreve Street, Bus Stop E	57	45	Green
PT9	East Street, North Side, between Old Kent Road and Congreve Street, Bus Stop H	38	30	Green
PT10	East Street, South Side, between Exon Street and Old Kent Road, Bus Stop J	47	37	Green

8.4.2 All PTWAs assessed received a green rating, from 30% to 54%, meaning that they perform well in general. No specific issues were identified that require further explanation.

9 Old Kent Road

9.1 Street Characteristics Overview

9.1.1 Old Kent Road is a principal traffic route into London, and is therefore characterised by the priority given to vehicle traffic. Old Kent Road is a route with two lanes each way between East Street and Dunton Road, and three lanes each way between Albany Road and Dunton Road. This results in delays for pedestrians that navigate the crossings which in some cases will not follow desire lines. The land use is mainly food shops and retail.

9.2 Links

9.2.1 Table 9.1 provides a summary of the scores for the 6 links assessed.

Table 9.1: PERS scores for links

Ref	Link	Total Score	Percent of Max Score	RAG Colour
L13	Old Kent Road, West Side, between East Street and Surrey Square	92	57	Green
L14	Old Kent Road, East Side, between Hendre Road and Penry Street	77	48	Green
L15	Old Kent Road, West Side, between Kinglake Street and Surrey Square	13	8	Amber
L16	Old Kent Road, East Side, between Dunton Road and Penry Street	21	13	Amber
L17	Old Kent Road, East Side, between Dunton Road and Humphrey Street	96	60	Green
L18	Old Kent Road, West Side, between Kinglake Street and Albany Road	83	52	Green

9.2.2 Two out of six crossings received an amber rating (8 and 13%). Details are given below.

L15 and L16 – West and East side of Old Kent Road, between Dunton Road and Penry Street

9.2.3 Links 15 and 16 scored poorly in term of obstructions, lighting, and quality of the environment. Link 15 also scored poorly in term of personal security and maintenance.

9.2.4 Numerous obstructions such as road signs, commercial waste bins, and shop advertisements are located on the links. In many cases, these obstructions were not aligned. No pedestrian lighting is provided or information for pedestrians. The links represent generous footway provision, although improved maintenance on the part of the Highway Authority would be expected.

Plate 19 – Link Ref L15

L15 – Obstructions on the footway

L15 – Road sign located on the pavement

L15 – Lack of effective maintenance

9.2.5 These links were recorded as having a poor quality of environment. Traffic and noise levels associated with the presence of local buses and private vehicles, as well as the poor quality of the local setting, resulted in a lack of a sense of place.

9.2.6 Due to a lack of adequate lighting, the presence of loitering, link 15 had a low perceived level of personal security.

9.3 Crossings

9.3.1 Table 9.2 provides a summary of the scores for the 17 crossings assessed.

Table 9.2: PERS scores for Crossings

Ref	Crossings	Total Score	Percent of Max Score	RAG Colour
C1	Old Kent Road, North of Marcia Road	43	36	Green
C2	East Road, east of Congreve Street	66	55	Green
C3	Surrey Square/Old Kent Road	77	64	Green
C4	Madron Street/Old Kent Road	61	51	Green

C5	Kinglake Street/Old Kent Road	87	72	Green
C6	Mina Road/Old Kent Road	85	71	Green
C7	Humphrey Street/Old Kent Road/Albany Road - East	49	41	Green
C8	Humphrey Street/Old Kent Road/Albany Road - South	57	48	Green
C9	Humphrey Street/Old Kent Road/Albany Road - West	54	45	Green
C10	Humphrey Street/Old Kent Road/Albany Road - North	57	48	Green
C28	Hendre Road/Old Kent Road	84	70	Green
C29	Marcia Road/Old Kent Road	91	76	Green
C30	Penry Street/Old Kent Road	71	59	Green
C31	Old Kent Road, South of Penry Street	71	59	Green
C32	Old Kent Road/Dunton Road	51	42	Green
C33	Old Kent Road South of Dunton Road	43	36	Green
C78	Shorncliffe Road/Old Kent Road	71	59	Green

9.3.2 All crossings assessed received a green rating, from 36% to 76%, meaning that they perform well in general.

9.3.3 However there is scope for improvement in terms of drainage for two crossings (C1 and C4) as shown in Plate 20. Moreover, surfaces of crossings C1 and C4 lack consistency.

Plate 20 – Drainage issue and lack of surface consistency (Crossings Ref C1 and C4)

C1 – Lack of consistency of the surface

C1 – Drainage issue

C4 – Lack of consistency of the surface and drainage issue

9.3.4 Problems relating to the lack of surface consistency are also raised for crossing Ref C31. Moreover, presence of utilities impacts the quality of the crossing surface.

Plate 21 – Crossings Ref C31 and C33

C31 – Lack of consistency in materials

C33 – Presence of utilities

9.3.5 Old Kent Road is dominated by vehicle traffic, therefore pedestrians encounter delays at junctions. This is particularly the case of the junction with Dunton Road and the junction with Albany Road. Pedestrians use two or three crossings and refuges, with the result that the junction layout considerably increases the distance travelled by pedestrians.

Plate 22 – Crossings Ref C32 and Ref C7

C32 – Junction with Dunton Road

C7 – Junction with Albany Road

9.4 Public Transport Waiting Area

9.4.1 Table 9.3 provides a summary of the scores for the 3 PTWAs assessed.

Table 9.3: PERS scores for Public Transport Waiting Areas

Ref	Public Transport Waiting Area	Total Score	Percent of Max Score	RAG Colour
PT1	Old Kent Road, West Side, Bus Stop near Tesco (WN)	45	35	Green
PT2	Old Kent Road, North East Side, Bus Stop near Tesco (EB)	48	38	Green
PT3	Old Kent Road, South East Side, Bus Stop near Tesco (EC)	60	47	Green

9.4.2 All PTWAs assessed received a green rating, from 35% to 47%, meaning that they performed well in general.

9.4.3 However, PTWA capacity concerns were noted at Ref PT1. Passengers were observed queuing outside of the shelter. The photograph in Plate 23 was taken from the opposite side of the road. All pedestrians shown on the photograph were waiting for the bus.

Plate 23 – PT1

PT1 – Capacity issue

10 East Street – Market area

10.1.1 The market area is located on East Street, between Walworth Road and Dawes Street. This is a pedestrian street and was assessed using the Public Space Assessment form as it is a place for social activities. The market is open from Tuesday to Friday (8am-5pm), Saturday (8am-6.30pm), and Sunday (8am-2pm). It is closed on Monday.

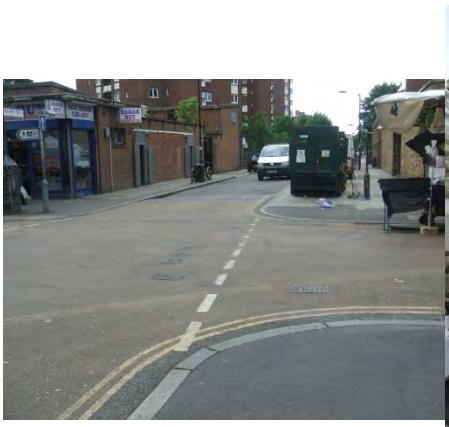
Table 10.1: PERS score for Public Space

Ref	Public Space	Total Score	Percent of Max Score	RAG Colour
PS1	East Street Market Area	36	30	Green

10.1.2 This public space scored amber (36, 22%) mostly due to issues in ease of movement. Maps and signage are also missing. However, East market scored well in term of opportunity for activity, sense of place, and personal safety.

10.1.3 This section is characterised by a good quality of the surface material. The surface is smooth and flat with very few trip hazards. The intersection with Portland Street is at street level which ensures continuity in road level for pedestrians. The area has been evaluated as highly accessible.

Plate 24 – Market area



Crossing at street level

Stalls

Smooth and flat surface

11 Summary and Conclusion

11.1 Summary

11.1.1 A total of 146 items were reviewed including 42 links, 80 crossings, 23 Public Transport Waiting Areas and one Public Space. The resulting scores comprised 130 items classed as 'green' (positive overall) and 15 items classed as 'amber' (average overall). One item did not receive a score due to a temporary closure. This was a crossing on Walworth Road, south of the junction with Westmoreland Road.

11.1.2 Of the 42 assessed links, 31 were classed as 'green' links and were positive overall providing good quality surfacing for all footway users. 11 were classed as 'amber' and considered to be average overall. Mitigation is considered necessary for one of these 2 links and recommendations are made further below.

11.1.3 Of the 80 crossings assessed, 78 were classed as positive, with adequate facilities such as push buttons, rotating cones, dropped kerbing, and tactile warnings. 2 were classed as 'amber'. Mitigation is considered necessary for these two crossings and recommendations are made below.

11.1.4 Of the 23 PTWA's, 21 were classed as green (positive overall) and therefore with no general or specific reasons for the waiting areas to be improved and consequently without need for mitigation. 2 were classed as amber, with a principal reason for this being congested waiting areas.

11.1.5 The Market Area at East Street was considered to represent a positive environment overall.

11.2 Recommendations and Mitigation

11.2.1 Based on the results of the PERS Audit, the following recommendations can be made:

- Pedestrian lighting should be more frequent, especially in streets without active frontages. This is particularly the case for Albany Road. Moreover, sufficient lighting should be provided near PTWAs.
- An increased number of rest points should be provided, with frequent positioning on the main routes within the study area.
- Improvements at Portland Street, between Hopwood Road and Albany Road could include the removal of a wall that reduces pedestrian space, or the design of a new pedestrian route on the eastern side.
- Crossings at signal junctions on Albany Road at Portland Street, Wells Way and Thurlow Street, despite having 'green' scores have multiple crossing stages for pedestrians that increase pedestrian delay. Opportunities to simplify crossing movements should be explored.
- Mitigation measures are also recommended for Dawes Street/East Street junction, where there is a lack of pedestrian crossing facilities. This would improve the accessibility of the market area.

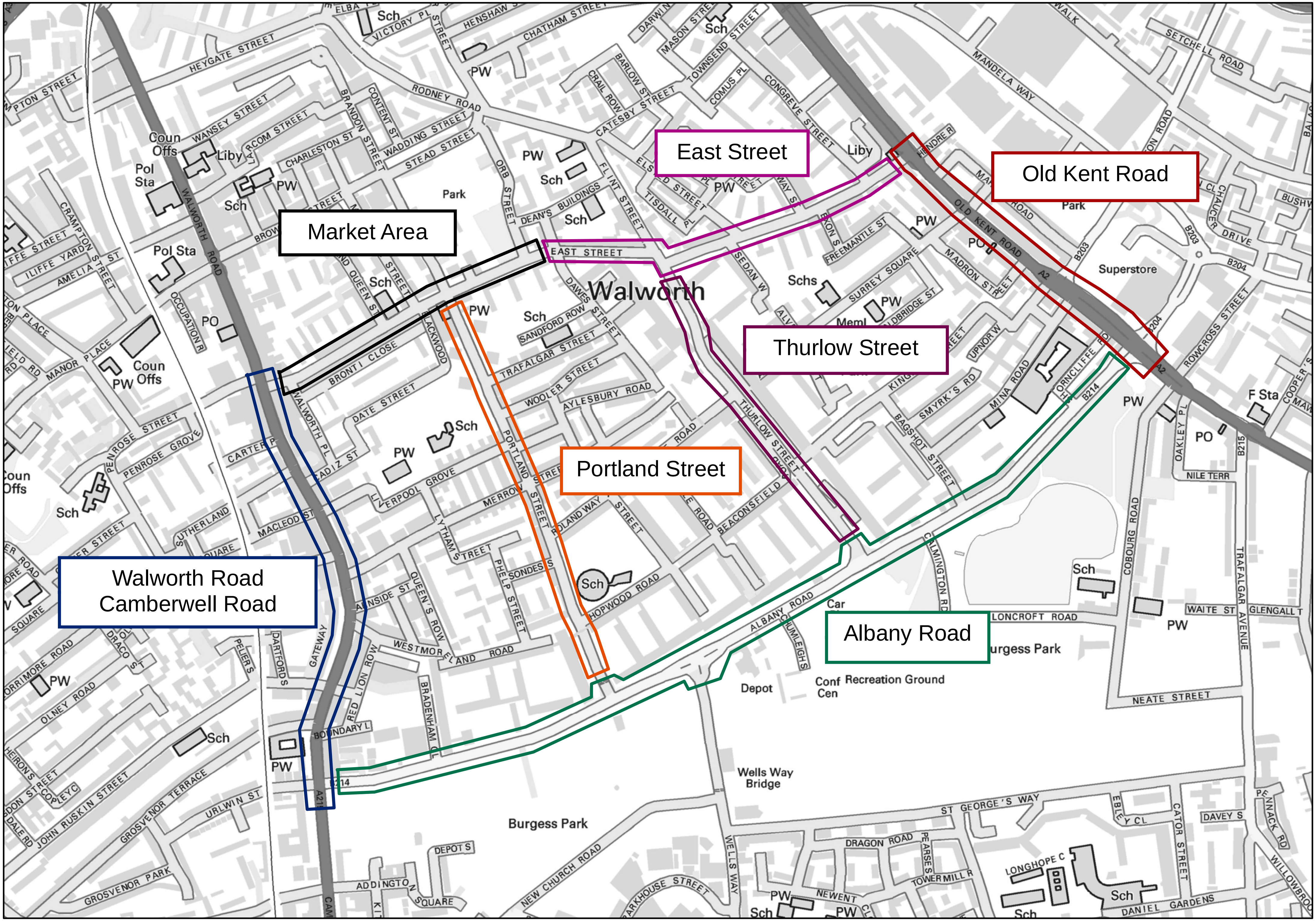
11.3 Conclusion

11.3.1 The scores demonstrate that overall, there were few significant issues highlighted by the PERS Audit in the study area. The overall pedestrian environment in the wider area assessed was generally positive, adequately maintained and of an appropriate quality. The provision of good quality crossings was identified as a positive feature of the study area.

11.3.2 Very few issues were related to the infrastructure itself. The lower scores generally resulted from instances where the quality of the environment was low, rather than from issues relating to design.

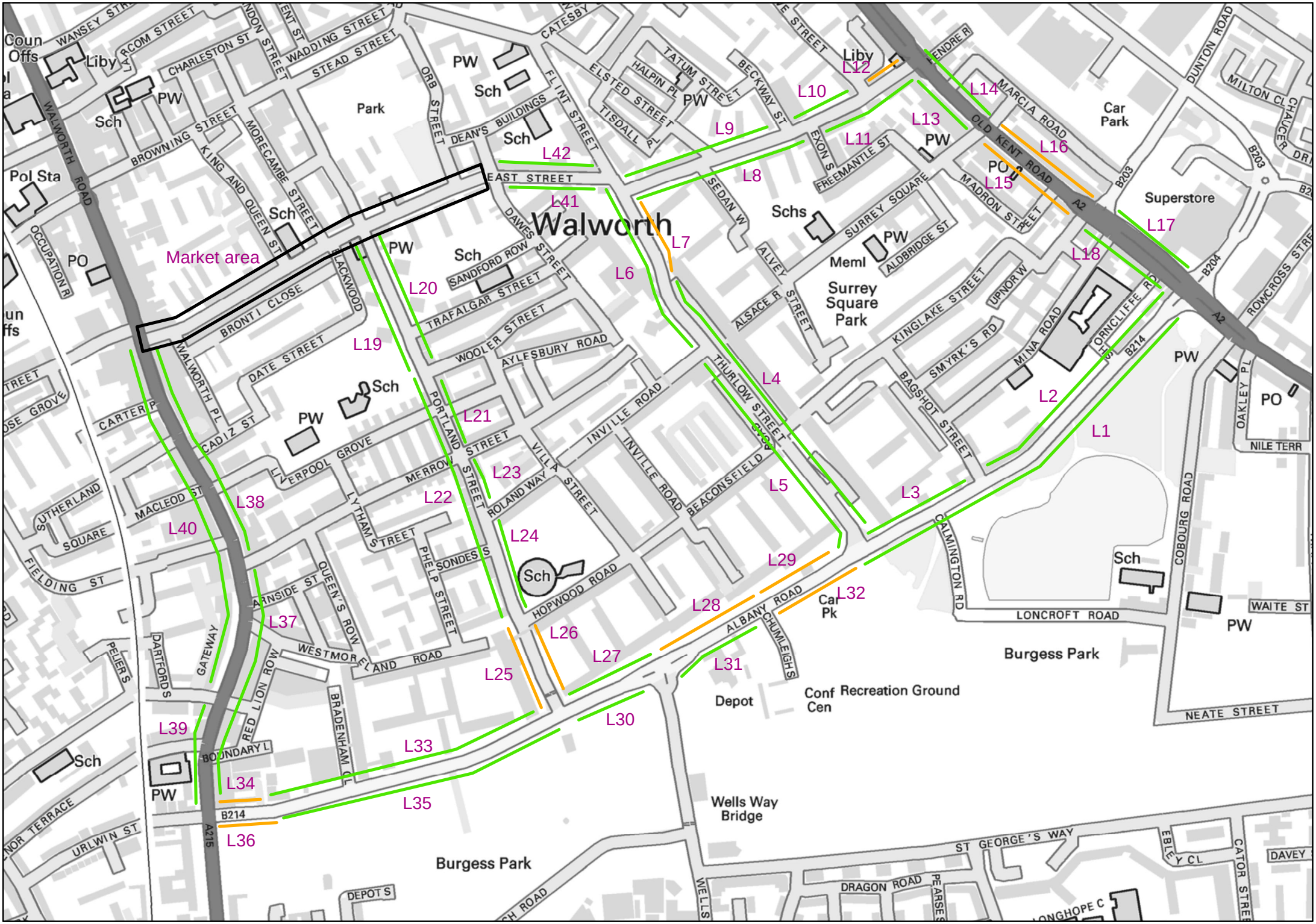
Appendices

Appendix EA Site Location Plan



East Street
Old Kent Road
Market Area
Thurlow Street
Portland Street
Walworth Road
Camberwell Road
Albany Road
Walworth
Burgess Park
Wells Way
Bridge
Recreation Ground
Depot
Superstore

Appendix EB PERS Audit Links Plan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Burgess Park
Wells Way Bridge
Superstore
Car Park
Recreation Ground
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Park
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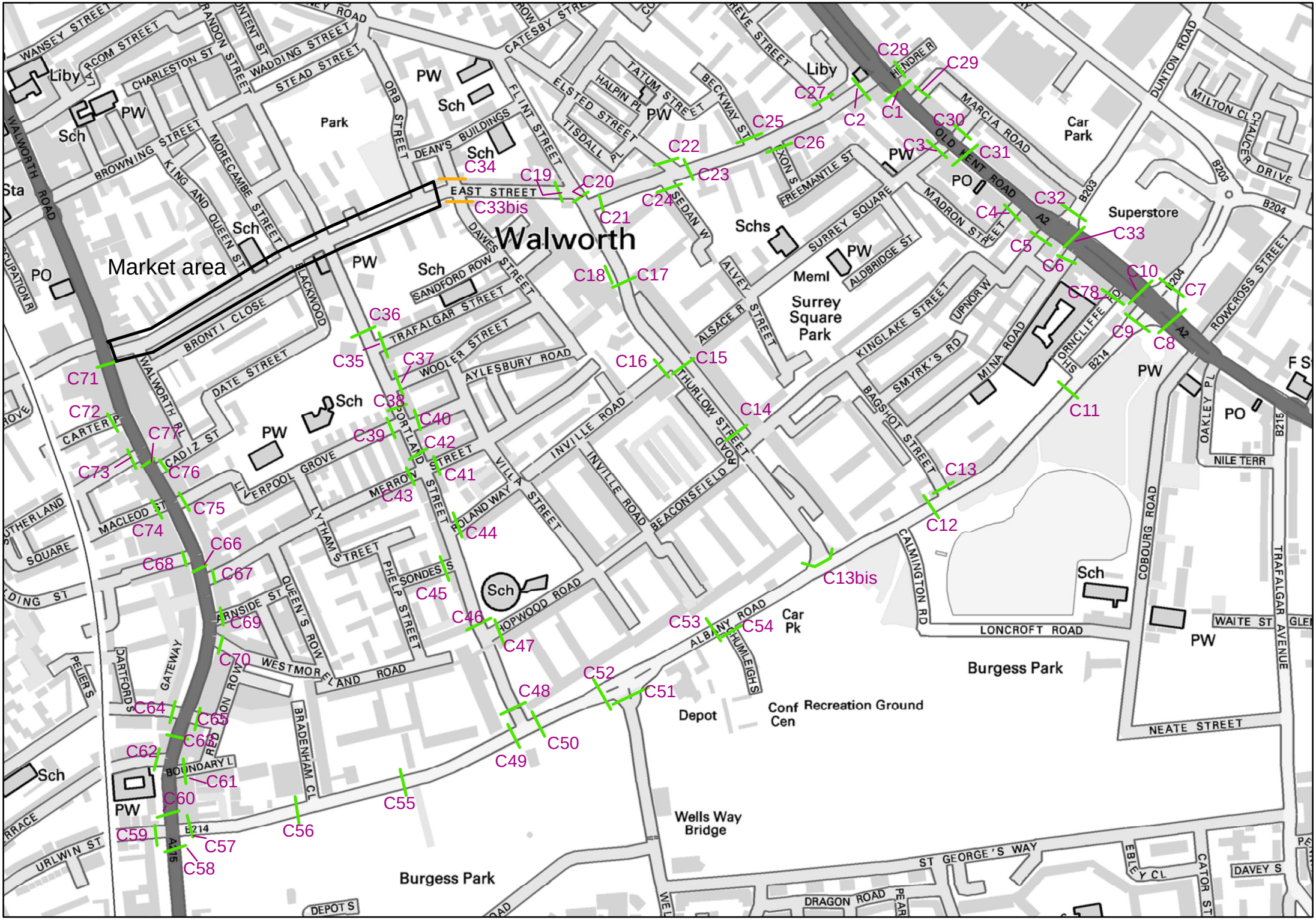
L40
L41
L42
WALWORTH ROAD
EAST STREET
ALBANY ROAD
OLD KENT ROAD
LONCROFT ROAD
NEATE STREET
ST GEORGE'S WAY
B214
A2
A215
B204
B203

Appendix EC PERS Audit Crossing and PTWA Plan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EAST STREET
WALWORTH ROAD
BRONTI CLOSE
DATE STREET
TRAFALGAR STREET
WOOLER STREET
AYLESBURY ROAD
SANDFORD ROW
DEAN'S BUILDINGS
FLINT STREET
ORB STREET
KING AND QUEEN ST
MORECAMBE STREET
BROWNING STREET
CHARLESTON ST
WADDING STREET
STEAD STREET
WANSEY STREET
LARCOM STREET
RANDON STREET
CATESBY STREET
TATUM STREET
HALPIN PL
ELSTED STREET
TISDALL PL
BECKWAY ST
REEVE STREET
DAWES STREET
SEDAN W
ALVEY STREET
ALSACE R
SURREY SQUARE
ALDBRIDGE ST
MADRON STREET
FREEMANTLE ST
EXON S
OLD KENT ROAD
MARCIA ROAD
DUNTON ROAD
MILTON CL
CHAUCER DRIVE
B203
B204
A2
ROWCROSS STREET
KINGLAKE STREET
UPNOR W
SMYRK'S RD
BAGSHOT STREET
MINA ROAD
ORNCLIFFE RD
B214
OAKLEY PL
NILE TERR
B215
THURLOW STREET ROAD
INVILLE ROAD
BEACONSFIELD
VILLA STREET
ROLAND WAY
PORTLAND STREET
MERROW ST
SONDES S
PHELP STREET
HOPWOOD ROAD
LYTHAM STREET
QUEEN'S ROW
ERNSIDE ST
WESTMORELAND ROAD
GATEWAY
DARTFORDS
PELIERS
BRADENHAM CL
BOUNDARY L
A215
E214
URLWIN ST
DEPOT S
CARTER R
CADIZ ST
LIVERPOOL GROVE
MACLEOD ST
SUTHERLAND SQUARE
CALMINGTON RD
COBOURG ROAD
LONCROFT ROAD
ALBANY ROAD
THUMLEIGHS
WAITE ST
NEATE STREET
TRAFALGAR AVENUE
ST GEORGE'S WAY
DRAGON ROAD
DAVEY S
EBLEY CL
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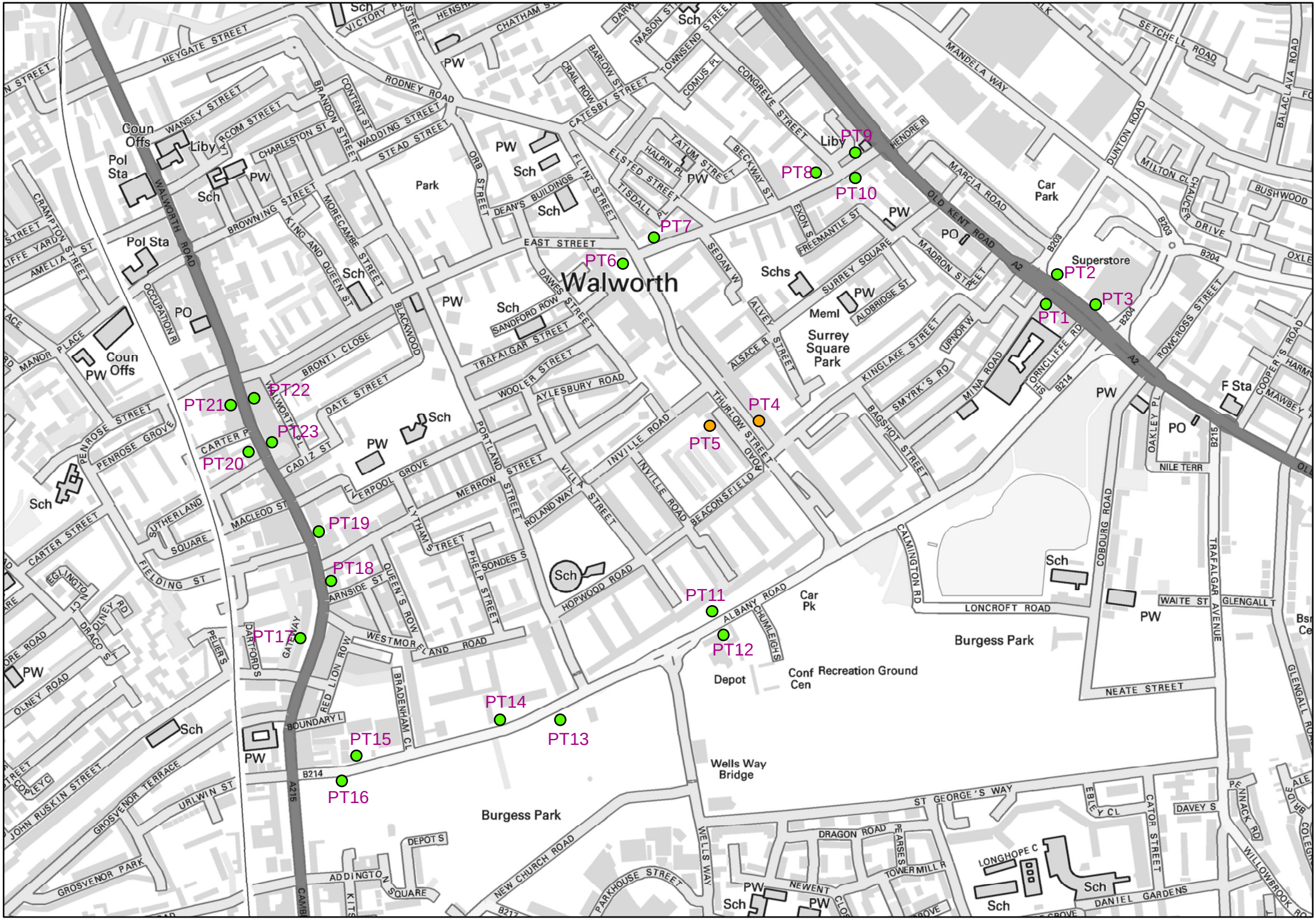
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Walworth
Surrey Square Park
Burgess Park
Wells Way Bridge
Recreation Ground
Superstore
Car Park
Car Pk
Depot
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Park
EAST STREET
WALWORTH ROAD
OLD KENT ROAD
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B214
B203
B204
B215
MANDELA WAY
ALBANY ROAD
LONCROFT ROAD
NEATE STREET
ST GEORGE'S WAY
TRAFALGAR AVENUE
COBOURG ROAD
CALMINGTON RD
HOPWOOD ROAD
BEACONSFIELD ROAD
THURLOW STREET
INVILLE ROAD
PORTLAND STREET
TRAFALGAR STREET
WOOLER STREET
AYLESBURY ROAD
SANDFORD ROW
SURREY SQUARE
ALDBRIDGE ST
MADRON STREET
ROWCROSS STREET
KINGLAKE STREET
SMYRK'S RD
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ALVEY STREET
SEDAN W
DEAN'S BUILDINGS
FLINT STREET
ORB STREET
ELSTED STREET
TISDALL PL
TATUM STREET
BECKWAY ST
EXON ST
FREEMANTLE ST
CONGREVE STREET
CATESBY STREET
TOWNSEND STREET
MASON ST
BARLOW STREET
CRAIL ROW
RODNEY ROAD
HEYGATE STREET
WANSEY STREET
CHARLESTON ST
STEAD STREET
WADDING STREET
BRANDON STREET
CONTENT ST
BROWNING STREET
KING AND QUEEN ST
MORECAMBE STREET
BLACKWOOD
BRONTI CLOSE
DATE STREET
CADIZ ST
LIVERPOOL GROVE
MERROW STREET
ROLAND WAY
LYTHAM STREET
PHELP STREET
SONDES S
QUEEN'S ROW
ARNSIDE ST
WESTMORELAND ROAD
RED LION ROW
BRADENHAM CL
BOUNDARY L
DARTFORD S
GATEWAY
MACLEOD ST
CARTER PL
CARTER STREET
PENROSE STREET
PENROSE GROVE
SUTHERLAND SQUARE
FIELDING ST
EGLINGTON CT
DRACO ST
OLNEY RD
OLNEY ROAD
PELIERS
GROSVENOR TERRACE
GROSVENOR PARK
URLWIN ST
JOHN RUSKIN STREET
ADDINGTON SQUARE
DEPOT S
NEW CHURCH ROAD
WELLS WAY
PARKHOUSE STREET
DRAGON ROAD
PEARSES
TOWER MILL R
NEWENT
LONGHOPE C
DANIEL GARDENS
CATOR STREET
EBLEY CL
DAVEY S
PENNACK RD
WILLOWBROOK RD
GLENGALL ROAD
WAITE ST
NILE TERR
OAKLEY PL
CORNCLIFFE RD
UPNOR W
MILTON CL
BUSHWOOD DRIVE
CHAUCER S
COOPER S ROAD
HARMSWORTH
MAWBEY
BALACLAVA ROAD
SETCHELL ROAD
DUNTON ROAD
HENDRE R
OCCUPATION R
MANOR PLACE
AMELIA STREET
CRAMPTON STREET
CLIFFE YARD
VICTORY PL
HENSHAW STREET
CHATHAM ST

Appendix ED Assessment Forms

Link Assessment Form

Location: Athenry Rd - S-E side, S side Aylesbury Est

Link Name: Athenry Rd S-E side - N S - S side

Link Ref: L1

Auditor: MA

Date: 22.5.14 Time: 11:11

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments +	Comments -
Effective width	Width for pedestrian flow	✓			+3	+ 2M width	
	Wheelchair accessibility	✓					
	All sections acceptable width	✓					
	Separation from traffic		✓				-
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines		✓		-4	+	
	Adequate capacity		✓				
	Level dropped/flush		✓				
	Gradient of drop		✓				-
	Consistency		✓				
	Frequency of dropped kerbs			✓			
Gradient	Severity	✓			+1	+	
	Steps/ramps	✓					
	Rest points	✓	✓				
	Undulations	✓					-
	Handrail provision		✓				
	Presence of crossfalls		✓				
Obstructions	Presence of obstructions	✓			+2	+	
	Location/alignment	✓					
	Overhead obstructions	✓					
	Tapering/opaque obstructions	✓					-
	Tactile warnings		✓				
	Sightline reduction		✓				
Permeability	Frequency of crossing points		✓		+1	+	
	Parked cars/physical barriers	✓					
	Traffic flow		✓				
	Dropped kerbs		✓				-
	Pedestrian barriers		✓				
	Sightlines	✓					
Legibility	Signage provision			✓	-1	+	
	Signage clarity			✓			
	Information boards			✓			
	Distances given on signs			✓			-
	Sightlines	✓					
	Built form aids navigation	✓					
Lighting	Intensity/frequency		✓		-1	+	
	Definition/colour		✓				
	Maintenance		✓				
	Context suitability			✓			-
	After-dark			✓			
	Obstructions	✓					

OTHER NOTES

Link Assessment Form

Location: Aylesbury Est — E of Paythorne St.

Link Name: Albany Rd – S-E side – N side.

Link Ref: L2

Auditor: MT

Date: 22.5.14 **Time:** 11:15

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments +	Comments -
Effective width	Width for pedestrian flow	✓			0		
	Wheelchair accessibility			✓		+	
	All sections acceptable width		✓				
	Separation from traffic		✓				
	Allowance for obstructions		✓				-
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines	✓			+1		
	Adequate capacity	✓				+	
	Level dropped/flush	✓					
	Gradient of drop	✓					
	Consistency	✓	✓				-
	Frequency of dropped kerbs			✓			
Gradient	Severity	✓			-2		
	Steps/ramps	✓				+	
	Rest points		✓				
	Undulations			✓			
	Handrail provision			✓			-
	Presence of crossfalls			✓			
Obstructions	Presence of obstructions		✓		+1		
	Location/alignment		✓			+	
	Overhead obstructions	✓					
	Tapering/opaque obstructions	✓					
	Tactile warnings		✓				-
	Sightline reduction	✓					
Permeability	Frequency of crossing points	✓			+1		
	Parked cars/physical barriers		✓			+	
	Traffic flow	✓					
	Dropped kerbs		✓				
	Pedestrian barriers		✓				-
	Sightlines	✓					
Legibility	Signage provision			✓	-1		
	Signage clarity			✓		+	
	Information boards			✓			
	Distances given on signs			✓			
	Sightlines	✓					-
	Built form aids navigation	✓					
Lighting	Intensity/frequency			✓	-2		
	Definition/colour			✓		+	
	Maintenance			✓			
	Context suitability	✓		✓			
	After-dark			✓			-
	Obstructions			✓			

OTHER NOTES

Link Assessment Form

Location: Appleby EA

Link Name: Appleby

Link Ref: L3

Auditor:

Date: 22.5.16 Time: 11.26

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow	✓			+2	+	2m + wide
	Wheelchair accessibility	✓					
	All sections acceptable width	✓					
	Separation from traffic	✓	✓			-	
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines		✓		0	+	
	Adequate capacity		✓				
	Level dropped/flush		✓				
	Gradient of drop		✓			-	
	Consistency		✓				
	Frequency of dropped kerbs		✓				
Gradient	Severity	✓			+2	+	
	Steps/ramps	✓					
	Rest points		✓			-	
	Undulations	✓					
	Handrail provision		✓				
	Presence of crossfalls	✓					
Obstructions	Presence of obstructions	✓			+3	+	
	Location/alignment	✓					
	Overhead obstructions	✓					
	Tapering/opaque obstructions	✓				-	
	Tactile warnings	✓					
	Sightline reduction	✓					
Permeability	Frequency of crossing points		✓		0	+	
	Parked cars/physical barriers		✓				
	Traffic flow		✓				
	Dropped kerbs		✓			-	
	Pedestrian barriers		✓				
	Sightlines	✓	✓				
Legibility	Signage provision			✓	-2	+	
	Signage clarity			✓			
	Information boards			✓			
	Distances given on signs			✓		-	
	Sightlines	✓		✓			
	Built form aids navigation	✓		✓			
Lighting	Intensity/frequency			✓	-2	+	
	Definition/colour			✓			
	Maintenance			✓			
	Context suitability			✓		-	
	After-dark			✓			
	Obstructions		✓				

OTHER NOTES

Link Assessment Form

Location: Ashley Ln Gate

Link Name: Thurlow St - S - ~~West~~ End - E Side

Link Ref: L4

Auditor: MS

Date: 22.5.14 Time: 11:32

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow	✓			+3	+	1.8-2m in + landscaping
	Wheelchair accessibility	✓					
	All sections acceptable width	✓					
	Separation from traffic	✓				-	
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines	✓			+1	+	
	Adequate capacity	✓					
	Level dropped/flush			✓		-	
	Gradient of drop			✓			
	Consistency	✓					
	Frequency of dropped kerbs	✓					
Gradient	Severity	✓			+1	+	
	Steps/ramps	✓					
	Rest points		✓			-	
	Undulations	✓					
	Handrail provision		✓				
	Presence of crossfalls		✓				
Obstructions	Presence of obstructions	✓			+3	+	
	Location/alignment	✓					
	Overhead obstructions	✓				-	
	Tapering/opaque obstructions	✓					
	Tactile warnings	✓					
	Sightline reduction	✓					
Permeability	Frequency of crossing points	✓			+2	+	
	Parked cars/physical barriers	✓					
	Traffic flow	✓				-	
	Dropped kerbs	✓					
	Pedestrian barriers			✓			
	Sightlines	✓					
Legibility	Signage provision			✓	-1	+	
	Signage clarity			✓			
	Information boards			✓		-	
	Distances given on signs			✓			
	Sightlines	✓					
	Built form aids navigation	✓					
Lighting	Intensity/frequency			✓	-2	+	
	Definition/colour			✓			
	Maintenance			✓		-	
	Context suitability			✓			
	After-dark			✓			
	Obstructions		✓				

OTHER NOTES

Link Assessment Form

Location: Aylesbury Est

Link Name: Thurlow Street - S-End, W-side

Link Ref: L5

Auditor: MS

Date: 22.5.14 **Time:** 11:39

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow	✓			+3	+	1.8 - 5m Variable
	Wheelchair accessibility	✓					
	All sections acceptable width	✓					
	Separation from traffic	✓				-	
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines	✓			+2	+	
	Adequate capacity	✓					
	Level dropped/flush	✓					
	Gradient of drop	✓				-	
	Consistency	✓					
	Frequency of dropped kerbs	✓		✓			
Gradient	Severity	✓			0	+	
	Steps/ramps	✓					
	Rest points			✓			
	Undulations		✓			-	
	Handrail provision			✓			
	Presence of crossfalls		✓				
Obstructions	Presence of obstructions	✓			+1	+	
	Location/alignment	✓					
	Overhead obstructions	✓					
	Tapering/opaque obstructions	✓				-	
	Tactile warnings			✓			
	Sightline reduction		✓				
Permeability	Frequency of crossing points		✓		+1	+	
	Parked cars/physical barriers		✓				
	Traffic flow	✓	✓				
	Dropped kerbs	✓				-	
	Pedestrian barriers		✓				
	Sightlines	✓					
Legibility	Signage provision			✓	0	+	
	Signage clarity			✓			
	Information boards		✓				
	Distances given on signs			✓		-	
	Sightlines	✓					
	Built form aids navigation	✓					
Lighting	Intensity/frequency			✓	-2	+	
	Definition/colour			✓			
	Maintenance			✓			
	Context suitability			✓		-	
	After-dark			✓			
	Obstructions	✓					

OTHER NOTES

Link Assessment Form

Location: Keighley CBD

Link Name: Thwaite St, W-bnd N of Jowett Rd

Link Ref: L6

Auditor: MA

Date: 22.5.14 Time: 11:47

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow	✓			+2	+	N 6m wide in places.
	Wheelchair accessibility	✓					
	All sections acceptable width	✓					
	Separation from traffic		✓			-	
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines		✓		-3	+	
	Adequate capacity	✓					
	Level dropped/flush			✓		-	
	Gradient of drop			✓			
	Consistency		✓				
	Frequency of dropped kerbs	✓					
Gradient	Severity	✓			-1	+	
	Steps/ramps	✓					
	Rest points			✓		-	lack of rest point L+R + on L hand
	Undulations		✓				
	Handrail provision			✓			
	Presence of crossfalls			✓			
Obstructions	Presence of obstructions	✓			+2	+	
	Location/alignment	✓					
	Overhead obstructions	✓					
	Tapering/opaque obstructions	✓					
	Tactile warnings			✓		-	
	Sightline reduction	✓					
Permeability	Frequency of crossing points	✓			+1	+	
	Parked cars/physical barriers	✓					
	Traffic flow	✓					
	Dropped kerbs		✓			-	
	Pedestrian barriers			✓			
	Sightlines	✓					
Legibility	Signage provision			✓	0	+	
	Signage clarity			✓			
	Information boards		✓				
	Distances given on signs			✓		-	
	Sightlines	✓					
	Built form aids navigation	✓					
Lighting	Intensity/frequency			✓	-2	+	
	Definition/colour			✓			
	Maintenance			✓			
	Context suitability			✓		-	V poor lighting provision at estate
	After-dark			✓			
	Obstructions	✓					

OTHER NOTES

Link Assessment Form

Location: D Gurney Estate

Link Name: Thurlow - E side - Opp Wendover Close

Link Ref: L7

Auditor: MA

Date: 22.5.14 Time: 11'58

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments +	Comments -
Effective width	Width for pedestrian flow	✓			+1	1.8 – 4m accessible footway	
	Wheelchair accessibility		✓				
	All sections acceptable width	✓					
	Separation from traffic			✓			
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines		✓		0		
	Adequate capacity		✓				
	Level dropped/flush		✓				
	Gradient of drop		✓				
	Consistency		✓				
	Frequency of dropped kerbs		✓				
Gradient	Severity	✓			-2		Concrete gradient issues
	Steps/ramps	✓					
	Rest points			✓			
	Undulations			✓			
	Handrail provision			✓			
	Presence of crossfalls			✓			
Obstructions	Presence of obstructions	✓			+2		
	Location/alignment	✓					
	Overhead obstructions	✓					
	Tapering/opaque obstructions	✓					
	Tactile warnings			✓			
	Sightline reduction	✓					
Permeability	Frequency of crossing points		✓		0		
	Parked cars/physical barriers		✓				
	Traffic flow		✓				
	Dropped kerbs			✓			
	Pedestrian barriers			✓			
	Sightlines	✓					
Legibility	Signage provision			✓	-2		
	Signage clarity			✓			
	Information boards			✓			
	Distances given on signs			✓			
	Sightlines	✓					
	Built form aids navigation	✓					
Lighting	Intensity/frequency			✓	-2		
	Definition/colour			✓			
	Maintenance			✓			
	Context suitability			✓			
	After-dark			✓			
	Obstructions	✓					

OTHER NOTES

Link Assessment Form

Location: Sydney Est

Link Name: East Street - Ward - S Side to Thurlow

Link Ref: 28

Auditor: MA

Date: 22.5.14 Time: 12.08

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Effective width	Width for pedestrian flow	✓			+3	+	2m
	Wheelchair accessibility	✓					
	All sections acceptable width	✓					
	Separation from traffic	✓				-	
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines	✓			0	+	
	Adequate capacity	✓					
	Level dropped/flush			✓		-	
	Gradient of drop			✓			
	Consistency		✓				
	Frequency of dropped kerbs	✓					
Gradient	Severity	✓			0	+	
	Steps/ramps	✓					
	Rest points			✓		-	
	Undulations		✓				
	Handrail provision			✓			
	Presence of crossfalls		✓				
Obstructions	Presence of obstructions	✓			+3	+	
	Location/alignment	✓					
	Overhead obstructions	✓				-	
	Tapering/opaque obstructions	✓					
	Tactile warnings	✓					
	Sightline reduction	✓					
Permeability	Frequency of crossing points	✓			+2	+	
	Parked cars/physical barriers	✓					
	Traffic flow	✓				-	
	Dropped kerbs	✓					
	Pedestrian barriers			✓			
	Sightlines	✓					
Legibility	Signage provision			✓	-2	+	
	Signage clarity			✓			
	Information boards			✓		-	
	Distances given on signs			✓			
	Sightlines	✓					
	Built form aids navigation	✓					
Lighting	Intensity/frequency			✓	-2	+	
	Definition/colour			✓			
	Maintenance			✓		-	
	Context suitability			✓			
	After-dark			✓			
	Obstructions	✓					

OTHER NOTES

Link Assessment Form

Location:

Link Name: E of Ford - Ward, to Thirlow. N side **Link Ref:** A9

Auditor: MPA **Date:** 22.5.14 **Time:** 13.04

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Effective width	Width for pedestrian flow	✓			+1	+	nr Elvted Pt. Active frontage near Shop grade.
	Wheelchair accessibility	✓					
	All sections acceptable width		✓				
	Separation from traffic	✓				-	
	Allowance for obstructions		✓				
	Pedestrian congestion		✓				
Dropped kerbs	Located on desire lines	✓			+2	+	
	Adequate capacity	✓					
	Level dropped/flush	✓					
	Gradient of drop	✓				-	
	Consistency	✓					
	Frequency of dropped kerbs		✓				
Gradient	Severity	✓			0	+	
	Steps/ramps	✓					
	Rest points			✓			
	Undulations	✓				-	
	Handrail provision			✓			
	Presence of crossfalls		✓				
Obstructions	Presence of obstructions		✓		0	+	
	Location/alignment	✓	✓				
	Overhead obstructions		✓				
	Tapering/opaque obstructions		✓			-	
	Tactile warnings		✓				
	Sightline reduction		✓				
Permeability	Frequency of crossing points	✓			+2	+	
	Parked cars/physical barriers	✓					
	Traffic flow	✓					
	Dropped kerbs	✓				-	
	Pedestrian barriers		✓				
	Sightlines	✓					
Legibility	Signage provision			✓	-2	+	
	Signage clarity			✓			
	Information boards			✓			
	Distances given on signs			✓		-	
	Sightlines	✓					
	Built form aids navigation	✓					
Lighting	Intensity/frequency		✓		0	+	
	Definition/colour		✓				
	Maintenance		✓				
	Context suitability		✓			-	
	After-dark		✓				
	Obstructions		✓				

OTHER NOTES

Link Assessment Form

Location: Ashby Estate

Link Name: E-W St - W-Side - E of Berkeley St

Link Ref: L10

Auditor: MT

Date: 22.5.14 Time: 13:16

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Effective width	Width for pedestrian flow	✓			+3	+	4m footway
	Wheelchair accessibility	✓					
	All sections acceptable width	✓					
	Separation from traffic	✓				-	
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines	✓			0	+	
	Adequate capacity	✓					
	Level dropped/flush			✓		-	
	Gradient of drop			✓			
	Consistency		✓				
	Frequency of dropped kerbs		✓				
Gradient	Severity	✓			0	+	
	Slope/ramps	✓					
	Rest points			✓		-	
	Undulations	✓					
	Handrail provision			✓			
	Presence of crossfalls	✓					
Obstructions	Presence of obstructions	✓			+3	+	
	Location/alignment	✓					
	Overhead obstructions	✓				-	
	Tapering/opaque obstructions	✓					
	Tactile warnings	✓					
	Sightline reduction	✓	✓				
Permeability	Frequency of crossing points		✓		+1	+	
	Parked cars/physical barriers	✓					
	Traffic flow	✓				-	
	Dropped kerbs		✓				
	Pedestrian barriers			✓			
	Sightlines		✓				
Legibility	Signage provision			✓	-2	+	
	Signage clarity			✓			
	Information boards			✓		-	
	Distances given on signs			✓			
	Sightlines	✓					
	Built form aids navigation	✓					
Lighting	Intensity/frequency		✓	✓	-2	+	
	Definition/colour			✓			
	Maintenance			✓		-	
	Context suitability			✓			
	After-dark			✓			
	Obstructions	✓					

OTHER NOTES

Link Assessment Form

Location:

Link Name: East Street – S. Side – opp health centre & towards Bus Stop. Link Ref: L11

Auditor: MT Date: 22.5.14 Time: 13:23

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow	✓			+1	+	2m
	Wheelchair accessibility		✓				
	All sections acceptable width		✓				
	Separation from traffic	✓				-	Pinch point to 1.6m
	Allowance for obstructions			✓			
	Pedestrian congestion		✓				
Dropped kerbs	Located on desire lines	✓			+1	+	
	Adequate capacity	✓					
	Level dropped/flush		✓				
	Gradient of drop	✓				-	
	Consistency		✓				
	Frequency of dropped kerbs		✓				
Gradient	Severity	✓			+1	+	
	Steps/ramps	✓					
	Rest points			✓			
	Undulations	✓				-	
	Handrail provision			✓			
	Presence of crossfalls	✓					
Obstructions	Presence of obstructions			✓	0	+	
	Location/alignment			✓			
	Overhead obstructions	✓				-	
	Tapering/opaque obstructions	✓					
	Tactile warnings		✓				
	Sightline reduction	✓					
Permeability	Frequency of crossing points		✓		+1	+	
	Parked cars/physical barriers	✓					
	Traffic flow	✓				-	
	Dropped kerbs		✓				
	Pedestrian barriers			✓			
	Sightlines	✓					
Legibility	Signage provision			✓	-2	+	
	Signage clarity			✓			
	Information boards			✓			
	Distances given on signs			✓		-	
	Sightlines	✓		✓			
	Built form aids navigation	✓					
Lighting	Intensity/frequency			✓	-3	+	
	Definition/colour			✓			
	Maintenance			✓			
	Context suitability			✓		-	None
	After-dark			✓			
	Obstructions			✓			

OTHER NOTES

Link Assessment Form

Location: Aspley Estate

Link Name: East A - N. Side - Nr Old Kat Rd

Link Ref: L12

Auditor: MA

Date: 22/5/14 **Time:** 1332

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow	✓			+3	+	3m width
	Wheelchair accessibility	✓					
	All sections acceptable width	✓					
	Separation from traffic	✓				-	NB - Becomes a Red Route closer to OKR
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines	✓			0	+	
	Adequate capacity	✓					
	Level dropped/flush			✓		-	
	Gradient of drop			✓			
	Consistency		✓				
	Frequency of dropped kerbs		✓				
Gradient	Severity	✓			0	+	
	Steps/ramps	✓					
	Rest points			✓		-	
	Undulations	✓					
	Handrail provision			✓			
	Presence of crossfalls	✓					
Obstructions	Presence of obstructions	✓			+1	+	
	Location/alignment	✓					
	Overhead obstructions	✓					
	Tapering/opaque obstructions		✓			-	
	Tactile warnings			✓			
	Sightline reduction	✓					
Permeability	Frequency of crossing points		✓		0	+	
	Parked cars/physical barriers		✓				
	Traffic flow		✓				
	Dropped kerbs		✓			-	
	Pedestrian barriers			✓			
	Sightlines	✓					
Legibility	Signage provision			✓	-2	+	
	Signage clarity			✓			
	Information boards			✓			
	Distances given on signs			✓		-	
	Sightlines	✓		✓			
	Built form aids navigation	✓					
Lighting	Intensity/frequency			✓	-2	+	
	Definition/colour			✓			
	Maintenance			✓			
	Context suitability		✓			-	
	After-dark			✓			
	Obstructions	✓		✓			

OTHER NOTES

Link Assessment Form

Location: Aylesham Estate

Link Name: Old Kent Rd - W-Side - S of Eastst

Link Ref: L13

Auditor: MH

Date: 22-5-14 Time: 13.56

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Effective width	Width for pedestrian flow	✓			+3	+	4m
	Wheelchair accessibility	✓					
	All sections acceptable width	✓					
	Separation from traffic	✓				-	
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines	✓			+1	+	
	Adequate capacity	✓					
	Level dropped/flush		✓			-	
	Gradient of drop			✓			
	Consistency		✓				
	Frequency of dropped kerbs	✓					
Gradient	Severity	✓			0	+	
	Steps/ramps	✓					
	Rest points			✓			
	Undulations		✓			-	
	Handrail provision			✓			
	Presence of crossfalls	✓					
Obstructions	Presence of obstructions	✓			+3	+	
	Location/alignment	✓					
	Overhead obstructions	✓					
	Tapering/opaque obstructions	✓				-	
	Tactile warnings	✓					
	Sightline reduction	✓					
Permeability	Frequency of crossing points	✓			0	+	
	Parked cars/physical barriers	✓					
	Traffic flow			✓			
	Dropped kerbs	✓				-	
	Pedestrian barriers			✓			
	Sightlines		✓				
Legibility	Signage provision			✓	-2	+	
	Signage clarity			✓			
	Information boards			✓			
	Distances given on signs			✓		-	
	Sightlines	✓					
	Built form aids navigation	✓					
Lighting	Intensity/frequency			✓	0	+	
	Definition/colour			✓			
	Maintenance			✓			
	Context suitability	✓				-	
	After-dark		✓				
	Obstructions		✓				

OTHER NOTES

Link Assessment Form

Location: Aylesbury Estate

Link Name: Old Kent Rd - E Side - South of East St

Link Ref: L14

Auditor: MA

Date: 22.5.14

Time: 14:08

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow	✓			+3	+	Separated by street furniture + trees. 3-4m width
	Wheelchair accessibility	✓					
	All sections acceptable width	✓					
	Separation from traffic	✓				-	
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines	✓			+3	+	
	Adequate capacity	✓					
	Level dropped/flush	✓					
	Gradient of drop	✓				-	
	Consistency	✓					
	Frequency of dropped kerbs	✓					
Gradient	Severity	✓			+1	+	
	Steps/ramps	✓					
	Rest points			✓			
	Undulations	✓				-	
	Handrail provision			✓			
	Presence of crossfalls	✓					
Obstructions	Presence of obstructions		✓		+2	+	
	Location/alignment	✓					
	Overhead obstructions	✓					
	Tapering/opaque obstructions		✓			-	
	Tactile warnings	✓					
	Sightline reduction	✓					
Permeability	Frequency of crossing points	✓			0	+	
	Parked cars/physical barriers		✓				
	Traffic flow			✓			
	Dropped kerbs	✓				-	
	Pedestrian barriers			✓			
	Sightlines	✓					
Legibility	Signage provision			✓	-2	+	
	Signage clarity			✓			
	Information boards			✓			
	Distances given on signs			✓		-	
	Sightlines	✓					
	Built form aids navigation	✓					
Lighting	Intensity/frequency			✓	-1	+	
	Definition/colour			✓			
	Maintenance			✓			
	Context suitability		✓			-	
	After-dark		✓				
	Obstructions	✓					

OTHER NOTES

Link Assessment Form

Location: Aylsham Estate

Link Name: Old Kent Road - W - Side - South of

Link Ref: L15

Auditor: Surrey Space

Date: 22.5.14 Time: 14.18

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Effective width	Width for pedestrian flow	✓			+1	+	3m width
	Wheelchair accessibility	✓					
	All sections acceptable width		✓			-	Obstructed by commercial waste bins.
	Separation from traffic	✓					
	Allowance for obstructions		✓				
	Pedestrian congestion		✓				
Dropped kerbs	Located on desire lines	✓			+1	+	
	Adequate capacity	✓					
	Level dropped/flush	✓				-	
	Gradient of drop	✓					
	Consistency		✓				
	Frequency of dropped kerbs		✓				
Gradient	Severity	✓			0	+	
	Steps/ramps	✓					
	Rest points			✓	-1	-	
	Undulations		✓				
	Handrail provision			✓			
	Presence of cross/falls	✓					
Obstructions	Presence of obstructions			✓	-1	+	
	Location/alignment			✓			
	Overhead obstructions	✓				-	
	Tapering/opaque obstructions		✓				
	Tactile warnings			✓			
	Sightline reduction	✓					
Permeability	Frequency of crossing points		✓		0	+	
	Parked cars/physical barriers	✓					
	Traffic flow			✓		-	
	Dropped kerbs		✓				
	Pedestrian barriers			✓			
	Sightlines	✓					
Legibility	Signage provision			✓	-2	+	
	Signage clarity			✓			
	Information boards			✓		-	
	Distances given on signs			✓			
	Sightlines	✓					
	Built form aids navigation	✓					
Lighting	Intensity/frequency			✓	-2	+	
	Definition/colour			✓			
	Maintenance			✓		-	
	Context suitability		✓				
	After-dark			✓			
	Obstructions			✓			

OTHER NOTES

Link Assessment Form

Location: Aylesbury Estate

Link Name: Old Kent Rd - Opp L15 - E Side

Link Ref: L16

Auditor: MA

Date: 22-5-14 Time: 14:34

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow	✓			+1	+	3-4m wide
	Wheelchair accessibility	✓					
	All sections acceptable width			✓		-	Obstructed by Road Signs + bins.
	Separation from traffic		✓				
	Allowance for obstructions		✓				
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines		✓		0	+	
	Adequate capacity		✓				
	Level dropped/flush		✓				
	Gradient of drop		✓			-	
	Consistency		✓				
	Frequency of dropped kerbs		✓				
Gradient	Severity	✓			0	+	
	Steps/ramps	✓					
	Rest points			✓		-	
	Undulations		✓				
	Handrail provision			✓			
	Presence of crossfalls	✓					
Obstructions	Presence of obstructions			✓	-1	+	
	Location/alignment			✓			
	Overhead obstructions		✓			-	
	Tapering/opaque obstructions		✓				
	Tactile warnings			✓			
	Sightline reduction		✓				
Permeability	Frequency of crossing points		✓		-1	+	
	Parked cars/physical barriers		✓				
	Traffic flow			✓		-	
	Dropped kerbs		✓				
	Pedestrian barriers			✓			
	Sightlines	✓					
Legibility	Signage provision			✓	-2	+	
	Signage clarity			✓			
	Information boards			✓		-	
	Distances given on signs			✓			
	Sightlines	✓					
	Built form aids navigation	✓					
Lighting	Intensity/frequency			✓	-3	+	
	Definition/colour			✓			
	Maintenance			✓			
	Context suitability		✓	✓		-	
	After-dark			✓			
	Obstructions			✓			

OTHER NOTES

Link Assessment Form

Location: Aylesbury Eitrde

Link Name: Old Kent Road - E-side - S-of Duntonpk

Link Ref: L17

Auditor: MA

Date: 22.5.14 Time: 14 40

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Effective width	Width for pedestrian flow	✓			+2	+	Well paved + aligned
	Wheelchair accessibility	✓					
	All sections acceptable width	✓					
	Separation from traffic		✓			-	
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines		✓		+1	+	
	Adequate capacity	✓					
	Level dropped/flush	✓					
	Gradient of drop		✓			-	
	Consistency		✓				
	Frequency of dropped kerbs		✓				
Gradient	Severity	✓			+2	+	
	Steps/ramps	✓					
	Rest points	✓					
	Undulations	✓				-	
	Handrail provision		✓				
	Presence of crossfalls	✓					
Obstructions	Presence of obstructions	✓			+2	+	
	Location/alignment	✓					
	Overhead obstructions		✓			-	
	Tapering/opaque obstructions	✓					
	Tactile warnings	✓					
	Sightline reduction	✓					
Permeability	Frequency of crossing points		✓		0	+	
	Parked cars/physical barriers		✓				
	Traffic flow			✓		-	
	Dropped kerbs		✓				
	Pedestrian barriers		✓				
	Sightlines	✓					
Legibility	Signage provision	✓			+2	+	
	Signage clarity	✓					
	Information boards	✓					
	Distances given on signs		✓			-	
	Sightlines	✓					
	Built form aids navigation	✓					
Lighting	Intensity/frequency			✓	-1	+	
	Definition/colour			✓			
	Maintenance			✓			
	Context suitability		✓			-	
	After-dark		✓				
	Obstructions		✓				

OTHER NOTES

Clear investment in bins / street furniture & landscaping nearest to Tesco store.

Link Assessment Form

Location: Aylesbury Eltek
Link Name: Old Kiln Rd - S.o Kingsmere Rd
Link Ref: LIB
Date: 21.5.14 Time: 14:52
Auditor: MA

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments +	Comments -
Effective width	Width for pedestrian flow	✓			+3	x 4m width	
	Wheelchair accessibility	✓					
	All sections acceptable width	✓					
	Separation from traffic	✓					
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines	✓			+2		
	Adequate capacity	✓					
	Level dropped/flush		✓				
	Gradient of drop		✓				
	Consistency	✓					
	Frequency of dropped kerbs	✓					
Gradient	Severity	✓			0		
	Steps/ramps	✓					
	Rest points			✓			
	Undulations		✓				
	Handrail provision		✓				
	Presence of crossfalls	✓					
Obstructions	Presence of obstructions	✓			+2		
	Location/alignment	✓					
	Overhead obstructions	✓					
	Tapering/opaque obstructions	✓					
	Tactile warnings		✓				
	Sightline reduction	✓					
Permeability	Frequency of crossing points	✓			0		
	Parked cars/physical barriers		✓				
	Traffic flow			✓			
	Dropped kerbs	✓					
	Pedestrian barriers			✓			
	Sightlines	✓					
Legibility	Signage provision			✓	-2		
	Signage clarity			✓			
	Information boards			✓			
	Distances given on signs			✓			
	Sightlines	✓					
	Built form aids navigation	✓					
Lighting	Intensity/frequency			✓	-1		
	Definition/colour			✓			
	Maintenance			✓			
	Context suitability			✓			
	After-dark			✓			
	Obstructions			✓			

OTHER NOTES

Link Assessment Form

Location: L 19 (LM 1) Link Ref: Portland Rd from East St to Wade Street

Link Name: L [redacted] 20 (LM 1bis)

Auditor: NC Date: 13.05 Time: 3.35

(Western side East side)

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				3	+	2, 1,5m
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic					-	good separation from traffic with slipway of light regular drop/ building access.
	Allowance for obstructions						
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				N	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity				2	+	
	Steps/ramps						
	Rest points						
	Undulations					-	no ramp but residential area
	Handrail provision						
	Presence of crossfalls						
Obstructions	Presence of obstructions				2	+	
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points				-1	+	
	Parked cars/physical barriers			/			
	Traffic flow						
	Dropped kerbs					-	
	Pedestrian barriers						
	Sightlines						
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	no signage.
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-1	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	dark at night
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: [redacted] LN2 Portland Street from Wade St to Narrow Street

Link Name: | Link Ref:

Auditor: MC | Date: 23.05 | Time: 3.40 Cast Iron

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				2	+	1.5m.
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic					-	
	Allowance for obstructions						
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				2	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity				2	+	
	Steps/ramps						
	Rest points						
	Undulations					-	
	Handrail provision						
	Presence of crossfalls						
Obstructions	Presence of obstructions				2	+	
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points				2	+	
	Parked cars/physical barriers						
	Traffic flow						
	Dropped kerbs					-	
	Pedestrian barriers						
	Sightlines						
Legibility	Signage provision				1	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	no signage
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-1	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	dark.
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: L22 L13 Portland Street westside

Link Name: Link Ref:

Auditor: MC Date: 23.05 Time: From 3.00 to 3.45

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				3	+	2m
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic					-	
	Allowance for obstructions						
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				2	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity				2	+	
	Steps/ramps						
	Rest points						
	Undulations					-	
	Handrail provision						
	Presence of crossfalls						
Obstructions	Presence of obstructions				2	+	
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points	✓			✓	+	
	Parked cars/physical barriers			✓			
	Traffic flow	✓					
	Dropped kerbs	✓				-	
	Pedestrian barriers	✓	X				
	Sightlines	✓					
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-1	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	
	After-dark						
	Obstructions						

OTHER NOTES

Hopwood Road

Link Assessment Form

Location: L23 WM Portland St To Narrow St to Roland way

Link Name:

Link Ref:

Auditor: MC

Date: Foot side 23/05 Time: 3.55

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				-1	+	WM
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic					-	
	Allowance for obstructions						
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				2	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity		/		-1½	+	
	Steps/ramps		/				
	Rest points			/			
	Undulations	/		-		-	Re picks tree
	Handrail provision			/			
	Presence of crossfalls	/					
Obstructions	Presence of obstructions				2	+	
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	
	Tactile warnings						
	Sightline reduction			/			
Permeability	Frequency of crossing points			/	2	+	
	Parked cars/physical barriers	/					
	Traffic flow	/					
	Dropped kerbs	-		/		-	
	Pedestrian barriers	/					
	Sightlines	/					
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Built form: aids navigation						
Lighting	Intensity/frequency				-1	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	
	After-dark						
	Obstructions						

OTHER NOTES

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Link Assessment Form

Location: L21 LNS. from Roland way to hopwood road.

Link Name:

Link Ref:

Auditor: MC

Date: 23.05 **Time:** 4.05

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				2	+	below 3 & 1.5m
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic					-	
	Allowance for obstructions						
	Pedestrian congestion						
Dropped kerbs	Located on desire lines	✓			2	+	
	Adequate capacity	✓					
	Level dropped/flush	✓					
	Gradient of drop	✓				-	
	Consistency	✓					
	Frequency of dropped kerbs						
Gradient	Severity				2	+	
	Steps/ramps						
	Rest points						
	Undulations					-	
	Handrail provision						
	Presence of crossfalls						
Obstructions	Presence of obstructions				2	+	
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points			✓	-2	+	
	Parked cars/physical barriers	✓					
	Traffic flow		✓				
	Dropped kerbs	✓				-	no so much crossing point
	Pedestrian barriers	✓					
	Sightlines	✓					
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-1	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: L25 L26 West side Portland Road

Link Name: from Ingwood Rd to Albany Road

Link Ref:

Auditor: MC

Date: 23.05 Time: 4.10

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow			✓	-1	+	2m at critical point
	Wheelchair accessibility			✓			
	All sections acceptable width			✓			
	Separation from traffic	✓				-	
	Allowance for obstructions		✓				
	Pedestrian congestion		✓				
Dropped kerbs	Located on desire lines				2	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity		✓		-1	+	
	Steps/ramps			✓			
	Rest points			✓			
	Undulations	✓				-	
	Handrail provision			✓			
	Presence of cross/falls	✓					
Obstructions	Presence of obstructions	✓			-2	+	
	Location/alignment			✓			
	Overhead obstructions			✓			
	Tapering/opaque obstructions			✓			
	Tactile warnings			✓		-	
	Sightline reduction	✓	✓				
Permeability	Frequency of crossing points			✓	1	+	
	Parked cars/physical barriers	✓		✓			
	Traffic flow		✓				
	Dropped kerbs		✓			-	
	Pedestrian barriers	✓					
	Sightlines	✓					
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-1	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: L26 U17 East side Portland road

Link Name: From Ingwood Rd to Albany Road

Link Ref:

Auditor: MC

Date: 23.05 Time: 4.15

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Effective width	Width for pedestrian flow	✓		✓	0	+	2 lm
	Wheelchair accessibility			✓			
	All sections acceptable width			✓			
	Separation from traffic	✓				-	
	Allowance for obstructions			✓			
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				1/	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity	✓			-1	+	
	Steps/ramps	✓					
	Rest points			✓			
	Undulations			✓		-	
	Handrail provision			✓			
	Presence of crossfalls			✓			
Obstructions	Presence of obstructions				N	+	
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points				-3	+	
	Parked cars/physical barriers						
	Traffic flow						
	Dropped kerbs					-	
	Pedestrian barriers						
	Sightlines						
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Built form: aids navigation						
Lighting	Intensity/frequency				-3	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: 24 LN8 Albany Road North side between Portland Road / Wellsway

Link Name:

Link Ref:

Auditor: NC

Date: 23.05 Time: 4.25

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				2	+	2m - 3m.
	Wheelchair accessibility					-	
	All sections acceptable width						
	Separation from traffic						
	Allowance for obstructions						
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				2	+	
	Adequate capacity					-	
	Level dropped/flush						
	Gradient of drop						
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity				2	+	
	Steps/ramps					-	
	Rest points						
	Undulations						
	Handrail provision						
	Presence of crossfalls						
Obstructions	Presence of obstructions				2	+	
	Location/alignment					-	
	Overhead obstructions						
	Tapering/opaque obstructions						
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points			✓	-2	+	
	Parked cars/physical barriers	✓				-	
	Traffic flow			✓			
	Dropped kerbs		✓				
	Pedestrian barriers	✓					
	Sightlines						
Legibility	Signage provision				N	+	(see pict)
	Signage clarity					-	
	Information boards						
	Distances given on signs						
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-1	+	
	Definition/colour					-	
	Maintenance						
	Context suitability						
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: L28 LNB ~~from~~ to Albany Road North

Link Name: | Link Ref:

Auditor: AG from Wellway to Churchleigh Street | Date: 23.05 | Time: 4.40

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				2	+	3m.
	Wheelchair accessibility						
	All sections acceptable width					-	
	Separation from traffic						
	Allowance for obstructions						
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				2	+	
	Adequate capacity						
	Level dropped/flush					-	
	Gradient of drop						
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity	✓		✓	-2	+	
	Steps/ramps			✓			
	Rest points			✓		-	
	Undulations			✓			
	Handrail provision			✓			
	Presence of crossfalls			✓			
Obstructions	Presence of obstructions				-2	+	
	Location/alignment						
	Overhead obstructions					-	
	Tapering/opaque obstructions						
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points				-2	+	
	Parked cars/physical barriers	✓					
	Traffic flow			✓		-	
	Dropped kerbs						
	Pedestrian barriers		✓				
	Sightlines	✓					
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards					-	
	Distances given on signs						
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-2	+	
	Definition/colour						
	Maintenance					-	
	Context suitability						
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: 23 Albany Roads North

Link Name:

Link Ref: from Chunleigh street to Thurlow st

Auditor: MC

Date: 23.05 Time: 4.35

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments +	Comments -
Effective width	Width for pedestrian flow	✓			N	2m	
	Wheelchair accessibility			✓			
	All sections acceptable width		✓				
	Separation from traffic	✓					
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					trees.
Dropped kerbs	Located on desire lines				N		
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop						
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity	✓			-1		
	Steps/ramps		✓				
	Rest points			✓			
	Undulations	✓					
	Handrail provision			✓			
	Presence of crossfalls			✓			
Obstructions	Presence of obstructions			✓	N		
	Location/alignment		✓				
	Overhead obstructions		✓				
	Tapering/opaque obstructions		✓				
	Tactile warnings			✓			
	Sightline reduction	✓					
Permeability	Frequency of crossing points			✓	-1		
	Parked cars/physical barriers	✓					
	Traffic flow			✓			
	Dropped kerbs			✓			
	Pedestrian barriers		✓				
	Sightlines	✓					
Legibility	Signage provision				-1		
	Signage clarity						
	Information boards						
	Distances given on signs						
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-2.		
	Definition/colour						
	Maintenance						
	Context suitability						
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Albany Road South

Location: L30/LN11 From Portland St / Wellway

Link Name:

Link Ref:

Auditor: MC

Date: 23.05 **Time:** 4.40.

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Effective width	Width for pedestrian flow				2	+	2m.
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic					-	
	Allowance for obstructions						
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				2	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity				2	+	
	Steps/ramps						
	Rest points						
	Undulations					-	
	Handrail provision						
	Presence of crossfalls						
Obstructions	Presence of obstructions				2	+	
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points				-2	+	
	Parked cars/physical barriers						
	Traffic flow						
	Dropped kerbs					-	
	Pedestrian barriers						
	Sightlines						
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-2	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: L32 L12 Albany Road South

Link Name: | Link Ref: Wellington - Cheriton Street

Auditor: NC | Date: 23.05 | Time: 4.45

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				2	+	1.5, 2m
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic					-	
	Allowance for obstructions						
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				2	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity				2	+	
	Steps/ramps						
	Rest points						
	Undulations					-	
	Handrail provision						
	Presence of crossfalls						
Obstructions	Presence of obstructions				2	+	
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points				-2	+	
	Parked cars/physical barriers						
	Traffic flow						
	Dropped kerbs					-	
	Pedestrian barriers						
	Sightlines						
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-2	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: L32 LN13 Albany Road South

Link Name: -

Link Ref: chemleigh st — Thurlow Street

Auditor: MC

Date: 23.05 Time: 11.55

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				-1	+	0,5m at some points because trees. ~~hide of the right not~~
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic						
	Allowance for obstructions					-	
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				2	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop						
	Consistency					-	
	Frequency of dropped kerbs						
Gradient	Severity				2	+	
	Steps/ramps						
	Rest points						
	Undulations						
	Handrail provision					-	
	Presence of crossfalls						
Obstructions	Presence of obstructions				-1	+	
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions						
	Tactile warnings					-	
	Sightline reduction						
Permeability	Frequency of crossing points				-2	+	
	Parked cars/physical barriers						
	Traffic flow						
	Dropped kerbs						
	Pedestrian barriers					-	
	Sightlines						
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Suit form aids navigation						
Lighting	Intensity/frequency				-2	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: from Albany Road North, between Portland St & ~~Camberwell Road~~ Albany Mews.

Link Name: L33

Link Ref:

Auditor: MC

Date: 28.05 Time: 09.35

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				-1	+	>3m. even when lighting in the middle of the pavement, still at least 2m.
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic						
	Allowance for obstructions					-	fict-tree \
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				-1	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	see problem. at the end of the link. gap because of the sidewalk.
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity				2	+	
	Steps/ramps						
	Rest points						
	Undulations					-	
	Handrail provision						
	Presence of crossfalls						
Obstructions	Presence of obstructions				-2	+	
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points	/			-2	+	4 crossing points
	Parked cars/physical barriers	/					
	Traffic flow			/			
	Dropped kerbs	/				-	
	Pedestrian barriers	/					
	Sightlines	/					
Legibility	Signage provision				0	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	no signage
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency			/	-1	+	
	Definition/colour		/				
	Maintenance		/				
	Context suitability			/		-	no lighting for pedestrian.
	After-dark			/			
	Obstructions	/					

OTHER NOTES

Link Assessment Form

Location: Albany Road North, between Albany mews & Camberwell Road

Link Name: L31 | Link Ref:

Auditor: NC | Date: 28.05 | Time: 0940

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				-1	+	3m. Gen when obstructed, still at least 1.50m.
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic					-	
	Allowance for obstructions						
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				-1	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	See pict. drainage problem & pavement problem
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity	/			0	+	
	Steps/ramps		/				
	Rest points			/			
	Undulations			/		-	undulat's because of materials
	Handrail provision		/				
	Presence of crossfalls	/					
Obstructions	Presence of obstructions				-2	+	Some but does not fit width
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points				-2	+	
	Parked cars/physical barriers						
	Traffic flow						
	Dropped kerbs					-	
	Pedestrian barriers						
	Sightlines						
Legibility	Signage provision				0	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-1	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: Albany Rd South, from Pt Head st to Albany Rd.

Link Name: L35

Link Ref:

Auditor: MC

Date: ~~28.05~~ 28.05 Time: 09.55

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow	✓			-1	+	4.5-2m to 4m. trees → 1m.
	Wheelchair accessibility		✓				
	All sections acceptable width			✓			
	Separation from traffic	✓				-	
	Allowance for obstructions	✓					
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines				2.	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity	✓			2.	+	
	Steps/ramps		✓				
	Rest points			✓			
	Undulations		✓			-	
	Handrail provision		✓				
	Presence of crossfalls		✓				
Obstructions	Presence of obstructions	✓			-1	+	
	Location/alignment		✓				
	Overhead obstructions			✓			
	Tapering/opaque obstructions		✓			-	trees, overhead + width
	Tactile warnings			✓			
	Sightline reduction			✓			
Permeability	Frequency of crossing points	✓			-1	+	
	Parked cars/physical barriers			✓			
	Traffic flow			✓			
	Dropped kerbs	✓				-	parked cars
	Pedestrian barriers	✓	✗				
	Sightlines	✓					
Legibility	Signage provision				0	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-1	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: Albany Road South, Albany Mews to Camberwell Road

Link Name: L36 | Link Ref:

Auditor: NC | Date: 28.05 | Time: 10.20

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				2	+	as L34 → 11
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic					-	
	Allowance for obstructions						
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				2	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity				0	+	
	Steps/ramps						
	Rest points						
	Undulations					-	
	Handrail provision						
	Presence of crossfalls						
Obstructions	Presence of obstructions				2	+	yes but still good width
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points				2	+	
	Parked cars/physical barriers						
	Traffic flow						
	Dropped kerbs					-	
	Pedestrian barriers						
	Sightlines						
Legibility	Signage provision				0	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-1	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: Camberwell Road East - from Albany Road to [illegible]

Link Name: L 37

Link Ref:

Auditor: NC

Date: 28.05.

Time: 10.25.

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				2.	+	[illegible] 2m - 3/4m ' ↳ when obstructions
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic					-	
	Allowance for obstructions						
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				2.	+	good crossing
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity	✓			-1	+	
	Steps/ramps		✓				
	Rest points			✓			
	Undulations			✓		-	only one bench... materials not good / little space.
	Handrail provision		✓				
	Presence of crossfalls			✓			
Obstructions	Presence of obstructions				2.	+	
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points			✓	1	+	
	Parked cars/physical barriers	✓					
	Traffic flow			✓			
	Dropped kerbs	✓				-	for on high street, would have expected more crossing points
	Pedestrian barriers	✓					
	Sightlines	✓					
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-1	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: Cambervell Road East from Norway St to East of

Link Name: E38 **Link Ref:**

Auditor: N **Date:** 28.05 **Time:** 10.30

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				2	+	3/4m.
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic					-	
	Allowance for obstructions						
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				2	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity	/			0	+	better material
	Steps/ramps		/				
	Rest points			/		-	only one bench..
	Undulations	/					
	Handrail provision		/				
	Presence of crossfalls	/					
Obstructions	Presence of obstructions				2	+	
	Location/alignment						
	Overhead obstructions					-	
	Tapering/opaque obstructions						
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points				1	+	people use but could be improve
	Parked cars/physical barriers						
	Traffic flow					-	
	Dropped kerbs						
	Pedestrian barriers						
	Sightlines						
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards					-	
	Distances given on signs						
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-1	+	
	Definition/colour						
	Maintenance					-	
	Context suitability						
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: Camberwell Road, west, from Albany Road to cafe

Link Name: L39

Link Ref:

Auditor: RC

Date: 28.03. Time: 10.51

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				2	+	2m
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic						
	Allowance for obstructions					-	
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				-1	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	drainage problem
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity				-1	+	same materials as L37
	Steps/ramps						
	Rest points						
	Undulations					-	
	Handrail provision						
	Presence of crossfalls						
Obstructions	Presence of obstructions				-1	+	
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	heavy
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points				-1	+	
	Parked cars/physical barriers						
	Traffic flow						
	Dropped kerbs						
	Pedestrian barriers					-	expect more
	Sightlines						
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards						
	Distances given on signs						
	Sightlines					-	
	Built form aids navigation						
Lighting	Intensity/frequency				-1	+	
	Definition/colour						
	Maintenance						
	Context suitability						
	After-dark					-	
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: Camberwell Road. West, from Cafe to East Street

Link Name: L-40 | Link Ref:

Auditor: MC | Date: 28.09 | Time: 10.51.

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow				2	+	2m → >1m around bus stop.
	Wheelchair accessibility						
	All sections acceptable width						
	Separation from traffic					-	
	Allowance for obstructions						
	Pedestrian congestion						
Dropped kerbs	Located on desire lines				2	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity				2	+	
	Steps/ramps						
	Rest points						
	Undulations					-	
	Handrail provision						
	Presence of crossfalls						
Obstructions	Presence of obstructions			/	1	+	
	Location/alignment			/			
	Overhead obstructions	/				-	things in the middle. dustbins, lighting for cars.
	Tapering/opaque obstructions	/					
	Tactile warnings	/					
	Sightline reduction	/					
Permeability	Frequency of crossing points				1	+	
	Parked cars/physical barriers						
	Traffic flow						
	Dropped kerbs					-	
	Pedestrian barriers						
	Sightlines						
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-1	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

South

Location: East Street From Dawes St to Flint St

Link Name: L41 Link Ref:

Auditor: NC Date: 21.05 Time: 12.14

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow	✓			2	+	1.5 (1m when trees). Suitable for context
	Wheelchair accessibility		✓				
	All sections acceptable width		✓				
	Separation from traffic	✓				-	
	Allowance for obstructions		✓				
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines	✓			2	+	
	Adequate capacity	✓					
	Level dropped/flush	✓					
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity	✓			1	+	
	Steps/ramps		✓				
	Rest points			✓			
	Undulations			✓		-	some undulations because of trees but slight
	Handrail provision			✓			
	Presence of crossfalls	✓					
Obstructions	Presence of obstructions				2	+	
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points			✓	0	+	
	Parked cars/physical barriers			✓			
	Traffic flow	✓					
	Dropped kerbs			✓		-	trees, cars ...
	Pedestrian barriers	✓					
	Sightlines	✓					
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-2	+	
	Definition/colour						
	Maintenance						
	Context suitability					-	
	After-dark						
	Obstructions						

OTHER NOTES

Link Assessment Form

Location: East St, from Dawes St to Flint St North

Link Name: L42 | Link Ref:

Auditor: NC | Date: 28.05. | Time: 12.21

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Effective width	Width for pedestrian flow	✓			-1	+	1m when trees, 1.50m
	Wheelchair accessibility			✓			
	All sections acceptable width			✓			
	Separation from traffic	✓				-	<1m pee pitch.
	Allowance for obstructions		✓				
	Pedestrian congestion	✓					
Dropped kerbs	Located on desire lines				2	+	
	Adequate capacity						
	Level dropped/flush						
	Gradient of drop					-	
	Consistency						
	Frequency of dropped kerbs						
Gradient	Severity	✓			0	+	
	Steps/ramps		✓				
	Rest points			✓			
	Undulations	✓		✓		-	Undulations due to trees & bad materials (utilities)
	Handrail provision	✓		✓			
	Presence of crossfalls	✓	✓	✓			
Obstructions	Presence of obstructions				2	+	
	Location/alignment						
	Overhead obstructions						
	Tapering/opaque obstructions					-	
	Tactile warnings						
	Sightline reduction						
Permeability	Frequency of crossing points				0	+	
	Parked cars/physical barriers						
	Traffic flow						
	Dropped kerbs					-	
	Pedestrian barriers						
	Sightlines						
Legibility	Signage provision				-1	+	
	Signage clarity						
	Information boards						
	Distances given on signs					-	
	Sightlines						
	Built form aids navigation						
Lighting	Intensity/frequency				-2	+	
	Definition/colour						
	Maintenance						
	Context suitability						
	After-dark					-	
	Obstructions						

OTHER NOTES

worst → separate later

Crossing Assessment Form

Location: old Kent Road - East side / West side

Crossing Name: old C1 **Crossing Ref:**

Auditor: MC **Date:** 22.05 **Time:** 09.15

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	traffic light / pedestrian phase
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				-3	+	detour because of the waiting area.
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	controlled crossing
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	small waiting area but not a huge peak.
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				-1/-2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	short ped phase which does not allow crossing in one flow
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				0	+	marking / tactile info
	Obvious where to cross	/					
	Driver stop line in place						
	Delineation for pedestrians					-	poor lighting
	Positioning of infrastructure						
	Lighting			/			

OTHER NOTES

Crossing Assessment Form

Location: East Street

Crossing Name: C2 | Crossing Ref:

Auditor: MC | Date: 22.05 | Time: 09.30

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2.	+	low traffic speed as turning mvt
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road						
	Traffic speeds						
	Traffic volumes					-	
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority						
	Distance minimisation					-	
	Barriers causing deviation						
Performance	Crossing operational				2.	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2.	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths						
	Refuge capacity					-	
	Width for wheelchair users						
Delay	Crossing stages				0.	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	no ped phase → the ped goes when he can → 2 / look at 3 ≠ Traffic flows
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2.	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians						
	Positioning of infrastructure					-	
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Surrey Square (old kent road

Crossing Name: C3 **Crossing Ref:**

Auditor: MC **Date:** 22.05 **Time:** 09.35.

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				3	+	Ped phase.
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				3	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				3	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				3	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				-2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	ped phase / very long delay / can my part of work!
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	people don't want as short distance
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Hadrian Street / old kent road

Crossing Name: CF

Crossing Ref:

Auditor: MC

Date: 22.05 **Time:** 09 45

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	no traffic light but as short distance & shortening mut, not a bad
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road						
	Traffic speeds					-	
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority						
	Distance minimisation					-	
	Barriers causing deviation						
Performance	Crossing operational				2.	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				?	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				?	+	no delay noted
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				1	+	lighting not too bad
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: kinglake St. / upnor / old kent road.

Crossing Name: CS.

Crossing Ref:

Auditor: MC

Date: 22.05 **Time:** 09:55

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				3.	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				3.	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				3	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2.	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2.	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2.	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C6 Nuns road/old kent road.

Crossing Name:

Crossing Ref:

Auditor: MC

Date: 29.05 Time: 10.00

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road						
	Traffic speeds					-	no [illegible] but returning now
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	car let pedestrian cross.
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures					-	
	Space ownership						
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				?	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	right not far because of bus stop
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C7 B214 east

Crossing Name:

Crossing Ref:

Auditor: MC

Date: 22.05 Time: 10.05

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	~~crossing~~ ped phase allowing crossing (1x2 lanes) as necessary.
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road						
	Traffic speeds					-	
	Traffic volumes						
Deviation from the desire line	Deviations				-3	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	crossing in 3 times
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	ope with ped flow
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				-3	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	Crossing in 3 times 3 ped phases 1 with one not coordinated.
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity	✓			3	+	~~good push~~ lighting in the middle
	Obvious where to cross	✓					
	Driver stop line in place	✓					
	Delineation for pedestrians	✓					
	Positioning of infrastructure	✓				-	
	Lighting	✓					

OTHER NOTES

Crossing Assessment Form

Location: Old Kent Road south.

Crossing Name: C8 **Crossing Ref:**

Auditor: MC **Date:** 22.05 **Time:** 10.10

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	ped phase good since hope to walk
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				-2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	detour at the central refuge
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				-1	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	dificulty to cross in once for a slow person ( ) arrive at the end that vehicles were already starting ... ?
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	right middle.
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Albany Road / Old Kent Road West

Crossing Name: C8 Crossing Ref:

Auditor: MC Date: 22.05 Time: 10.15

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2.	+	ped phase / by road
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road						
	Traffic speeds					-	
	Traffic volumes						
Deviation from the desire line	Deviations				-2.	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	detour. with ped phase not coordinated. + people cross directly
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2.	+	cross safely as C8 & C7] area for road but designed in order for ped to move around
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2.	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				-2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	detour
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2.	+	lighting middle
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Old Kent Road.

Crossing Name: C10 **Crossing Ref:**

Auditor: NC **Date:** 22.05 **Time:** 10.20

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context					+	similar CP but with
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	~~Shorter~~ :
	Traffic speeds						smaller detour
	Traffic volumes						at the central refuge.
Deviation from the desire line	Deviations					+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational					+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met					+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages					+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity					+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location:

Crossing Name: C11 Albany road Crossing Ref:

Auditor: MC Date: 22.05 Time: 10.30

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	no ped phase but bump which makes vehicle slow down enough / Ped volume
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	good vehicle behaviour
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures					-	
	Space ownership						
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	clear marking / lighting just okay
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location:

Crossing Name: C12. Abbey road.

Crossing Ref:

Auditor: HC

Date: 22.05 Time: 10.35

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	Same as C11 except no Adair hachle 19/10
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road						
	Traffic speeds					-	
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Abbey Road C13

Crossing Name: | Crossing Ref:

Auditor: NC | Date: 22.05 | Time: 10.45

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	good vehicle behaviour
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				N/A	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	no !!!
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C13b3 Thurlow Street / Albany Road

Crossing Name:

Crossing Ref:

Auditor: MC

Date: 22.05 Time: 11.00

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	2 x 1 lanes &
	Suitable for pedestrian type					-	
	Suitable for pedestrian volume						
	Suitable for type of road						
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				-1	+	
	Serve likely desire lines					-	
	At grade / by level change						
	Pedestrian priority						
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians					-	
	Vehicle behaviour						
	Traffic control measures						
	Space ownership						
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance					-	
	Pedestrian flows coped with						
	Waiting areas/widths						
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				-3	+	
	Effect of crossing type					-	Corrupt in 4 Times ... 2 phases not coordinated waited a long time
	Traffic flow						
	Pedestrian phase						
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross					-	
	Driver stop line in place						
	Delineation for pedestrians						
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

C13 tagsheet sheet MC 22.05. 11.00am

Crossing Assessment Form

Location:

Crossing Name: C14 Thurlow ~~road~~ Street

Crossing Ref:

Auditor: YC

Date: 22.05 **Time:** 11.15 am

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	no B but not much good / reliable
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	~~50~~
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	good behaviour.
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures					-	
	Space ownership						
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with					-	
	Waiting areas/widths						
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow					-	
	Pedestrian phase						
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place					-	
	Delineation for pedestrians						
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location:

Crossing Name: C15 Thurlow Road **Crossing Ref:**

Auditor: MC **Date:** 22.05 **Time:** 11.30 am

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				0	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	Drivers do not stop.
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				1	+	drivers do not stop but not huge traffic
	Effect of crossing type				0		
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	Yellow indication.
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C16

Crossing Name: Thurlaston Rd / Inwall road

Crossing Ref:

Auditor: MC

Date: 22.05 Time: 11.45

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				1	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	not so good
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				1	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	no markings in middle
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Thurlow Street

Crossing Name: C17 Crossing Ref:

Auditor: MC Date: 22.05 Time: 11.50

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	driver stop
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	driver stop
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Thurlow st / Flat entrance.

Crossing Name: C18.

Crossing Ref:

Auditor: MC

Date: 22.05 Time: 11.50

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road						
	Traffic speeds					-	
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				1	+	not always let you go
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location:

Crossing Name: c19 | Crossing Ref:

Auditor: MC | Date: 22.05 | Time: 12.05

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Thurlow Street / Flint St

Crossing Name: C20

Crossing Ref:

Auditor: MC

Date: 29.05 **Time:** 12.05

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	ped phase.
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: East Street

Crossing Name: C21

Crossing Ref:

Auditor: NC

Date: 22.05 Time: 12.10

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Eastcott Street / East Street

Crossing Name: C22 **Crossing Ref:**

Auditor: MC **Date:** 22.05 **Time:** 1.15

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity	✓			-1	+	these are tactile type showing if there to cross but no !!!! so not "that" obvious
	Obvious where to cross			✓			
	Driver stop line in place		✓				
	Delineation for pedestrians			✓		-	
	Positioning of infrastructure	✓					
	Lighting			✓			

OTHER NOTES

Crossing Assessment Form

Location: C23 Coast St

Crossing Name:

Crossing Ref:

Auditor: MC

Date: 29.05 Time: 1.25

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	drivers stop
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met					+	2
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages					+	2
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity					+	2
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: CLY

Crossing Name: Sedan W / East St.

Crossing Ref:

Auditor: NC

Date: 22.05 **Time:** 1.30

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				0	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity	/			-2	+	
	Obvious where to cross		/				
	Driver stop line in place			/			
	Delineation for pedestrians			/		-	no lighting. no driver stop line
	Positioning of infrastructure		/				
	Lighting			/			

OTHER NOTES

Crossing Assessment Form

Location:

Crossing Name: C25 Beckway St **Crossing Ref:**

Auditor: MC **Date:** 29.05 **Time:** 1.40

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				N	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	no ////
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Q26. Eden Street / Beast Street.

Crossing Name:

Crossing Ref:

Auditor: NC

Date: 22.05 **Time:** 1.50

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	as CLS with just little worse surface quality
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road						
	Traffic speeds					-	
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				1	+	no |||
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: 027 Congreve Street / East Street

Crossing Name:

Auditor: NC

Crossing Ref:

Date: 22.05 Time: 1.55

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				1	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	no ID
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: A28 - Marcia Rd / Old Ham Rd North

Crossing Name:

Crossing Ref:

Auditor: NC

Date: 12.05 **Time:** 9.10

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: A23 Norwood Rd South / Old Kent Road

Crossing Name:

Crossing Ref:

Auditor: MC

Date: 22.05 Time: 2.20

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				3	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C30 facing Surrey Square / old kent Road

Crossing Name: | Crossing Ref:

Auditor: NC | Date: 22.05 | Time: 2.30

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				3	+	8, + shows the time
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					?	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				8	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				N/A	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	delay noticed very long to wait for the green. but possibility to cross easily as turning mir
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians						
	Positioning of infrastructure					-	
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C31 South Surrey quay old kent Road

Crossing Name: Crossing Ref:

Auditor: MC Date: 22.05 Time: 2.40

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				3	+	Right left, B.
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	refuge capacity enough to handle the ped flow.
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				1	+	slight.
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	no delay noticed.
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

good quality but such a delay.

Crossing Assessment Form

Location: 032 Dunton Road / Old Kent Road

Crossing Name:

Crossing Ref:

Auditor: NC

Date: 22.05 **Time:** 2.50

N ↓ S

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				-2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	delay / crossing in 2 times
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				-2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	Crossing in 2 times & wait a long time.
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C33. ⟷ on old Kent Road (facing direction Road)

Crossing Name:

Crossing Ref:

Auditor: NC

Date: 22.05 Time: 3.0

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	& on high traffic.
	Suitable for pedestrian type						
	Suitable for pedestrian volume					-	
	Suitable for type of road						
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				-2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	crossing in two parts
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures					-	
	Space ownership						
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				-2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	crossing in 2 lines.
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	e
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: A38 East St / Dawes St South

Crossing Name: bis

Crossing Ref:

Auditor: MC

Date: 23.05. Time: 09.07

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road						
	Traffic speeds					-	no hgv traffic flow anyway
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority						
	Distance minimisation					-	
	Barriers causing deviation						
Performance	Crossing operational		/		-2	+	
	Safety/protection of pedestrians			/			
	Vehicle behaviour			/			
	Traffic control measures			/			
	Space ownership			/			
	Obstructions to sight lines	/				-	
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths						
	Refuge capacity					-	
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase						
	Waiting time					-	
	Crossing time						
Legibility	Surface Type continuity				-3	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	not obvious, problem surface (re covered). lighting dim.
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Q34 East St / Dawes St North

Crossing Name:

Crossing Ref:

Auditor: NC

Date: 23.05. **Time:** 09.10

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	looks C33
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				1	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				-3	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C35 Tozjalpar St / Portland St

Crossing Name:

Crossing Ref:

Auditor: NC

Date: 23.05 **Time:** 09.15

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	flow traffic – vehicle mvt from residential street
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	✓
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				0	+	could be better but dropped kerb no tactile & yellow
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	no light tactile n/a
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C36. Portland Street. (North of Trafalgar Street)

Crossing Name:

Crossing Ref:

Auditor: MC

Date: 23.05 **Time:** 09.20

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				0	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	no //// but yellow ~~marker~~ tactile upon kerb
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

No delineation for pedestrian

No light

Crossing Assessment Form

Location: C37 Wade St / Portland St

Crossing Name: | Crossing Ref:

Auditor: MC | Date: 23.05 | Time: 09.30

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	to a residential area,
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				0	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	no ✓ but yellow box
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

no light

Crossing Assessment Form

Location: C38 access Portland St / just above Liverpool Grove

Crossing Name:

Crossing Ref:

Auditor: HC

Date: 23.05 **Time:** 08.40

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	light
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C39 Liverpool Grove / Portland St

Crossing Name:

Crossing Ref:

Auditor: NC

Date: 23.05 **Time:** 08.55

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				N/A	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	no lights
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C40 Portland St / Burton Grove

Crossing Name: **Crossing Ref:**

Auditor: MC **Date:** 26.05 **Time:** 10.05

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	Similar as C35 & C37 but with less lighting
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road						
	Traffic speeds					-	
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				0	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	no light
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C41 Renown St / Portland St

Crossing Name:

Crossing Ref:

Auditor: MC

Date: 23.05 **Time:** 10-15

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	Same as others (40, 37, 35) with more maintenance problems maybe but same characteristics
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				0	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	NO lighting.
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: o42 access Portland Street. just south north of Narrow St

Crossing Name:

Crossing Ref:

Auditor: MC

Date: 23.05 Time: 10.25

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				0	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	Some yellow but no all tarmac coloured
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C43 Arrow St / Portland St

Crossing Name: | Crossing Ref:

Auditor: MC | Date: 23.05 | Time: 10.35

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	Same as C40 with slightly better surface
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				1	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				0	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	no ||| but yellow no light
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: CH4 Roland way / Portland St.

Crossing Name:

Crossing Ref:

Auditor: MC

Date: 23 05 Time: 10.35

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures					-	
	Space ownership						
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity		✓		0	+	
	Obvious where to cross	✓					
	Driver stop line in place			✓			
	Delineation for pedestrians			✓		-	no on but yellow no lighting
	Positioning of infrastructure	✓					
	Lighting			✓			

OTHER NOTES

Crossing Assessment Form

Location: C45 Sandes St / Portland street

Crossing Name:

Crossing Ref:

Auditor: HC

Date: 23.05 Time: 10.45

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity		/		0	+	yellow stripped kerb.
	Obvious where to cross	/					
	Driver stop line in place			/			
	Delineation for pedestrians			/		-	no light
	Positioning of infrastructure	/					
	Lighting			/			

OTHER NOTES

Crossing Assessment Form

Location: C46 hopwood road / Portland Street

Crossing Name: | Crossing Ref:

Auditor: MC | Date: 23 05 | Time: 10.50

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity	/			3	+	-
	Obvious where to cross	/					
	Driver stop line in place	/					
	Delineation for pedestrians	/				-	
	Positioning of infrastructure	/					
	Lighting	/					

OTHER NOTES

Crossing Assessment Form

Location: C47 hopwood road / Portland Rd

Crossing Name:

Crossing Ref:

Auditor: NC

Date: 23.05 **Time:** 10.55

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity			/	0	+	yellow
	Obvious where to cross	/					
	Driver stop line in place			/		-	no kpht no ki
	Delineation for pedestrians			/			
	Positioning of infrastructure	/					
	Lighting			/			

OTHER NOTES

Crossing Assessment Form

Location: C48 Portland Street / Albany Road - Portland Street / Am.

Crossing Name: | Crossing Ref:

Auditor: NC | Date: 23.05 | Time: 11.05

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	bp intersection as 8
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	small refuge but sufficient to cope with the ped flow
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages			✓	-1	+	
	Effect of crossing type	✓					
	Traffic flow	✓					
	Pedestrian phase			✓		-	cross in 2 times.
	Waiting time			✓			
	Crossing time			✓			
Legibility	Surface Type continuity			✓	1	+	but ~~limit~~ delineation pedestrians
	Obvious where to cross	✓					
	Driver stop line in place	✓					
	Delineation for pedestrians	✓				-	no light
	Positioning of infrastructure	✓					
	Lighting			✓			

OTHER NOTES

Crossing Assessment Form

Location: eg3. Albany Road / Portland Rd junction Albany west arm

Crossing Name: **Crossing Ref:**

Auditor: NC **Date:** 23.05 **Time:** 11.15

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	big road – 3
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				-1		
	Serve likely desire lines					+	
	At grade / by level change						
	Pedestrian priority						refuge / slight deviation
	Distance minimisation					-	
	Barriers causing deviation						
Performance	Crossing operational				2		
	Safety/protection of pedestrians					+	
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2		
	Peak hour performance					+	
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				-1		
	Effect of crossing type					+	
	Traffic flow						
	Pedestrian phase					-	crossing in 2 times
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				1		
	Obvious where to cross					+	
	Driver stop line in place						
	Delineation for pedestrians					-	no right
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C50 Albany / Portland Rd junction Albany road Boreham

Crossing Name:

Crossing Ref:

Auditor: NC

Date: 23.05 **Time:** 11.20

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments
Crossing provision	Type suitable for context				+	really similar to C49.
	Suitable for pedestrian type					
	Suitable for pedestrian volume					
	Suitable for type of road				-	same steepness problem cross in twice & surface quality.
	Traffic speeds					
	Traffic volumes					
Deviation from the desire line	Deviations				+	
	Serve likely desire lines					
	At grade / by level change					
	Pedestrian priority				-	
	Distance minimisation					
	Barriers causing deviation					
Performance	Crossing operational				+	
	Safety/protection of pedestrians					
	Vehicle behaviour					
	Traffic control measures					
	Space ownership				-	
	Obstructions to sight lines					
Crossing capacity	Minimum dimension standards met				+	
	Peak hour performance					
	Pedestrian flows coped with					
	Waiting areas/widths				-	
	Refuge capacity					
	Width for wheelchair users					
Delay	Crossing stages				+	
	Effect of crossing type					
	Traffic flow					
	Pedestrian phase				-	
	Waiting time					
	Crossing time					
Legibility	Surface Type continuity				+	
	Obvious where to cross					
	Driver stop line in place					
	Delineation for pedestrians				-	
	Positioning of infrastructure					
	Lighting					

OTHER NOTES

Crossing Assessment Form

Location: C31 - Wellsway / Albany Rd junction Wellsway arm

Crossing Name:

Crossing Ref:

Auditor: NC

Date: 23.05 **Time:** 11.25

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	bus road
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	1
	Traffic speeds						
	Traffic volumes		✓				
Deviation from the desire line	Deviations		✓		-2	+	
	Serve likely desire lines			✓			
	At grade / by level change			✓			
	Pedestrian priority			✓		-	refuge / deviation
	Distance minimisation			✓			
	Barriers causing deviation			✓			
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				-2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	crossing in 3 lines
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity	✓			2	+	
	Obvious where to cross	✓					
	Driver stop line in place	✓					
	Delineation for pedestrians	✓				-	
	Positioning of infrastructure	✓					
	Lighting			✓			

OTHER NOTES

Crossing Assessment Form

Location: CS2 - Albany Road / walkway - Albany arm

Crossing Name:

Crossing Ref:

Auditor: MC

Date: 26.05 **Time:** 11.35

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				-1	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	Right detour
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	~~Right~~ crossing in 3 times
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C83 Albany Road / Churchleighs road junction

Crossing Name: **Crossing Ref:** Albany arm.

Auditor: MC **Date:** 23.05 **Time:** 11.45

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	bus road - 8
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity	/			N	+	
	Obvious where to cross						
	Driver stop line in place	/					
	Delineation for pedestrians	/				-	no lighting
	Positioning of infrastructure	/					
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C54 Albany Road / Cheadle Rd junction to Cheadle Arm

Crossing Name:

Crossing Ref:

Auditor: MC

Date: 23 05 Time: 1200

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity	✓			2	+	
	Obvious where to cross	✓					
	Driver stop line in place	✓		✓			
	Delineation for pedestrians	✓				-	no light
	Positioning of infrastructure	✓					
	Lighting			✓			

OTHER NOTES

Crossing Assessment Form

Location: C55 Abbey Road Weston-super-Mare

Crossing Name: | Crossing Ref:

Auditor: MC | Date: 23.05 | Time: 12.05

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				3	+	light, ||||, kerb
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C56 Albany Road

Crossing Name: **Crossing Ref:**

Auditor: MC **Date:** 23.05 **Time:** 12.10

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context					+	exactly as C55
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations					+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational					+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met					+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages					+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity					+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Camberwell

Location: 057 Walworth road / Albany Rd junction

Crossing Name: **Crossing Ref:** – East Albany Road

Auditor: MC **Date:** 23.05 **Time:** 12.15

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				-1	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	obstruction (bus pcht), footway quite narrow)
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	no light
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: CS8 Camberwell Road / Albany Road

Crossing Name: **Crossing Ref:** South Camberwell Road 2 of 2

Auditor: NC **Date:** 23.05 **Time:** 12.20

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				1	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				8	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards (dist				7	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				1	+	Time counting
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	No audible
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location:	89 Grove Street / Camberwell Road.		
Crossing Name:		**Crossing Ref:**	
Auditor:	NC	**Date:** 23.05	**Time:** 12.25

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				1	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	no light on the crossing
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C60 . Camberwell Road / Albany Road junction

Crossing Name:

Crossing Ref: → Camberwell Rd northbound

Auditor: MC

Date: 23.05 Time: am . 12.35

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				✗	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	no light
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C61 Camberwell Road / Boundary Lane

Crossing Name:

Crossing Ref:

Auditor: NC

Date: 23.05 Time: 12.40

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	light
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C62 Grosvenor terrace / Cornwall Road

Crossing Name:

Crossing Ref:

Auditor: RC

Date: 23.05 Time: 12.45

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity	/			-1	+	
	Obvious where to cross	/					
	Driver stop line in place			/			
	Delineation for pedestrians			/		-	
	Positioning of infrastructure						
	Lighting			/			

OTHER NOTES

Crossing Assessment Form

Location: C63 Camberwell Road

Crossing Name:

Crossing Ref:

Auditor: MC

Date: 23.05 Time: 12.55

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				1	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	ligth
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C64 / C65 → same

Crossing Name: Bagson Road **Crossing Ref:**

Auditor: NC John Rustard **Date:** 23.05 **Time:** 13.05 / 1.05pm

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				1	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	tight
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C66 Across Camerwell Rd

Crossing Name: Crossing Ref: south of Fielding Street

Auditor: NC Date: 23.05 Time: 2.00 pm

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	Light light level
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	~~light pole high~~
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C67 Nerrow St / Camberwell St

Crossing Name:

Crossing Ref:

Auditor: NC

Date: 28.05 **Time:** 2.05pm

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	very similar to the 2015)
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				1	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	slight
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C68 Feldeng Street / Camberwell street

Crossing Name: **Crossing Ref:**

Auditor: MC **Date:** 23.05 **Time:** 2.15

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				1	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	x light
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: C69 / C70 Bondi Road / Cameron Rd.

Crossing Name:

Crossing Ref:

Auditor: RC

Date: 23.05 **Time:** 2.20

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	C70 - Westmoreland road.
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	2
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	2
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	2
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	2
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	2
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				1	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	x (light) 1
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: East St / Camberwell Road.

Crossing Name: C71

Crossing Ref:

Auditor: NC

Date: 28.05. **Time:** 11.00

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	traffic light, good, just next to market.
	Suitable for pedestrian type					-	
	Suitable for pedestrian volume						
	Suitable for type of road						
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines					-	
	At grade / by level change						
	Pedestrian priority						
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians					-	
	Vehicle behaviour						
	Traffic control measures						
	Space ownership						
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance					-	
	Pedestrian flows coped with						
	Waiting areas/widths						
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type					-	
	Traffic flow						
	Pedestrian phase						
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity	✓			2	+	
	Obvious where to cross	✓				-	no light
	Driver stop line in place	✓					
	Delineation for pedestrians	✓					
	Positioning of infrastructure	✓					
	Lighting	✓					

OTHER NOTES

Crossing Assessment Form

Location: Carter Place / Camberwell Road.

Crossing Name: C72 **Crossing Ref:** 11

Auditor: NC **Date:** 28.05 **Time:** 11.04

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity				2	+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Sutherland walk / Camberwell Road.

Crossing Name: C73 **Crossing Ref:**

Auditor: MC **Date:** 2005 **Time:** 11.08.

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context					+	exactly as C72
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations					+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational					+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met					+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages					+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity					+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Macleod Street / Camberwell Street

Crossing Name: C74 **Crossing Ref:**

Auditor: NC **Date:** 26.05 **Time:** 11.15

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments
Crossing provision	Type suitable for context				+	exactly as C73 & C72
	Suitable for pedestrian type					
	Suitable for pedestrian volume					
	Suitable for type of road				-	
	Traffic speeds					
	Traffic volumes					
Deviation from the desire line	Deviations				+	
	Serve likely desire lines					
	At grade / by level change					
	Pedestrian priority				-	
	Distance minimisation					
	Barriers causing deviation					
Performance	Crossing operational				+	
	Safety/protection of pedestrians					
	Vehicle behaviour					
	Traffic control measures					
	Space ownership				-	
	Obstructions to sight lines					
Crossing capacity	Minimum dimension standards met				+	
	Peak hour performance					
	Pedestrian flows coped with					
	Waiting areas/widths				-	
	Refuge capacity					
	Width for wheelchair users					
Delay	Crossing stages				+	
	Effect of crossing type					
	Traffic flow					
	Pedestrian phase				-	
	Waiting time					
	Crossing time					
Legibility	Surface Type continuity				+	
	Obvious where to cross					
	Driver stop line in place					
	Delineation for pedestrians				-	
	Positioning of infrastructure					
	Lighting					

OTHER NOTES

Crossing Assessment Form

Location: Liverpool Grove / Camberwell Road

Crossing Name: C75

Crossing Ref:

Auditor: NC

Date: 28.05 Time: 11.16

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Crossing provision	Type suitable for context					+	c/ C74, 73, C72
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations					+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational					+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met					+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages					+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity					+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Cadiz street / Camberwell

Crossing Name: C76

Crossing Ref:

Auditor: NC

Date: 26.05 Time: 11.45

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context					+	such as C75, 74, C73, C72
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	(except one little impact
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations					+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational					+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met					+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages					+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity					+	
	Obvious where to cross						
	Driver stop line in place						
	Delineation for pedestrians					-	
	Positioning of infrastructure						
	Lighting						

OTHER NOTES

Crossing Assessment Form

Location: Across Camberwell Road, about Coad's St.

Crossing Name: C77 | Crossing Ref:

Auditor: NC | Date: 28.05. | Time: 11.45 a.

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				-2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				-2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				-2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				-2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				-2	+	
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity	✓			-3	+	
	Obvious where to cross			✓			
	Driver stop line in place	✓					
	Delineation for pedestrians		✓			-	
	Positioning of infrastructure	✓	✓				
	Lighting			✓			

OTHER NOTES:

Crossing Assessment Form

Location: Shoreham Road / adjacent Road (near Tesco)

Crossing Name: C78 **Crossing Ref:**

Auditor: NC **Date:** 28.05 **Time:** 9.15

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Crossing provision	Type suitable for context				2	+	
	Suitable for pedestrian type						
	Suitable for pedestrian volume						
	Suitable for type of road					-	
	Traffic speeds						
	Traffic volumes						
Deviation from the desire line	Deviations				2	+	
	Serve likely desire lines						
	At grade / by level change						
	Pedestrian priority					-	
	Distance minimisation						
	Barriers causing deviation						
Performance	Crossing operational				2	+	
	Safety/protection of pedestrians						
	Vehicle behaviour						
	Traffic control measures						
	Space ownership					-	
	Obstructions to sight lines						
Crossing capacity	Minimum dimension standards met				2	+	
	Peak hour performance						
	Pedestrian flows coped with						
	Waiting areas/widths					-	
	Refuge capacity						
	Width for wheelchair users						
Delay	Crossing stages				2	+	relatively short distance + green man often.
	Effect of crossing type						
	Traffic flow						
	Pedestrian phase					-	
	Waiting time						
	Crossing time						
Legibility	Surface Type continuity			/	-1	+	
	Obvious where to cross	/					
	Driver stop line in place	/					
	Delineation for pedestrians	/				-	no lighting per surface continuity
	Positioning of infrastructure	/					
	Lighting			/			

OTHER NOTES

Public Transport Waiting Area Assessment Form

Location: Frodal Place / Westernside Old Kent Road.

Waiting Area Name: PTW 1

Waiting Area Ref:

Auditor: MC

Date: 22.05.14 Time: 09.30.

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Information to the waiting area	Visibility of waiting area				2	+	visible, ~~[illegible]~~ info.
	Brand image						
	Local information						
	Public transport information					-	
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings				-2	+	~~[illegible]~~. ped crossing with info. user required
	Safety from traffic						
	Dropped kerbs						
	User conflict			✓		-	pedestrian crossing very far away either 'capare' leg. road / guardrail
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised				-2.	+	
	Waiting area capacity						
	Safety from traffic						
	Access and egress points accessible					-	Gaps + not at the same level
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables				3	+	RT info.
	Visible and legible						
	Location and accuracy						
	Colour contrast of information					-	
	Real time information						
	Additional/specialised sources of information						
Safety perceptions	Evidence of graffiti or vandalism				2.	+	~~[illegible]~~ shrub frontage telephone not far.
	Telephone/instant response facility						
	Local Ownership of space						
	Sightlines					-	Near a 3 lanes road.
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: Front TESCO old kent Road. Easton end

Waiting Area Name: PTW2.

Waiting Area Ref:

Auditor: MC

Date: 22.05. Time: 10.00

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Information to the waiting area	Visibility of waiting area				2	+	red perspex shelter.
	Brand image						
	Local information						
	Public transport information					-	*
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings				-1		
	Safety from traffic					+	
	Dropped kerbs						
	User conflict					-	South pedestrian crossing quite far.
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised				2.		
	Waiting area capacity					+	extra seat behind with trees
	Safety from traffic						
	Access and egress points accessible					-	* no raised kerbs (pads + ↑ dropped)
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables				2.		
	Visible and legible					+	R.T. info
	Location and accuracy						
	Colour contrast of information					-	
	Real time information						
	Additional/'specialised' sources of information						
Safety perceptions	Evidence of graffiti or vandalism				0	+	~~pedestrian TESCO~~.
	Telephone/instant response facility						
	Local Ownership of space						
	Sightlines					-	~~near bus stand~~. no sense of place near parking not private at night
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: Tesco old kent road south East

Waiting Area Name: EC ~~PTW1~~ PTW3

Waiting Area Ref:

Auditor: MC

Date: 22.05 Time: 10.05-

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments
Information to the waiting area	Visibility of waiting area				2	+ Same as PTW2 but with closer proximity to the ped crossing
	Brand image					
	Local information					
	Public transport information					
	Route names and numbers					-
	Direction and distances of trip generators					
Infrastructure to the waiting area	Accessibility via pedestrian crossings				2	+
	Safety from traffic					
	Dropped kerbs					
	User conflict					-
	Tactile information					
	Footways and surface quality					
Boarding public transport	Raised kerbs and gaps minimised				2	+
	Waiting area capacity					
	Safety from traffic					
	Access and egress points accessible					-
	Bus boarders available					
	Assistance for mobility impaired people					
Information at the waiting area	Timetables				2	+
	Visible and legible					
	Location and accuracy					
	Colour contrast of information					-
	Real time information					
	Additional/'specialised' sources of information					
Safety perceptions	Evidence of graffiti or vandalism				0	+
	Telephone/instant response facility					
	Local Ownership of space					
	Sightlines					-
	Potential for anti-social behaviour					
	Places for concealment					

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: Thurlow Street

Waiting Area Name: PTWA 4 (M)

Waiting Area Ref:

Auditor: MC

Date: 22.05 **Time:** 11.00

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Information to the waiting area	Visibility of waiting area				0	+	
	Brand image						
	Local information						
	Public transport information					-	behind trees.
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings				-1	+	
	Safety from traffic						
	Dropped kerbs						
	User conflict					-	
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised				-1	+	
	Waiting area capacity						
	Safety from traffic						
	Access and egress points accessible					-	gaps.
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables				-2	+	
	Visible and legible						
	Location and accuracy						
	Colour contrast of information						
	Real time information					-	no real time info
	Additional/'specialised' sources of information						
Safety perceptions	Evidence of graffiti or vandalism	✓			-2	+	
	Telephone/instant response facility			✓			
	Local Ownership of space			✓			
	Sightlines			✓		-	low activity, not attractive neighbourhood.
	Potential for anti-social behaviour	✓		✓			
	Places for concealment	✓		✓			

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: PTS. Thurlow Street (A)

Waiting Area Name:

Waiting Area Ref:

Auditor: MC

Date: 22.05 **Time:** 11.15

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Information to the waiting area	Visibility of waiting area					+	
	Brand image						
	Local information						
	Public transport information					-	
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings					+	
	Safety from traffic						
	Dropped kerbs						
	User conflict					-	
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised					+	
	Waiting area capacity						
	Safety from traffic						
	Access and egress points accessible					-	
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables					+	
	Visible and legible						
	Location and accuracy						
	Colour contrast of information					-	
	Real time information						
	Additional/specialised sources of information						
Safety perceptions	Evidence of graffiti or vandalism					+	
	Telephone/instant response facility						
	Local Ownership of space						
	Sightlines					-	
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: PTW 6. Thirlow St

Waiting Area Name:

Waiting Area Ref:

Auditor: NC

Date: 22.05 **Time:** 11.30

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Information to the waiting area	Visibility of waiting area				2	+	
	Brand image						
	Local information						
	Public transport information					-	
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings				-2	+	a slight detour to get there
	Safety from traffic						
	Dropped kerbs						
	User conflict					-	
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised				N	+	
	Waiting area capacity						
	Safety from traffic						
	Access and egress points accessible					-	
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables				2	+	
	Visible and legible						
	Location and accuracy						
	Colour contrast of information					-	
	Real time information						
	Additional/'specialised' sources of information						
Safety perceptions	Evidence of graffiti or vandalism				N	+	CCTV but globally not a nice area.
	Telephone/instant response facility						
	Local Ownership of space						
	Sightlines					-	
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: PTW East St

Waiting Area Name:

Waiting Area Ref:

Auditor: MC

Date: 22.05 Time: 11.45

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Information to the waiting area	Visibility of waiting area				2	+	
	Brand image						
	Local information						
	Public transport information					-	
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings				N	+	
	Safety from traffic						
	Dropped kerbs						
	User conflict					-	'Ped crossing' could be closer.
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised				0	+	
	Waiting area capacity						
	Safety from traffic						
	Access and egress points accessible					-	gap
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables				1	+	no Real time info.
	Visible and legible						
	Location and accuracy						
	Colour contrast of information					-	
	Real time information						
	Additional/'specialised' sources of information						
Safety perceptions	Evidence of graffiti or vandalism				2	+	near high street / cafe
	Telephone/instant response facility						
	Local Ownership of space						
	Sightlines					-	
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: ~~024~~ East PTW B. East Street -

Waiting Area Name:

Waiting Area Ref:

Auditor: MC

Date: 22.05 **Time:** 11.50

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Information to the waiting area	Visibility of waiting area					+	
	Brand image						
	Local information						
	Public transport information				-2	-	
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings					+	
	Safety from traffic						
	Dropped kerbs						
	User conflict				-1	-	pad opposite quite far.
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised					+	
	Waiting area capacity						
	Safety from traffic						
	Access and egress points accessible				0	-	gap
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables					+	
	Visible and legible						
	Location and accuracy				2		
	Colour contrast of information					-	
	Real time information						
	Additional/'specialised' sources of information						
Safety perceptions	Evidence of graffiti or vandalism					+	clean residential area
	Telephone/instant response facility						
	Local Ownership of space				2		
	Sightlines					-	
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: PTW 9. East Street. (H)

Waiting Area Name:

Waiting Area Ref:

Auditor: MC

Date: 22.05 **Time:** 12.00

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Information to the waiting area	Visibility of waiting area				2	+	
	Brand image						
	Local information						
	Public transport information					-	
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings				-1	+	
	Safety from traffic						
	Dropped kerbs						
	User conflict					-	ped crossing point / not enough space.
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised				1	+	
	Waiting area capacity						
	Safety from traffic						
	Access and egress points accessible					-	gap
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables				0	+	no RTPI
	Visible and legible						
	Location and accuracy						
	Colour contrast of information					-	
	Real time information						
	Additional/'specialised' sources of information						
Safety perceptions	Evidence of graffiti or vandalism				1	+	
	Telephone/instant response facility						
	Local Ownership of space						
	Sightlines					-	
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Page 1 of 2

Location: East Street . South (J)

Waiting Area Name: PTN 10.

Waiting Area Ref:

Auditor: NC

Date: 28.05 Time: 13.00

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Information to the waiting area	Visibility of waiting area				2	+	
	Brand image						
	Local information						
	Public transport information					-	
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings				2	+	
	Safety from traffic						
	Dropped kerbs						
	User conflict					-	
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised				1	+	
	Waiting area capacity						
	Safety from traffic						
	Access and egress points accessible					-	
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables				1	+	
	Visible and legible						
	Location and accuracy						
	Colour contrast of information					-	
	Real time information						
	Additional/specialised sources of information						
Safety perceptions	Evidence of graffiti or vandalism				1	+	
	Telephone/alarm response facility						
	Local Ownership of space						
	Sightlines					-	
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: [redacted] AW 11 Allsday Road North (O)

Waiting Area Name:

Waiting Area Ref:

Auditor: NC

Date: 23.05 **Time:** 2.30

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Information to the waiting area	Visibility of waiting area				2.	+	
	Brand image						
	Local information					-	
	Public transport information						
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings		✓		1	+	good infra but a bit far.
	Safety from traffic	✓					
	Dropped kerbs		✓			-	
	User conflict	✓					
	Tactile information		✓				
	Footways and surface quality		✓				
Boarding public transport	Raised kerbs and gaps minimised			✓	0	+	
	Waiting area capacity	✓					
	Safety from traffic	✓				-	gap.
	Access and egress points accessible	✓					
	Bus boarders available			✓			
	Assistance for mobility impaired people			✓			
Information at the waiting area	Timetables				2.	+	
	Visible and legible						
	Location and accuracy					-	no RTI info.
	Colour contrast of information						
	Real time information						
	Additional/'specialised' sources of information						
Safety perceptions	Evidence of graffiti or vandalism				0	+	
	Telephone/instant response facility						
	Local Ownership of space					-	no ownership of space not many people.
	Sightlines						
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: [redacted] PTW12 Along Road South (+)

Waiting Area Name: | Waiting Area Ref:

Auditor: NC | Date: 23.05 | Time: 2.[illegible]40

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Information to the waiting area	Visibility of waiting area				2	+	See PTW11
	Brand image						
	Local information						
	Public transport information						
	Route names and numbers					-	
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings				1	+	
	Safety from traffic						
	Dropped kerbs						
	User conflict					-	
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised				2	+	
	Waiting area capacity						
	Safety from traffic						
	Access and egress points accessible					-	
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables				2	+	
	Visible and legible						
	Location and accuracy						
	Colour contrast of information					-	
	Real time information						
	Additional/specialised sources of information						
Safety perceptions	Evidence of graffiti or vandalism				0	+	
	Telephone/instant response facility						
	Local Ownership of space						
	Sightlines					-	not many people
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: [redacted] PTW3 (W) Albany Road South

Waiting Area Name:

Waiting Area Ref:

Auditor: MC

Date: 23.05 Time: 2.45

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Information to the waiting area	Visibility of waiting area				2.	+	cf PTW1
	Brand image						
	Local information						
	Public transport information					-	
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings				2	+	crossing not so far.
	Safety from traffic						
	Dropped kerbs						
	User conflict					-	Cars
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised				✓	+	
	Waiting area capacity						
	Safety from traffic						
	Access and egress points accessible					-	gap.
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables				2.	+	
	Visible and legible						
	Location and accuracy						
	Colour contrast of information					-	no RTI info.
	Real time information						
	Additional/specialised sources of information						
Safety perceptions	Evidence of graffiti or vandalism				✓	+	
	Telephone/instant response facility						
	Local Ownership of space						
	Sightlines					-	No ownership of space
	Potential for anti-social behaviour						
	Places for concealment						not many people

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: PTW 14 (Q) Albany Road (North side)

Waiting Area Name: | Waiting Area Ref:

Auditor: MC | Date: 23.05 | Time: 2.50

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Information to the waiting area	Visibility of waiting area				2	+	Same as PTW13 but clutter maintenance problem
	Brand image						
	Local information						
	Public transport information					-	
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings				2	+	
	Safety from traffic						
	Dropped kerbs						
	User conflict					-	
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised				2	+	
	Waiting area capacity						
	Safety from traffic						
	Access and egress points accessible					-	
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables				2	+	
	Visible and legible						
	Location and accuracy						
	Colour contrast of information					-	
	Real time information						
	Additional/'specialised' sources of information						
Safety perceptions	Evidence of graffiti or vandalism				0	+	
	Telephone/instant response facility						
	Local Ownership of space						
	Sightlines					-	
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: [redacted] PTW15 (P) Albany Road North

Waiting Area Name:

Waiting Area Ref:

Auditor: NC

Date: 23.05 Time: 7.55

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Information to the waiting area	Visibility of waiting area				2	+	
	Brand image						
	Local information						
	Public transport information					-	
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings				2	+	crossing's near by
	Safety from traffic						
	Dropped kerbs						
	User conflict					-	
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised				1	+	
	Waiting area capacity						
	Safety from traffic						
	Access and egress points accessible					-	gap.
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables				2	+	
	Visible and legible						
	Location and accuracy						
	Colour contrast of information					-	NO RTPJO.
	Real time information						
	Additional/specialised sources of information						
Safety perceptions	Evidence of graffiti or vandalism				2.	+	Facing the entrance of flats.
	Telephone/instant response facility						
	Local Ownership of space						
	Sightlines					-	
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: [redacted] PTW16 (R) Albany Road (South).

Waiting Area Name:

Waiting Area Ref:

Auditor: MC

Date: 23.05 **Time:** 3.05 pm

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Information to the waiting area	Visibility of waiting area					+	Exactly as PTW15
	Brand image						
	Local information						
	Public transport information					-	
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings					+	
	Safety from traffic						
	Dropped kerbs						
	User conflict					-	
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised					+	
	Waiting area capacity						
	Safety from traffic						
	Access and egress points accessible					-	
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables					+	
	Visible and legible						
	Location and accuracy						
	Colour contrast of information					-	
	Real time information						
	Additional/'specialised' sources of information						
Safety perceptions	Evidence of graffiti or vandalism					+	
	Telephone/instant response facility						
	Local Ownership of space						
	Sightlines					-	
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: [redacted] NW7 Camberwell Road

Waiting Area Name:

Waiting Area Ref:

Auditor: NC

Date: 23.05 **Time:** 3.10 pm

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Information to the waiting area	Visibility of waiting area				2	+	
	Brand image						
	Local information						
	Public transport information					-	
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings				-2	+	
	Safety from traffic						
	Dropped kerbs						
	User conflict					-	connection to site nearby / no crossing
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised			/	1	+	
	Waiting area capacity	/					
	Safety from traffic	/					
	Access and egress points accessible	/					
	Bus boarders available	/				-	gap
	Assistance for mobility impaired people						
Information at the waiting area	Timetables				3	+	RTI/0 -
	Visible and legible						
	Location and accuracy						
	Colour contrast of information					-	
	Real time information						
	Additional/specialised sources of information						
Safety perceptions	Evidence of graffiti or vandalism				2	+	Illuminated area
	Telephone/instant response facility						
	Local Ownership of space						
	Sightlines					-	
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: [redacted] PTW B Northol Arnsath (R)

Waiting Area Name:

Waiting Area Ref:

Auditor: MC

Date: 23.05 **Time:** 3.15pm

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Information to the waiting area	Visibility of waiting area				2	+	
	Brand image						
	Local information						
	Public transport information					-	
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings				-1	+	
	Safety from traffic						
	Dropped kerbs						
	User conflict					-	temporary construction site ↑ mids one crossing on one side.
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised			✓	1	+	
	Waiting area capacity	✓					
	Safety from traffic	✓					
	Access and egress points accessible	✓				-	gap
	Bus boarders available	✓					
	Assistance for mobility impaired people	✓					
Information at the waiting area	Timetables				2	+	
	Visible and legible						
	Location and accuracy						
	Colour contrast of information					-	no RTI info
	Real time information						
	Additional/specialised sources of information						
Safety perceptions	Evidence of graffiti or vandalism	✓	✓	✓	2	+	people / high street
	Telephone/instant response facility			✓			
	Local Ownership of space	✓					
	Sightlines	✓				-	
	Potential for anti-social behaviour	✓		✓			
	Places for concealment	✓		✓			

OTHER NOTES:

Public Transport Waiting Area Assessment Form

Location: [redacted] PTN 19 (J)

Waiting Area Name:

Waiting Area Ref:

Auditor: NC

Date: 23.05 - **Time:** 3.20

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3	Comments	
Information to the waiting area	Visibility of waiting area				2	+	
	Brand image						
	Local information						
	Public transport information					-	
	Route names and numbers						
	Direction and distances of trip generators						
Infrastructure to the waiting area	Accessibility via pedestrian crossings				2	+	(platform → informal crossing) middle gap
	Safety from traffic						
	Dropped kerbs						
	User conflict					-	
	Tactile information						
	Footways and surface quality						
Boarding public transport	Raised kerbs and gaps minimised				2	+	
	Waiting area capacity						
	Safety from traffic						
	Access and egress points accessible					-	gap
	Bus boarders available						
	Assistance for mobility impaired people						
Information at the waiting area	Timetables	/			3	+	RTI n/a
	Visible and legible	/					
	Location and accuracy	/					
	Colour contrast of information	/				-	
	Real time information	/					
	Additional/specialised sources of information	/					
Safety perceptions	Evidence of graffiti or vandalism				2	+	
	Telephone/instant response facility						
	Local Ownership of space						
	Sightlines					-	
	Potential for anti-social behaviour						
	Places for concealment						

OTHER NOTES:

PTW21 (G) | PTN22 (F) | PTN23 (E)

Public Transport Waiting Area Assessment Form

Location: [redacted] PTN20 (H)

Waiting Area Name:

Waiting Area Ref:

Auditor: MC

Date: 23.05 3.30 Time:

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments			
Information to the waiting area	Visibility of waiting area				2	+		1	2	2
	Brand image									
	Local information									
	Public transport information									
	Route names and numbers					-				
	Direction and distances of trip generators									
Infrastructure to the waiting area	Accessibility via pedestrian crossings				-1	+		-1	-1	-1
	Safety from traffic									
	Dropped kerbs									
	User conflict									
	Tactile information					-	ped crossing dev	ped conflict	ped conflict see prev	bar ped crossing
	Footways and surface quality									
Boarding public transport	Raised kerbs and gaps minimised				2	+		2	2	2
	Waiting area capacity									
	Safety from traffic									
	Access and egress points accessible									
	Bus boarders available					-	poor			
	Assistance for mobility impaired people									
Information at the waiting area	Timetables				3	+	PTN20	2	3	2
	Visible and legible									
	Location and accuracy									
	Colour contrast of information									
	Real time information					-				
	Additional/specialised sources of information									
Safety perceptions	Evidence of graffiti or vandalism				2	+		2	2	2
	Telephone/instant response facility									
	Local Ownership of space									
	Sightlines									
	Potential for anti-social behaviour					-				
	Places for concealment									

OTHER NOTES:

Public Space Assessment Form

Location: East Street

Public Space Name: East St Market

Public Space Ref: PS1

Auditor: MC

Date: 23/05 Time: 13.00

Parameter	Checklist Factors	Checklist +ve	Checklist +/-	Checklist -ve	Overall Score -3 to +3		Comments
Moving in the space	Provision in the space		/		0	+	
	Surface quality	/					
	Ease of movement		/			-	busy area as market
	Barriers for mobility impaired people			/			
	Frequency of obstructions			/			
	User conflict			X			
Interpreting the space	Presence of maps			/	-1	+	
	Use and appropriateness of signage			/			
	Signage consistency			/		-	
	Provision for mobility/sensory impaired people			/			
	Layout of the built form		/				
	Landmark visibility	/					
Personal safety	Perceptions of safety	/			2	+	
	Informal surveillance	/					
	Formal surveillance	/	/			-	
	Ease of reporting an incident	/					
	Lighting provision	/					
	Type of area/environment	/					
Feeling comfortable	Spending time in the space		/		1	+	
	Provision of shelter			/			
	Seating provision			/		-	more seating ?
	Toilets	/					
	Noise level	/					
	Impact of traffic	/					
Sense of place	Quality of the materials	/			2	+	
	Character of the built environment	/					
	Aesthetics	/				-	
	Sense of identity	/					
	Distinctiveness	/					
	Ambience	/					
Opportunity for activity	Evidence of social interaction	/			3	+	
	Atmosphere	/					
	Diversity of user types	/				-	
	Type of activity appropriate for space	/					
	Function of the space used appropriately	/					
	Evidence of decay/restriction/lacks activity	/					

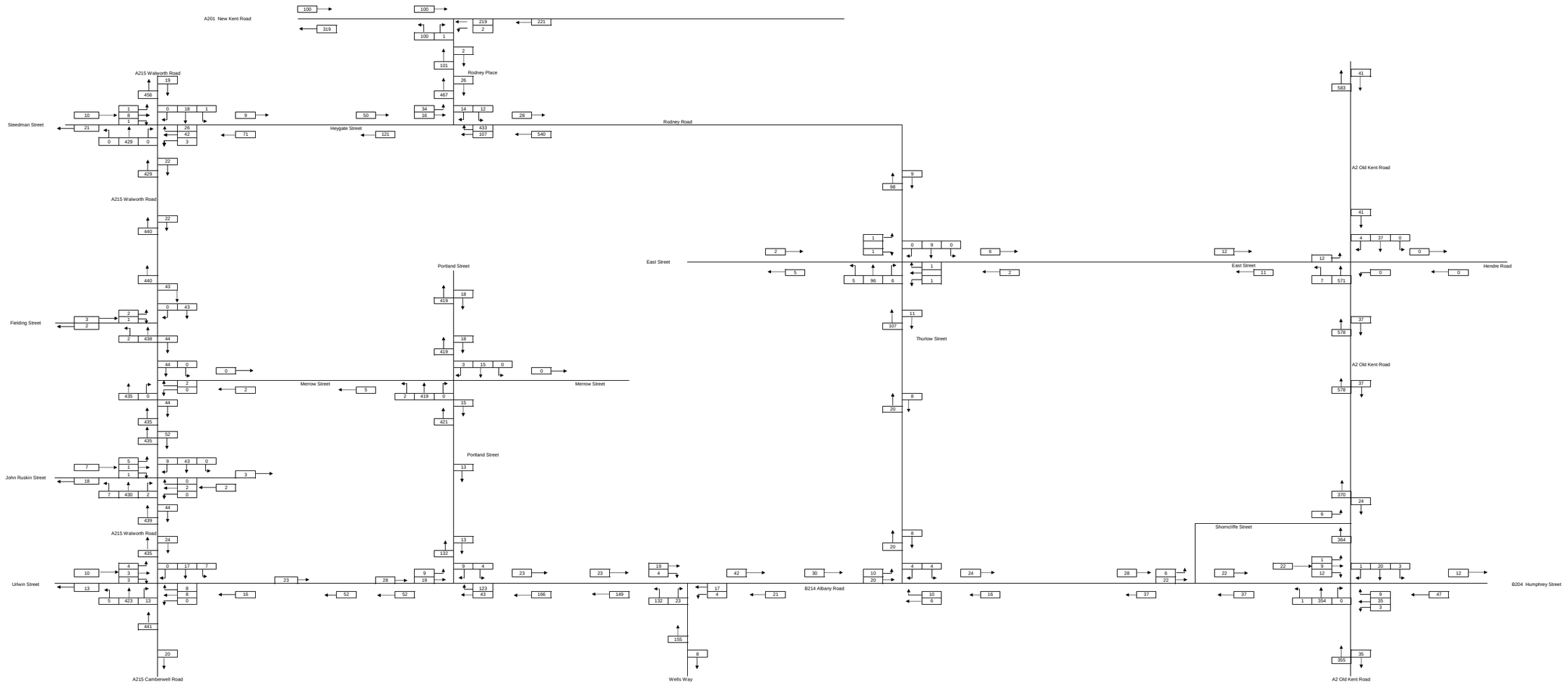
LINKAGES TO OTHER REVIEW FORMS

NAME:	REF:	NAME:	REF:
NAME:	REF:	NAME:	REF:
NAME:	REF:	NAME:	REF:
NAME:	REF:	NAME:	REF:

OTHER NOTES:

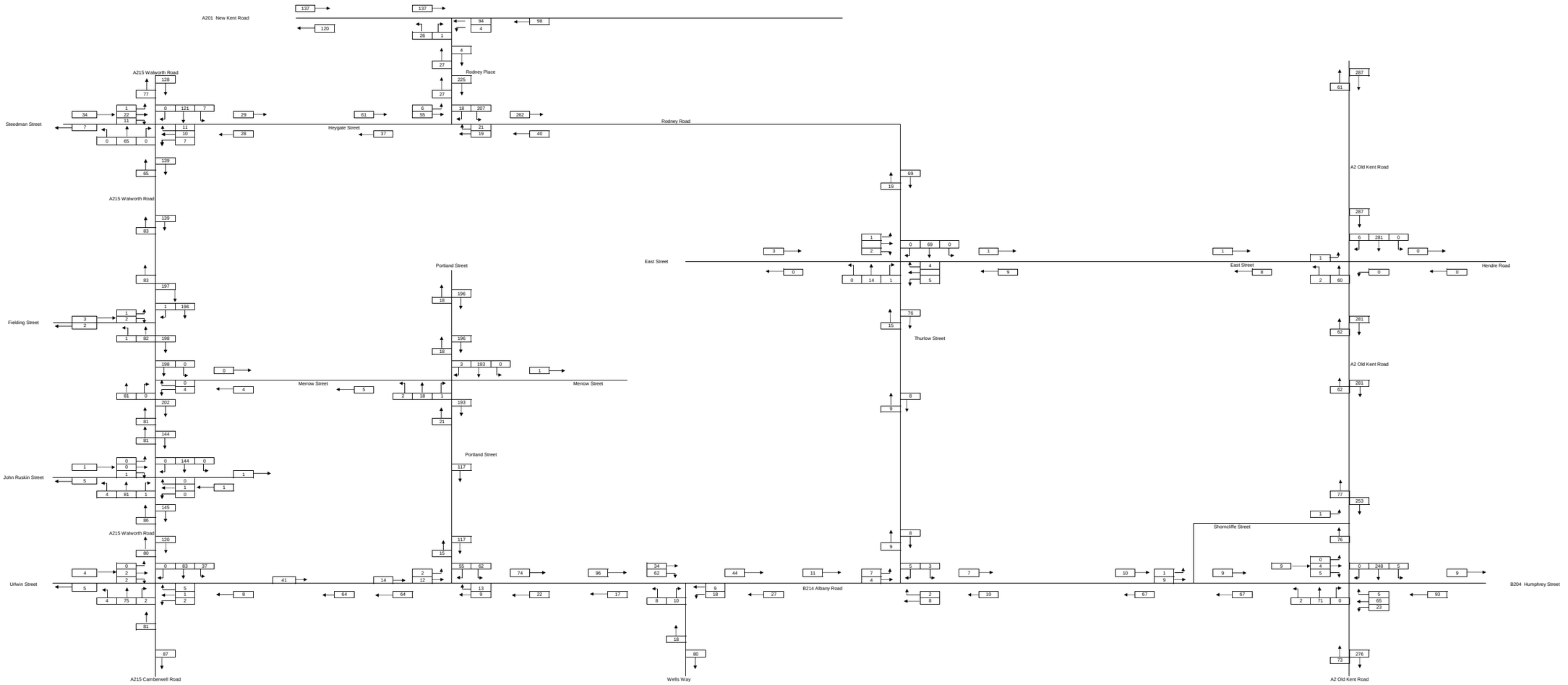
WSP UK Limited
WSP House
London
WC2A 1AF
UK
Tel: +44 20 7314 4612
Fax: +44 20 7314 5111
www.wspgroup.co.uk

Appendix F – Cycle Traffic Flow Diagrams



WSP

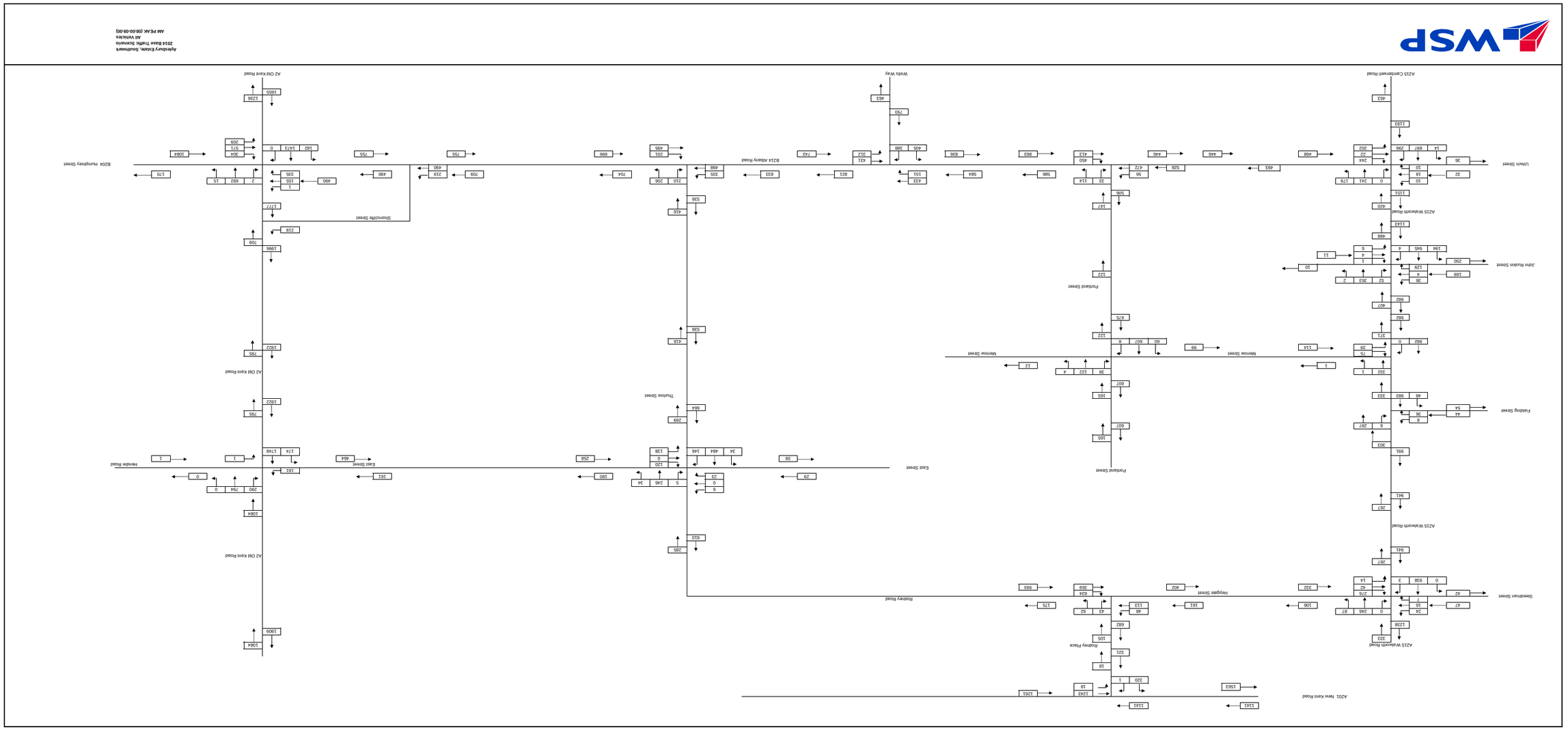
Aylesbury Estate, Southwark
2014 Base Scenario
Pedal Cycles
AM PEAK (08:00-09:00)



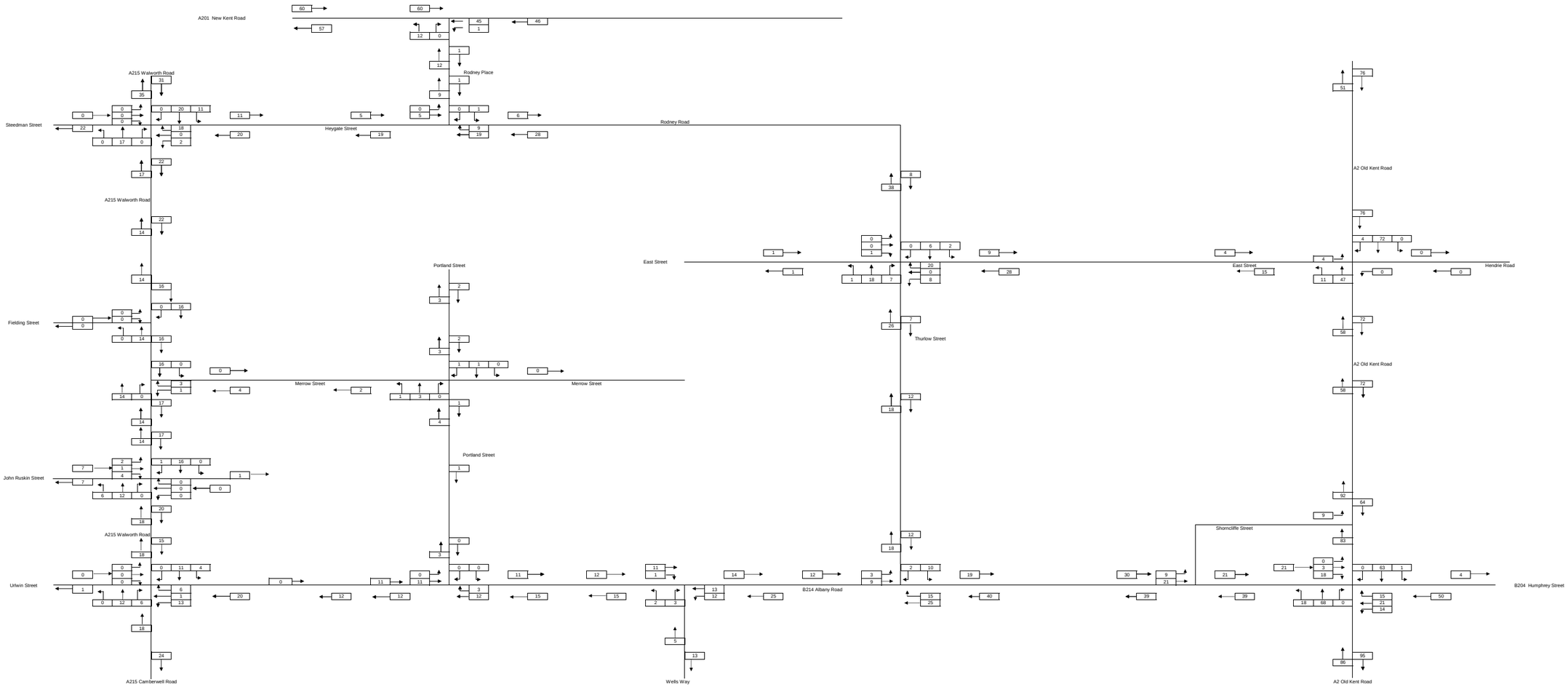
WSP

Aylesbury Estate, Southwark
2014 Base Scenario
Pedal Cycles
PM PEAK (17:00-18:00)

Appendix G – Traffic Flow Diagrams

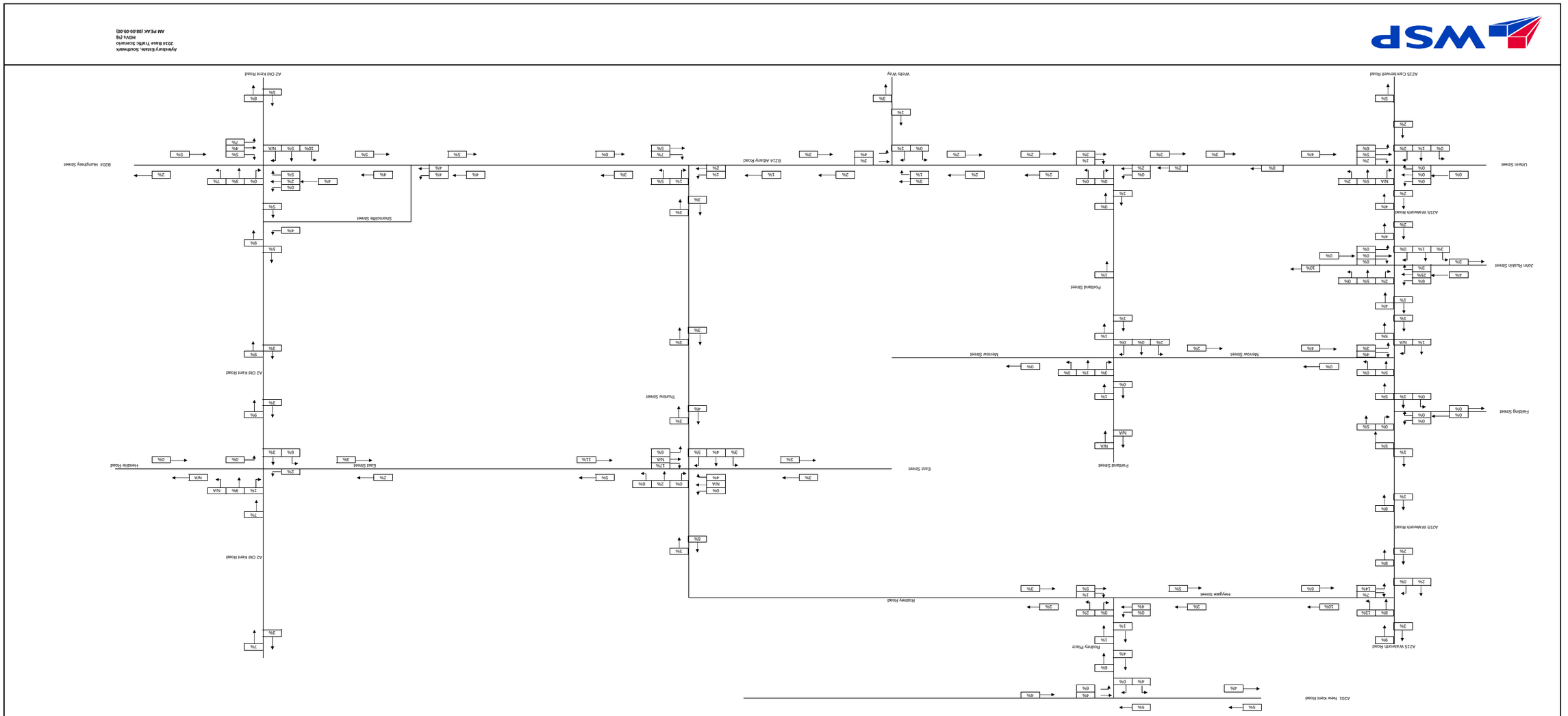


Aylesbury Estate, Southwark
2014 Base Traffic Scenario
All Vehicles
AM PEAK (08:00-09:00)

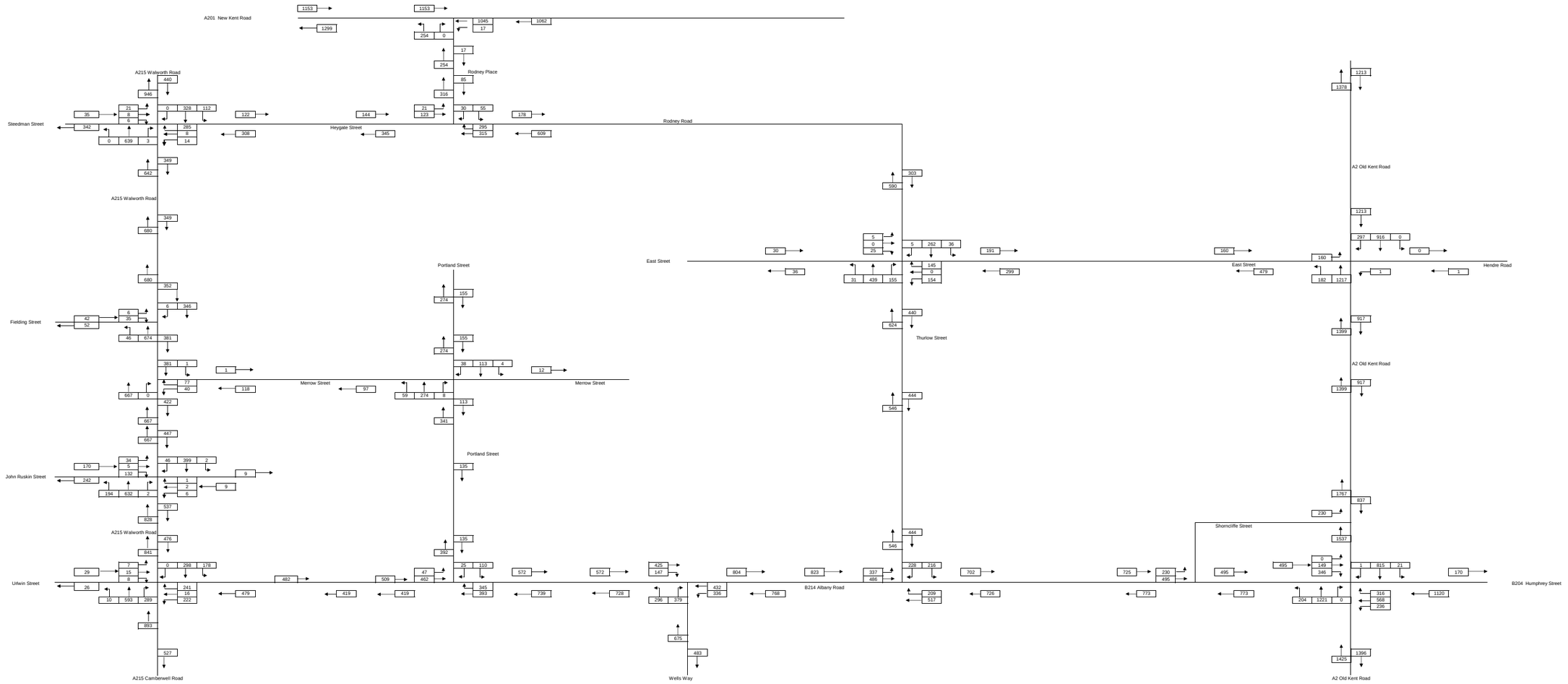


WSP

Aylesbury Estate, Southwark
2014 Base Traffic Scenario
HGVs
AM PEAK (08:00-09:00)

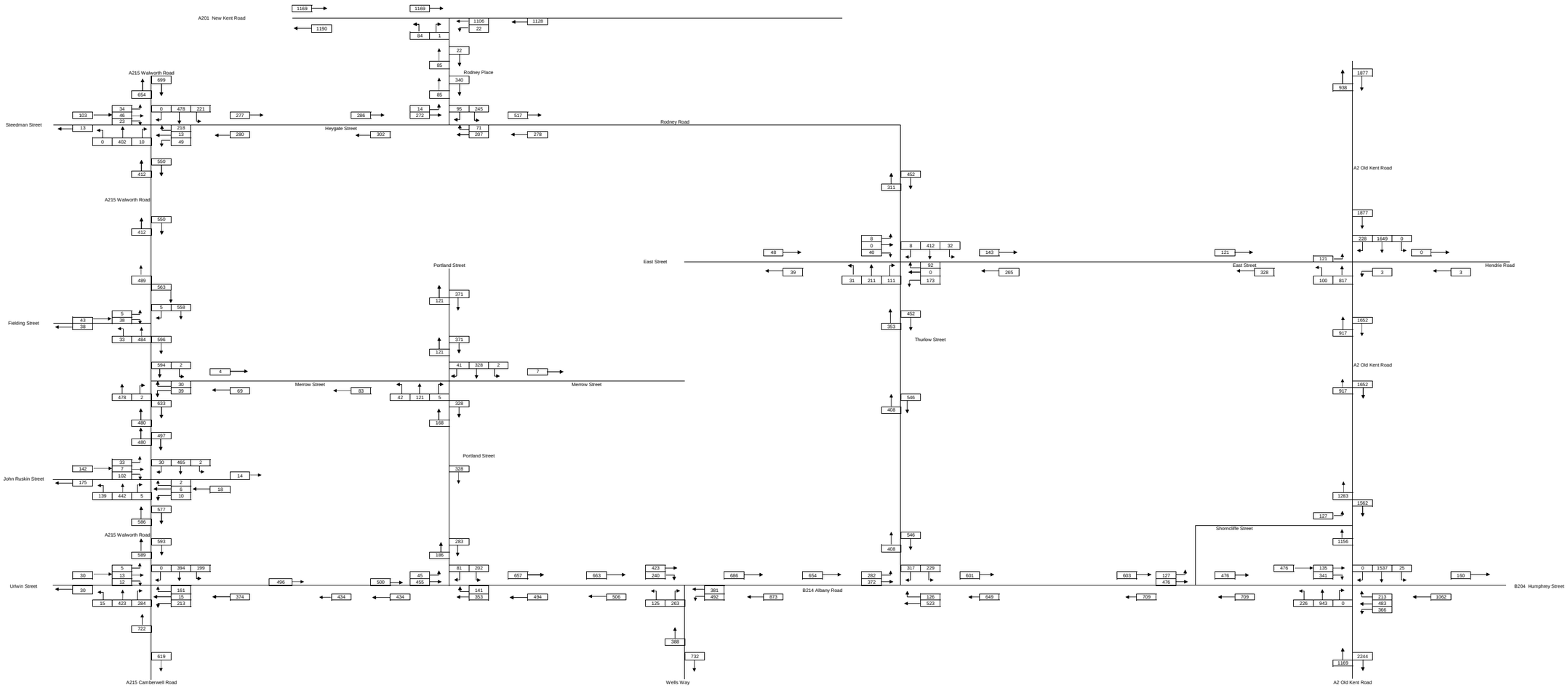


Aylesbury Estate, Southwark
2014 Base Traffic Scenario
HGV1 (%)
AM PEAK (08:00-09:00)



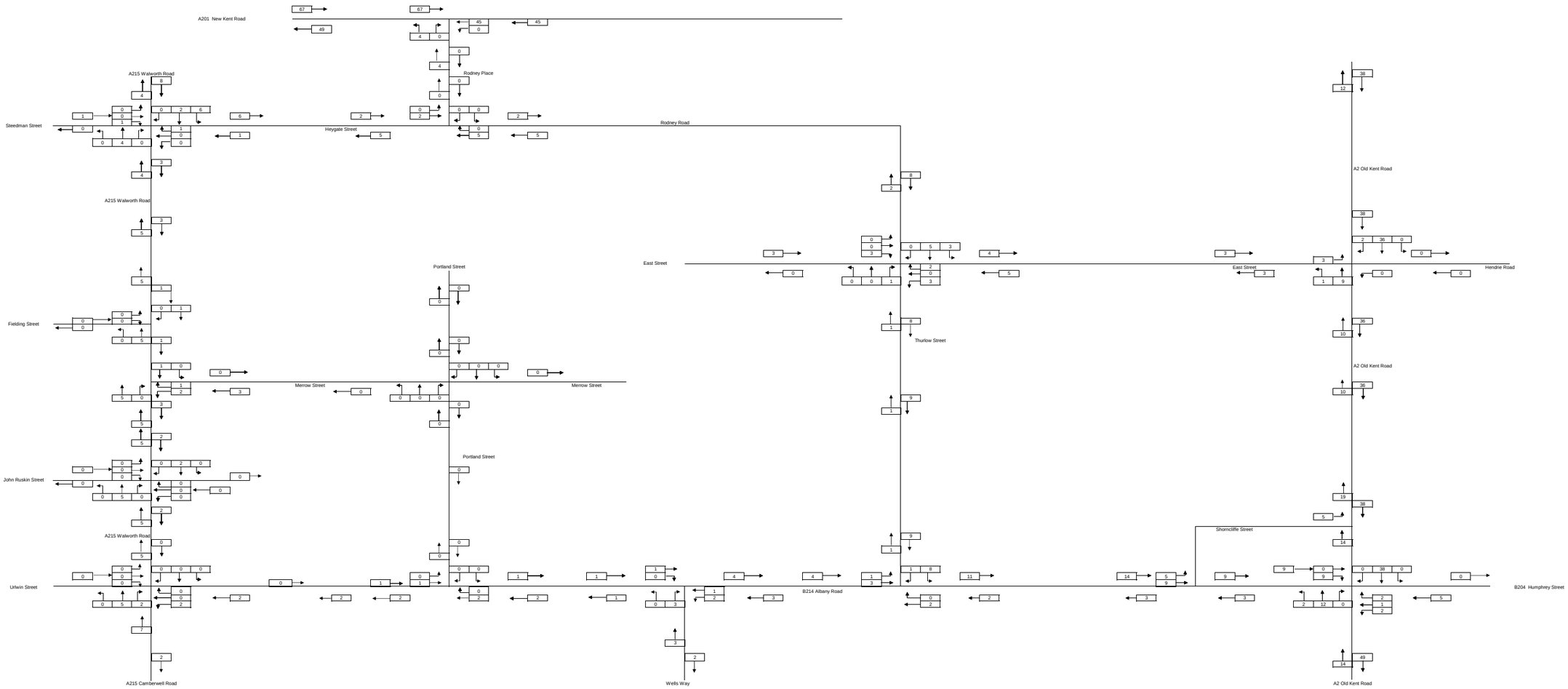
WSP

Aylesbury Estate, Southwark
2014 Base Traffic Scenario
PCUs
AM PEAK (08:00-09:00)



WSP

Aylesbury Estate, Southwark
2014 Base Traffic Scenario
All Vehicles
PM PEAK (17:00-18:00)

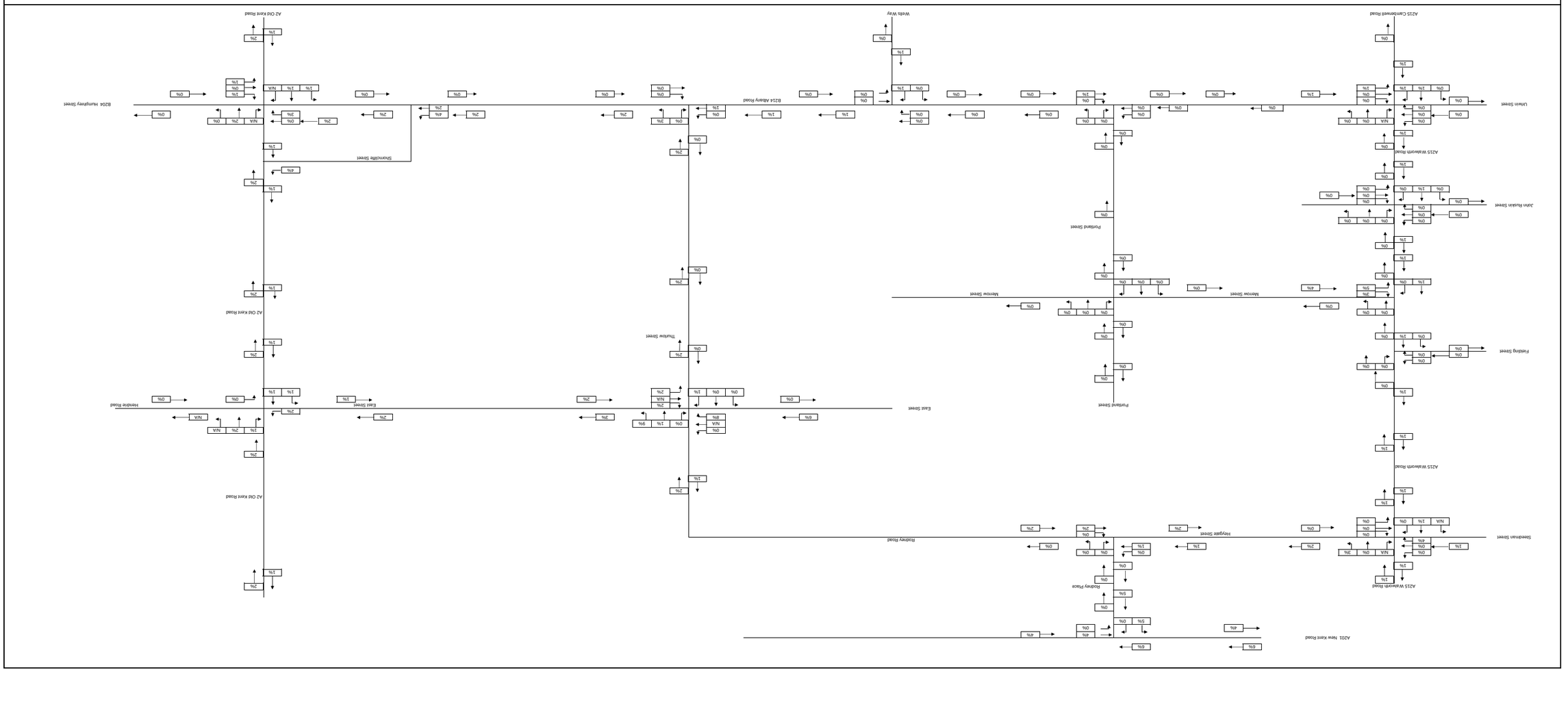


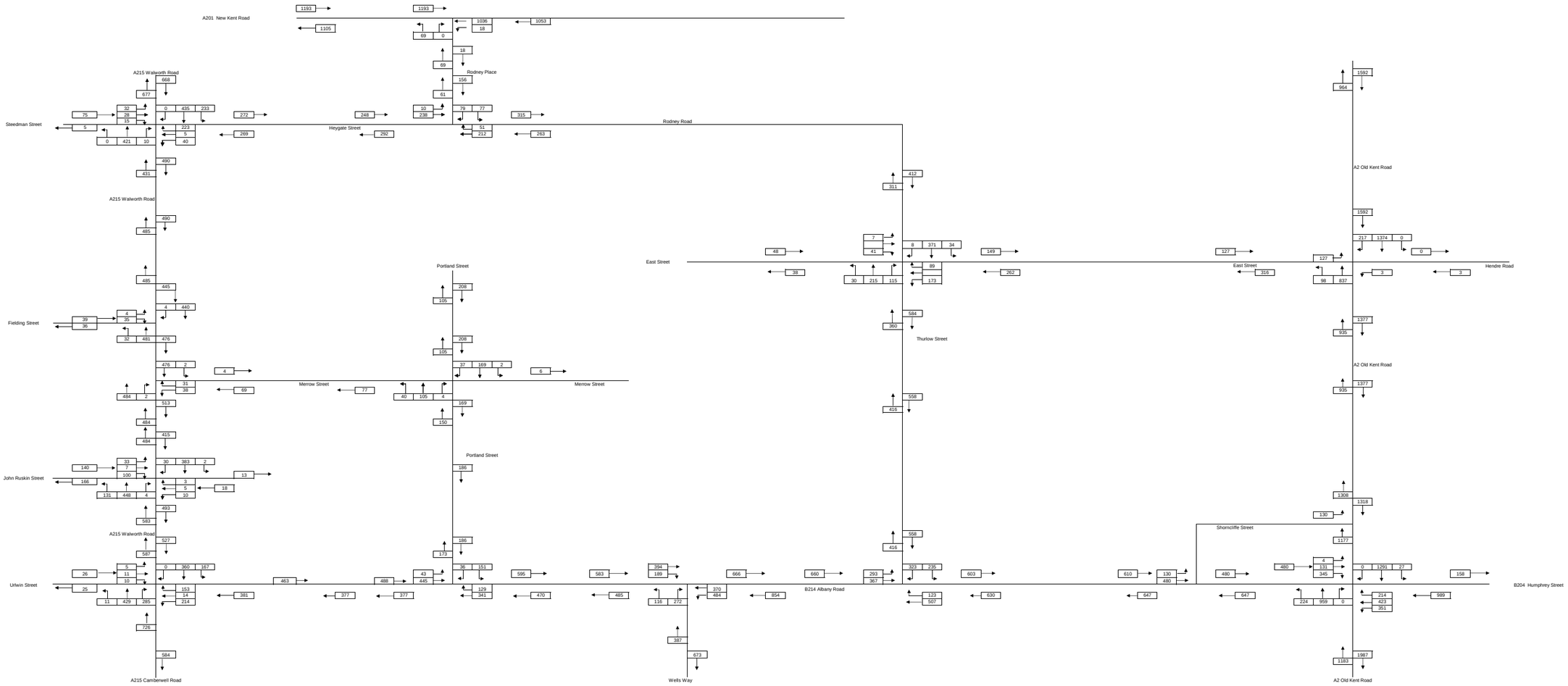
WSP

Aylesbury Estate, Southwark
2014 Base Traffic Scenario
HGVs
PM PEAK (17:00-18:00)

WSP

Aylesbury Estate, Southwark
2014 Base Traffic Scenario
NOVA (N)
PM PEAK (17:00-18:00)





WSP

Aylesbury Estate, Southwark
2014 Base Traffic Scenario
PCUs
PM Peak (17:00-18:00)

Appendix H – Junction Models

Appendix H

Existing Junction Models

1. B214 Albany Road / A215 Camberwell Road / Urlwin Street;
2. B214 Albany Road / Portland Street;
3. B214 Albany Road / Wells Way;
4. B214 Albany Road / Thurlow Street;
5. B214 Albany Road / A2 Old Kent Road / Humphrey Street;
6. Thurlow Street / East Street;
7. A2 Old Kent Road / East Street / Hendre Road;
8. A215 Camberwell Road / John Ruskin Street / Boyson Road;
9. A215 Walworth Road / Fielding Street / Merrow Street;
10. A215 Walworth Road / Heygate Street / Steedman Street;
11. Heygate Street / Rodney Place;
12. A201 New Kent Road / Rodney Place;
13. Merrow Street / Portland Street.

Existing Junction Model

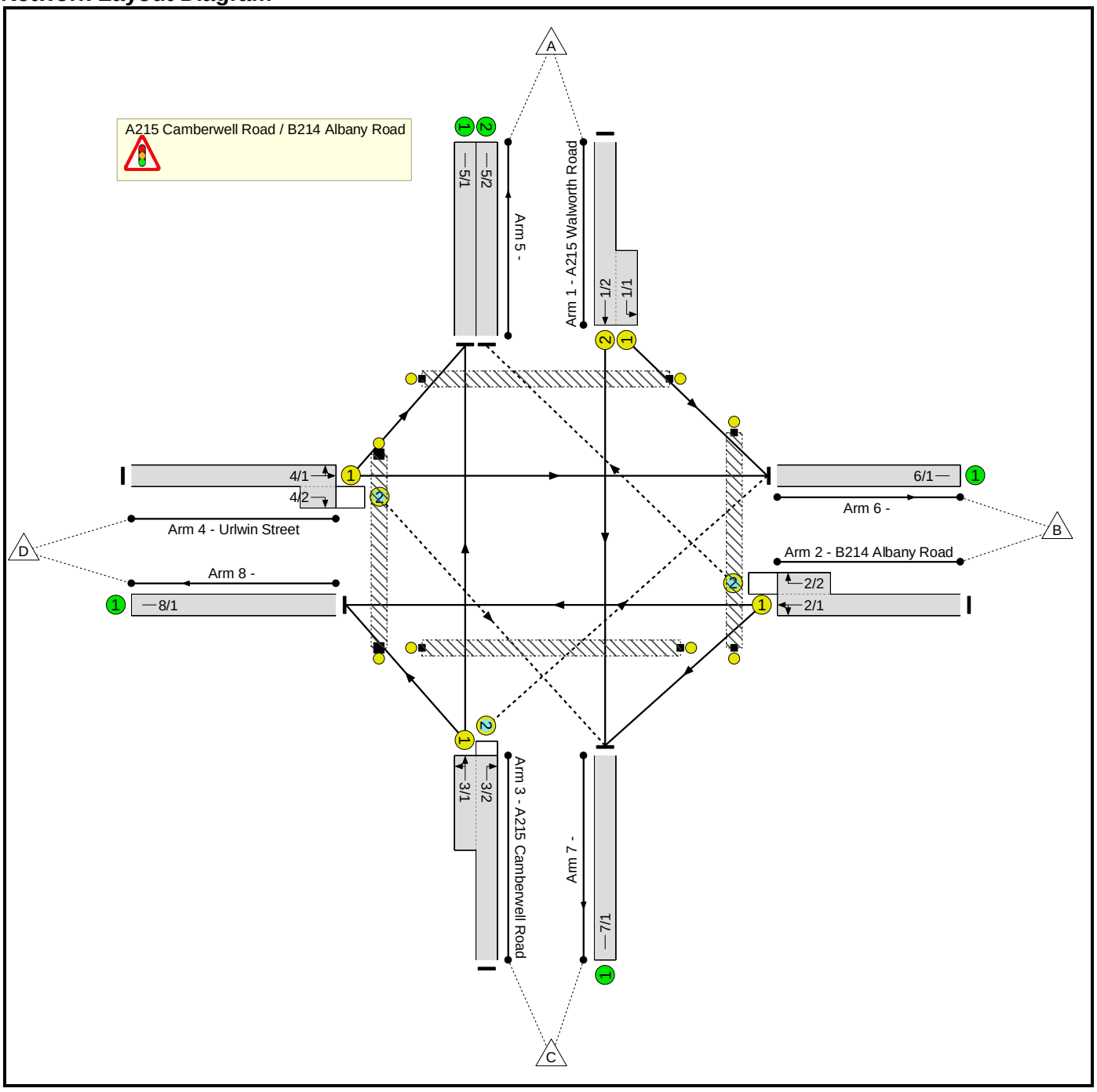
1 .B214 Albany Road / A215 Camberwell Road / Urlwin Street;

Full Input Data And Results

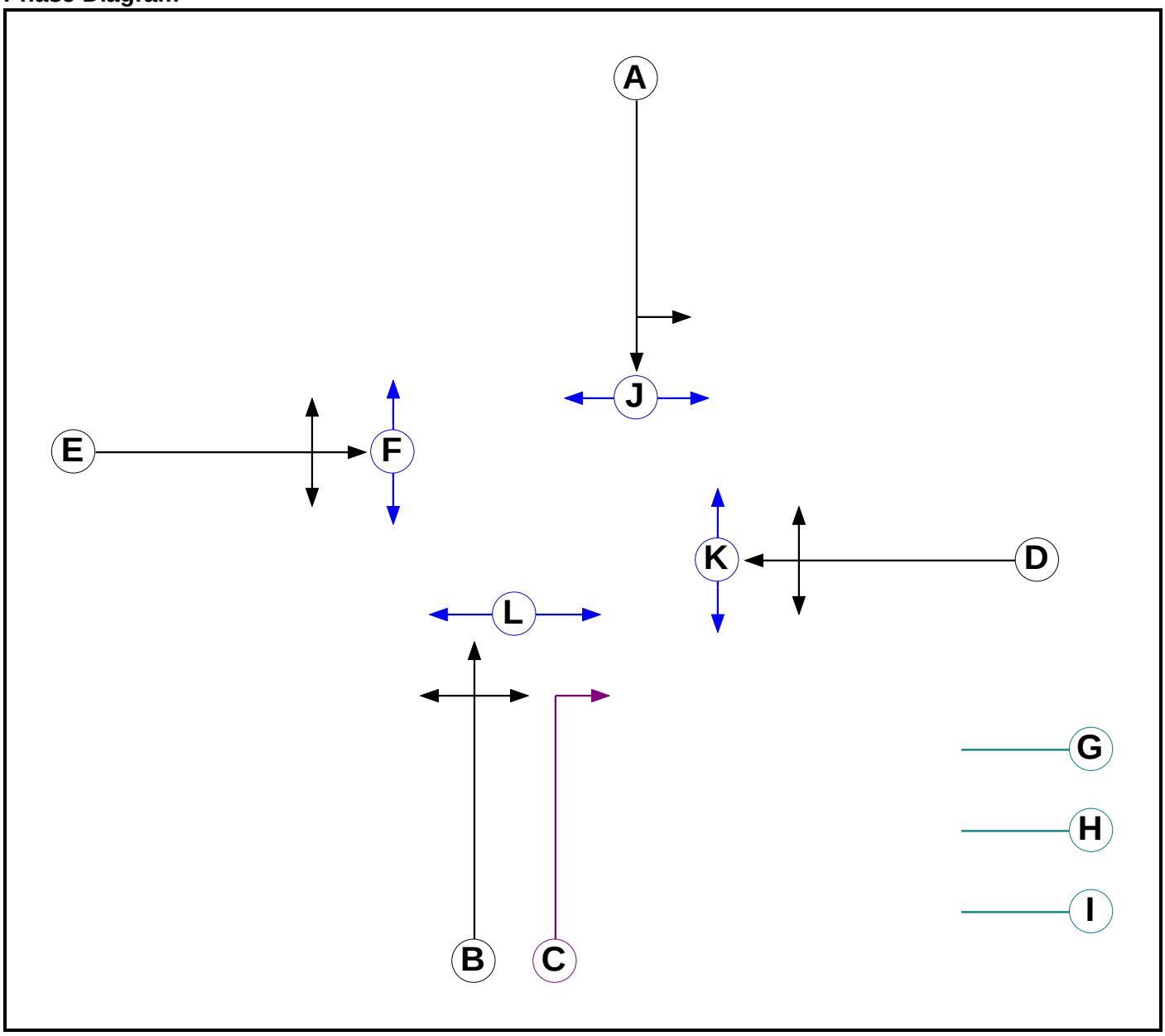
User and Project Details

Project:	**Aylesbury Estate, Southwark**
Title:	**A215 Camberwell Road / B214 Albany Road**
Location:	
File name:	A215 Camberwell Road_B214 Albany Road.lsg3x
Author:	UKSXB076
Company:	
Address:	
Notes:	

Network Layout Diagram



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	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		6	6
G	Dummy		3	3
H	Dummy		1	1
I	Dummy		1	1
J	Pedestrian		6	6
K	Pedestrian		6	6
L	Pedestrian		6	6

Phase Intergreens Matrix

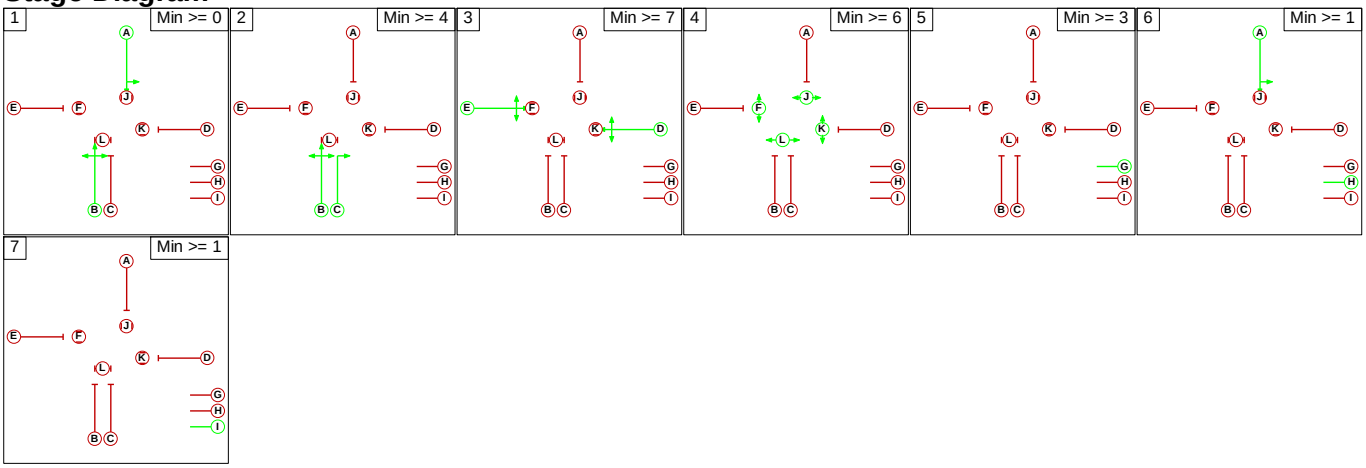
		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A		-	5	6	6	9	3	-	3	9	9	9
	B	-		-	6	6	9	3	3	3	9	9	9
	C	7	-		6	6	9	3	7	3	9	9	9
	D	6	6	6		-	9	3	6	3	9	9	9
	E	6	6	6	-		9	3	6	3	9	9	9
	F	14	14	14	14	14		9	14	9	-	-	-
	G	2	2	2	2	2	2		2	2	2	2	2
	H	-	2	5	6	6	9	3		3	9	9	9
	I	2	2	2	2	2	2	2	2		2	2	2
	J	14	14	14	14	14	-	9	14	9		-	-
	K	14	14	14	14	14	-	9	14	9	-		-
	L	14	14	14	14	14	-	9	14	9	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B C
3	D E
4	F J K L
5	G
6	A H
7	I

Full Input Data And Results

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	6	7
From Stage	1		5	6	9	3	3	3
	2	7		6	9	3	7	3
	3	6	6		9	3	6	3
	4	14	14	14		9	14	9
	5	2	2	2	2		2	2
	6	2	5	6	9	3		3
	7	2	2	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A215 Camberwell Road / B214 Albany 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)
2/2 (B214 Albany Road)	5/2 (Right)	1439	0	4/1	1.09	All	2.00	-	0.50	2	2.00
3/2 (A215 Camberwell Road)	6/1 (Right)	1439	0	1/1	1.09	All	1.00	-	0.50	1	1.00
				1/2	1.09	All					
4/2 (Urlwin Street)	7/1 (Right)	1439	0	2/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: A215 Camberwell Road / B214 Albany 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 (A215 Walworth Road)	U	A	2	3	5.2	User	1940	-	-	-	-	-
1/2 (A215 Walworth Road)	U	A	2	3	60.0	User	1370	-	-	-	-	-
2/1 (B214 Albany Road)	U	D	2	3	60.0	User	1620	-	-	-	-	-
2/2 (B214 Albany Road)	O	D	2	3	3.7	User	1738	-	-	-	-	-
3/1 (A215 Camberwell Road)	U	B	2	3	6.6	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	Inf
3/2 (A215 Camberwell Road)	O	B C	2	3	60.0	User	2500	-	-	-	-	-
4/1 (Urlwin Street)	U	E	2	3	60.0	Geom	-	3.22	0.00	Y	Arm 5 Left	5.40
											Arm 6 Ahead	Inf
4/2 (Urlwin Street)	O	E	2	3	2.5	Geom	-	3.22	0.00	N	Arm 7 Right	6.07
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	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: '2014 AM'	08:00	09:00	01:00	
2: '2014 PM'	17:00	18:00	01:00	
3: '2014 + COM DEV AM'	08:00	09:00	01:00	
4: '2014 + COM DEV PM'	17:00	18:00	01:00	
5: '2014 + COM DEV + PROP DEV AM'	08:00	09:00	01:00	
6: '2014 + COM DEV + PROP DEV PM'	17:00	18:00	01:00	
7: '2014 + COM DEV + PROP DEV AM with Sensitivity'	08:00	09:00	01:00	F5/1.08
8: '2014 + COM DEV + PROP DEV PM with Sensitivity'	17:00	18:00	01:00	F6/1.08

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	178	298	0	476
	B	241	0	222	16	479
	C	593	289	0	10	892
	D	7	15	8	0	30
	Tot.	841	482	528	26	1877

Traffic Lane Flows

Lane	Scenario 1: 2014 AM
Junction: A215 Camberwell Road / B214 Albany Road	
1/1 (short)	178
1/2 (with short)	476(In) 298(Out)
2/1 (with short)	479(In) 238(Out)
2/2 (short)	241
3/1 (short)	603
3/2 (with short)	892(In) 289(Out)
4/1 (with short)	30(In) 22(Out)
4/2 (short)	8
5/1	600
5/2	241
6/1	482
7/1	528
8/1	26

Full Input Data And Results

Lane Saturation Flows

Junction: A215 Camberwell Road / B214 Albany 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 (A215 Walworth Road Lane 1)	This lane uses a directly entered Saturation Flow						1534	1534
1/2 (A215 Walworth Road Lane 2)	This lane uses a directly entered Saturation Flow						1370	1370
2/1 (B214 Albany Road Lane 1)	This lane uses a directly entered Saturation Flow						1780	1780
2/2 (B214 Albany Road Lane 2)	This lane uses a directly entered Saturation Flow						1738	1738
3/1 (A215 Camberwell Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	98.3 %	1940	1940
				Arm 8 Left	Inf	1.7 %		
3/2 (A215 Camberwell Road Lane 2)	This lane uses a directly entered Saturation Flow						2500	2500
4/1 (Urlwin Street)	3.22	0.00	Y	Arm 5 Left	5.40	31.8 %	1780	1780
				Arm 6 Ahead	Inf	68.2 %		
4/2 (Urlwin Street)	3.22	0.00	N	Arm 7 Right	6.07	100.0 %	1665	1665
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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: '2014 PM' (FG2: '2014 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	167	360	0	527
	B	153	0	214	14	381
	C	429	285	0	11	725
	D	5	11	10	0	26
	Tot.	587	463	584	25	1659

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2014 PM
Junction: A215 Camberwell Road / B214 Albany Road	
1/1 (short)	167
1/2 (with short)	527(In) 360(Out)
2/1 (with short)	381(In) 228(Out)
2/2 (short)	153
3/1 (short)	440
3/2 (with short)	725(In) 285(Out)
4/1 (with short)	26(In) 16(Out)
4/2 (short)	10
5/1	434
5/2	153
6/1	463
7/1	584
8/1	25

Full Input Data And Results

Lane Saturation Flows

Junction: A215 Camberwell Road / B214 Albany 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 (A215 Walworth Road Lane 1)	This lane uses a directly entered Saturation Flow						1518	1518
1/2 (A215 Walworth Road Lane 2)	This lane uses a directly entered Saturation Flow						1487	1487
2/1 (B214 Albany Road Lane 1)	This lane uses a directly entered Saturation Flow						1780	1780
2/2 (B214 Albany Road Lane 2)	This lane uses a directly entered Saturation Flow						1514	1514
3/1 (A215 Camberwell Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	97.5 %	1940	1940
				Arm 8 Left	Inf	2.5 %		
3/2 (A215 Camberwell Road Lane 2)	This lane uses a directly entered Saturation Flow						2500	2500
4/1 (Urlwin Street)	3.22	0.00	Y	Arm 5 Left	5.40	31.3 %	1782	1782
				Arm 6 Ahead	Inf	68.8 %		
4/2 (Urlwin Street)	3.22	0.00	N	Arm 7 Right	6.07	100.0 %	1665	1665
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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 3: '2014 + COM DEV AM' (FG3: '2014 + COM DEV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	179	299	0	478
	B	248	0	228	16	492
	C	599	293	0	10	902
	D	7	15	8	0	30
	Tot.	854	487	535	26	1902

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2014 + COM DEV AM
Junction: A215 Camberwell Road / B214 Albany Road	
1/1 (short)	179
1/2 (with short)	478(In) 299(Out)
2/1 (with short)	492(In) 244(Out)
2/2 (short)	248
3/1 (short)	609
3/2 (with short)	902(In) 293(Out)
4/1 (with short)	30(In) 22(Out)
4/2 (short)	8
5/1	606
5/2	248
6/1	487
7/1	535
8/1	26

Full Input Data And Results

Lane Saturation Flows

Junction: A215 Camberwell Road / B214 Albany 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 (A215 Walworth Road Lane 1)	This lane uses a directly entered Saturation Flow						1534	1534
1/2 (A215 Walworth Road Lane 2)	This lane uses a directly entered Saturation Flow						1370	1370
2/1 (B214 Albany Road Lane 1)	This lane uses a directly entered Saturation Flow						1780	1780
2/2 (B214 Albany Road Lane 2)	This lane uses a directly entered Saturation Flow						1738	1738
3/1 (A215 Camberwell Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	98.4 %	1940	1940
				Arm 8 Left	Inf	1.6 %		
3/2 (A215 Camberwell Road Lane 2)	This lane uses a directly entered Saturation Flow						2500	2500
4/1 (Urlwin Street)	3.22	0.00	Y	Arm 5 Left	5.40	31.8 %	1780	1780
				Arm 6 Ahead	Inf	68.2 %		
4/2 (Urlwin Street)	3.22	0.00	N	Arm 7 Right	6.07	100.0 %	1665	1665
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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: '2014 + COM DEV PM' (FG4: '2014 + COM DEV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	173	364	0	537
	B	153	0	217	14	384
	C	432	291	0	11	734
	D	5	11	10	0	26
	Tot.	590	475	591	25	1681

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2014 + COM DEV PM
Junction: A215 Camberwell Road / B214 Albany Road	
1/1 (short)	173
1/2 (with short)	537(In) 364(Out)
2/1 (with short)	384(In) 231(Out)
2/2 (short)	153
3/1 (short)	443
3/2 (with short)	734(In) 291(Out)
4/1 (with short)	26(In) 16(Out)
4/2 (short)	10
5/1	437
5/2	153
6/1	475
7/1	591
8/1	25

Full Input Data And Results

Lane Saturation Flows

Junction: A215 Camberwell Road / B214 Albany 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 (A215 Walworth Road Lane 1)	This lane uses a directly entered Saturation Flow						1518	1518
1/2 (A215 Walworth Road Lane 2)	This lane uses a directly entered Saturation Flow						1487	1487
2/1 (B214 Albany Road Lane 1)	This lane uses a directly entered Saturation Flow						1780	1780
2/2 (B214 Albany Road Lane 2)	This lane uses a directly entered Saturation Flow						1514	1514
3/1 (A215 Camberwell Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	97.5 %	1940	1940
				Arm 8 Left	Inf	2.5 %		
3/2 (A215 Camberwell Road Lane 2)	This lane uses a directly entered Saturation Flow						2500	2500
4/1 (Urlwin Street)	3.22	0.00	Y	Arm 5 Left	5.40	31.3 %	1782	1782
				Arm 6 Ahead	Inf	68.8 %		
4/2 (Urlwin Street)	3.22	0.00	N	Arm 7 Right	6.07	100.0 %	1665	1665
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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: '2014 + COM DEV + PROP DEV AM' (FG5: '2014 + COM DEV + PROP DEV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	188	299	0	487
	B	256	0	237	16	509
	C	599	300	0	10	909
	D	7	15	8	0	30
	Tot.	862	503	544	26	1935

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2014 + COM DEV + PROP DEV AM
Junction: A215 Camberwell Road / B214 Albany Road	
1/1 (short)	188
1/2 (with short)	487(In) 299(Out)
2/1 (with short)	509(In) 253(Out)
2/2 (short)	256
3/1 (short)	609
3/2 (with short)	909(In) 300(Out)
4/1 (with short)	30(In) 22(Out)
4/2 (short)	8
5/1	606
5/2	256
6/1	503
7/1	544
8/1	26

Full Input Data And Results

Lane Saturation Flows

Junction: A215 Camberwell Road / B214 Albany 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 (A215 Walworth Road Lane 1)	This lane uses a directly entered Saturation Flow						1534	1534
1/2 (A215 Walworth Road Lane 2)	This lane uses a directly entered Saturation Flow						1370	1370
2/1 (B214 Albany Road Lane 1)	This lane uses a directly entered Saturation Flow						1780	1780
2/2 (B214 Albany Road Lane 2)	This lane uses a directly entered Saturation Flow						1738	1738
3/1 (A215 Camberwell Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	98.4 %	1940	1940
				Arm 8 Left	Inf	1.6 %		
3/2 (A215 Camberwell Road Lane 2)	This lane uses a directly entered Saturation Flow						2500	2500
4/1 (Urlwin Street)	3.22	0.00	Y	Arm 5 Left	5.40	31.8 %	1780	1780
				Arm 6 Ahead	Inf	68.2 %		
4/2 (Urlwin Street)	3.22	0.00	N	Arm 7 Right	6.07	100.0 %	1665	1665
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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 6: '2014 + COM DEV + PROP DEV PM' (FG6: '2014 + COM DEV + PROP DEV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	185	364	0	549
	B	158	0	227	14	399
	C	432	298	0	11	741
	D	5	11	10	0	26
	Tot.	595	494	601	25	1715

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2014 + COM DEV + PROP DEV PM
Junction: A215 Camberwell Road / B214 Albany Road	
1/1 (short)	185
1/2 (with short)	549(In) 364(Out)
2/1 (with short)	399(In) 241(Out)
2/2 (short)	158
3/1 (short)	443
3/2 (with short)	741(In) 298(Out)
4/1 (with short)	26(In) 16(Out)
4/2 (short)	10
5/1	437
5/2	158
6/1	494
7/1	601
8/1	25

Full Input Data And Results

Lane Saturation Flows

Junction: A215 Camberwell Road / B214 Albany 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 (A215 Walworth Road Lane 1)	This lane uses a directly entered Saturation Flow						1518	1518
1/2 (A215 Walworth Road Lane 2)	This lane uses a directly entered Saturation Flow						1487	1487
2/1 (B214 Albany Road Lane 1)	This lane uses a directly entered Saturation Flow						1780	1780
2/2 (B214 Albany Road Lane 2)	This lane uses a directly entered Saturation Flow						1514	1514
3/1 (A215 Camberwell Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	97.5 %	1940	1940
				Arm 8 Left	Inf	2.5 %		
3/2 (A215 Camberwell Road Lane 2)	This lane uses a directly entered Saturation Flow						2500	2500
4/1 (Urlwin Street)	3.22	0.00	Y	Arm 5 Left	5.40	31.3 %	1782	1782
				Arm 6 Ahead	Inf	68.8 %		
4/2 (Urlwin Street)	3.22	0.00	N	Arm 7 Right	6.07	100.0 %	1665	1665
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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: 'Sensitivity Test AM' (FG7: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	174	277	0	451
	B	237	0	219	15	471
	C	555	278	0	9	842
	D	6	14	7	0	27
	Tot.	798	466	503	24	1791

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Sensitivity Test AM
Junction: A215 Camberwell Road / B214 Albany Road	
1/1 (short)	174
1/2 (with short)	451(In) 277(Out)
2/1 (with short)	471(In) 234(Out)
2/2 (short)	237
3/1 (short)	564
3/2 (with short)	842(In) 278(Out)
4/1 (with short)	27(In) 20(Out)
4/2 (short)	7
5/1	561
5/2	237
6/1	466
7/1	503
8/1	24

Full Input Data And Results

Lane Saturation Flows

Junction: A215 Camberwell Road / B214 Albany 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 (A215 Walworth Road Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
1/2 (A215 Walworth Road Lane 2)	This lane uses a directly entered Saturation Flow						1370	1370
2/1 (B214 Albany Road Lane 1)	This lane uses a directly entered Saturation Flow						1620	1620
2/2 (B214 Albany Road Lane 2)	This lane uses a directly entered Saturation Flow						1738	1738
3/1 (A215 Camberwell Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	98.4 %	1940	1940
				Arm 8 Left	Inf	1.6 %		
3/2 (A215 Camberwell Road Lane 2)	This lane uses a directly entered Saturation Flow						2500	2500
4/1 (Urlwin Street)	3.22	0.00	Y	Arm 5 Left	5.40	30.0 %	1788	1788
				Arm 6 Ahead	Inf	70.0 %		
4/2 (Urlwin Street)	3.22	0.00	N	Arm 7 Right	6.07	100.0 %	1665	1665
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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: 'Sensitivity Test PM' (FG8: '2014 + COM DEV + PROP DEV PM with Sensitivity', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	171	337	0	508
	B	146	0	210	13	369
	C	400	276	0	10	686
	D	5	10	9	0	24
	Tot.	551	457	556	23	1587

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Sensitivity Test PM
Junction: A215 Camberwell Road / B214 Albany Road	
1/1 (short)	171
1/2 (with short)	508(In) 337(Out)
2/1 (with short)	369(In) 223(Out)
2/2 (short)	146
3/1 (short)	410
3/2 (with short)	686(In) 276(Out)
4/1 (with short)	24(In) 15(Out)
4/2 (short)	9
5/1	405
5/2	146
6/1	457
7/1	556
8/1	23

Full Input Data And Results

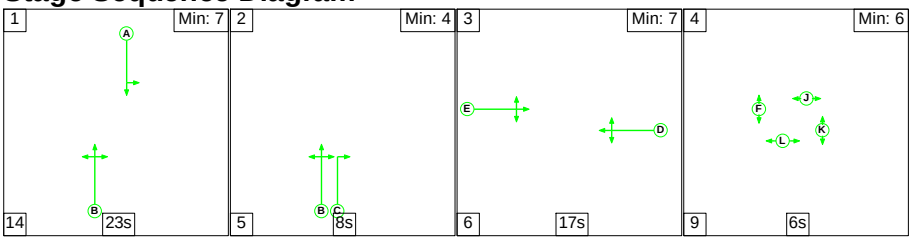
Lane Saturation Flows

Junction: A215 Camberwell Road / B214 Albany 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 (A215 Walworth Road Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
1/2 (A215 Walworth Road Lane 2)	This lane uses a directly entered Saturation Flow						1370	1370
2/1 (B214 Albany Road Lane 1)	This lane uses a directly entered Saturation Flow						1620	1620
2/2 (B214 Albany Road Lane 2)	This lane uses a directly entered Saturation Flow						1738	1738
3/1 (A215 Camberwell Road)	3.25	0.00	Y	Arm 5 Ahead	Inf	97.6 %	1940	1940
				Arm 8 Left	Inf	2.4 %		
3/2 (A215 Camberwell Road Lane 2)	This lane uses a directly entered Saturation Flow						2500	2500
4/1 (Urlwin Street)	3.22	0.00	Y	Arm 5 Left	5.40	33.3 %	1773	1773
				Arm 6 Ahead	Inf	66.7 %		
4/2 (Urlwin Street)	3.22	0.00	N	Arm 7 Right	6.07	100.0 %	1665	1665
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

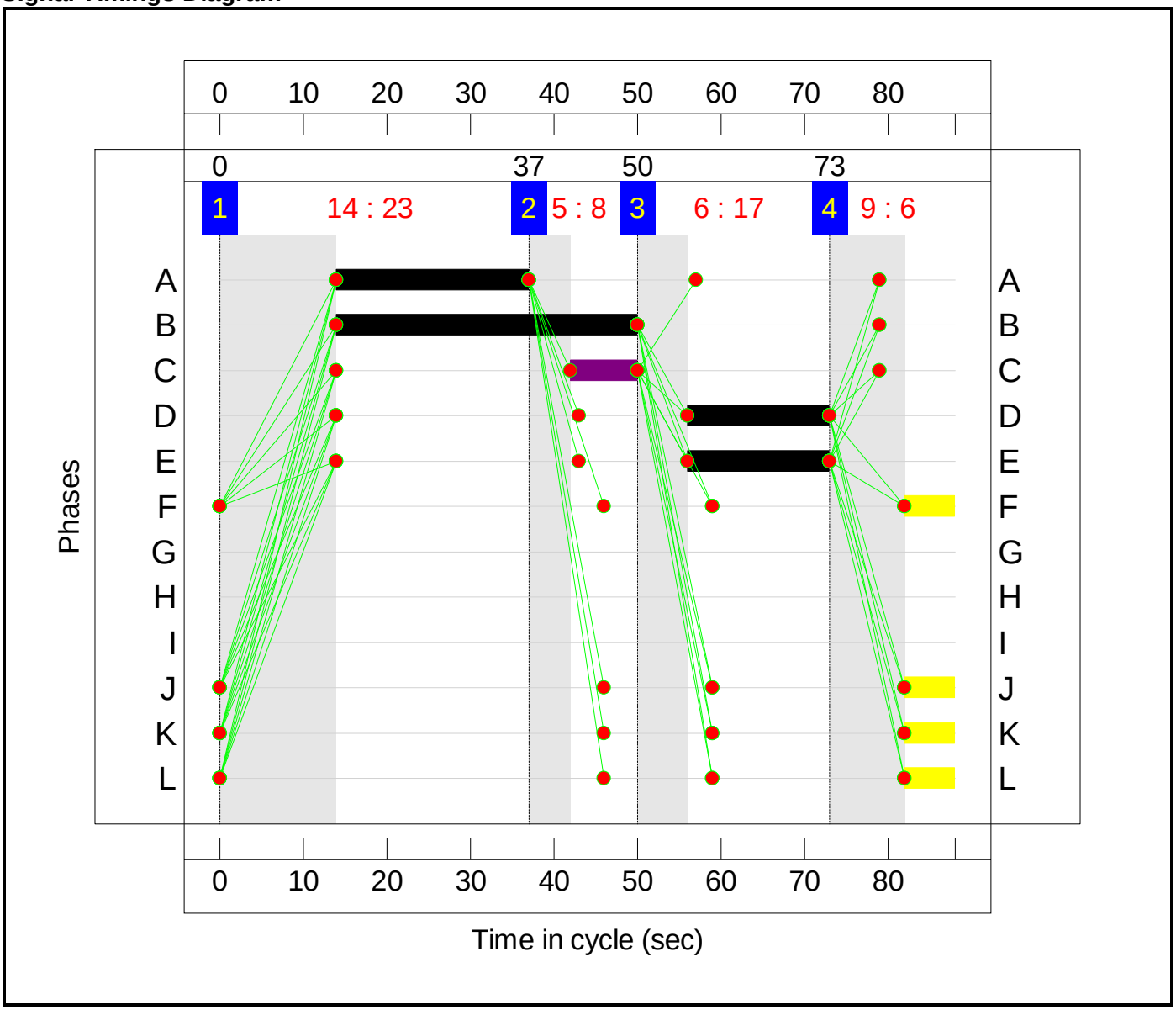


Stage Timings

Stage	1	2	3	4
Duration	23	8	17	6
Change Point	0	37	50	73

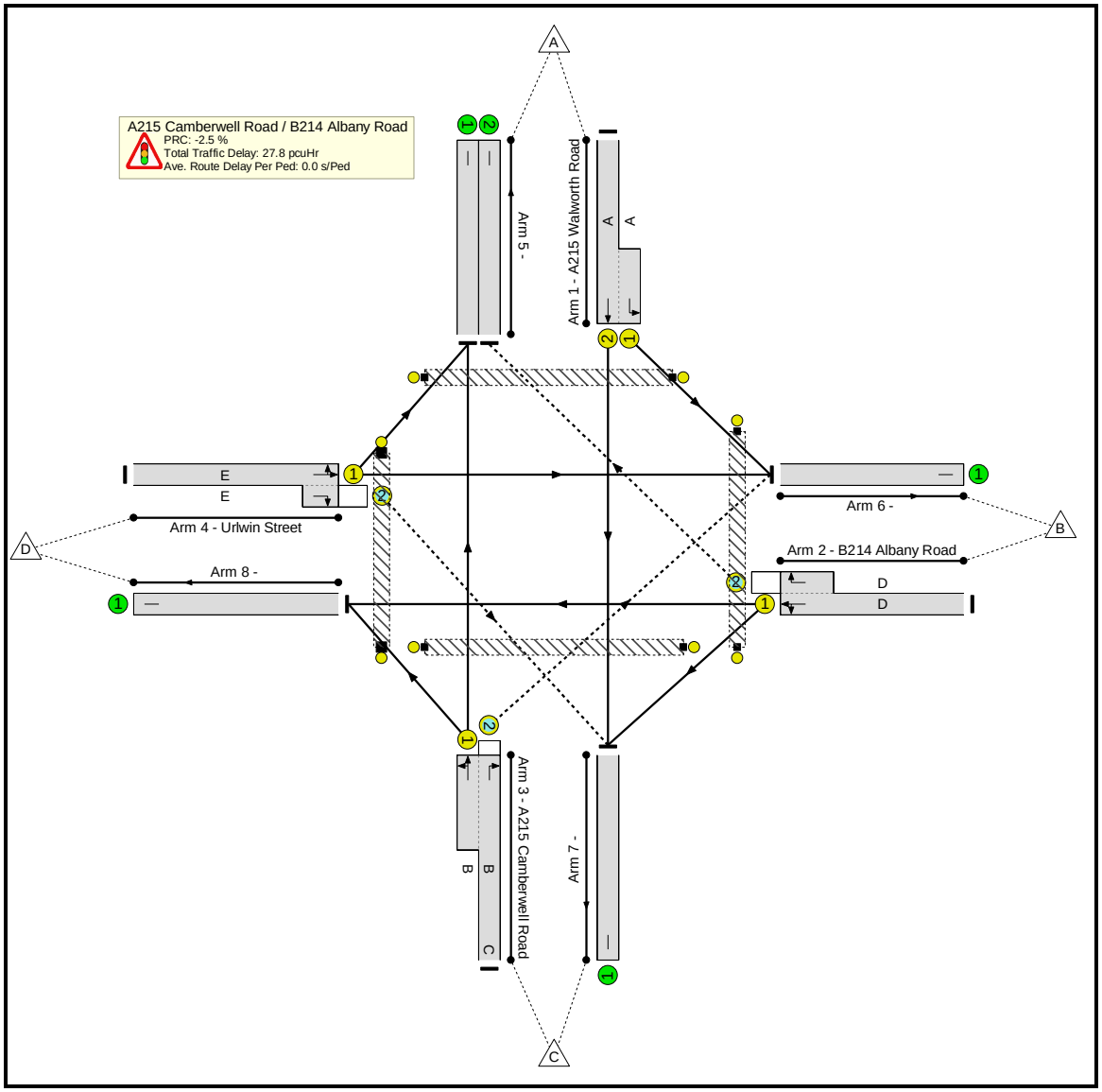
Full Input Data And Results

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: A215 Camberwell Road / B214 Albany Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.3%**
A215 Camberwell Road / B214 Albany Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.3%**
1/2+1/1	A215 Walworth Road Left Ahead	U	N/A	N/A	A		1	23	-	476	1370:1534	323+193	92.3 : 92.3%
2/1+2/2	B214 Albany Road Right Left Ahead	U+O	N/A	N/A	D		1	17	-	479	1780:1738	262+266	90.8 : 90.8%
3/2+3/1	A215 Camberwell Road Ahead Right Left	O+U	N/A	N/A	B	C	1	36	8	892	2500:1940	326+679	88.8 : 88.8%
4/1+4/2	Urlwin Street Left Ahead Right	U+O	N/A	N/A	E		1	17	-	30	1780:1665	300+109	7.3 : 7.3%
5/1		U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	6	-	0	-	0	0.0%

Full Input Data And Results

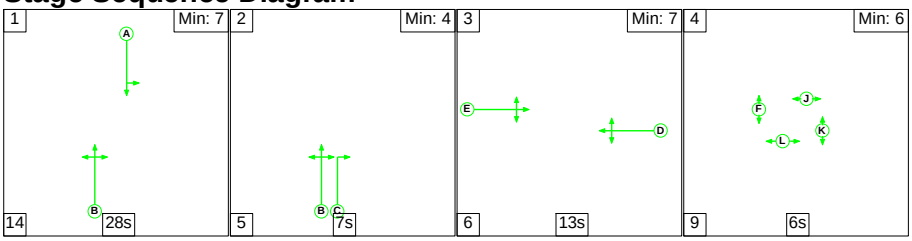
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A215 Camberwell Road / B214 Albany Road	**-**	**-**	**290**	**244**	**3**	**14.7**	**12.7**	**0.4**	**27.8**	**-**	**-**	**-**	**-**
A215 Camberwell Road / B214 Albany Road	**-**	**-**	**290**	**244**	**3**	**14.7**	**12.7**	**0.4**	**27.8**	**-**	**-**	**-**	**-**
1/2+1/1	476	476	-	-	-	3.8	4.8	-	8.6	65.4	8.0	4.8	12.8
2/1+2/2	479	479	241	0	0	4.3	4.2	0.1	8.7	65.0	7.5	4.2	11.7
3/2+3/1	892	892	41	244	3	6.3	3.7	0.3	10.3	41.4	16.4	3.7	20.1
4/1+4/2	30	30	8	0	0	0.2	0.0	0.0	0.3	34.9	0.4	0.0	0.5
5/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): -2.5 Total Delay for Signalled Lanes (pcuHr): 27.85 Cycle Time (s): 88
PRC Over All Lanes (%): -2.5 Total Delay Over All Lanes(pcuHr): 27.85

Full Input Data And Results

Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 1: 'Network Control Plan 1')

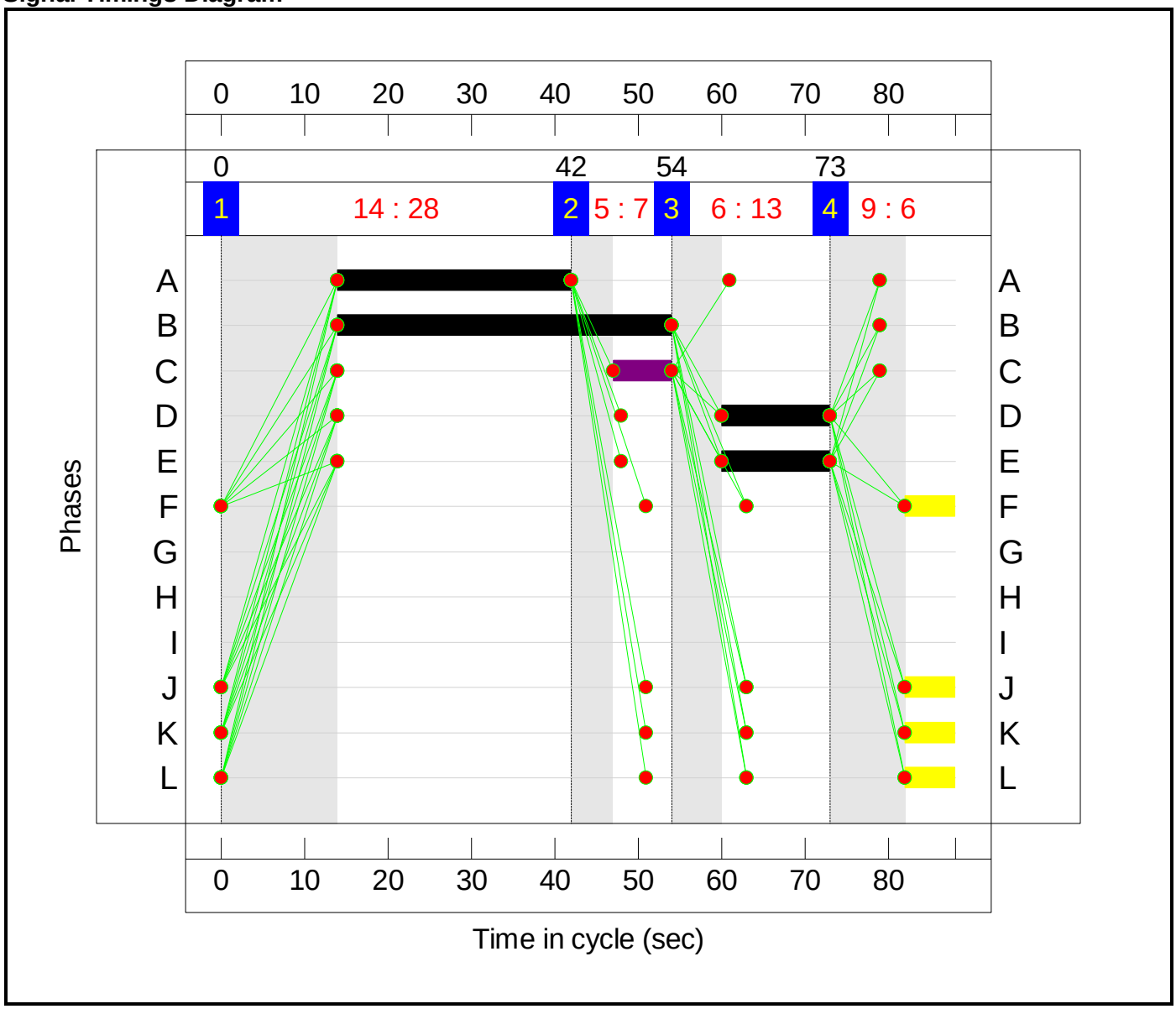
Stage Sequence Diagram



Stage Timings

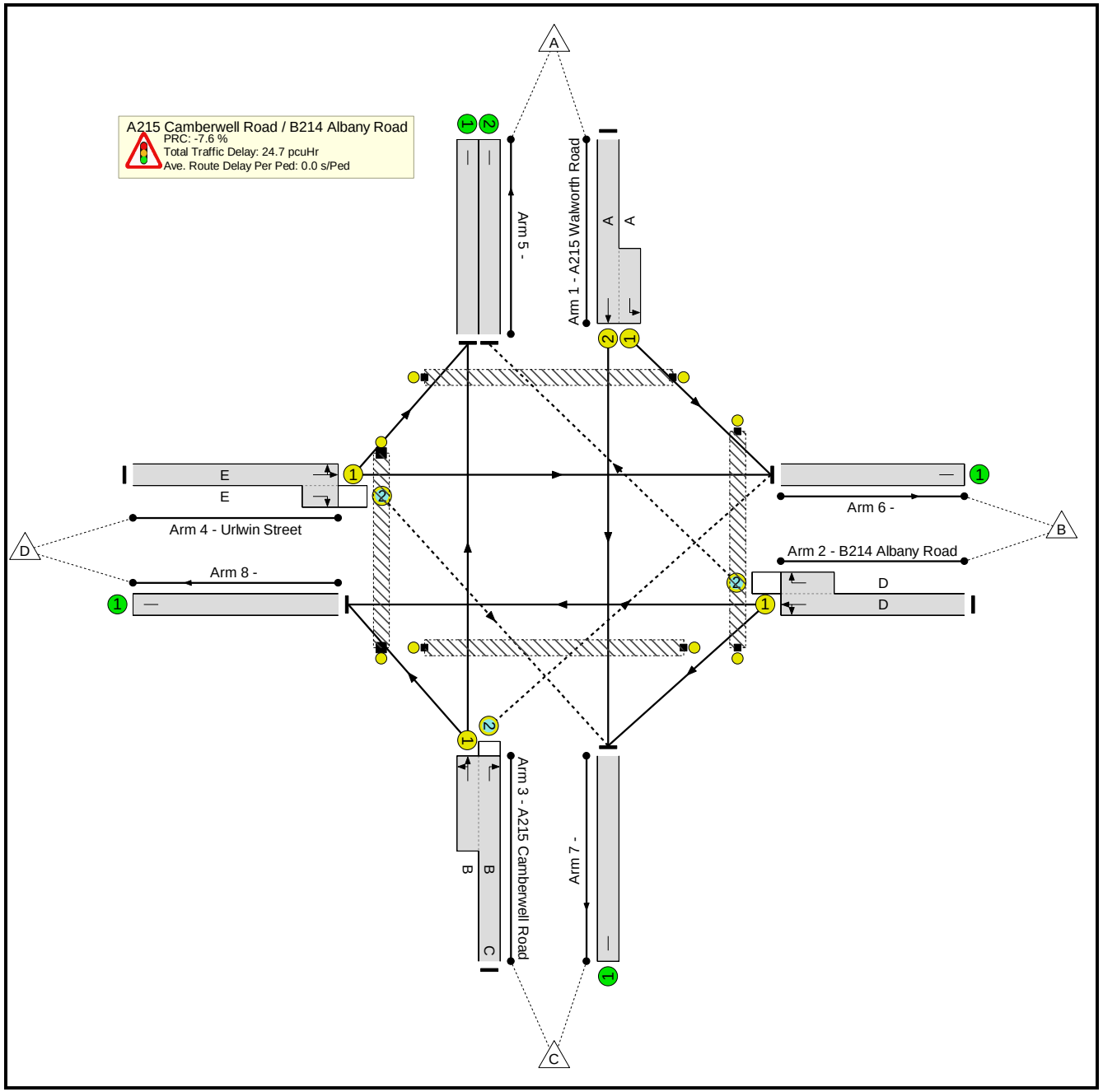
Stage	1	2	3	4
Duration	28	7	13	6
Change Point	0	42	54	73

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: A215 Camberwell Road / B214 Albany Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.8%**
A215 Camberwell Road / B214 Albany Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.8%**
1/2+1/1	A215 Walworth Road Left Ahead	U	N/A	N/A	A		1	28	-	527	1487:1518	409+190	88.1 : 88.1%
2/1+2/2	B214 Albany Road Right Left Ahead	U+O	N/A	N/A	D		1	13	-	381	1780:1514	235+158	96.8 : 96.8%
3/2+3/1	A215 Camberwell Road Ahead Right Left	O+U	N/A	N/A	B	C	1	40	7	725	2500:1940	384+592	74.3 : 74.3%
4/1+4/2	Urlwin Street Left Ahead Right	U+O	N/A	N/A	E		1	13	-	26	1782:1665	150+94	10.6 : 10.6%
5/1		U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	584	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	6	-	0	-	0	0.0%

Full Input Data And Results

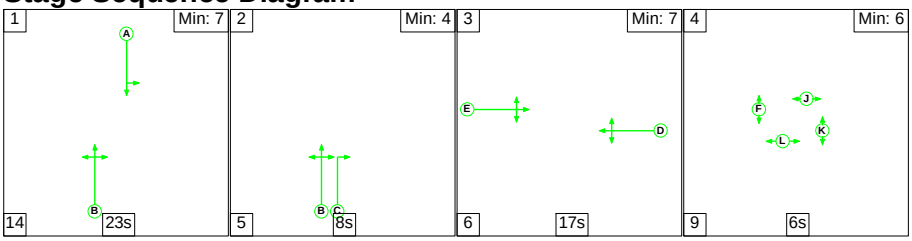
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A215 Camberwell Road / B214 Albany Road	**-**	**-**	**225**	**220**	**3**	**12.3**	**12.0**	**0.4**	**24.7**	**-**	**-**	**-**	**-**
A215 Camberwell Road / B214 Albany Road	**-**	**-**	**225**	**220**	**3**	**12.3**	**12.0**	**0.4**	**24.7**	**-**	**-**	**-**	**-**
1/2+1/1	527	527	-	-	-	3.8	3.4	-	7.2	48.9	9.4	3.4	12.8
2/1+2/2	381	381	153	0	0	3.8	7.1	0.0	11.0	103.7	6.7	7.1	13.9
3/2+3/1	725	725	62	220	3	4.4	1.4	0.3	6.2	30.9	8.0	1.4	9.4
4/1+4/2	26	26	10	0	0	0.2	0.1	0.0	0.3	43.2	0.3	0.1	0.4
5/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): -7.6 Total Delay for Signalled Lanes (pcuHr): 24.67 Cycle Time (s): 88
PRC Over All Lanes (%): -7.6 Total Delay Over All Lanes(pcuHr): 24.67

Full Input Data And Results

Scenario 3: '2014 + COM DEV AM' (FG3: '2014 + COM DEV AM', Plan 1: 'Network Control Plan 1')

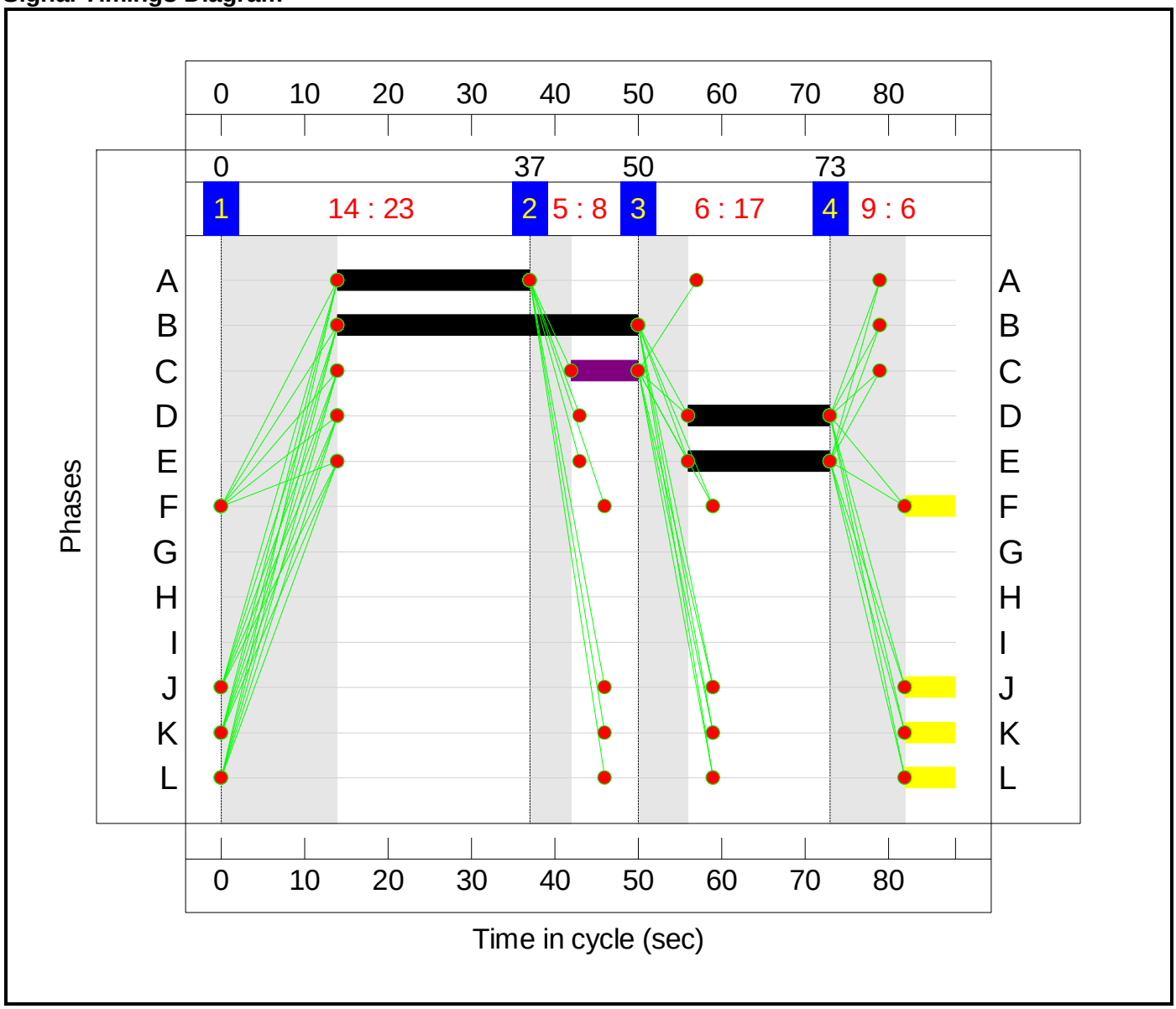
Stage Sequence Diagram



Stage Timings

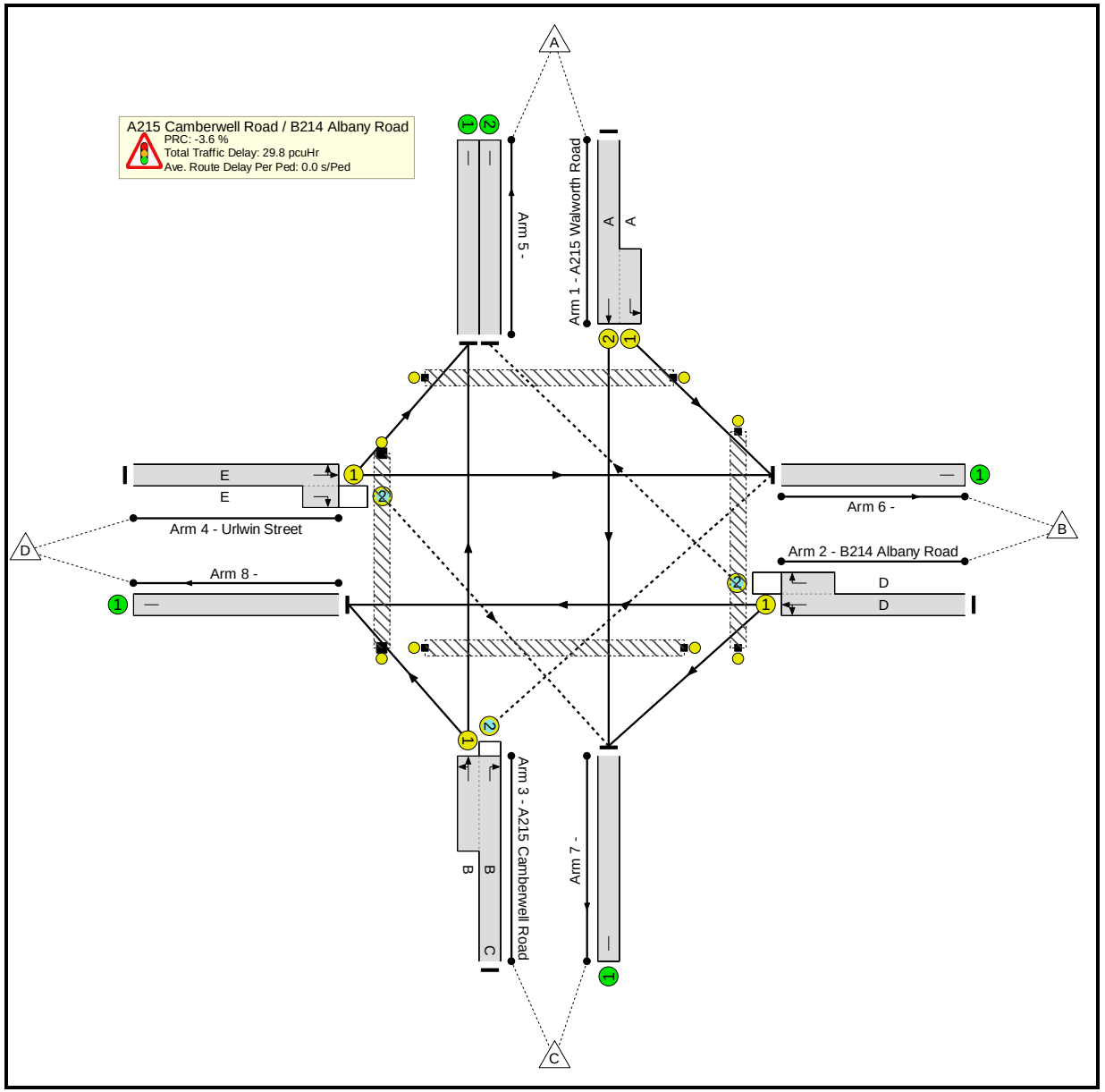
Stage	1	2	3	4
Duration	23	8	17	6
Change Point	0	37	50	73

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: A215 Camberwell Road / B214 Albany Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.3%**
A215 Camberwell Road / B214 Albany Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.3%**
1/2+1/1	A215 Walworth Road Left Ahead	U	N/A	N/A	A		1	23	-	478	1370:1534	323+193	92.6 : 92.6%
2/1+2/2	B214 Albany Road Right Left Ahead	U+O	N/A	N/A	D		1	17	-	492	1780:1738	262+266	93.3 : 93.3%
3/2+3/1	A215 Camberwell Road Ahead Right Left	O+U	N/A	N/A	B	C	1	36	8	902	2500:1940	327+679	89.7 : 89.7%
4/1+4/2	Urlwin Street Left Ahead Right	U+O	N/A	N/A	E		1	17	-	30	1780:1665	300+109	7.3 : 7.3%
5/1		U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	248	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	487	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	535	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	6	-	0	-	0	0.0%

Full Input Data And Results

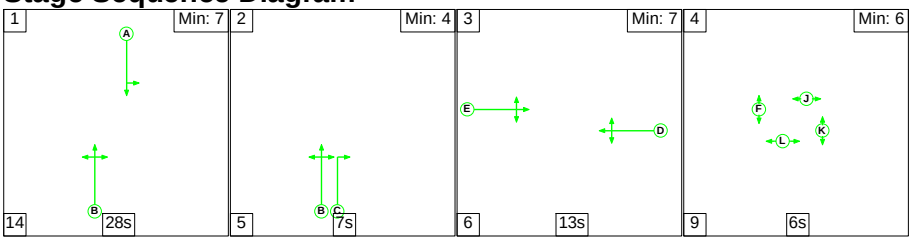
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A215 Camberwell Road / B214 Albany Road	**-**	**-**	**295**	**250**	**3**	**15.0**	**14.4**	**0.4**	**29.8**	**-**	**-**	**-**	**-**
A215 Camberwell Road / B214 Albany Road	**-**	**-**	**295**	**250**	**3**	**15.0**	**14.4**	**0.4**	**29.8**	**-**	**-**	**-**	**-**
1/2+1/1	478	478	-	-	-	3.9	5.0	-	8.8	66.5	8.0	5.0	13.0
2/1+2/2	492	492	248	0	0	4.5	5.3	0.1	9.9	72.8	8.0	5.3	13.3
3/2+3/1	902	902	39	250	3	6.4	4.0	0.3	10.7	42.7	16.9	4.0	20.9
4/1+4/2	30	30	8	0	0	0.2	0.0	0.0	0.3	34.9	0.4	0.0	0.5
5/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): -3.6 Total Delay for Signalled Lanes (pcuHr): 29.77 Cycle Time (s): 88
PRC Over All Lanes (%): -3.6 Total Delay Over All Lanes(pcuHr): 29.77

Full Input Data And Results

Scenario 4: '2014 + COM DEV PM' (FG4: '2014 + COM DEV PM', Plan 1: 'Network Control Plan 1')

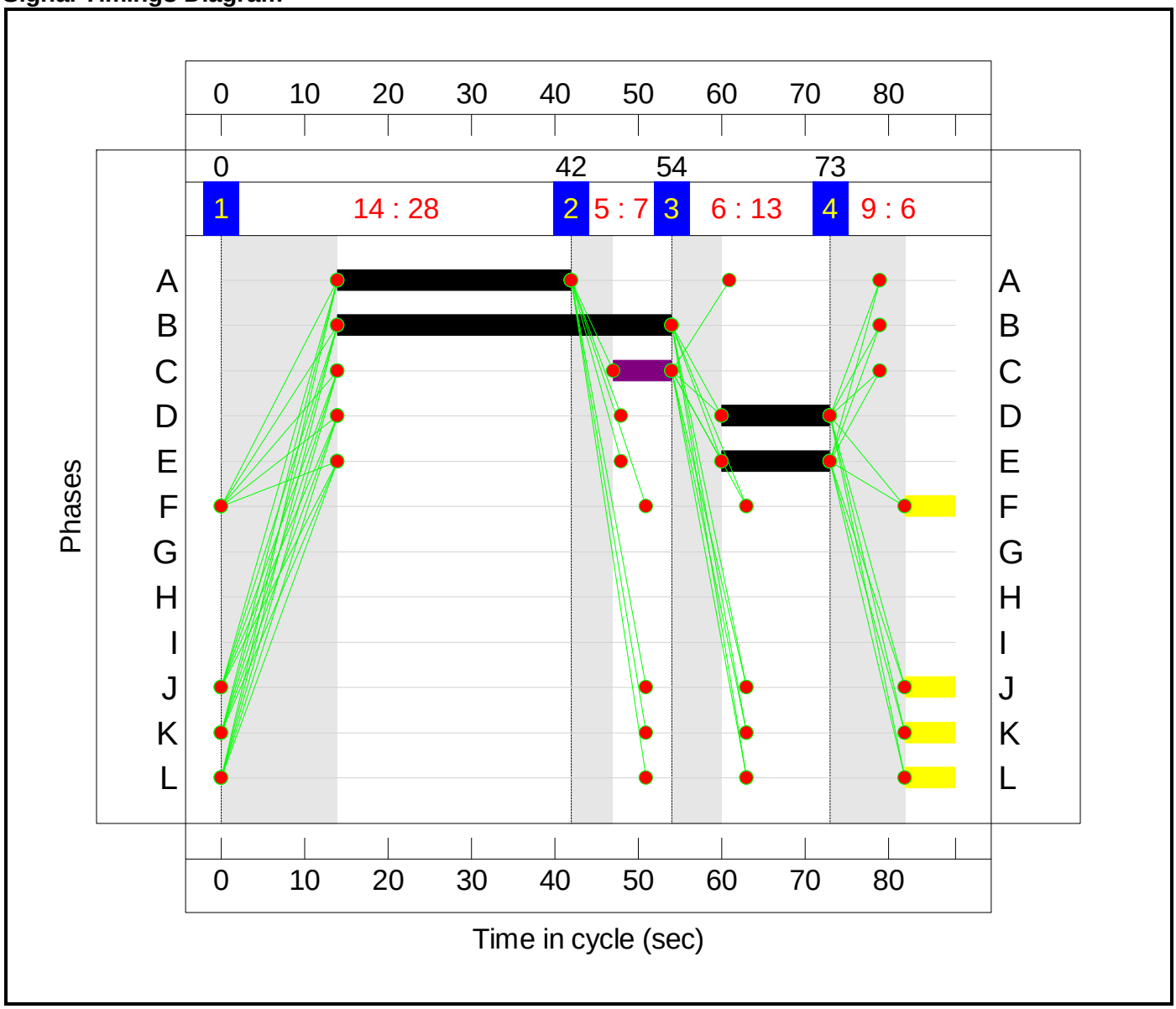
Stage Sequence Diagram



Stage Timings

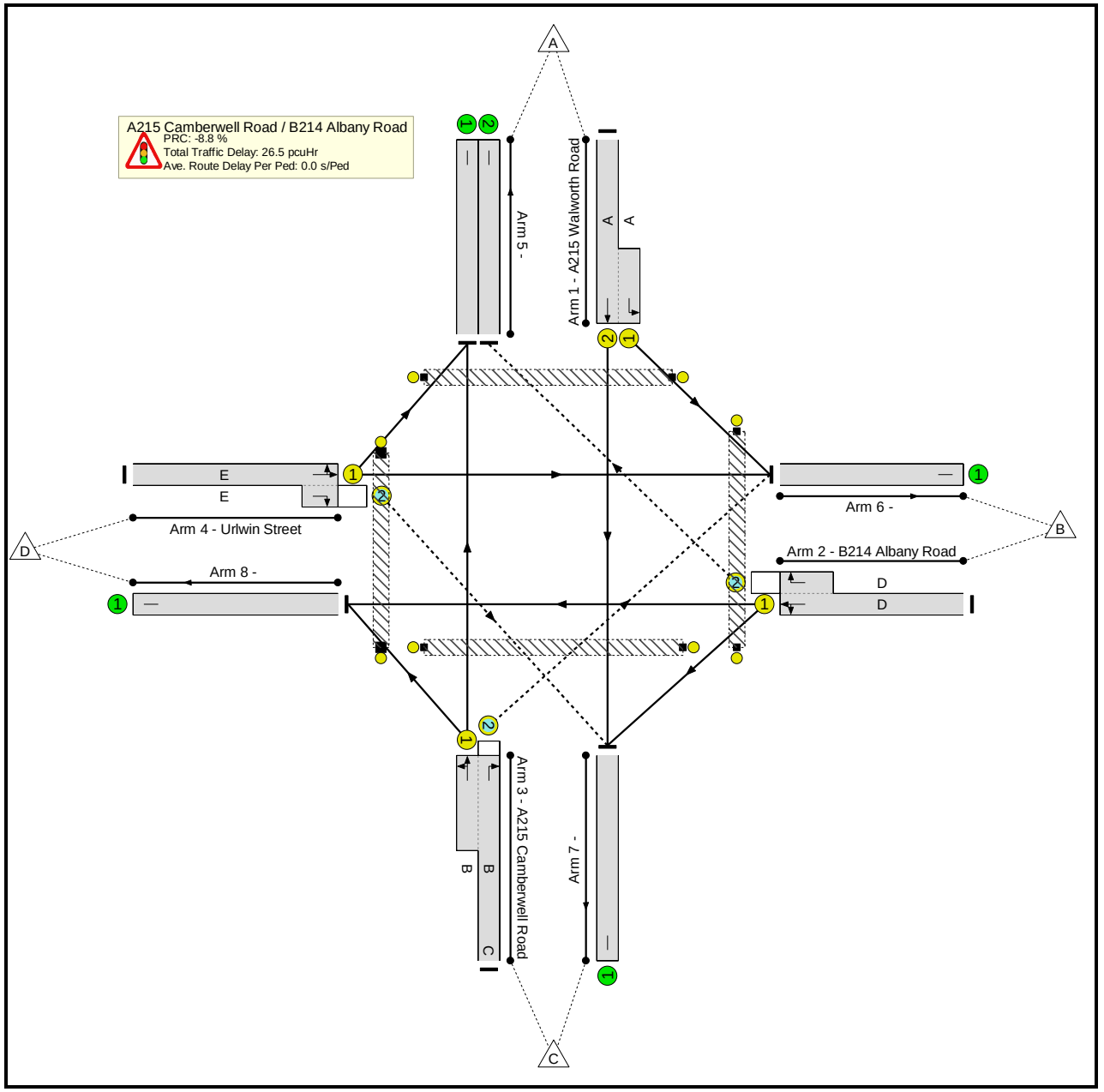
Stage	1	2	3	4
Duration	28	7	13	6
Change Point	0	42	54	73

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: A215 Camberwell Road / B214 Albany Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.9%**
A215 Camberwell Road / B214 Albany Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.9%**
1/2+1/1	A215 Walworth Road Left Ahead	U	N/A	N/A	A		1	28	-	537	1487:1518	407+193	89.4 : 89.4%
2/1+2/2	B214 Albany Road Right Left Ahead	U+O	N/A	N/A	D		1	13	-	384	1780:1514	236+156	97.9 : 97.9%
3/2+3/1	A215 Camberwell Road Ahead Right Left	O+U	N/A	N/A	B	C	1	40	7	734	2500:1940	375+571	77.6 : 77.6%
4/1+4/2	Urlwin Street Left Ahead Right	U+O	N/A	N/A	E		1	13	-	26	1782:1665	150+94	10.7 : 10.7%
5/1		U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	153	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	591	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	6	-	0	-	0	0.0%

Full Input Data And Results

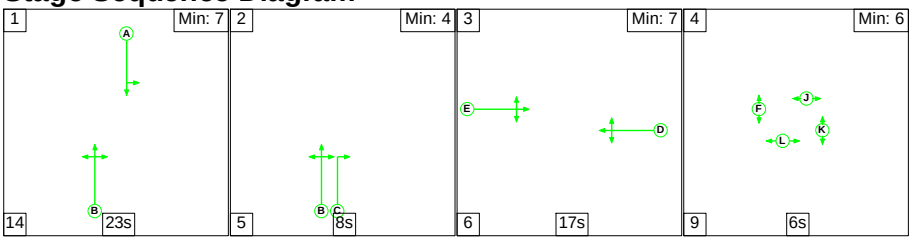
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A215 Camberwell Road / B214 Albany Road	**-**	**-**	**219**	**232**	**3**	**12.5**	**13.5**	**0.4**	**26.5**	**-**	**-**	**-**	**-**
A215 Camberwell Road / B214 Albany Road	**-**	**-**	**219**	**232**	**3**	**12.5**	**13.5**	**0.4**	**26.5**	**-**	**-**	**-**	**-**
1/2+1/1	537	537	-	-	-	3.9	3.8	-	7.6	51.3	9.8	3.8	13.5
2/1+2/2	384	384	153	0	0	3.9	8.0	0.0	11.9	111.4	6.8	8.0	14.8
3/2+3/1	734	734	56	232	3	4.6	1.7	0.3	6.6	32.4	8.2	1.7	9.9
4/1+4/2	26	26	10	0	0	0.2	0.1	0.0	0.3	43.2	0.3	0.1	0.4
5/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): -8.8 Total Delay for Signalled Lanes (pcuHr): 26.46 Cycle Time (s): 88
PRC Over All Lanes (%): -8.8 Total Delay Over All Lanes(pcuHr): 26.46

Full Input Data And Results

Scenario 5: '2014 + COM DEV + PROP DEV AM' (FG5: '2014 + COM DEV + PROP DEV AM', Plan 1: 'Network Control Plan 1')

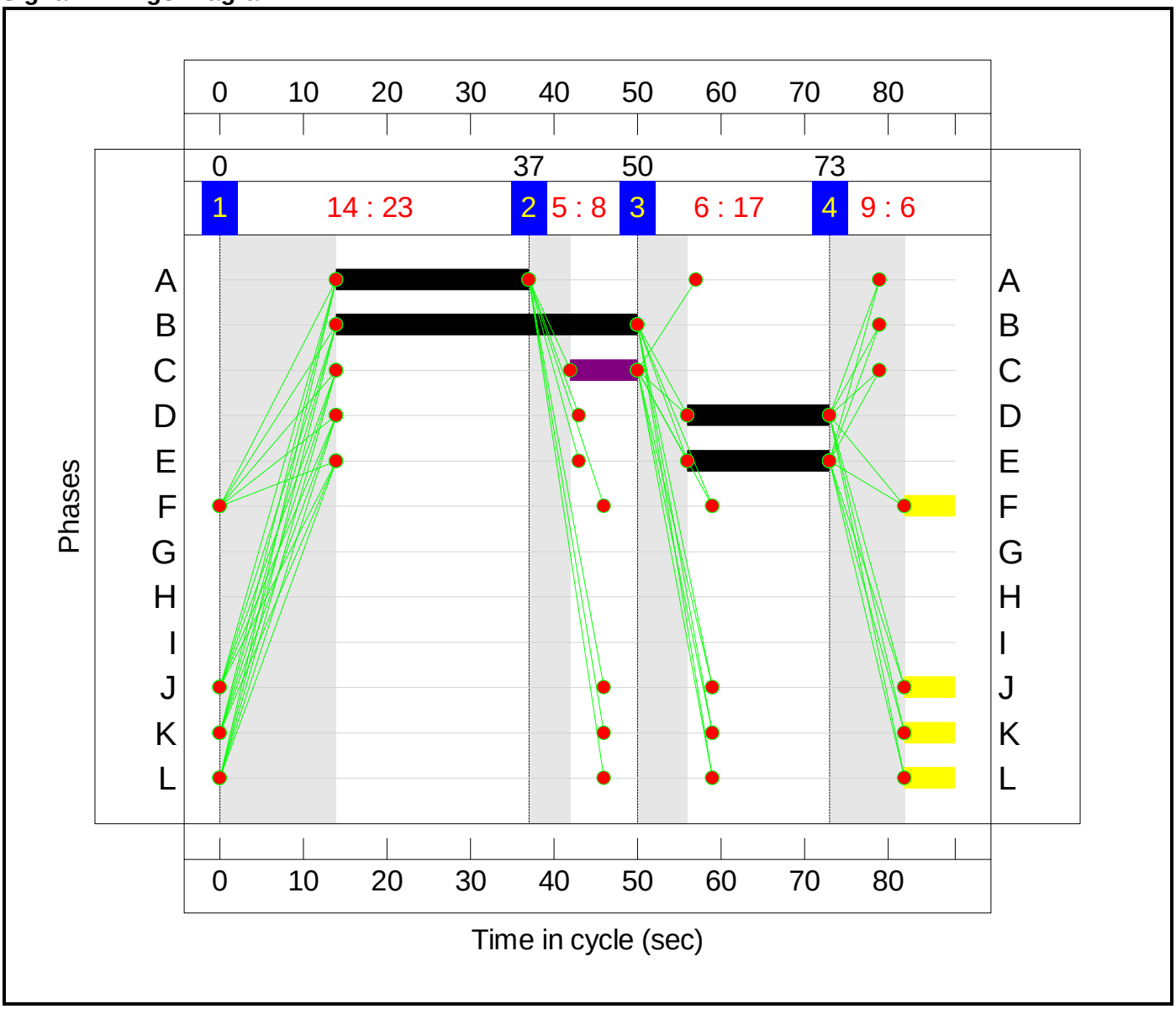
Stage Sequence Diagram



Stage Timings

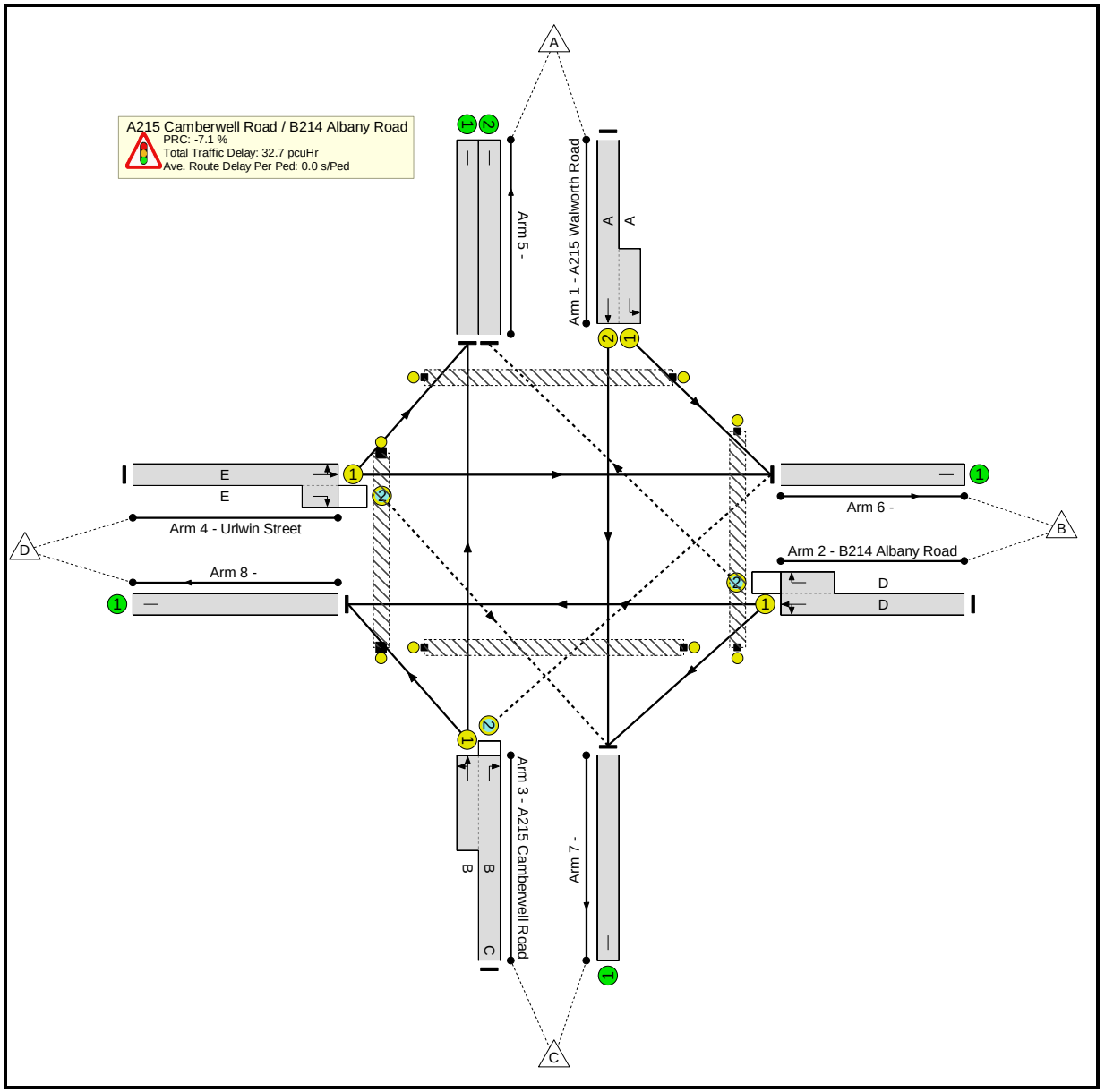
Stage	1	2	3	4
Duration	23	8	17	6
Change Point	0	37	50	73

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: A215 Camberwell Road / B214 Albany Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.4%**
A215 Camberwell Road / B214 Albany Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.4%**
1/2+1/1	A215 Walworth Road Left Ahead	U	N/A	N/A	A		1	23	-	487	1370:1534	321+202	93.1 : 93.1%
2/1+2/2	B214 Albany Road Right Left Ahead	U+O	N/A	N/A	D		1	17	-	509	1780:1738	262+265	96.4 : 96.4%
3/2+3/1	A215 Camberwell Road Ahead Right Left	O+U	N/A	N/A	B	C	1	36	8	909	2500:1940	333+676	90.0 : 90.0%
4/1+4/2	Urlwin Street Left Ahead Right	U+O	N/A	N/A	E		1	17	-	30	1780:1665	300+109	7.3 : 7.3%
5/1		U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	6	-	0	-	0	0.0%

Full Input Data And Results

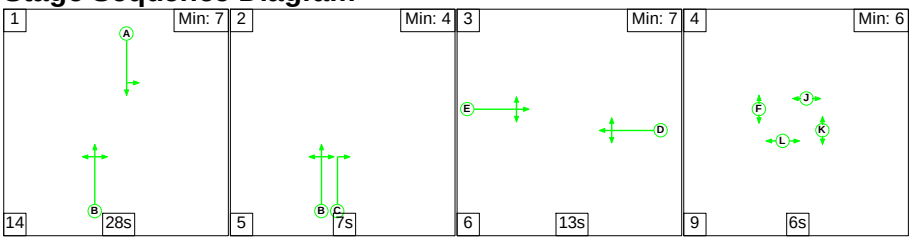
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A215 Camberwell Road / B214 Albany Road	**-**	**-**	**301**	**260**	**3**	**15.3**	**17.0**	**0.4**	**32.7**	**-**	**-**	**-**	**-**
A215 Camberwell Road / B214 Albany Road	**-**	**-**	**301**	**260**	**3**	**15.3**	**17.0**	**0.4**	**32.7**	**-**	**-**	**-**	**-**
1/2+1/1	487	487	-	-	-	3.9	5.3	-	9.2	67.9	8.1	5.3	13.3
2/1+2/2	509	509	256	0	0	4.7	7.5	0.1	12.3	87.2	8.5	7.5	16.0
3/2+3/1	909	909	37	260	3	6.5	4.2	0.3	10.9	43.3	16.9	4.2	21.1
4/1+4/2	30	30	8	0	0	0.2	0.0	0.0	0.3	34.9	0.4	0.0	0.5
5/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): -7.1 Total Delay for Signalled Lanes (pcuHr): 32.74 Cycle Time (s): 88
PRC Over All Lanes (%): -7.1 Total Delay Over All Lanes(pcuHr): 32.74

Full Input Data And Results

Scenario 6: '2014 + COM DEV + PROP DEV PM' (FG6: '2014 + COM DEV + PROP DEV PM', Plan 1: 'Network Control Plan 1')

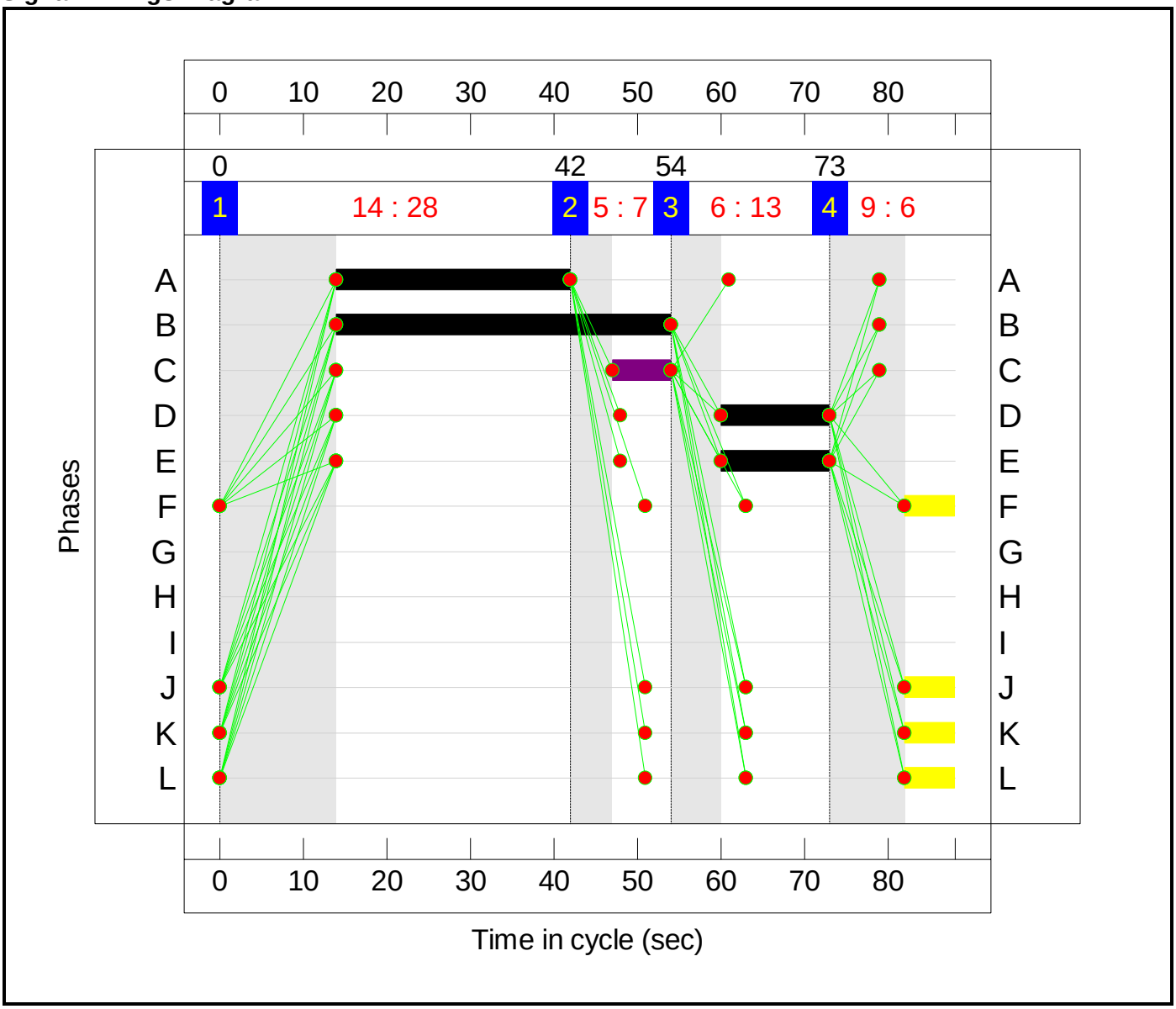
Stage Sequence Diagram



Stage Timings

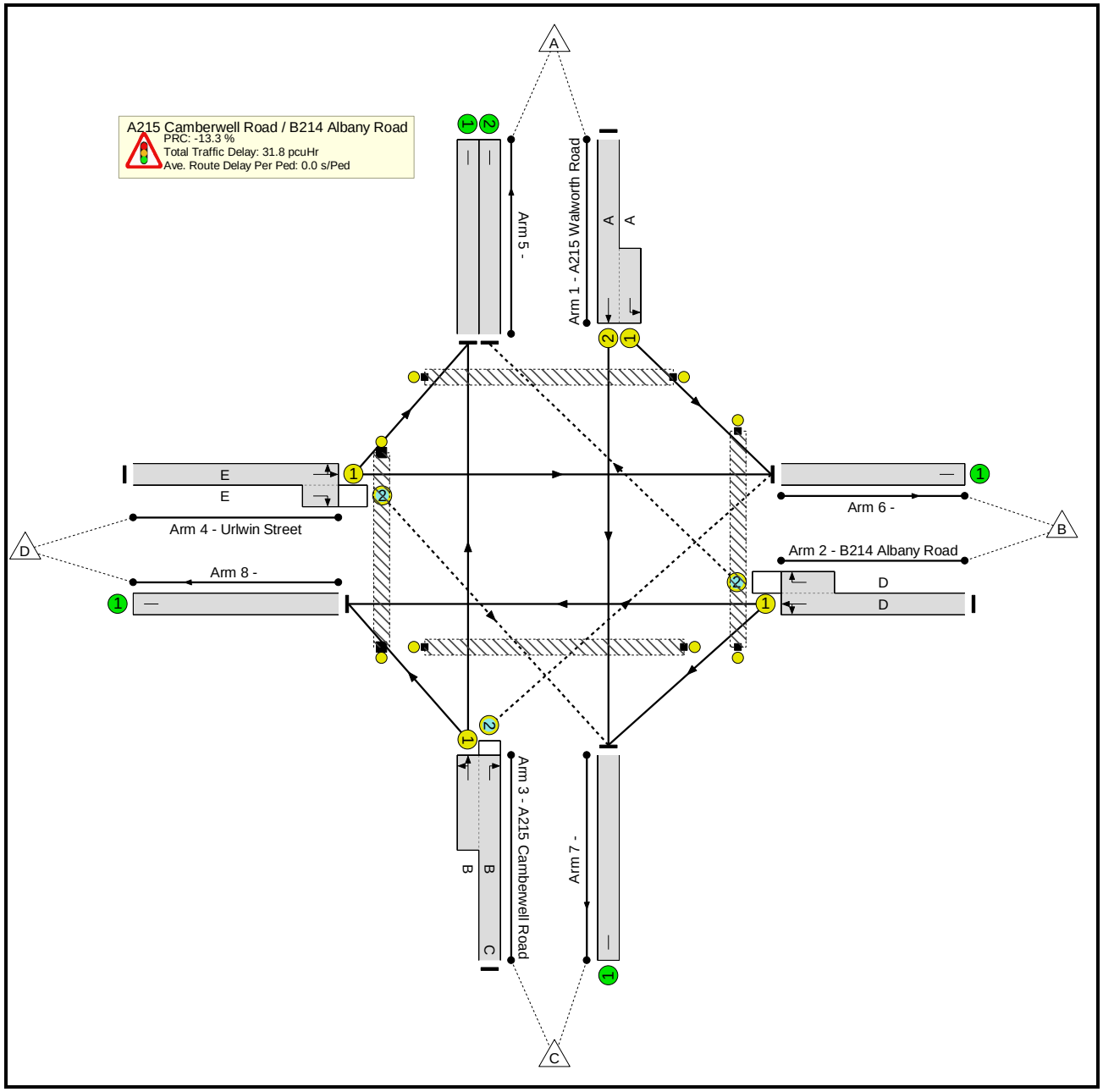
Stage	1	2	3	4
Duration	28	7	13	6
Change Point	0	42	54	73

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: A215 Camberwell Road / B214 Albany Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.0%**
A215 Camberwell Road / B214 Albany Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.0%**
1/2+1/1	A215 Walworth Road Left Ahead	U	N/A	N/A	A		1	28	-	549	1487:1518	403+205	90.3 : 90.3%
2/1+2/2	B214 Albany Road Right Left Ahead	U+O	N/A	N/A	D		1	13	-	399	1780:1514	236+155	102.0 : 102.0%
3/2+3/1	A215 Camberwell Road Ahead Right Left	O+U	N/A	N/A	B	C	1	40	7	741	2500:1940	376+559	79.3 : 79.3%
4/1+4/2	Urlwin Street Left Ahead Right	U+O	N/A	N/A	E		1	13	-	26	1782:1665	150+94	10.7 : 10.7%
5/1		U	N/A	N/A	-		-	-	-	437	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	601	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	25	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	6	-	0	-	0	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: A215 Camberwell Road / B214 Albany Road	**-**	**-**	**216**	**244**	**3**	**13.2**	**18.2**	**0.4**	**31.8**	**-**	**-**	**-**	**-**
A215 Camberwell Road / B214 Albany Road	**-**	**-**	**216**	**244**	**3**	**13.2**	**18.2**	**0.4**	**31.8**	**-**	**-**	**-**	**-**
1/2+1/1	549	549	-	-	-	4.0	4.1	-	8.1	52.9	9.9	4.1	14.0
2/1+2/2	399	391	155	0	0	4.4	12.1	0.0	16.5	149.2	7.6	12.1	19.8
3/2+3/1	741	741	51	244	3	4.6	1.9	0.4	6.9	33.4	8.2	1.9	10.1
4/1+4/2	26	26	10	0	0	0.2	0.1	0.0	0.3	43.2	0.3	0.1	0.4
5/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

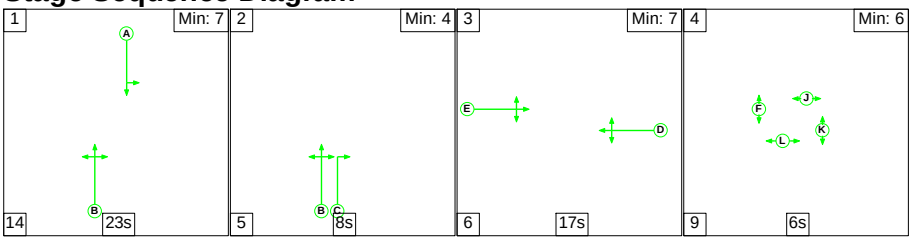
C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): -13.3 Total Delay for Signalled Lanes (pcuHr): 31.79 Cycle Time (s): 88

PRC Over All Lanes (%): -13.3 Total Delay Over All Lanes(pcuHr): 31.79

Full Input Data And Results

Scenario 7: 'Sensitivity Test AM' (FG7: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

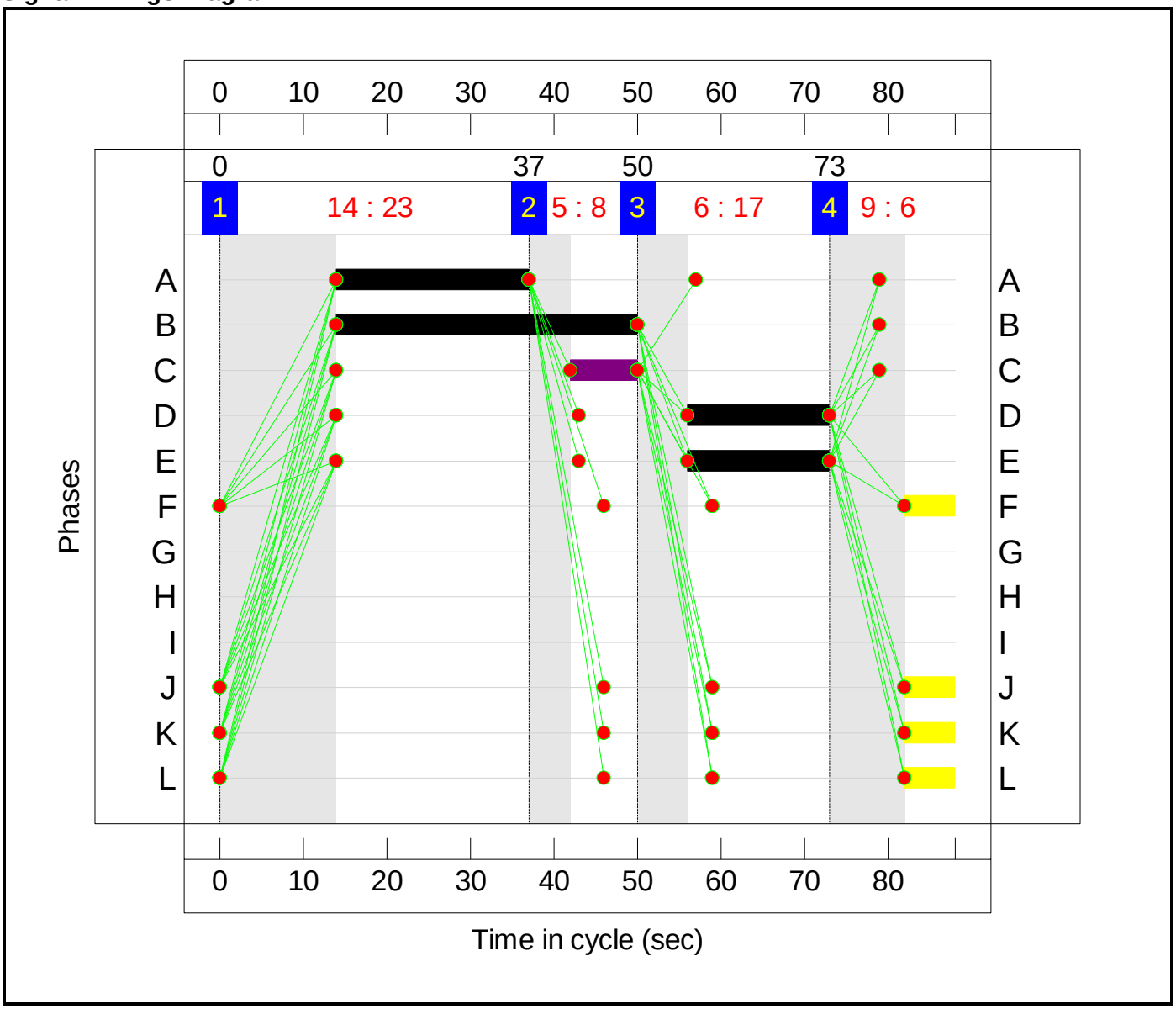
Stage Sequence Diagram



Stage Timings

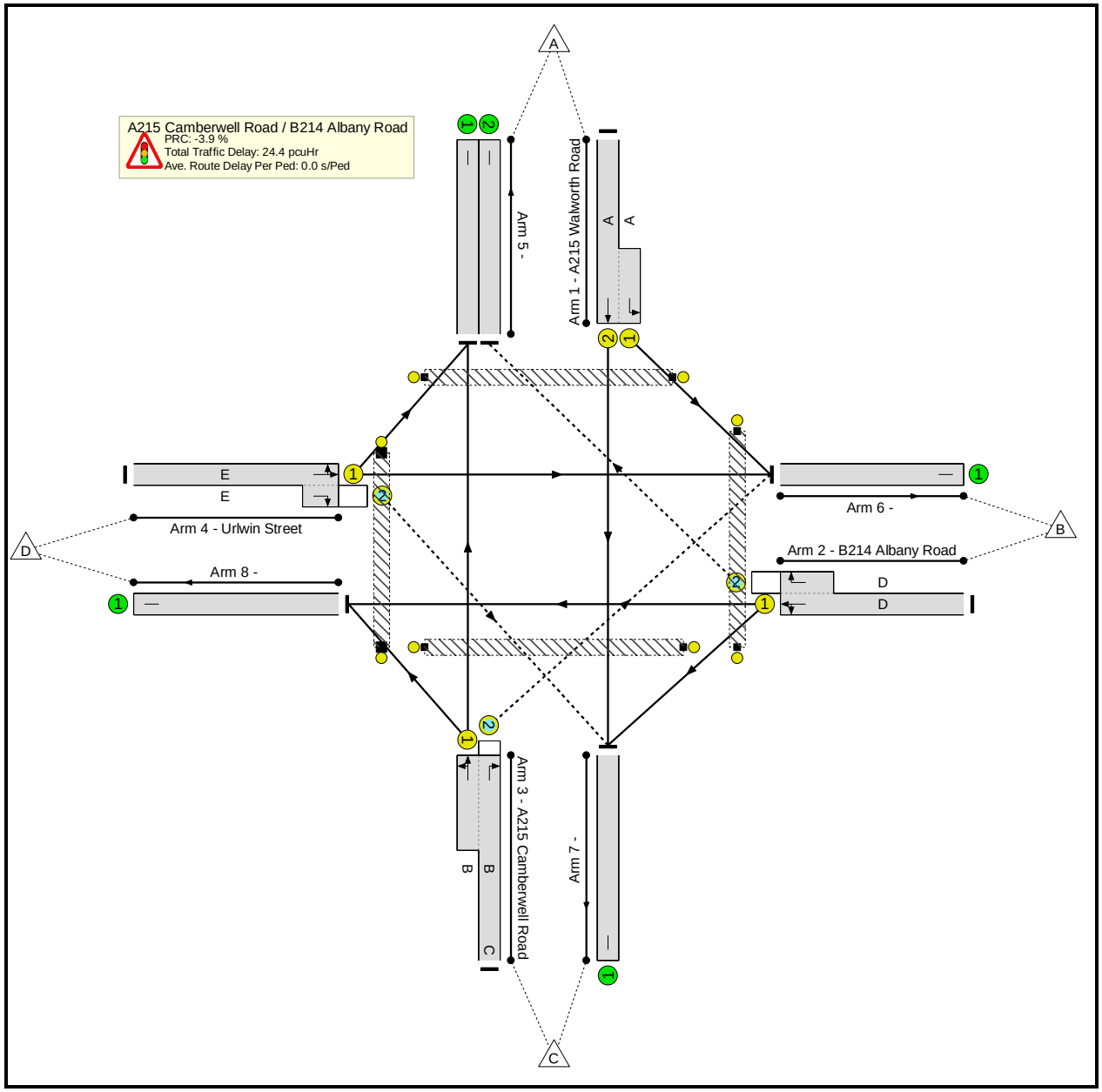
Stage	1	2	3	4
Duration	23	8	17	6
Change Point	0	37	50	73

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: A215 Camberwell Road / B214 Albany Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.5%**
A215 Camberwell Road / B214 Albany Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.5%**
1/2+1/1	A215 Walworth Road Left Ahead	U	N/A	N/A	A		1	23	-	451	1370:1940	330+207	84.0 : 84.0%
2/1+2/2	B214 Albany Road Right Left Ahead	U+O	N/A	N/A	D		1	17	-	471	1620:1738	250+253	93.5 : 93.5%
3/2+3/1	A215 Camberwell Road Ahead Right Left	O+U	N/A	N/A	B	C	1	36	8	842	2500:1940	333+676	83.4 : 83.4%
4/1+4/2	Urlwin Street Left Ahead Right	U+O	N/A	N/A	E		1	17	-	27	1788:1665	303+106	6.6 : 6.6%
5/1		U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	24	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	6	-	0	-	0	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: A215 Camberwell Road / B214 Albany Road	**-**	**-**	**323**	**195**	**3**	**13.7**	**10.4**	**0.4**	**24.4**	**-**	**-**	**-**	**-**
A215 Camberwell Road / B214 Albany Road	**-**	**-**	**323**	**195**	**3**	**13.7**	**10.4**	**0.4**	**24.4**	**-**	**-**	**-**	**-**
1/2+1/1	451	451	-	-	-	3.5	2.5	-	6.0	47.8	6.9	2.5	9.4
2/1+2/2	471	471	237	0	0	4.3	5.4	0.1	9.8	75.1	7.4	5.4	12.8
3/2+3/1	842	842	79	195	3	5.7	2.4	0.3	8.4	35.8	14.5	2.4	17.0
4/1+4/2	27	27	7	0	0	0.2	0.0	0.0	0.3	35.0	0.4	0.0	0.4
5/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

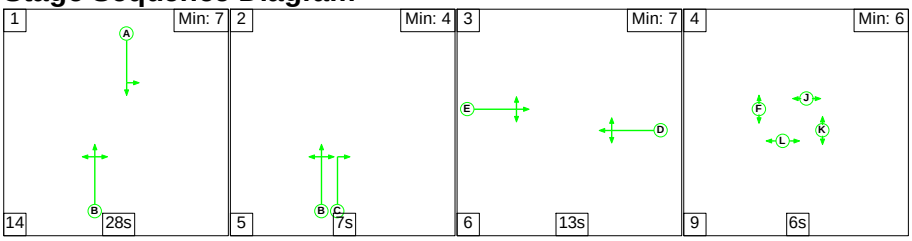
C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): -3.9 Total Delay for Signalled Lanes (pcuHr): 24.44 Cycle Time (s): 88

PRC Over All Lanes (%): -3.9 Total Delay Over All Lanes(pcuHr): 24.44

Full Input Data And Results

Scenario 8: 'Sensitivity Test PM' (FG8: '2014 + COM DEV + PROP DEV PM with Sensitivity', Plan 1: 'Network Control Plan 1')

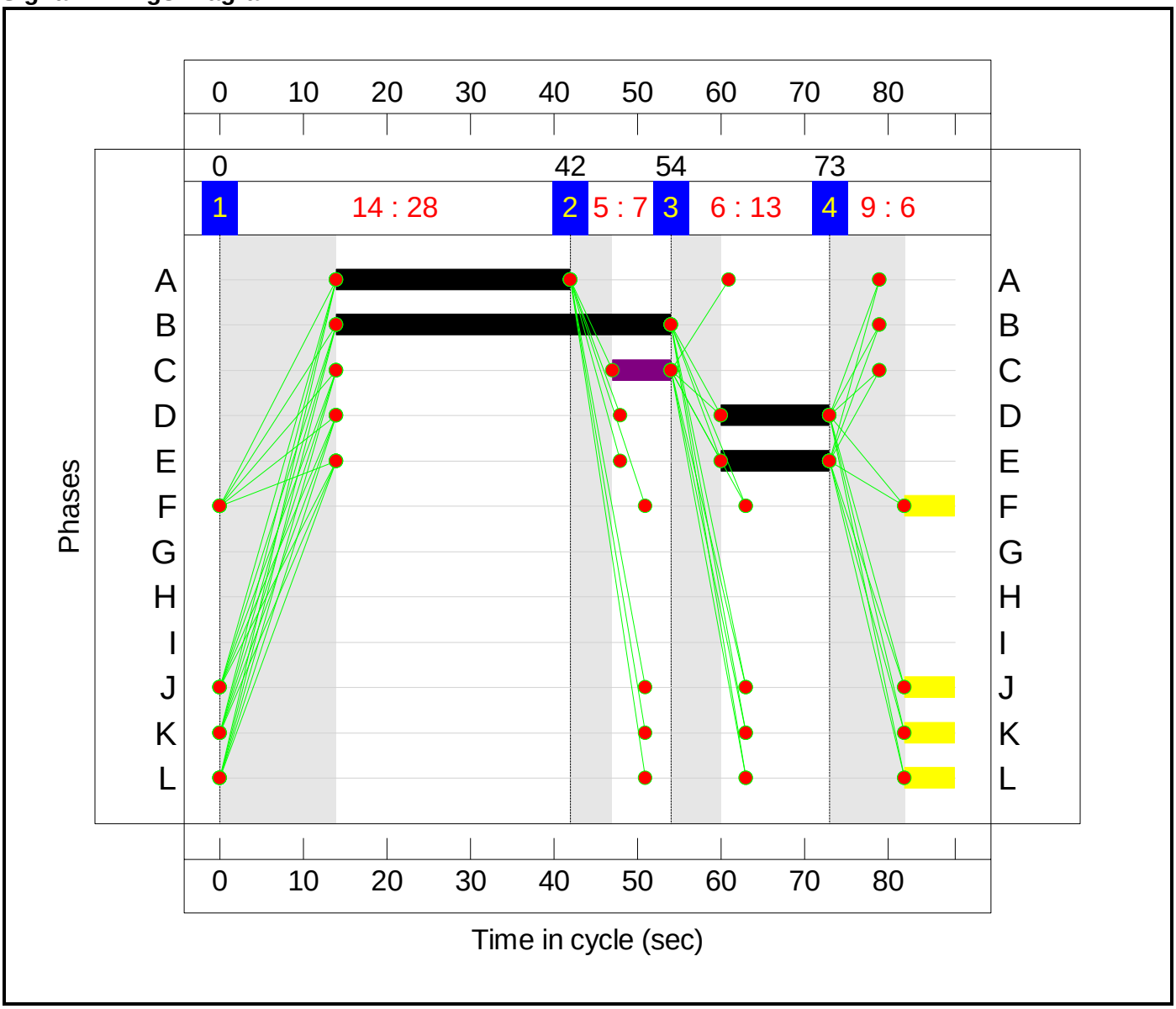
Stage Sequence Diagram



Stage Timings

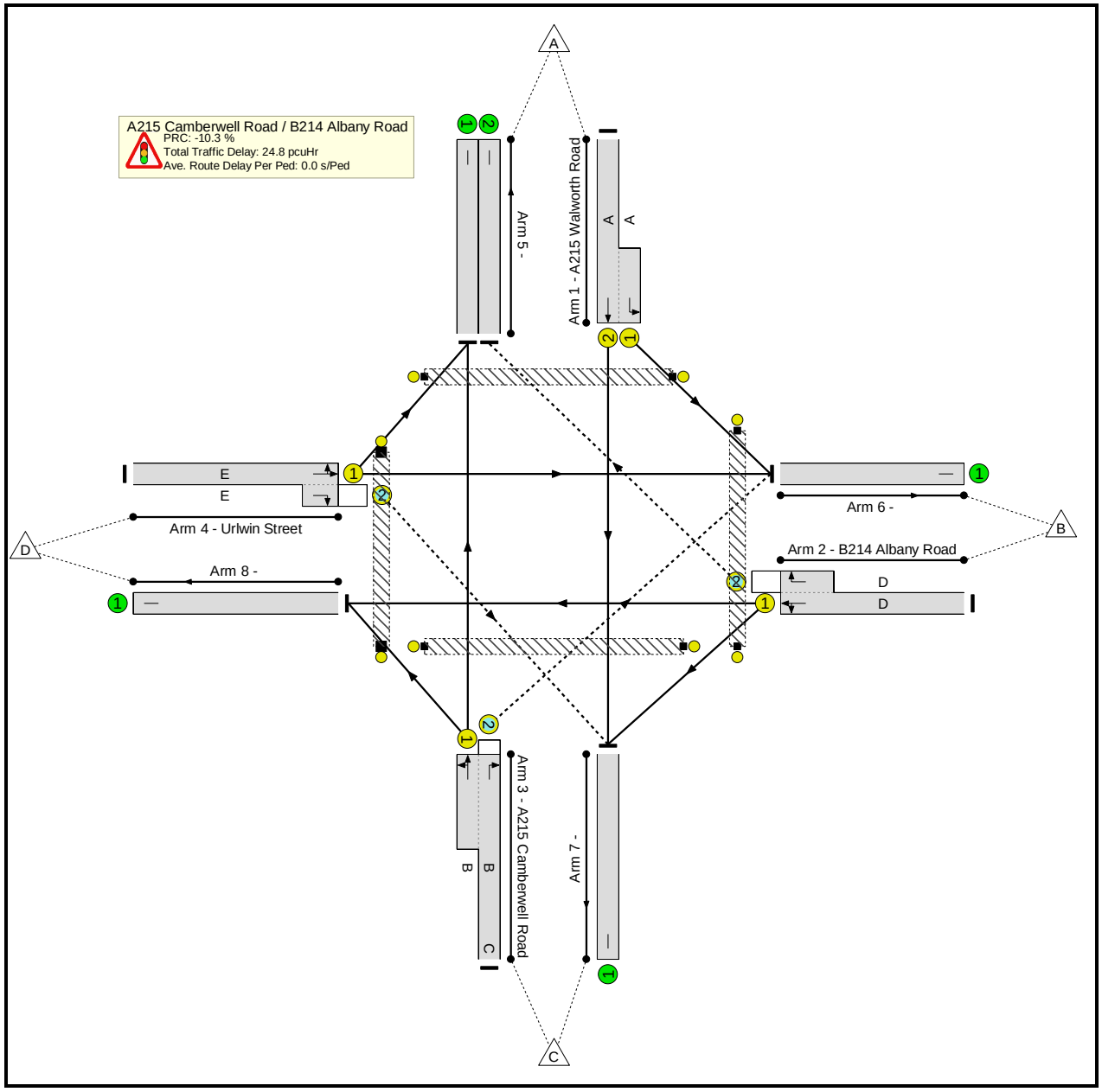
Stage	1	2	3	4
Duration	28	7	13	6
Change Point	0	42	54	73

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: A215 Camberwell Road / B214 Albany Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.3%**
A215 Camberwell Road / B214 Albany Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.3%**
1/2+1/1	A215 Walworth Road Left Ahead	U	N/A	N/A	A		1	28	-	508	1370:1940	394+200	85.5 : 85.5%
2/1+2/2	B214 Albany Road Right Left Ahead	U+O	N/A	N/A	D		1	13	-	369	1620:1738	225+147	99.3 : 99.3%
3/2+3/1	A215 Camberwell Road Ahead Right Left	O+U	N/A	N/A	B	C	1	40	7	686	2500:1940	407+604	67.9 : 67.9%
4/1+4/2	Urlwin Street Left Ahead Right	U+O	N/A	N/A	E		1	13	-	24	1773:1665	155+92	9.7 : 9.8%
5/1		U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	146	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	L		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	J		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	K		1	6	-	0	-	0	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: A215 Camberwell Road / B214 Albany Road	**-**	**-**	**237**	**191**	**3**	**11.6**	**12.8**	**0.4**	**24.8**	**-**	**-**	**-**	**-**
A215 Camberwell Road / B214 Albany Road	**-**	**-**	**237**	**191**	**3**	**11.6**	**12.8**	**0.4**	**24.8**	**-**	**-**	**-**	**-**
1/2+1/1	508	508	-	-	-	3.6	2.8	-	6.3	44.9	8.7	2.8	11.4
2/1+2/2	369	369	146	0	0	3.7	9.0	0.0	12.7	123.5	6.5	9.0	15.5
3/2+3/1	686	686	82	191	3	4.1	1.0	0.3	5.5	28.8	6.8	1.0	7.8
4/1+4/2	24	24	9	0	0	0.2	0.1	0.0	0.3	43.0	0.3	0.1	0.4
5/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	146	146	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): -10.3 Total Delay for Signalled Lanes (pcuHr): 24.77 Cycle Time (s): 88
PRC Over All Lanes (%): -10.3 Total Delay Over All Lanes(pcuHr): 24.77

Existing Junction Model

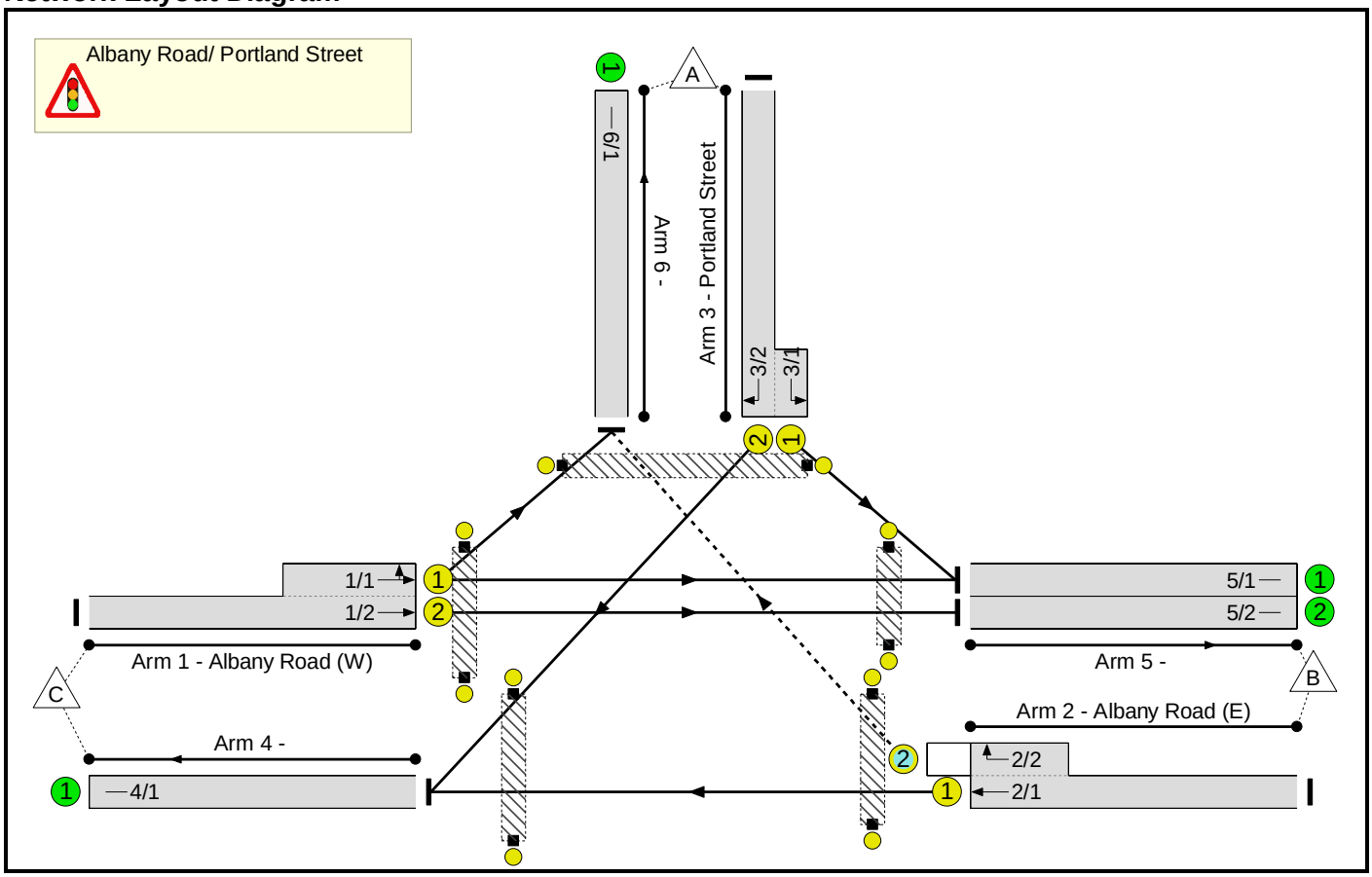
2. B214 Albany Road / Portland Street;

Full Input Data And Results

User and Project Details

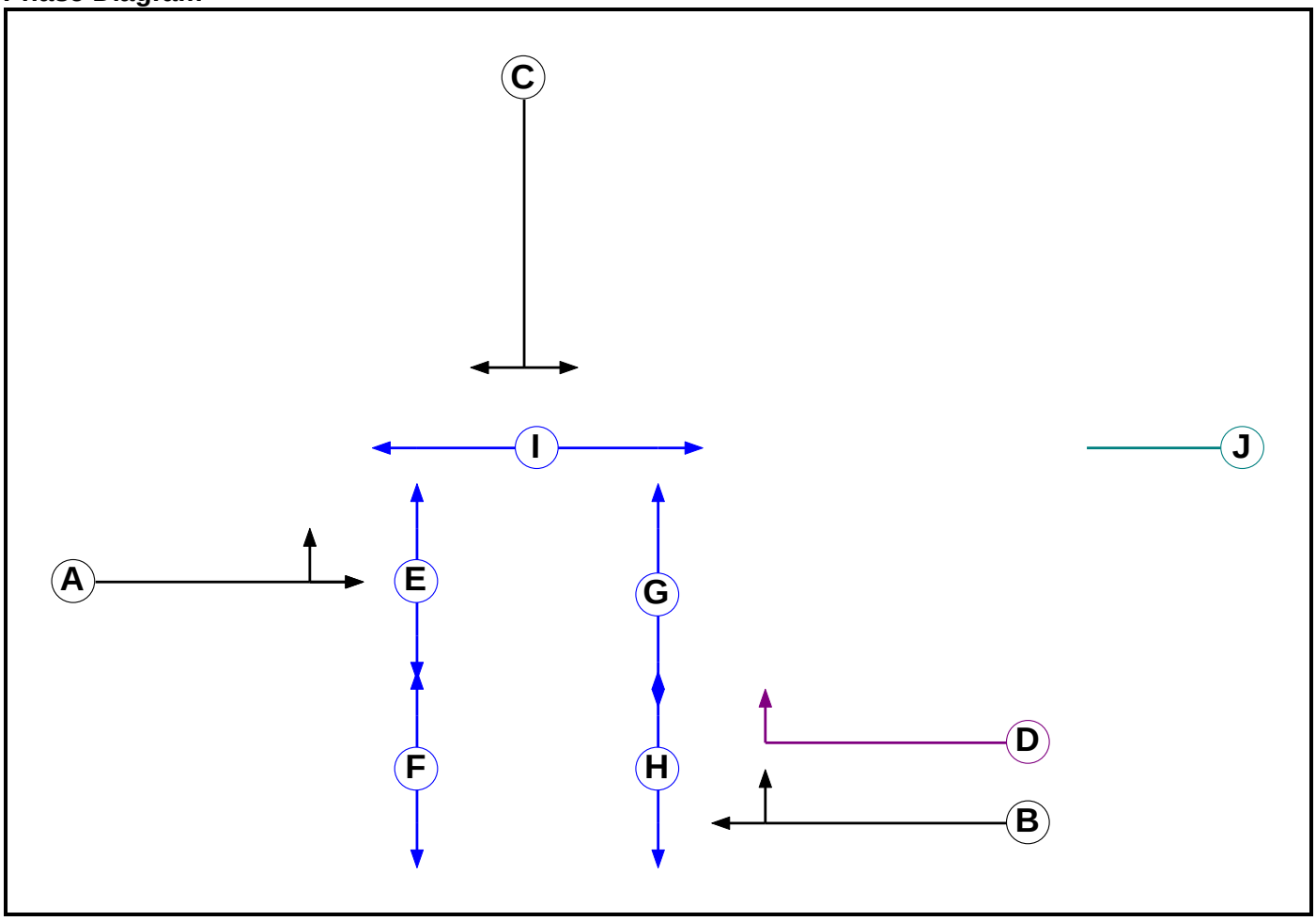
Project:	**Aylesbury Estate, Southwark**
Title:	**Albany Road/ Portland Street**
Location:	
File name:	B214 Albany Road_Portland Street.lsg3x
Author:	DMG
Company:	WSP
Address:	Unit 9 The Chase, Foxholes Business Park, Hertford, SG13 7NN
Notes:	

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	B	4	4
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6
I	Pedestrian		6	6
J	Dummy		3	3

Full Input Data And Results

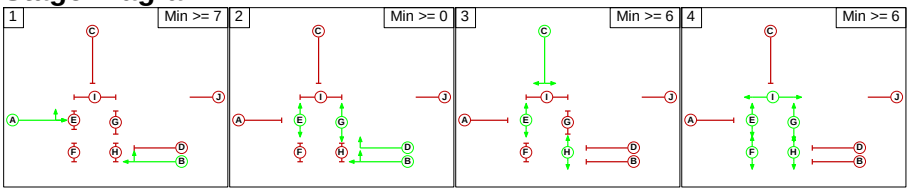
Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	5	5	5	-	10	-	8	3
	B	-		5	-	-	9	-	6	10	3
	C	5	5		5	-	10	9	-	6	3
	D	5	-	5		-	-	-	6	10	3
	E	8	-	-	-		-	-	-	-	3
	F	-	9	9	-	-		-	-	-	4
	G	8	-	8	-	-	-		-	-	3
	H	-	9	-	9	-	-	-		-	4
	I	17	17	17	17	-	-	-	-		8
	J	2	2	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B D E G
3	C E H
4	E F G H I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	3	B	Losing	2	2
3	1	C	Losing	4	4

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		10	6	10
	2	8		8	10
	3	9	9		10
	4	17	17	17	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Albany Road/ Portland 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)
2/2 (Albany Road (E))	6/1 (Right)	1439	0	1/2	1.09	All	2.00	-	0.50	2	2.00
				1/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Albany Road/ Portland 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 (Albany Road (W))	U	A	2	3	6.1	User	2250	-	-	-	-	-
1/2 (Albany Road (W))	U	A	2	3	60.0	User	1800	-	-	-	-	-
2/1 (Albany Road (E))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
2/2 (Albany Road (E))	O	B D	2	3	4.5	Geom	-	3.00	0.00	N	Arm 6 Right	15.00
3/1 (Portland Street)	U	C	2	3	3.1	User	1543	-	-	-	-	-
3/2 (Portland Street)	U	C	2	3	62.6	Geom	-	3.30	0.00	N	Arm 4 Right	10.89
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	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: '2014 AM'	08:00	09:00	01:00	
2: '2014 PM'	17:00	18:00	01:00	
3: '2014 + COM DEV AM'	08:00	09:00	01:00	
4: '2014 + COM DEV PM'	17:00	18:00	01:00	
5: '2014 + COM DEV + PROP DEV AM'	08:00	09:00	01:00	
6: '2014 + COM DEV + PROP DEV PM'	17:00	18:00	01:00	
7: '2014 + COM DEV + PROP DEV AM with Sensitivity'	08:00	09:00	01:00	F5/1.08
8: '2014 + COM DEV + PROP DEV PM with Sensitivity'	17:00	18:00	01:00	F6/1.08

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	110	25	135
	B	345	0	393	738
	C	47	462	0	509
	Tot.	392	572	418	1382

Traffic Lane Flows

Lane	Scenario 1: 2014 AM
Junction: Albany Road/ Portland Street	
1/1 (short)	255
1/2 (with short)	509(In) 254(Out)
2/1 (with short)	738(In) 393(Out)
2/2 (short)	345
3/1 (short)	110
3/2 (with short)	135(In) 25(Out)
4/1	418
5/1	318
5/2	254
6/1	392

Full Input Data And Results

Lane Saturation Flows

Junction: Albany Road/ Portland 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 (Albany Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						2250	2250
1/2 (Albany Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1931	1931
2/1 (Albany Road (E))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Albany Road (E))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
3/1 (Portland Street Lane 1)	This lane uses a directly entered Saturation Flow						1543	1543
3/2 (Portland Street)	3.30	0.00	N	Arm 4 Right	10.89	100.0 %	1833	1833
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	151	36	187
	B	129	0	341	470
	C	43	445	0	488
	Tot.	172	596	377	1145

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2014 PM
Junction: Albany Road/ Portland Street	
1/1 (short)	244
1/2 (with short)	488(In) 244(Out)
2/1 (with short)	470(In) 341(Out)
2/2 (short)	129
3/1 (short)	151
3/2 (with short)	187(In) 36(Out)
4/1	377
5/1	352
5/2	244
6/1	172

Lane Saturation Flows

Junction: Albany Road/ Portland 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 (Albany Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1905	1905
1/2 (Albany Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						2326	2326
2/1 (Albany Road (E))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Albany Road (E))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
3/1 (Portland Street Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
3/2 (Portland Street)	3.30	0.00	N	Arm 4 Right	10.89	100.0 %	1833	1833
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2014 + COM DEV AM' (FG3: '2014 + COM DEV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	117	33	150
	B	346	0	398	744
	C	47	466	0	513
	Tot.	393	583	431	1407

Traffic Lane Flows

Lane	Scenario 3: 2014 + COM DEV AM
Junction: Albany Road/ Portland Street	
1/1 (short)	257
1/2 (with short)	513(In) 256(Out)
2/1 (with short)	744(In) 398(Out)
2/2 (short)	346
3/1 (short)	117
3/2 (with short)	150(In) 33(Out)
4/1	431
5/1	327
5/2	256
6/1	393

Full Input Data And Results

Lane Saturation Flows

Junction: Albany Road/ Portland 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 (Albany Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						2250	2250
1/2 (Albany Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1931	1931
2/1 (Albany Road (E))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Albany Road (E))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
3/1 (Portland Street Lane 1)	This lane uses a directly entered Saturation Flow						1543	1543
3/2 (Portland Street)	3.30	0.00	N	Arm 4 Right	10.89	100.0 %	1833	1833
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2014 + COM DEV PM' (FG4: '2014 + COM DEV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	151	36	187
	B	135	0	345	480
	C	51	449	0	500
	Tot.	186	600	381	1167

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2014 + COM DEV PM
Junction: Albany Road/ Portland Street	
1/1 (short)	250
1/2 (with short)	500(In) 250(Out)
2/1 (with short)	480(In) 345(Out)
2/2 (short)	135
3/1 (short)	151
3/2 (with short)	187(In) 36(Out)
4/1	381
5/1	350
5/2	250
6/1	186

Lane Saturation Flows

Junction: Albany Road/ Portland 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 (Albany Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1905	1905
1/2 (Albany Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						2326	2326
2/1 (Albany Road (E))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Albany Road (E))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
3/1 (Portland Street Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
3/2 (Portland Street)	3.30	0.00	N	Arm 4 Right	10.89	100.0 %	1833	1833
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2014 + COM DEV + PROP DEV AM' (FG5: '2014 + COM DEV + PROP DEV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	123	34	157
	B	353	0	414	767
	C	47	479	0	526
	Tot.	400	602	448	1450

Traffic Lane Flows

Lane	Scenario 5: 2014 + COM DEV + PROP DEV AM
Junction: Albany Road/ Portland Street	
1/1 (short)	263
1/2 (with short)	526(In) 263(Out)
2/1 (with short)	767(In) 414(Out)
2/2 (short)	353
3/1 (short)	123
3/2 (with short)	157(In) 34(Out)
4/1	448
5/1	339
5/2	263
6/1	400

Full Input Data And Results

Lane Saturation Flows

Junction: Albany Road/ Portland 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 (Albany Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						2250	2250
1/2 (Albany Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1931	1931
2/1 (Albany Road (E))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Albany Road (E))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
3/1 (Portland Street Lane 1)	This lane uses a directly entered Saturation Flow						1543	1543
3/2 (Portland Street)	3.30	0.00	N	Arm 4 Right	10.89	100.0 %	1833	1833
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2014 + COM DEV + PROP DEV PM' (FG6: '2014 + COM DEV + PROP DEV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	156	37	193
	B	141	0	361	502
	C	51	467	0	518
	Tot.	192	623	398	1213

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2014 + COM DEV + PROP DEV PM
Junction: Albany Road/ Portland Street	
1/1 (short)	259
1/2 (with short)	518(In) 259(Out)
2/1 (with short)	502(In) 361(Out)
2/2 (short)	141
3/1 (short)	156
3/2 (with short)	193(In) 37(Out)
4/1	398
5/1	364
5/2	259
6/1	192

Lane Saturation Flows

Junction: Albany Road/ Portland 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 (Albany Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						1905	1905
1/2 (Albany Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						2326	2326
2/1 (Albany Road (E))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Albany Road (E))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
3/1 (Portland Street Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
3/2 (Portland Street)	3.30	0.00	N	Arm 4 Right	10.89	100.0 %	1833	1833
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'Sensitivity AM' (FG7: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	114	31	145
	B	327	0	383	710
	C	44	444	0	488
	Tot.	371	558	414	1343

Traffic Lane Flows

Lane	Scenario 7: Sensitivity AM
Junction: Albany Road/ Portland Street	
1/1 (short)	244
1/2 (with short)	488(In) 244(Out)
2/1 (with short)	710(In) 383(Out)
2/2 (short)	327
3/1 (short)	114
3/2 (with short)	145(In) 31(Out)
4/1	414
5/1	314
5/2	244
6/1	371

Full Input Data And Results

Lane Saturation Flows

Junction: Albany Road/ Portland 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 (Albany Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						2250	2250
1/2 (Albany Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Albany Road (E))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Albany Road (E))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
3/1 (Portland Street Lane 1)	This lane uses a directly entered Saturation Flow						1543	1543
3/2 (Portland Street)	3.30	0.00	N	Arm 4 Right	10.89	100.0 %	1833	1833
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Sensitivity PM' (FG8: '2014 + COM DEV + PROP DEV PM with Sensitivity', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	144	34	178
	B	131	0	334	465
	C	47	432	0	479
	Tot.	178	576	368	1122

Full Input Data And Results

Traffic Lane Flows

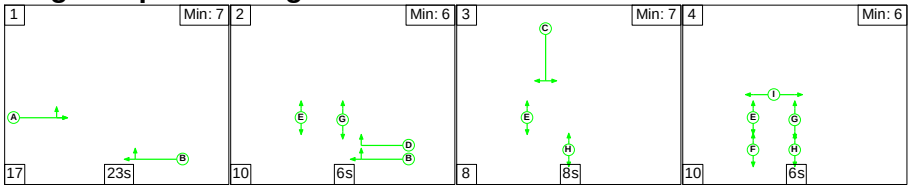
Lane	Scenario 8: Sensitivity PM
Junction: Albany Road/ Portland Street	
1/1 (short)	240
1/2 (with short)	479(In) 239(Out)
2/1 (with short)	465(In) 334(Out)
2/2 (short)	131
3/1 (short)	144
3/2 (with short)	178(In) 34(Out)
4/1	368
5/1	337
5/2	239
6/1	178

Lane Saturation Flows

Junction: Albany Road/ Portland 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 (Albany Road (W) Lane 1)	This lane uses a directly entered Saturation Flow						2250	2250
1/2 (Albany Road (W) Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
2/1 (Albany Road (E))	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
2/2 (Albany Road (E))	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
3/1 (Portland Street Lane 1)	This lane uses a directly entered Saturation Flow						1543	1543
3/2 (Portland Street)	3.30	0.00	N	Arm 4 Right	10.89	100.0 %	1833	1833
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

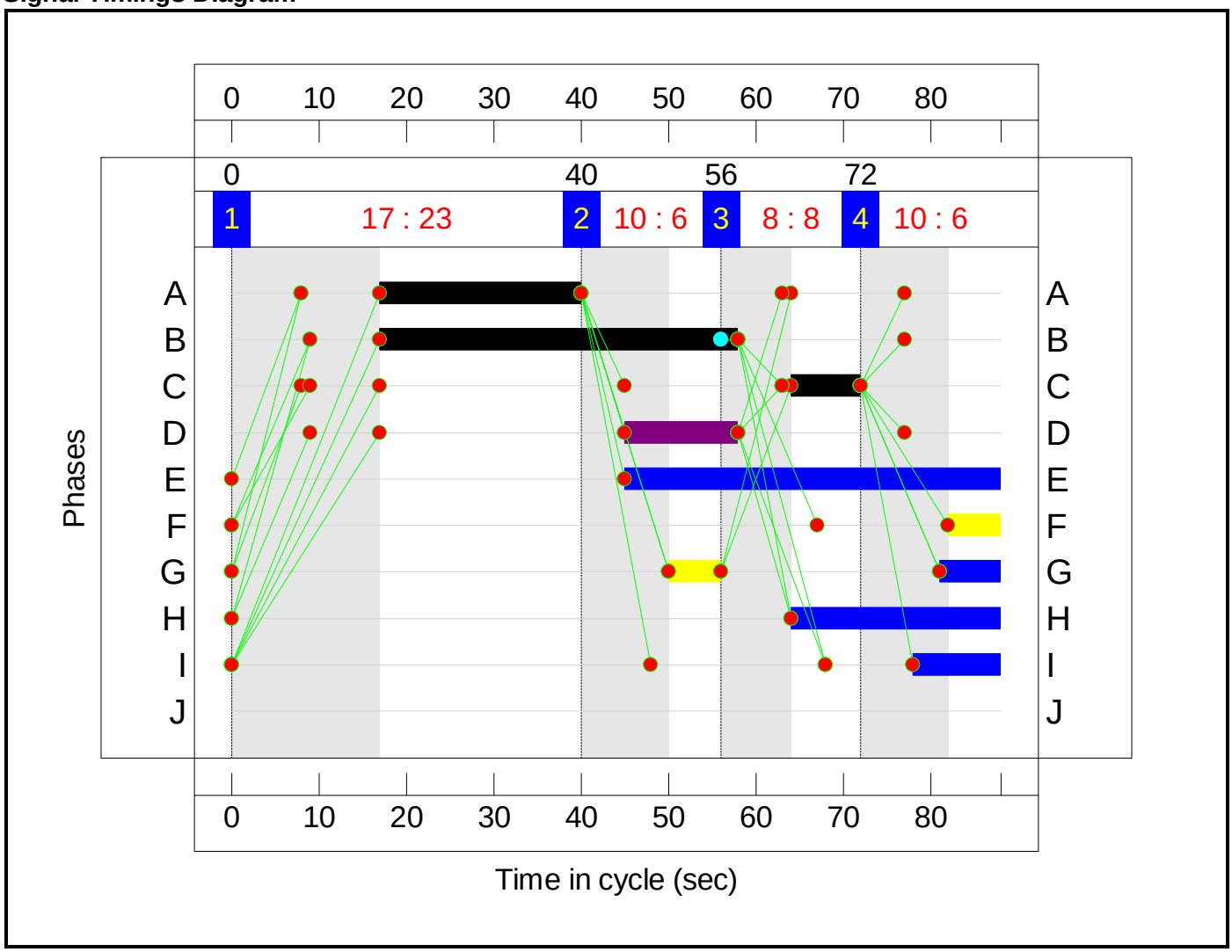


Full Input Data And Results

Stage Timings

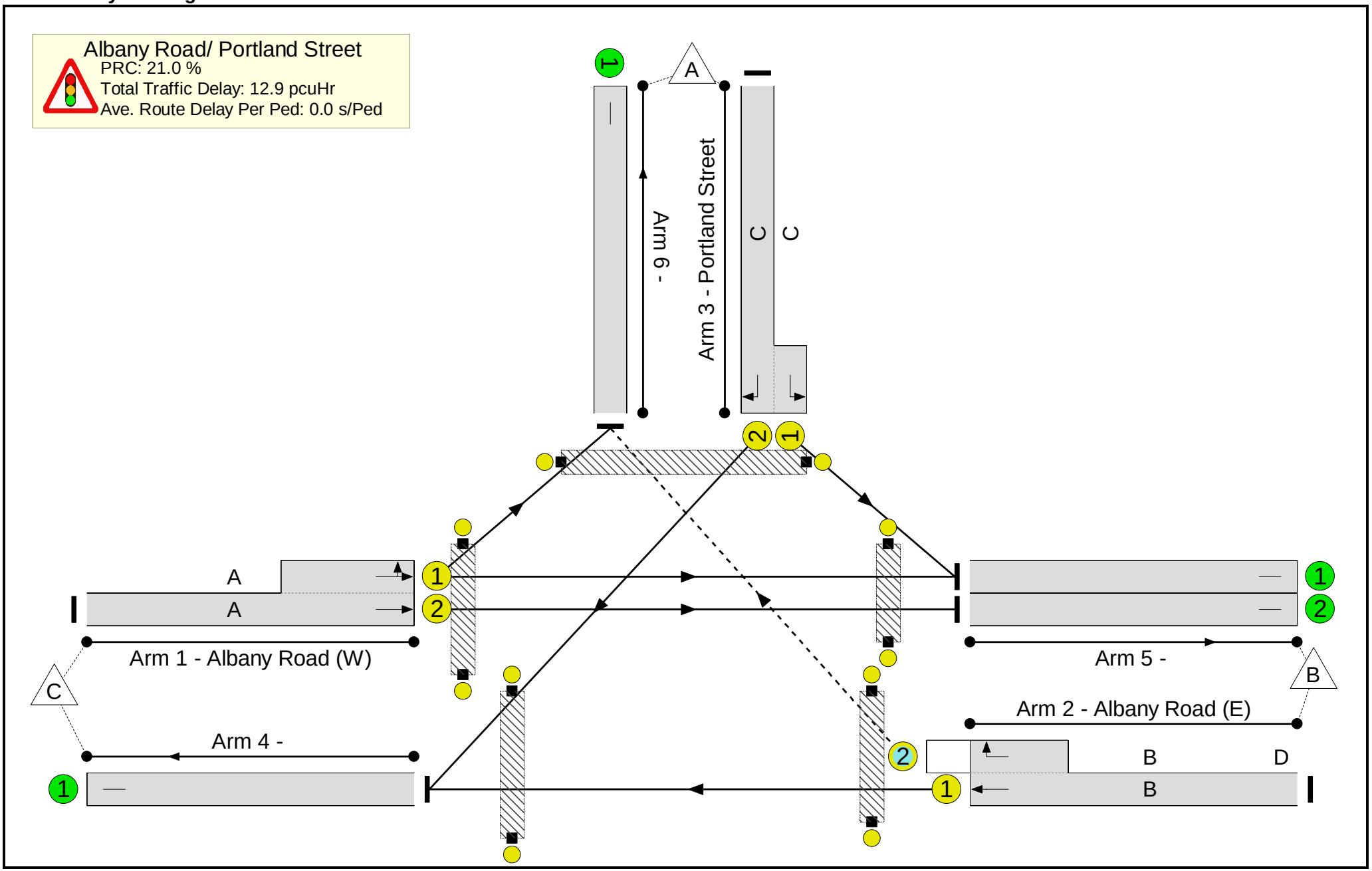
Stage	1	2	3	4
Duration	23	6	8	6
Change Point	0	40	56	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.4%**
Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.4%**
1/2+1/1	Albany Road (W) Ahead Left	U	N/A	N/A	A		1	23	-	509	1931:2250	806	63.2%
2/1+2/2	Albany Road (E) Ahead Right	U+O	N/A	N/A	B	D	1	41	13	738	1915:1868	992	74.4%
3/2+3/1	Portland Street Right Left	U	N/A	N/A	C		1	8	-	135	1833:1543	190	71.0%
4/1		U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	43	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	G		2	13	-	0	-	0	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: Albany Road/ Portland Street	**-**	**-**	**141**	**197**	**8**	**8.9**	**3.5**	**0.5**	**12.9**	**-**	**-**	**-**	**-**
Albany Road/ Portland Street	**-**	**-**	**141**	**197**	**8**	**8.9**	**3.5**	**0.5**	**12.9**	**-**	**-**	**-**	**-**
1/2+1/1	509	509	-	-	-	3.8	0.9	-	4.6	32.6	5.2	0.9	6.0
2/1+2/2	738	738	141	197	8	3.7	1.4	0.5	5.7	27.6	8.8	1.4	10.2
3/2+3/1	135	135	-	-	-	1.4	1.2	-	2.6	69.0	2.6	1.2	3.8
4/1	418	418	-	-	-	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
5/2	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road/ Portland Street

PRC for Signalled Lanes (%): 21.0
PRC Over All Lanes (%): 21.0

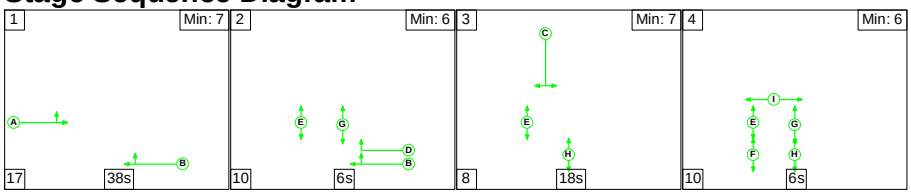
Total Delay for Signalled Lanes (pcuHr): 12.86
Total Delay Over All Lanes(pcuHr): 12.86

Cycle Time (s): 88

Full Input Data And Results

Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 1: 'Network Control Plan 1')

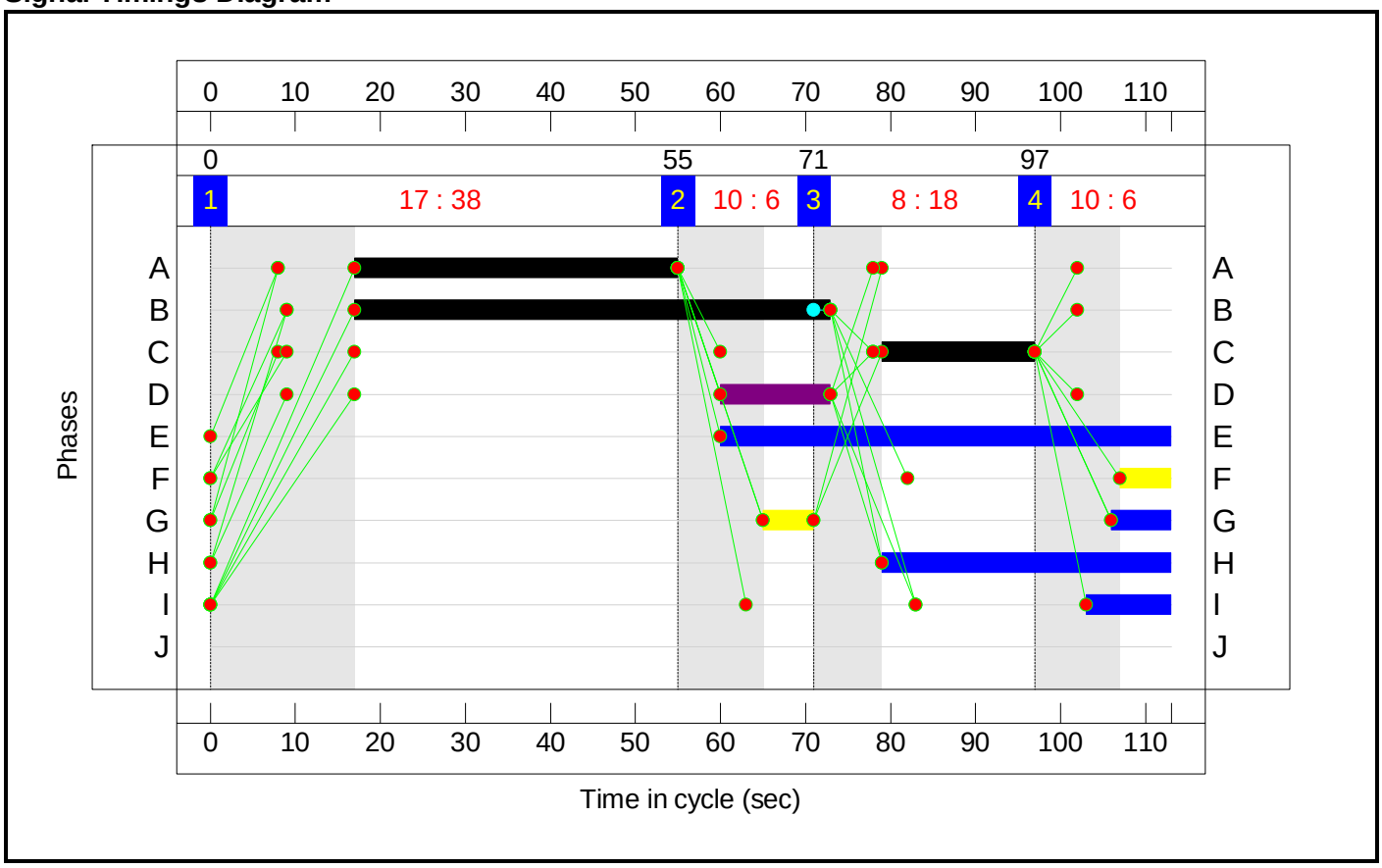
Stage Sequence Diagram



Stage Timings

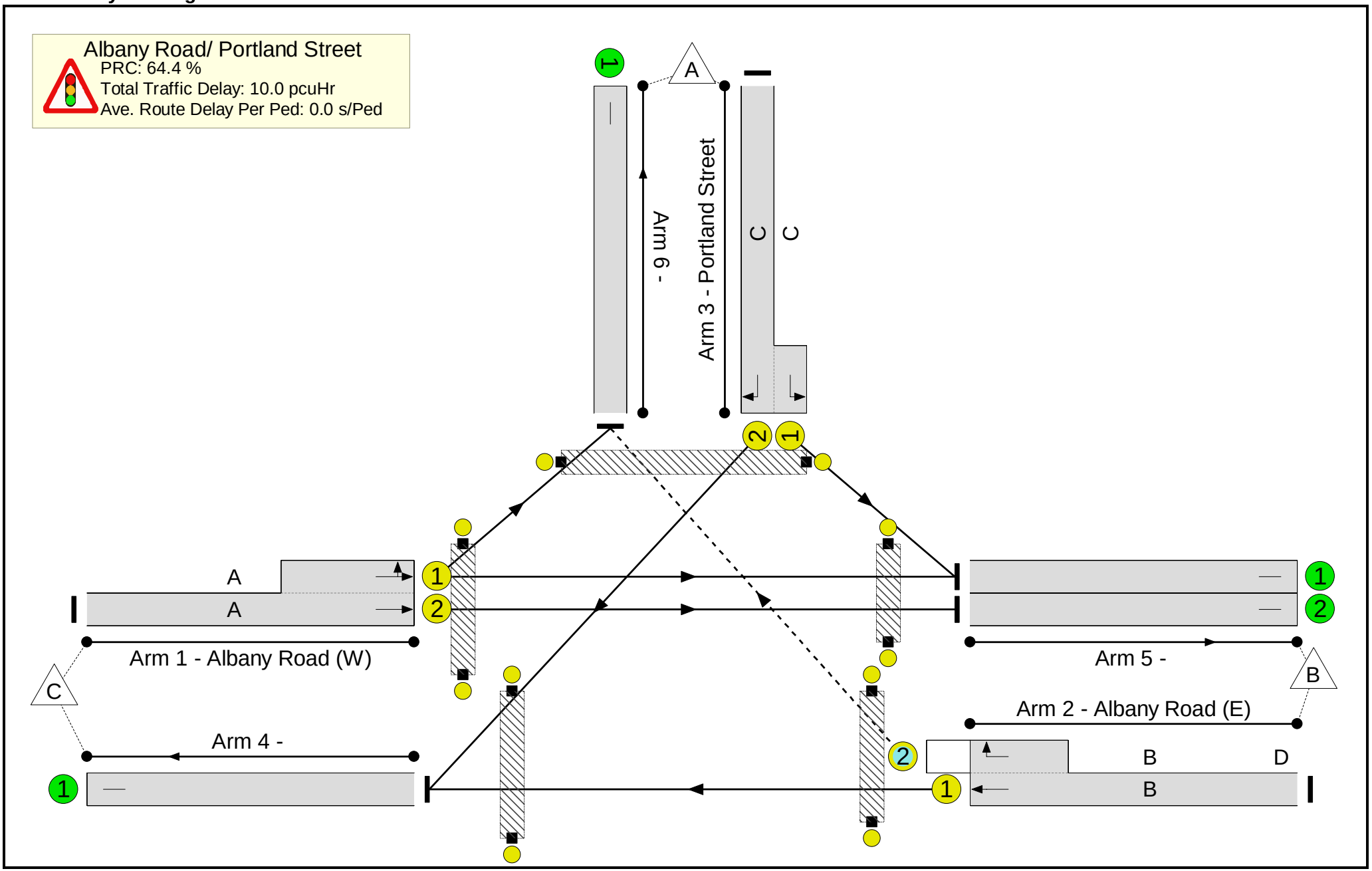
Stage	1	2	3	4
Duration	38	6	18	6
Change Point	0	55	71	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.7%**
Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.7%**
1/2+1/1	Albany Road (W) Ahead Left	U	N/A	N/A	A		1	38	-	488	2326:1905	907	53.8%
2/1+2/2	Albany Road (E) Ahead Right	U+O	N/A	N/A	B	D	1	56	13	470	1915:1868	1015	46.3%
3/2+3/1	Portland Street Right Left	U	N/A	N/A	C		1	18	-	187	1833:1940	342	54.7%
4/1		U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	352	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	172	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	53	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	34	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	G		2	13	-	0	-	0	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: Albany Road/ Portland Street	**-**	**-**	**108**	**18**	**2**	**8.1**	**1.6**	**0.2**	**10.0**	**-**	**-**	**-**	**-**
Albany Road/ Portland Street	**-**	**-**	**108**	**18**	**2**	**8.1**	**1.6**	**0.2**	**10.0**	**-**	**-**	**-**	**-**
1/2+1/1	488	488	-	-	-	3.7	0.6	-	4.3	31.7	5.7	0.6	6.3
2/1+2/2	470	470	108	18	2	2.2	0.4	0.2	2.9	22.0	7.3	0.4	7.7
3/2+3/1	187	187	-	-	-	2.2	0.6	-	2.8	53.9	4.6	0.6	5.2
4/1	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road/ Portland Street

PRC for Signalled Lanes (%): 64.4
PRC Over All Lanes (%): 64.4

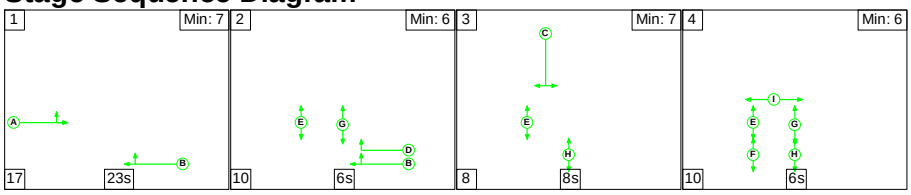
Total Delay for Signalled Lanes (pcuHr): 9.97
Total Delay Over All Lanes(pcuHr): 9.97

Cycle Time (s): 113

Full Input Data And Results

Scenario 3: '2014 + COM DEV AM' (FG3: '2014 + COM DEV AM', Plan 1: 'Network Control Plan 1')

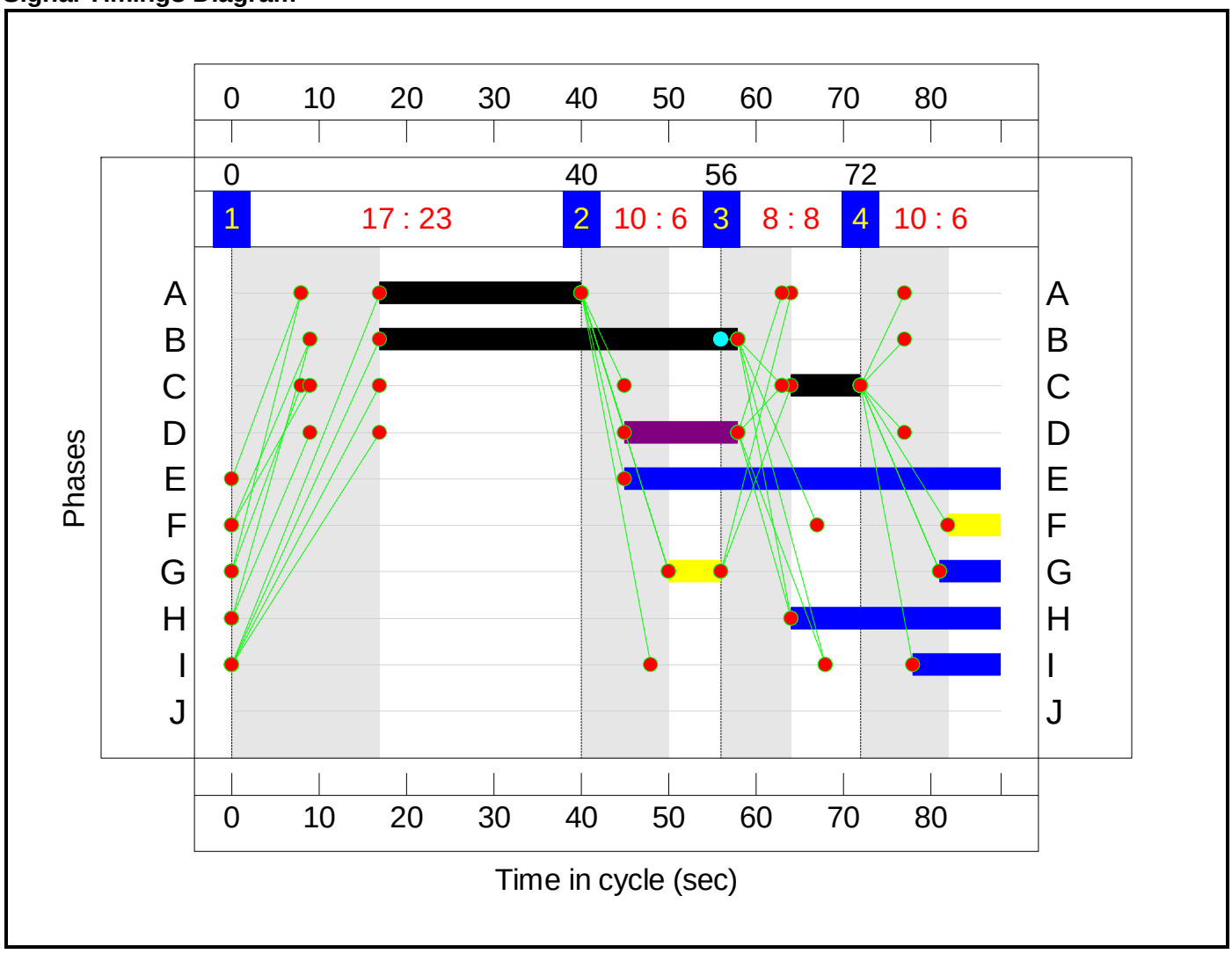
Stage Sequence Diagram



Stage Timings

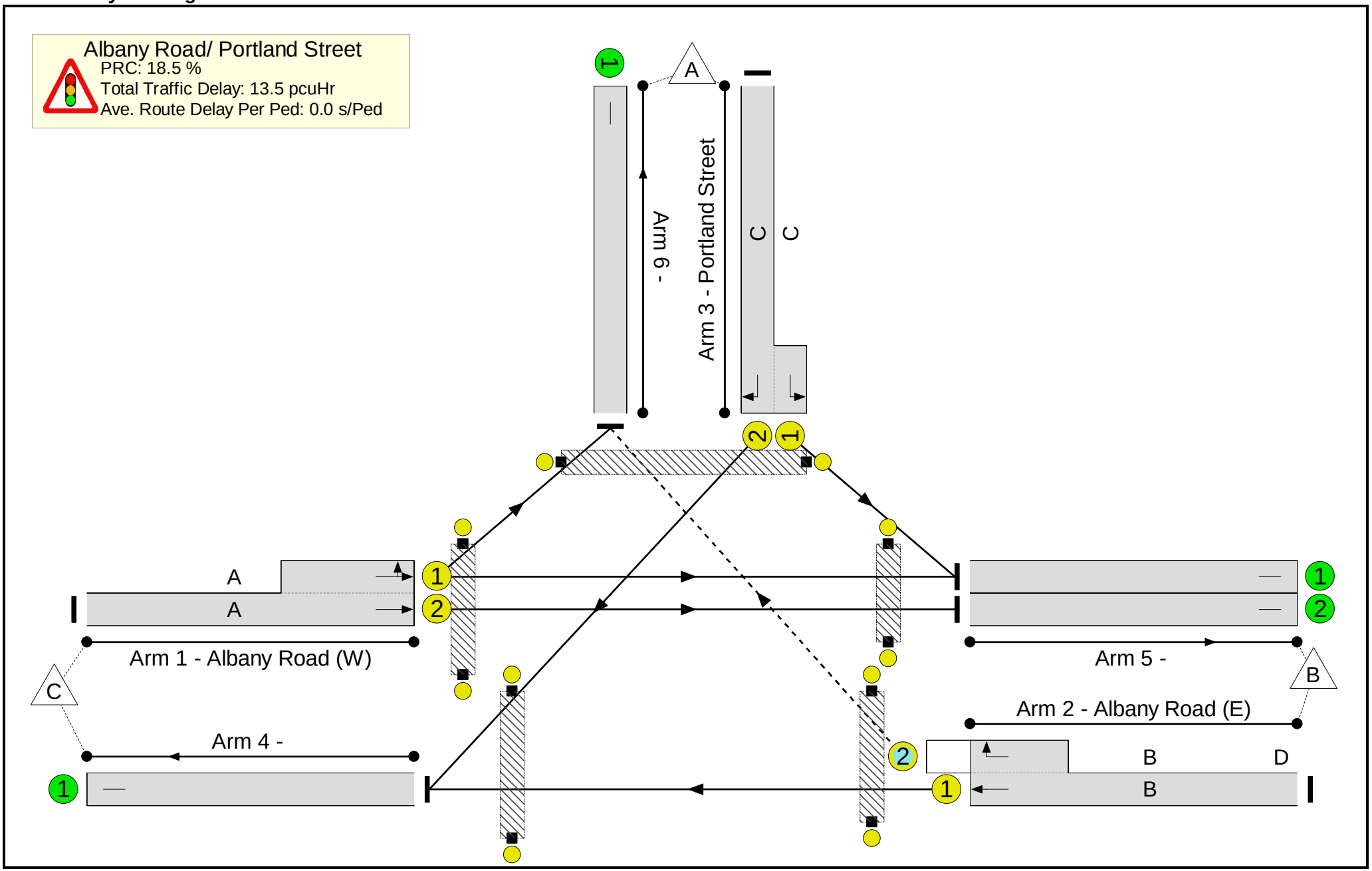
Stage	1	2	3	4
Duration	23	6	8	6
Change Point	0	40	56	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.0%**
Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.0%**
1/2+1/1	Albany Road (W) Ahead Left	U	N/A	N/A	A		1	23	-	513	1931:2250	806	63.7%
2/1+2/2	Albany Road (E) Ahead Right	U+O	N/A	N/A	B	D	1	41	13	744	1915:1868	995	74.8%
3/2+3/1	Portland Street Right Left	U	N/A	N/A	C		1	8	-	150	1833:1543	197	76.0%
4/1		U	N/A	N/A	-		-	-	-	431	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	256	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	393	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	43	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	G		2	13	-	0	-	0	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: Albany Road/ Portland Street	**-**	**-**	**140**	**198**	**8**	**9.1**	**3.8**	**0.5**	**13.5**	**-**	**-**	**-**	**-**
Albany Road/ Portland Street	**-**	**-**	**140**	**198**	**8**	**9.1**	**3.8**	**0.5**	**13.5**	**-**	**-**	**-**	**-**
1/2+1/1	513	513	-	-	-	3.8	0.9	-	4.7	32.7	5.2	0.9	6.1
2/1+2/2	744	744	140	198	8	3.8	1.5	0.5	5.7	27.8	9.1	1.5	10.6
3/2+3/1	150	150	-	-	-	1.6	1.5	-	3.1	73.6	2.8	1.5	4.3
4/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	393	393	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road/ Portland Street

PRC for Signalled Lanes (%): 18.5
PRC Over All Lanes (%): 18.5

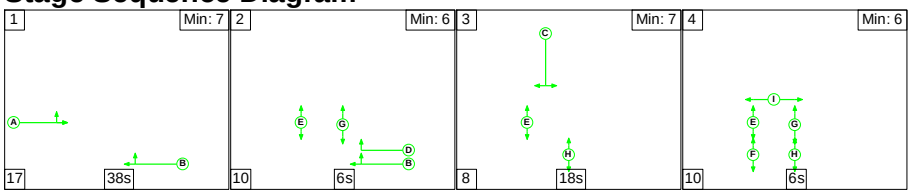
Total Delay for Signalled Lanes (pcuHr): 13.46
Total Delay Over All Lanes(pcuHr): 13.46

Cycle Time (s): 88

Full Input Data And Results

Scenario 4: '2014 + COM DEV PM' (FG4: '2014 + COM DEV PM', Plan 1: 'Network Control Plan 1')

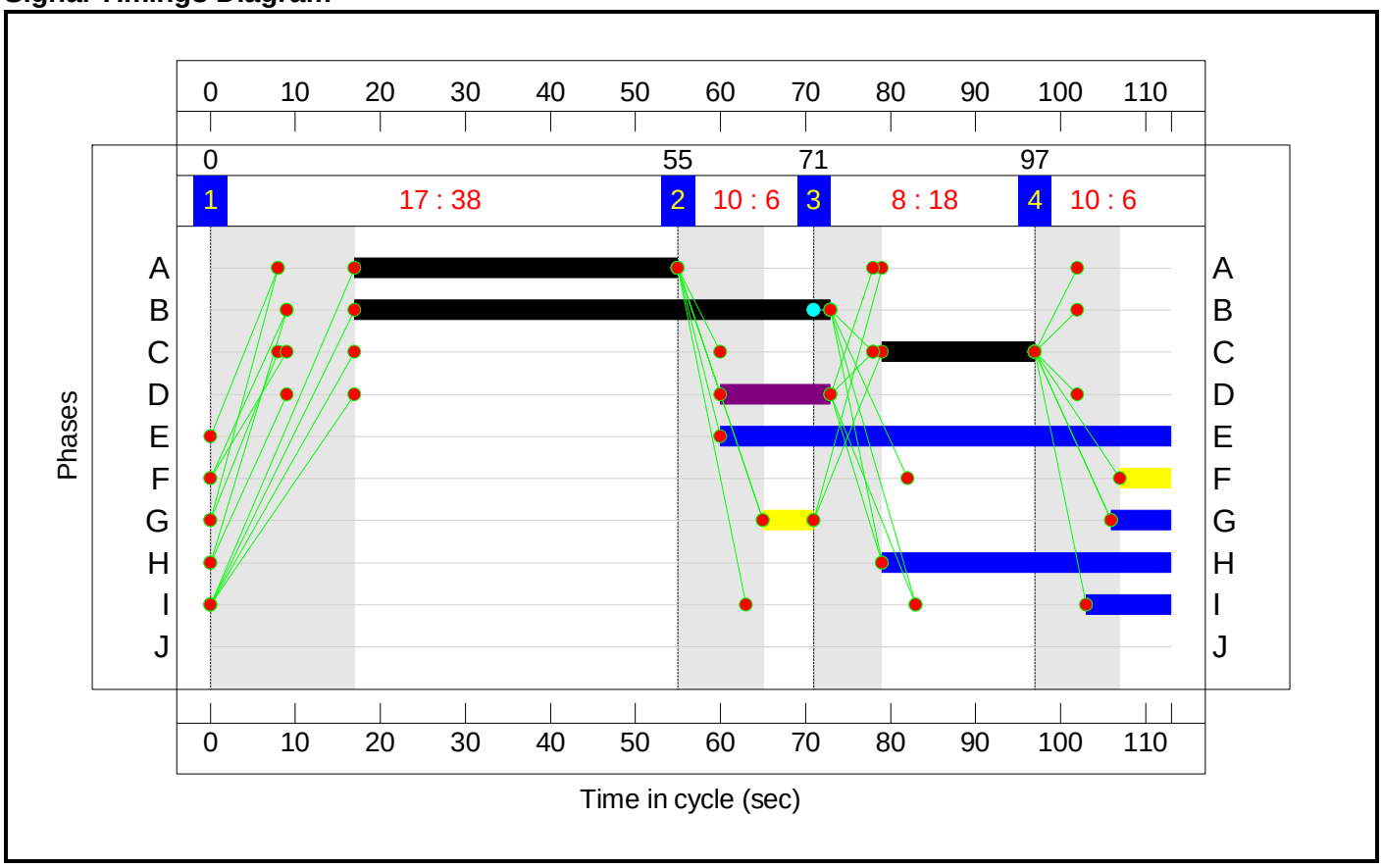
Stage Sequence Diagram



Stage Timings

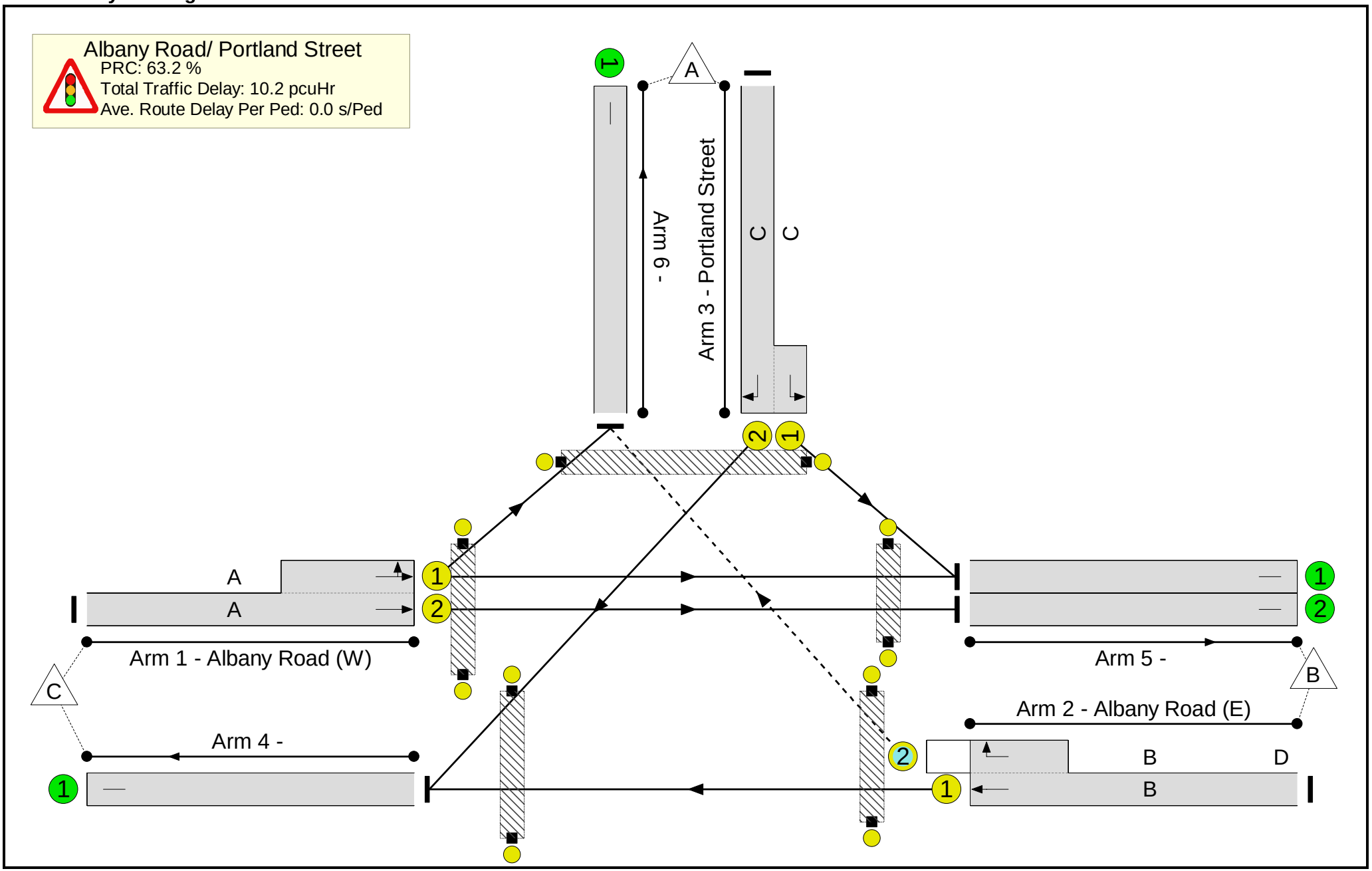
Stage	1	2	3	4
Duration	38	6	18	6
Change Point	0	55	71	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.2%**
Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.2%**
1/2+1/1	Albany Road (W) Ahead Left	U	N/A	N/A	A		1	38	-	500	2326:1905	907	55.2%
2/1+2/2	Albany Road (E) Ahead Right	U+O	N/A	N/A	B	D	1	56	13	480	1915:1868	1017	47.2%
3/2+3/1	Portland Street Right Left	U	N/A	N/A	C		1	18	-	187	1833:1940	342	54.7%
4/1		U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	350	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	186	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	53	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	34	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	G		2	13	-	0	-	0	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: Albany Road/ Portland Street	**-**	**-**	**113**	**19**	**2**	**8.3**	**1.7**	**0.3**	**10.2**	**-**	**-**	**-**	**-**
Albany Road/ Portland Street	**-**	**-**	**113**	**19**	**2**	**8.3**	**1.7**	**0.3**	**10.2**	**-**	**-**	**-**	**-**
1/2+1/1	500	500	-	-	-	3.8	0.6	-	4.4	31.9	5.9	0.6	6.5
2/1+2/2	480	480	113	19	2	2.3	0.4	0.3	3.0	22.3	7.6	0.4	8.0
3/2+3/1	187	187	-	-	-	2.2	0.6	-	2.8	53.9	4.6	0.6	5.2
4/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road/ Portland Street

PRC for Signalled Lanes (%): 63.2
PRC Over All Lanes (%): 63.2

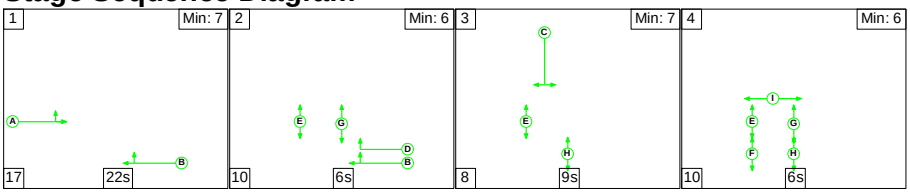
Total Delay for Signalled Lanes (pcuHr): 10.20
Total Delay Over All Lanes(pcuHr): 10.20

Cycle Time (s): 113

Full Input Data And Results

Scenario 5: '2014 + COM DEV + PROP DEV AM' (FG5: '2014 + COM DEV + PROP DEV AM', Plan 1: 'Network Control Plan 1')

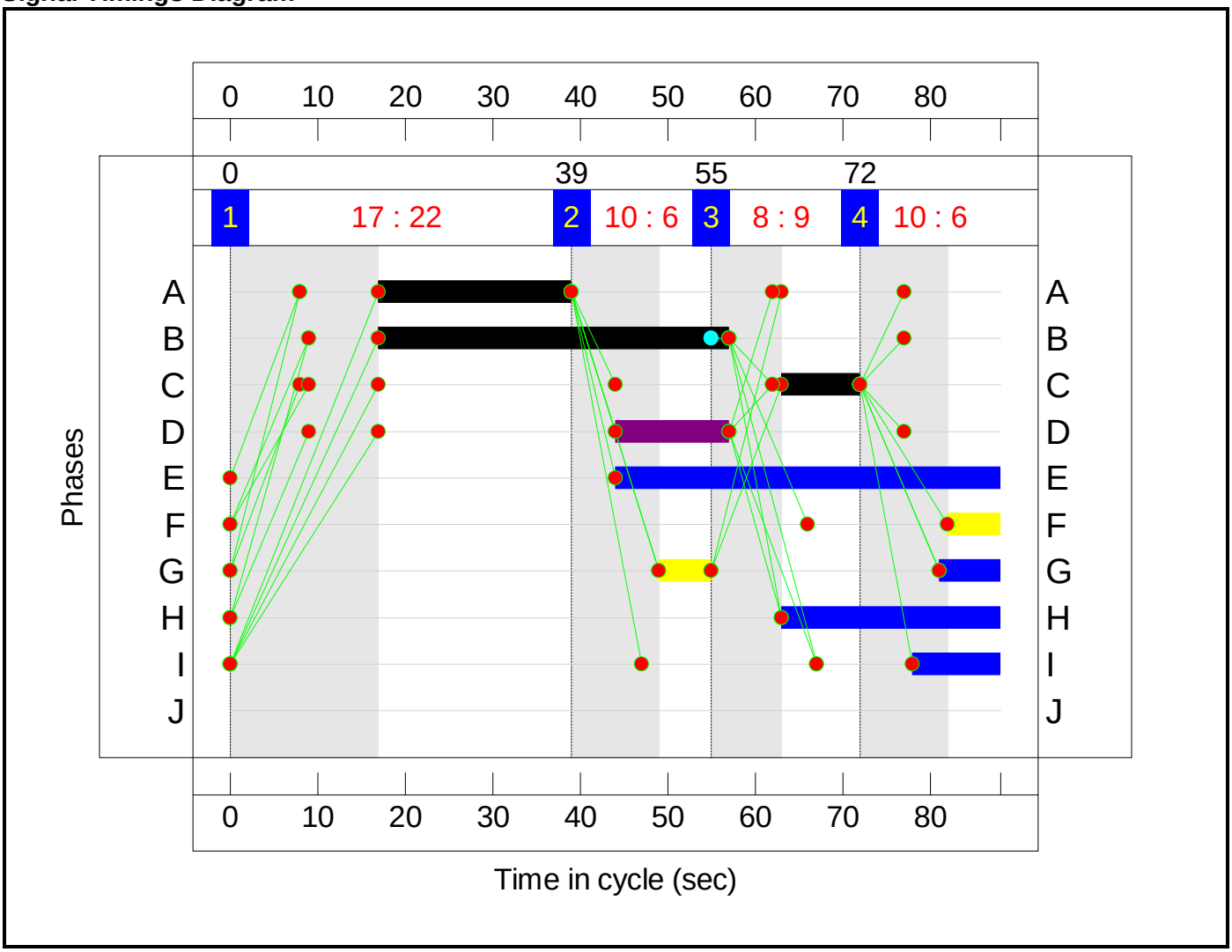
Stage Sequence Diagram



Stage Timings

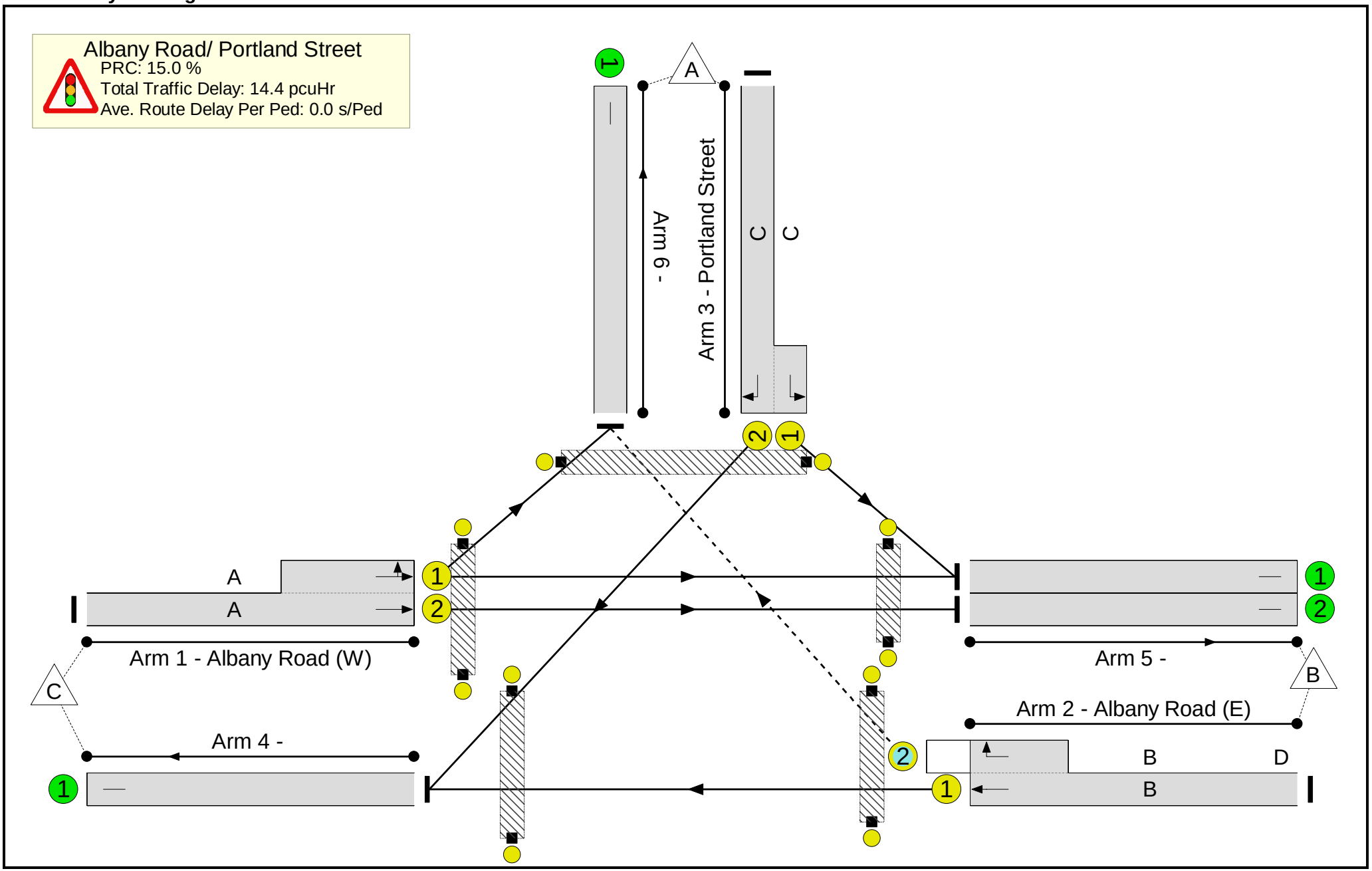
Stage	1	2	3	4
Duration	22	6	9	6
Change Point	0	39	55	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.3%**
Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.3%**
1/2+1/1	Albany Road (W) Ahead Left	U	N/A	N/A	A		1	22	-	526	1931:2250	781	67.3%
2/1+2/2	Albany Road (E) Ahead Right	U+O	N/A	N/A	B	D	1	40	13	767	1915:1868	980	78.3%
3/2+3/1	Portland Street Right Left	U	N/A	N/A	C		1	9	-	157	1833:1543	215	73.1%
4/1		U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	339	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	400	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	44	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	25	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	G		2	13	-	0	-	0	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: Albany Road/ Portland Street	**-**	**-**	**123**	**222**	**8**	**9.8**	**4.1**	**0.5**	**14.4**	**-**	**-**	**-**	**-**
Albany Road/ Portland Street	**-**	**-**	**123**	**222**	**8**	**9.8**	**4.1**	**0.5**	**14.4**	**-**	**-**	**-**	**-**
1/2+1/1	526	526	-	-	-	4.0	1.0	-	5.0	34.5	5.5	1.0	6.5
2/1+2/2	767	767	123	222	8	4.1	1.8	0.5	6.4	30.1	11.3	1.8	13.1
3/2+3/1	157	157	-	-	-	1.6	1.3	-	2.9	66.9	2.9	1.3	4.2
4/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road/ Portland Street

PRC for Signalled Lanes (%): 15.0
PRC Over All Lanes (%): 15.0

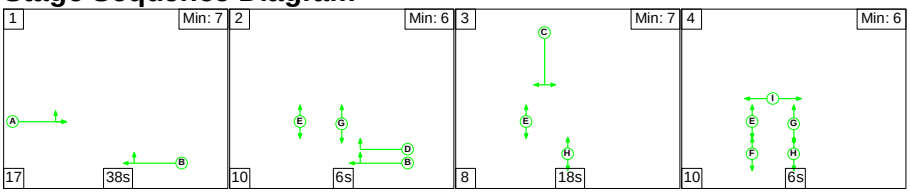
Total Delay for Signalled Lanes (pcuHr): 14.37
Total Delay Over All Lanes(pcuHr): 14.37

Cycle Time (s): 88

Full Input Data And Results

Scenario 6: '2014 + COM DEV + PROP DEV PM' (FG6: '2014 + COM DEV + PROP DEV PM', Plan 1: 'Network Control Plan 1')

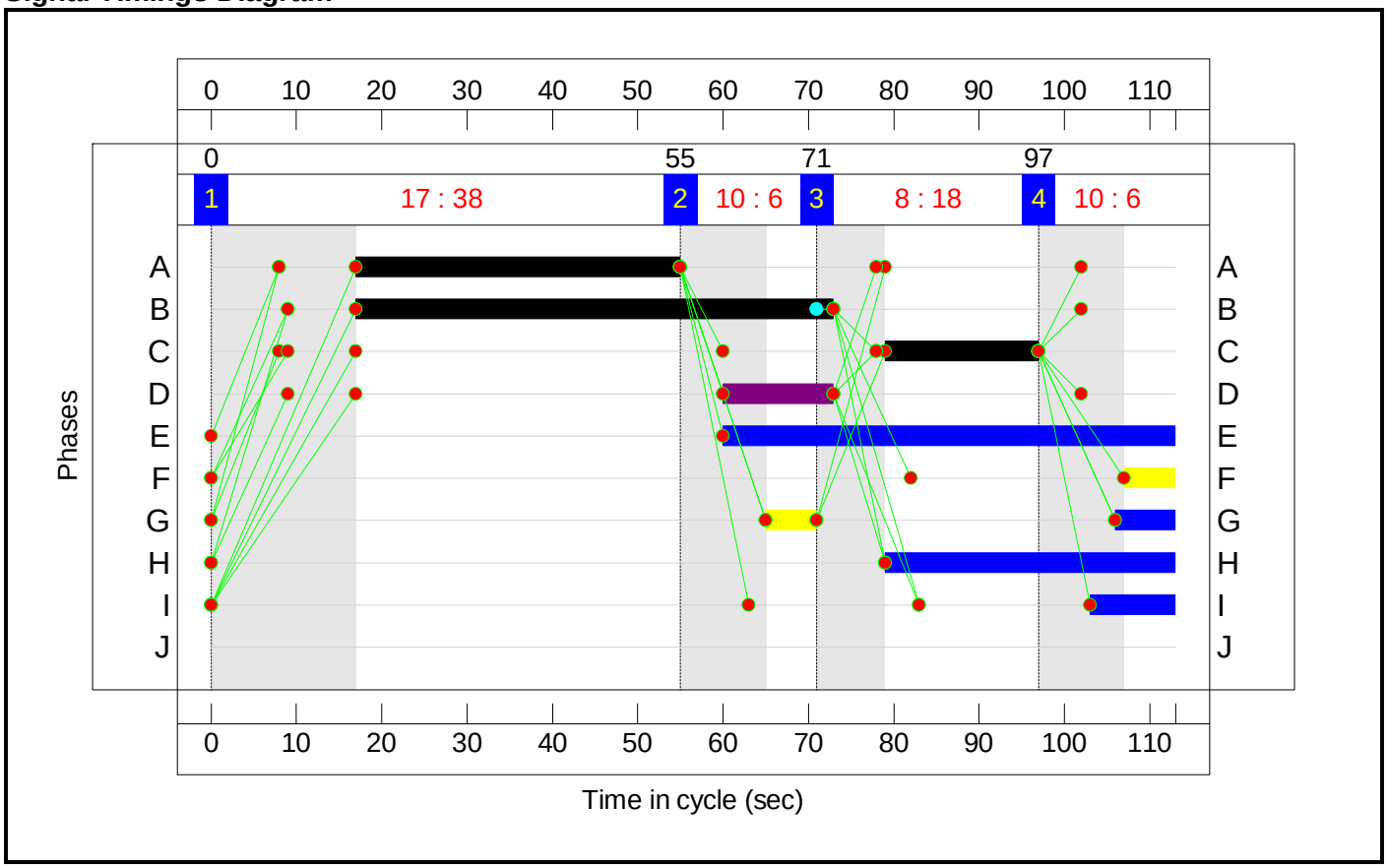
Stage Sequence Diagram



Stage Timings

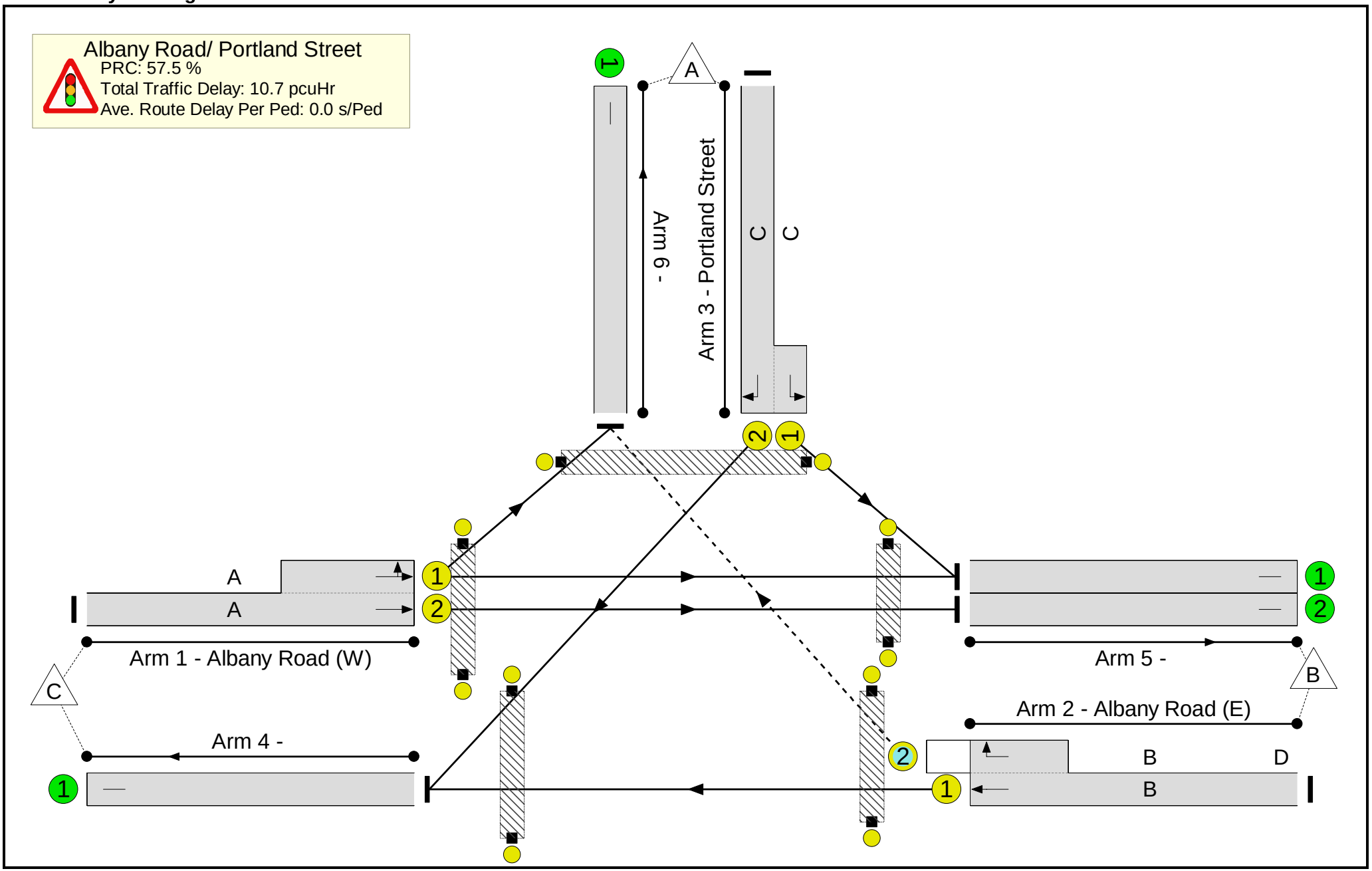
Stage	1	2	3	4
Duration	38	6	18	6
Change Point	0	55	71	97

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: Albany Road/ Portland Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.1%**
Albany Road/ Portland Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.1%**
1/2+1/1	Albany Road (W) Ahead Left	U	N/A	N/A	A		1	38	-	518	2326:1905	907	57.1%
2/1+2/2	Albany Road (E) Ahead Right	U+O	N/A	N/A	B	D	1	56	13	502	1915:1868	1017	49.4%
3/2+3/1	Portland Street Right Left	U	N/A	N/A	C		1	18	-	193	1833:1940	342	56.5%
4/1		U	N/A	N/A	-		-	-	-	398	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	364	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	192	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	53	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	34	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	G		2	13	-	0	-	0	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: Albany Road/ Portland Street	**-**	**-**	**119**	**20**	**2**	**8.7**	**1.8**	**0.3**	**10.7**	**-**	**-**	**-**	**-**
Albany Road/ Portland Street	**-**	**-**	**119**	**20**	**2**	**8.7**	**1.8**	**0.3**	**10.7**	**-**	**-**	**-**	**-**
1/2+1/1	518	518	-	-	-	4.0	0.7	-	4.6	32.3	6.2	0.7	6.9
2/1+2/2	502	502	119	20	2	2.4	0.5	0.3	3.2	22.8	8.1	0.5	8.6
3/2+3/1	193	193	-	-	-	2.3	0.6	-	2.9	54.5	4.8	0.6	5.4
4/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	259	259	-	-	-	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
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road/ Portland Street

PRC for Signalled Lanes (%): 57.5
PRC Over All Lanes (%): 57.5

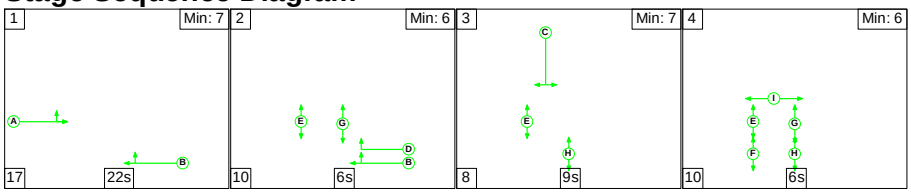
Total Delay for Signalled Lanes (pcuHr): 10.74
Total Delay Over All Lanes(pcuHr): 10.74

Cycle Time (s): 113

Full Input Data And Results

Scenario 7: 'Sensitivity AM' (FG7: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

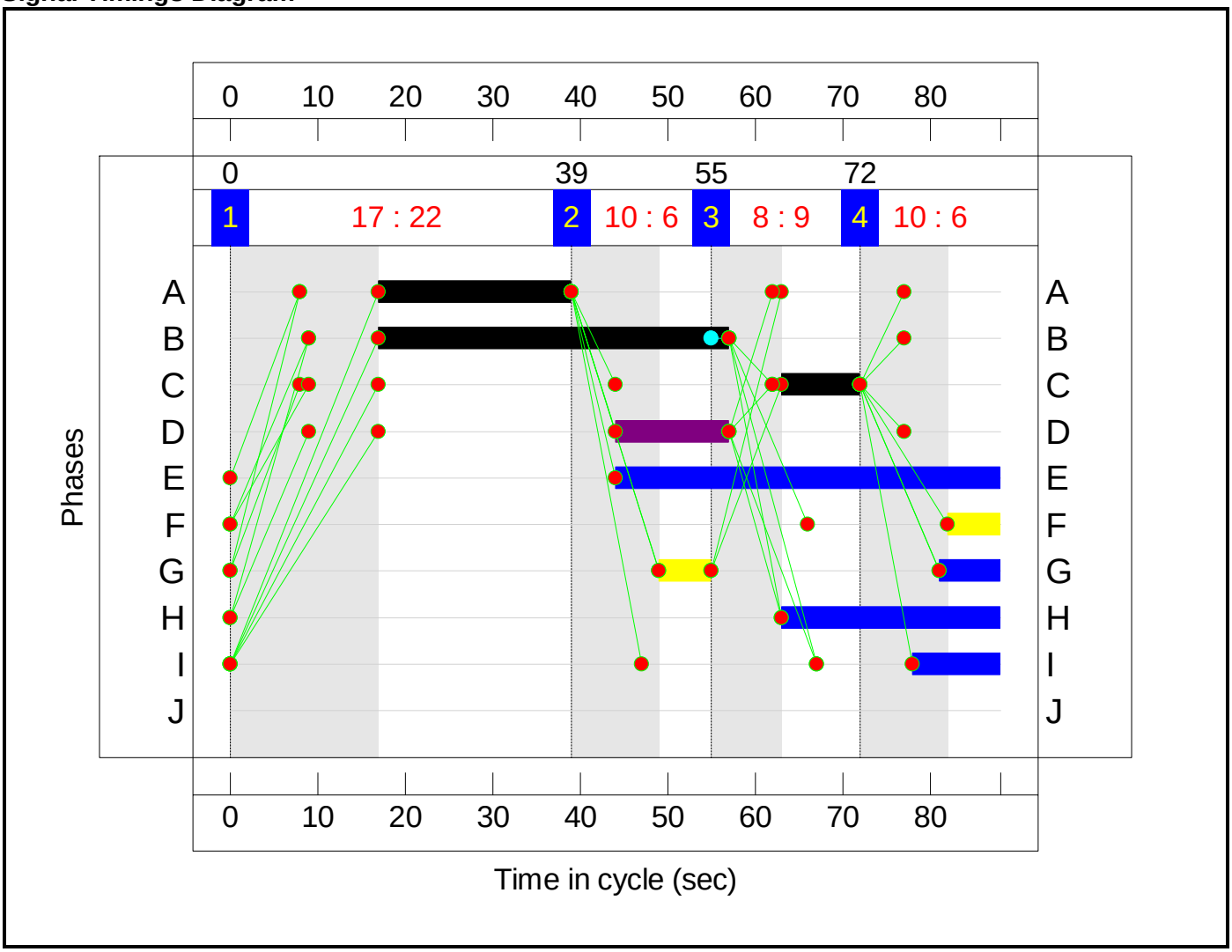
Stage Sequence Diagram



Stage Timings

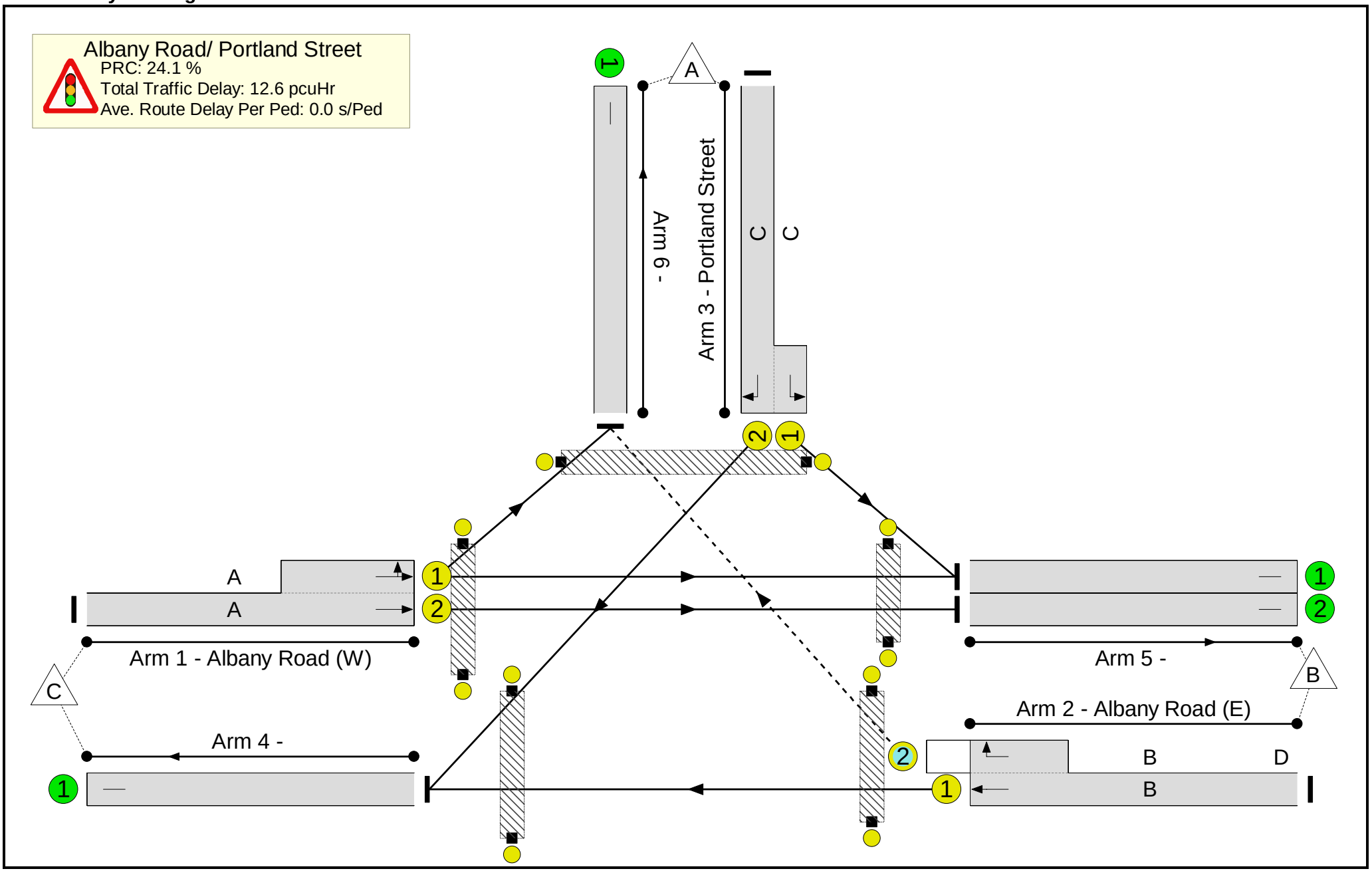
Stage	1	2	3	4
Duration	22	6	9	6
Change Point	0	39	55	72

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.5%**
Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.5%**
1/2+1/1	Albany Road (W) Ahead Left	U	N/A	N/A	A		1	22	-	488	1800:2250	748	65.3%
2/1+2/2	Albany Road (E) Ahead Right	U+O	N/A	N/A	B	D	1	40	13	710	1915:1868	979	72.5%
3/2+3/1	Portland Street Right Left	U	N/A	N/A	C		1	9	-	145	1833:1543	214	67.7%
4/1		U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	44	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	25	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	G		2	13	-	0	-	0	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: Albany Road/ Portland Street	**-**	**-**	**130**	**189**	**7**	**8.9**	**3.3**	**0.5**	**12.6**	**-**	**-**	**-**	**-**
Albany Road/ Portland Street	**-**	**-**	**130**	**189**	**7**	**8.9**	**3.3**	**0.5**	**12.6**	**-**	**-**	**-**	**-**
1/2+1/1	488	488	-	-	-	3.7	0.9	-	4.6	34.2	5.1	0.9	6.0
2/1+2/2	710	710	130	189	7	3.7	1.3	0.5	5.4	27.6	8.6	1.3	9.9
3/2+3/1	145	145	-	-	-	1.5	1.0	-	2.5	62.1	2.7	1.0	3.7
4/1	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road/ Portland Street

PRC for Signalled Lanes (%): 24.1
PRC Over All Lanes (%): 24.1

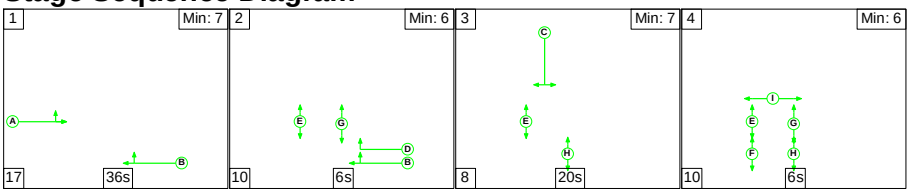
Total Delay for Signalled Lanes (pcuHr): 12.59
Total Delay Over All Lanes(pcuHr): 12.59

Cycle Time (s): 88

Full Input Data And Results

Scenario 8: 'Sensitivity PM' (FG8: '2014 + COM DEV + PROP DEV PM with Sensitivity', Plan 1: 'Network Control Plan 1')

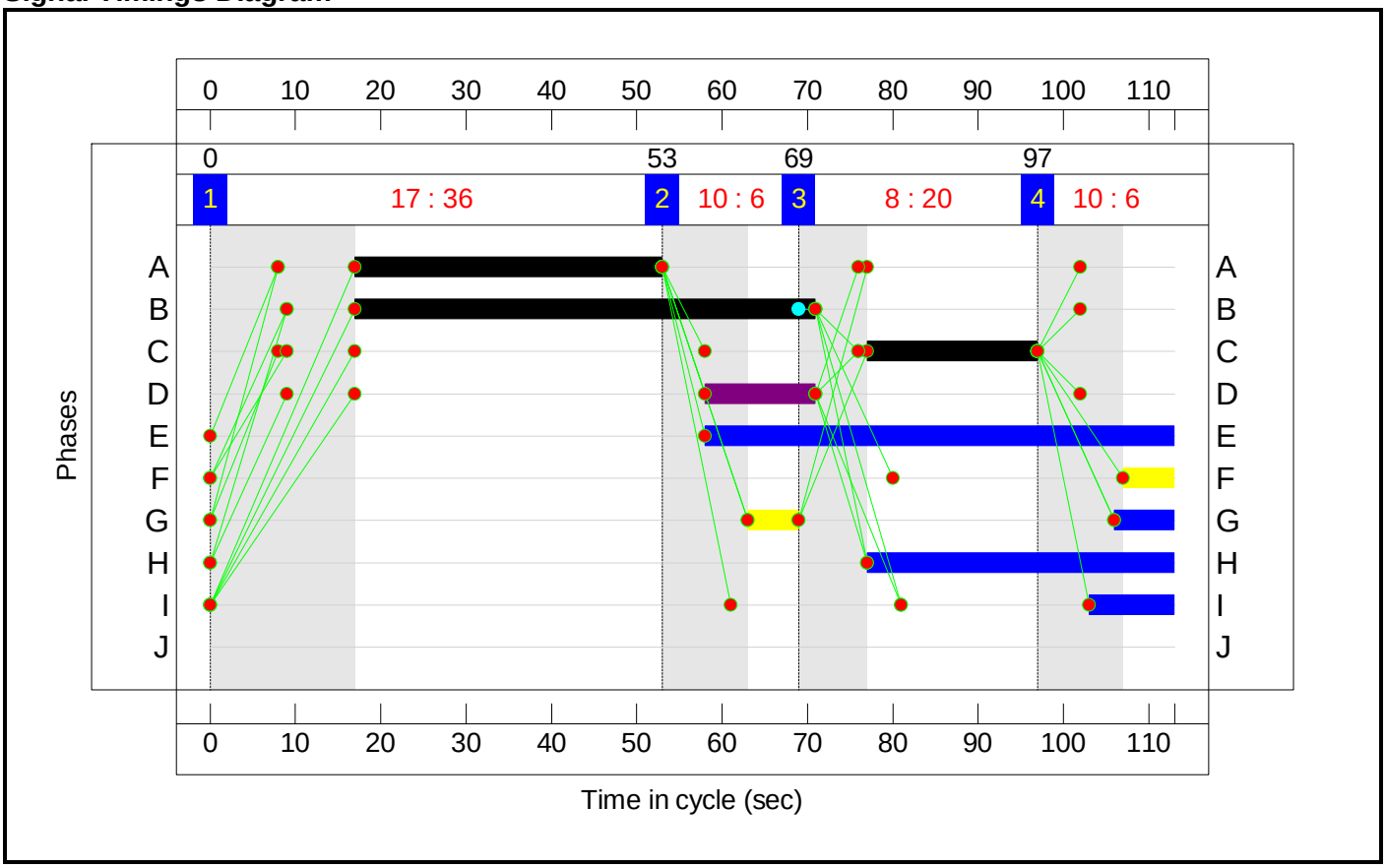
Stage Sequence Diagram



Stage Timings

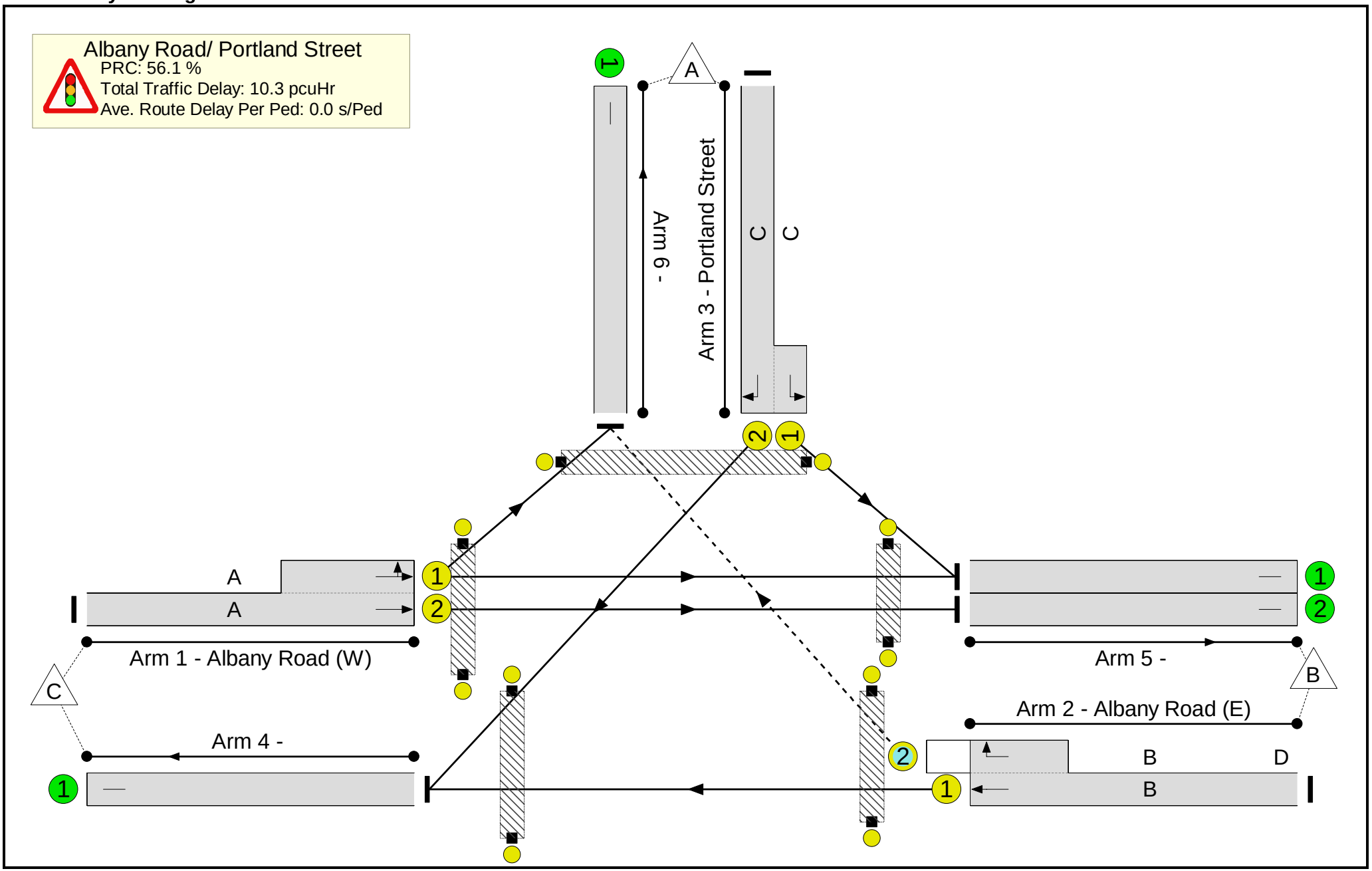
Stage	1	2	3	4
Duration	36	6	20	6
Change Point	0	53	69	97

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**57.6%**
Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**57.6%**
1/2+1/1	Albany Road (W) Ahead Left	U	N/A	N/A	A		1	36	-	479	1800:2250	831	57.6%
2/1+2/2	Albany Road (E) Ahead Right	U+O	N/A	N/A	B	D	1	54	13	465	1915:1868	983	47.3%
3/2+3/1	Portland Street Right Left	U	N/A	N/A	C		1	20	-	178	1833:1543	318	56.0%
4/1		U	N/A	N/A	-		-	-	-	368	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	337	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	55	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	36	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	10	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	N/A	-	G		2	13	-	0	-	0	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: Albany Road/ Portland Street	**-**	**-**	**110**	**19**	**2**	**8.2**	**1.8**	**0.3**	**10.3**	**-**	**-**	**-**	**-**
Albany Road/ Portland Street	**-**	**-**	**110**	**19**	**2**	**8.2**	**1.8**	**0.3**	**10.3**	**-**	**-**	**-**	**-**
1/2+1/1	479	479	-	-	-	3.9	0.7	-	4.5	34.1	5.8	0.7	6.5
2/1+2/2	465	465	110	19	2	2.3	0.4	0.3	3.1	23.7	7.5	0.4	8.0
3/2+3/1	178	178	-	-	-	2.0	0.6	-	2.7	53.7	4.3	0.6	4.9
4/1	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road/ Portland Street

PRC for Signalled Lanes (%): 56.1
PRC Over All Lanes (%): 56.1

Total Delay for Signalled Lanes (pcuHr): 10.25
Total Delay Over All Lanes(pcuHr): 10.25

Cycle Time (s): 113

Existing Junction Model

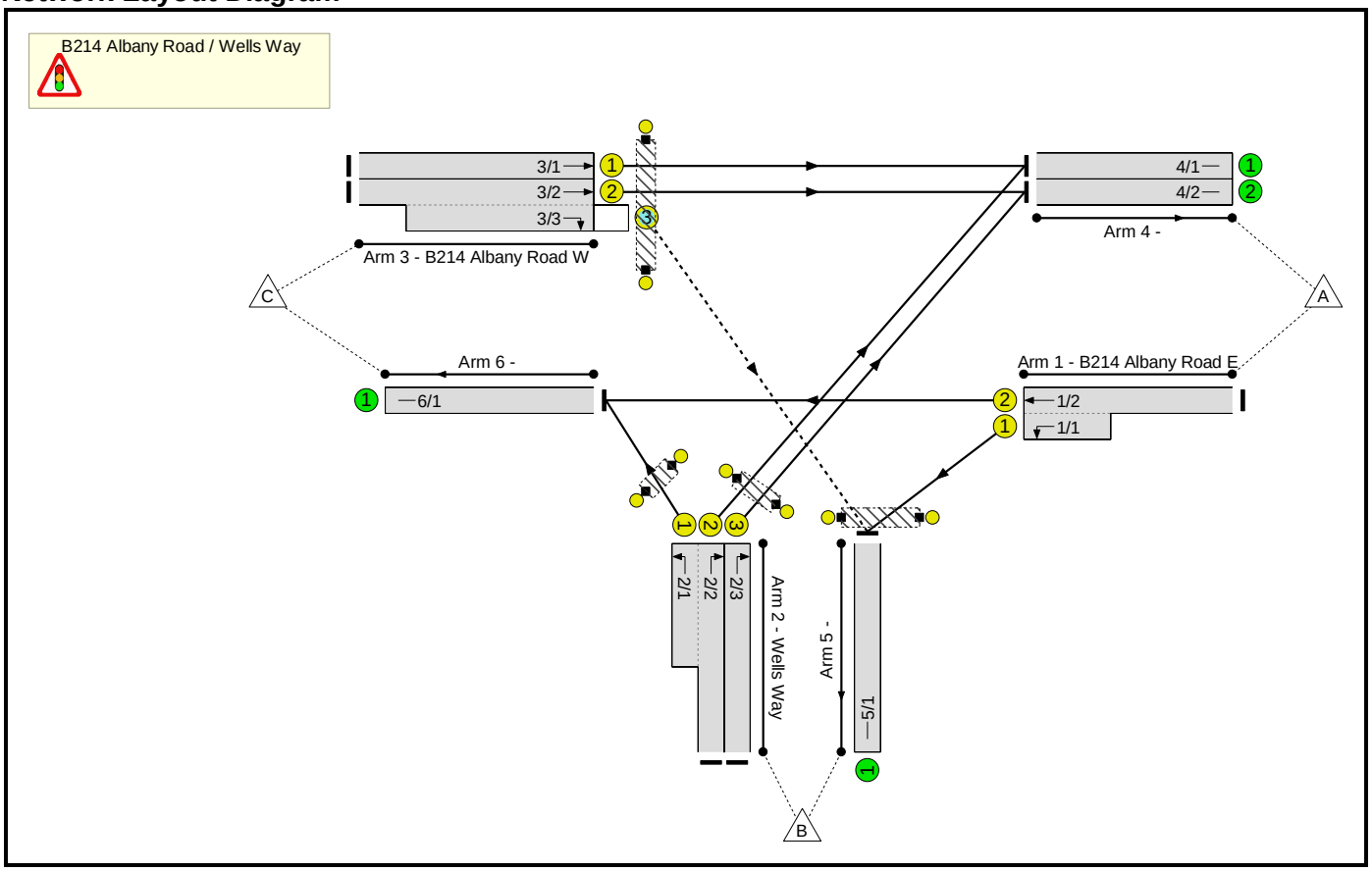
3. B214 Albany Road / Wells Way;

Full Input Data And Results

User and Project Details

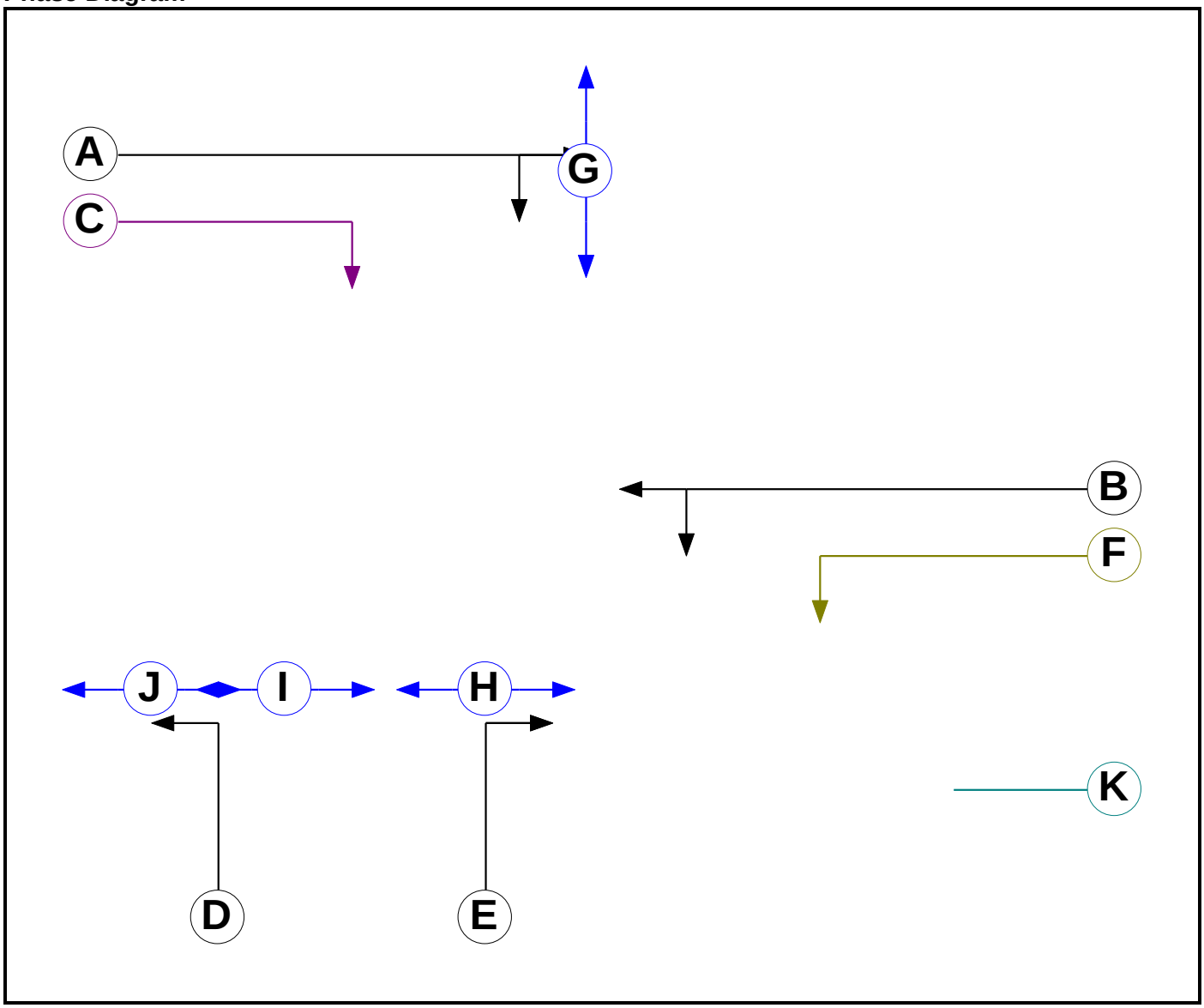
Project:	**Aylesbury Estate, Southwark**
Title:	**B214 Albany Road / Wells Way**
Location:	
File name:	B214 Albany Road_Wells Way.lsg3x
Author:	UKSXB076
Company:	WSP UK
Address:	
Notes:	

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	Ind. Arrow	A	4	4
D	Traffic		7	7
E	Traffic		7	7
F	Filter	B	4	0
G	Pedestrian		7	7
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Dummy		3	3

Full Input Data And Results

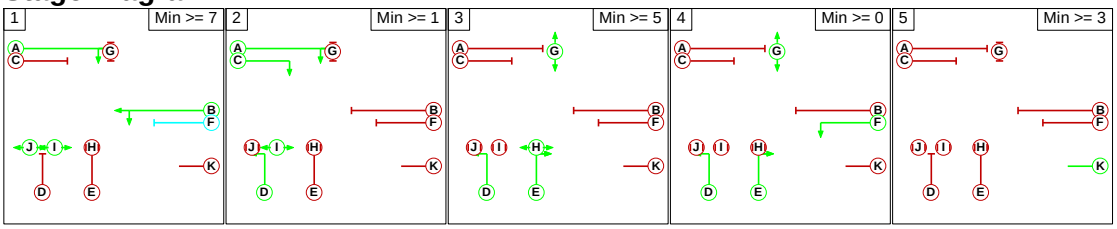
Phase Intergreens Matrix

		Starting Phase										
		A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A		-	-	-	5	-	6	11	-	-	3
	B	-		5	8	6	-	8	8	-	-	3
	C	-	7		-	5	7	5	11	-	-	3
	D	-	5	-		-	-	-	-	-	5	3
	E	5	5	5	-		-	-	-	6	-	3
	F	-	-	-	-	-		-	8	-	-	3
	G	14	14	14	-	-	-		-	-	-	7
	H	8	8	8	-	-	8	-		-	-	3
	I	-	-	-	-	8	-	-	-		-	3
	J	-	-	-	8	-	-	-	-	-		3
	K	2	2	2	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B I J
2	A C D I
3	D E G H
4	D E F G
5	K

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	4	A	Losing	1	1
3	1	D	Losing	9	9
4	1	D	Losing	9	9
4	1	E	Losing	8	8

Full Input Data And Results

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		8	11	8	3
	2	7		11	8	3
	3	14	14		8	7
	4	14	X	X		X
	5	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B214 Albany Road / Wells Way

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)
3/3 (B214 Albany Road W)	5/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00
				1/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: B214 Albany Road / Wells Way

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 (B214 Albany Road E)	U	B F	2	3	5.0	User	2293	-	-	-	-	-
1/2 (B214 Albany Road E)	U	B	2	3	60.0	User	2293	-	-	-	-	-
2/1 (Wells Way)	U	D	2	3	7.1	User	2293	-	-	-	-	-
2/2 (Wells Way)	U	E	2	3	60.0	Geom	-	3.13	0.00	Y	Arm 4 Right	8.48
2/3 (Wells Way)	U	E	2	3	9.1	User	1493	-	-	-	-	-
3/1 (B214 Albany Road W)	U	A	2	3	60.0	User	1600	-	-	-	-	-
3/2 (B214 Albany Road W)	U	A	2	3	60.0	Geom	-	2.73	0.00	N	Arm 4 Ahead	Inf
3/3 (B214 Albany Road W)	O	A C	2	3	10.9	Geom	-	3.82	0.00	N	Arm 5 Right	8.31
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2	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: '2014 AM'	08:00	09:00	01:00	
2: '2014 PM'	17:00	18:00	01:00	
3: '2014 + COM DEV AM'	08:00	09:00	01:00	
4: '2014 + COM DEV PM'	17:00	18:00	01:00	
5: '2014 + COM DEV + PROP DEV AM'	08:00	09:00	01:00	
6: '2014 + COM DEV + PROP DEV PM'	17:00	18:00	01:00	
7: '2014 + COM DEV + PROP DEV AM with Sensitivity'	08:00	09:00	01:00	F5/1.08
8: '2014 + COM DEV + PROP DEV PM with Sensitivity'	17:00	18:00	01:00	F6/1.08

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	336	432	768
	B	379	0	296	675
	C	425	147	0	572
	Tot.	804	483	728	2015

Traffic Lane Flows

Lane	Scenario 1: 2014 AM
Junction: B214 Albany Road / Wells Way	
1/1 (short)	336
1/2 (with short)	768(In) 432(Out)
2/1 (short)	296
2/2 (with short)	485(In) 189(Out)
2/3	190
3/1	213
3/2 (with short)	359(In) 212(Out)
3/3 (short)	147
4/1	402
4/2	402
5/1	483
6/1	728

Full Input Data And Results

Lane Saturation Flows

Junction: B214 Albany Road / Wells Way								
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 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
1/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						1946	1946
2/1 (Wells Way Lane 1)	This lane uses a directly entered Saturation Flow						1501	1501
2/2 (Wells Way)	3.13	0.00	Y	Arm 4 Right	8.48	100.0 %	1638	1638
2/3 (Wells Way Lane 3)	This lane uses a directly entered Saturation Flow						1669	1669
3/1 (B214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1664	1664
3/2 (B214 Albany Road W)	2.73	0.00	N	Arm 4 Ahead	Inf	100.0 %	2028	2028
3/3 (B214 Albany Road W)	3.82	0.00	N	Arm 5 Right	8.31	100.0 %	1810	1810
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	484	370	854
	B	272	0	116	388
	C	394	189	0	583
	Tot.	666	673	486	1825

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2014 PM
Junction: B214 Albany Road / Wells Way	
1/1 (short)	484
1/2 (with short)	854(In) 370(Out)
2/1 (short)	116
2/2 (with short)	252(In) 136(Out)
2/3	136
3/1	197
3/2 (with short)	386(In) 197(Out)
3/3 (short)	189
4/1	333
4/2	333
5/1	673
6/1	486

Lane Saturation Flows

Junction: B214 Albany Road / Wells Way								
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 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						1929	1929
1/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						2012	2012
2/1 (Wells Way Lane 1)	This lane uses a directly entered Saturation Flow						1745	1745
2/2 (Wells Way)	3.13	0.00	Y	Arm 4 Right	8.48	100.0 %	1638	1638
2/3 (Wells Way Lane 3)	This lane uses a directly entered Saturation Flow						1687	1687
3/1 (B214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1888	1888
3/2 (B214 Albany Road W)	2.73	0.00	N	Arm 4 Ahead	Inf	100.0 %	2028	2028
3/3 (B214 Albany Road W)	3.82	0.00	N	Arm 5 Right	8.31	100.0 %	1810	1810
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2014 + COM DEV AM' (FG3: '2014 + COM DEV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	337	437	774
	B	379	0	296	675
	C	433	149	0	582
	Tot.	812	486	733	2031

Traffic Lane Flows

Lane	Scenario 3: 2014 + COM DEV AM
Junction: B214 Albany Road / Wells Way	
1/1 (short)	337
1/2 (with short)	774(In) 437(Out)
2/1 (short)	296
2/2 (with short)	485(In) 189(Out)
2/3	190
3/1	217
3/2 (with short)	365(In) 216(Out)
3/3 (short)	149
4/1	406
4/2	406
5/1	486
6/1	733

Full Input Data And Results

Lane Saturation Flows

Junction: B214 Albany Road / Wells Way								
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 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
1/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						1946	1946
2/1 (Wells Way Lane 1)	This lane uses a directly entered Saturation Flow						1501	1501
2/2 (Wells Way)	3.13	0.00	Y	Arm 4 Right	8.48	100.0 %	1638	1638
2/3 (Wells Way Lane 3)	This lane uses a directly entered Saturation Flow						1669	1669
3/1 (B214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1664	1664
3/2 (B214 Albany Road W)	2.73	0.00	N	Arm 4 Ahead	Inf	100.0 %	2028	2028
3/3 (B214 Albany Road W)	3.82	0.00	N	Arm 5 Right	8.31	100.0 %	1810	1810
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2014 + COM DEV PM' (FG4: '2014 + COM DEV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	485	377	862
	B	272	0	118	390
	C	398	189	0	587
	Tot.	670	674	495	1839

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2014 + COM DEV PM
Junction: B214 Albany Road / Wells Way	
1/1 (short)	485
1/2 (with short)	862(In) 377(Out)
2/1 (short)	118
2/2 (with short)	254(In) 136(Out)
2/3	136
3/1	199
3/2 (with short)	388(In) 199(Out)
3/3 (short)	189
4/1	335
4/2	335
5/1	674
6/1	495

Lane Saturation Flows

Junction: B214 Albany Road / Wells Way								
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 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						1929	1929
1/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						2012	2012
2/1 (Wells Way Lane 1)	This lane uses a directly entered Saturation Flow						1745	1745
2/2 (Wells Way)	3.13	0.00	Y	Arm 4 Right	8.48	100.0 %	1638	1638
2/3 (Wells Way Lane 3)	This lane uses a directly entered Saturation Flow						1687	1687
3/1 (B214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1888	1888
3/2 (B214 Albany Road W)	2.73	0.00	N	Arm 4 Ahead	Inf	100.0 %	2028	2028
3/3 (B214 Albany Road W)	3.82	0.00	N	Arm 5 Right	8.31	100.0 %	1810	1810
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2014 + COM DEV + PROP DEV AM' (FG5: '2014 + COM DEV + PROP DEV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	340	460	800
	B	382	0	297	679
	C	450	150	0	600
	Tot.	832	490	757	2079

Traffic Lane Flows

Lane	Scenario 5: 2014 + COM DEV + PROP DEV AM
Junction: B214 Albany Road / Wells Way	
1/1 (short)	340
1/2 (with short)	800(In) 460(Out)
2/1 (short)	297
2/2 (with short)	488(In) 191(Out)
2/3	191
3/1	225
3/2 (with short)	375(In) 225(Out)
3/3 (short)	150
4/1	416
4/2	416
5/1	490
6/1	757

Full Input Data And Results

Lane Saturation Flows

Junction: B214 Albany Road / Wells Way								
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 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						1815	1815
1/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						1946	1946
2/1 (Wells Way Lane 1)	This lane uses a directly entered Saturation Flow						1501	1501
2/2 (Wells Way)	3.13	0.00	Y	Arm 4 Right	8.48	100.0 %	1638	1638
2/3 (Wells Way Lane 3)	This lane uses a directly entered Saturation Flow						1669	1669
3/1 (B214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1664	1664
3/2 (B214 Albany Road W)	2.73	0.00	N	Arm 4 Ahead	Inf	100.0 %	2028	2028
3/3 (B214 Albany Road W)	3.82	0.00	N	Arm 5 Right	8.31	100.0 %	1810	1810
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2014 + COM DEV + PROP DEV PM' (FG6: '2014 + COM DEV + PROP DEV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	489	396	885
	B	275	0	118	393
	C	421	190	0	611
	Tot.	696	679	514	1889

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2014 + COM DEV + PROP DEV PM
Junction: B214 Albany Road / Wells Way	
1/1 (short)	489
1/2 (with short)	885(In) 396(Out)
2/1 (short)	118
2/2 (with short)	255(In) 137(Out)
2/3	138
3/1	211
3/2 (with short)	400(In) 210(Out)
3/3 (short)	190
4/1	348
4/2	348
5/1	679
6/1	514

Lane Saturation Flows

Junction: B214 Albany Road / Wells Way								
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 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						1929	1929
1/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						2012	2012
2/1 (Wells Way Lane 1)	This lane uses a directly entered Saturation Flow						1745	1745
2/2 (Wells Way)	3.13	0.00	Y	Arm 4 Right	8.48	100.0 %	1638	1638
2/3 (Wells Way Lane 3)	This lane uses a directly entered Saturation Flow						1687	1687
3/1 (B214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1888	1888
3/2 (B214 Albany Road W)	2.73	0.00	N	Arm 4 Ahead	Inf	100.0 %	2028	2028
3/3 (B214 Albany Road W)	3.82	0.00	N	Arm 5 Right	8.31	100.0 %	1810	1810
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Sensitivity Test AM' (FG7: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network

Full Input Data And Results
Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	315	426	741
	B	354	0	275	629
	C	417	139	0	556
	Tot.	771	454	701	1926

Traffic Lane Flows

Lane	Scenario 7: Sensitivity Test AM
Junction: B214 Albany Road / Wells Way	
1/1 (short)	315
1/2 (with short)	741(In) 426(Out)
2/1 (short)	275
2/2 (with short)	452(In) 177(Out)
2/3	177
3/1	208
3/2 (with short)	348(In) 209(Out)
3/3 (short)	139
4/1	385
4/2	386
5/1	454
6/1	701

Full Input Data And Results

Lane Saturation Flows

Junction: B214 Albany Road / Wells Way								
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 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						2293	2293
1/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						2293	2293
2/1 (Wells Way Lane 1)	This lane uses a directly entered Saturation Flow						2293	2293
2/2 (Wells Way)	3.13	0.00	Y	Arm 4 Right	8.48	100.0 %	1638	1638
2/3 (Wells Way Lane 3)	This lane uses a directly entered Saturation Flow						1493	1493
3/1 (B214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
3/2 (B214 Albany Road W)	2.73	0.00	N	Arm 4 Ahead	Inf	100.0 %	2028	2028
3/3 (B214 Albany Road W)	3.82	0.00	N	Arm 5 Right	8.31	100.0 %	1810	1810
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Sensitivity Test PM' (FG8: '2014 + COM DEV + PROP DEV PM with Sensitivity', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	453	367	820
	B	255	0	109	364
	C	390	176	0	566
	Tot.	645	629	476	1750

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Sensitivity Test PM
Junction: B214 Albany Road / Wells Way	
1/1 (short)	453
1/2 (with short)	820(In) 367(Out)
2/1 (short)	109
2/2 (with short)	237(In) 128(Out)
2/3	127
3/1	195
3/2 (with short)	371(In) 195(Out)
3/3 (short)	176
4/1	323
4/2	322
5/1	629
6/1	476

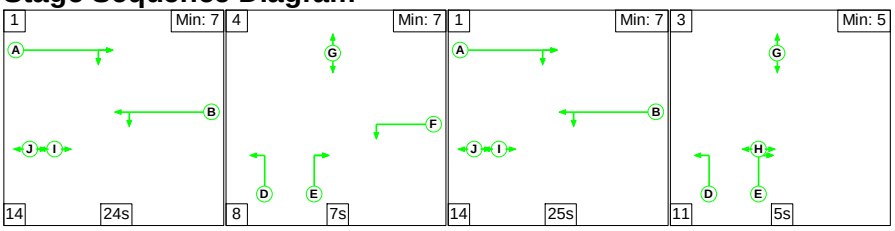
Lane Saturation Flows

Junction: B214 Albany Road / Wells Way								
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 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						2293	2293
1/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						2293	2293
2/1 (Wells Way Lane 1)	This lane uses a directly entered Saturation Flow						2293	2293
2/2 (Wells Way)	3.13	0.00	Y	Arm 4 Right	8.48	100.0 %	1638	1638
2/3 (Wells Way Lane 3)	This lane uses a directly entered Saturation Flow						1493	1493
3/1 (B214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1600	1600
3/2 (B214 Albany Road W)	2.73	0.00	N	Arm 4 Ahead	Inf	100.0 %	2028	2028
3/3 (B214 Albany Road W)	3.82	0.00	N	Arm 5 Right	8.31	100.0 %	1810	1810
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'Network Control Plan 1')

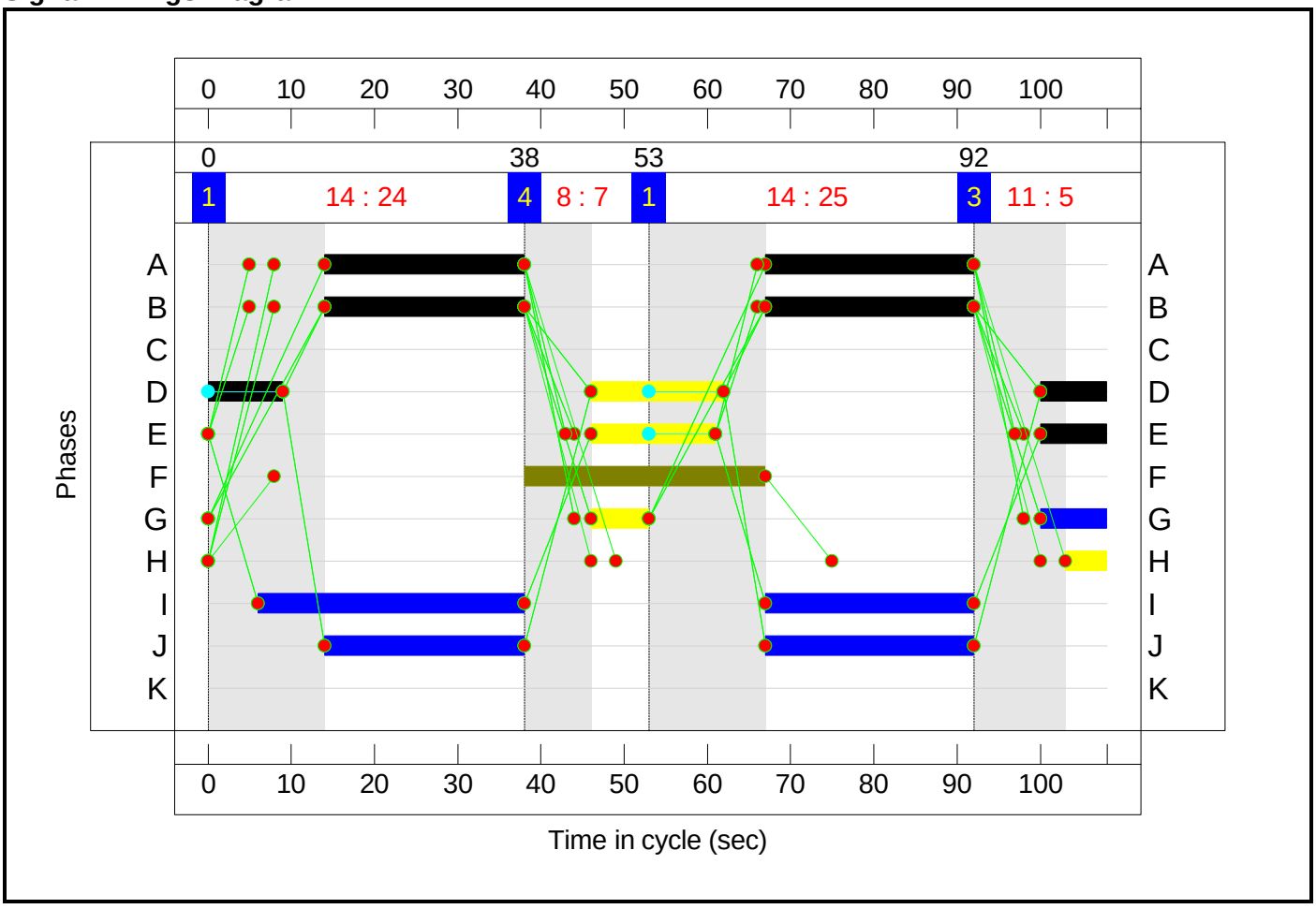
Stage Sequence Diagram



Stage Timings

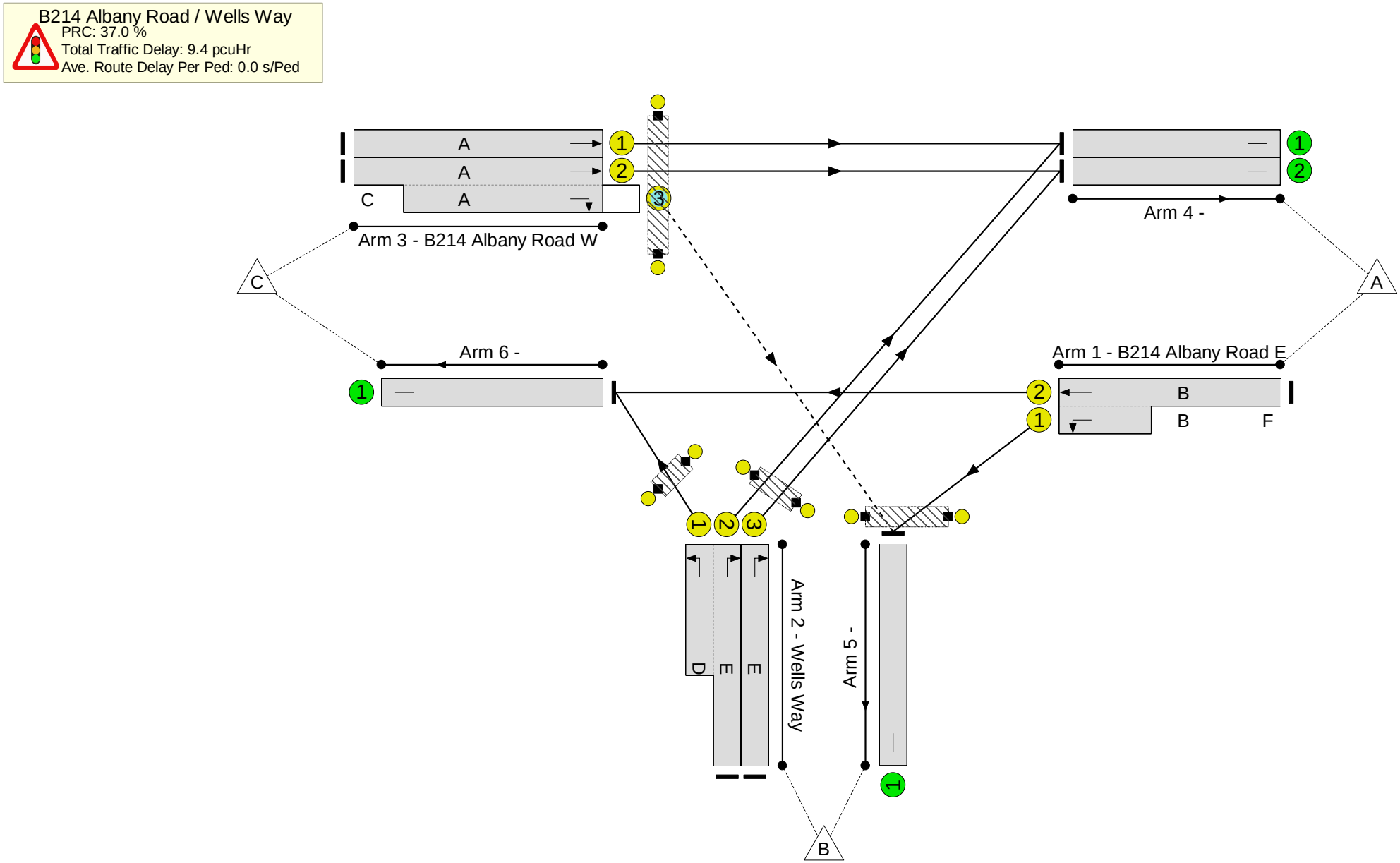
Stage	1	4	1	3
Duration	24	7	25	5
Change Point	0	38	53	92

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: B214 Albany Road / Wells Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**
B214 Albany Road / Wells Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**65.7%**
1/2+1/1	B214 Albany Road E Left Ahead	U	N/A	N/A	B	F	2	49:78	29	768	1946:1815	658+511	65.7 : 65.7%
2/2+2/1	Wells Way Right Left	U	N/A	N/A	E D		2	23:33	-	485	1638:1501	307+481	61.5 : 61.5%
2/3	Wells Way Right	U	N/A	N/A	E		2	23	-	190	1669	386	49.2%
3/1	B214 Albany Road W Ahead	U	N/A	N/A	A		2	49	-	213	1664	786	27.1%
3/2+3/3	B214 Albany Road W Ahead Right	U+O	N/A	N/A	A	C	2	49	0	359	2028:1810	435+302	48.7 : 48.7%
4/1		U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	728	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	15	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		2	57	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		2	49	-	0	-	0	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: B214 Albany Road / Wells Way	**-**	**-**	**147**	**0**	**0**	**6.1**	**2.9**	**0.3**	**9.4**	**-**	**-**	**-**	**-**
B214 Albany Road / Wells Way	**-**	**-**	**147**	**0**	**0**	**6.1**	**2.9**	**0.3**	**9.4**	**-**	**-**	**-**	**-**
1/2+1/1	768	768	-	-	-	1.6	1.0	-	2.6	12.0	4.4	1.0	5.4
2/2+2/1	485	485	-	-	-	2.2	0.8	-	3.0	22.4	3.8	0.8	4.6
2/3	190	190	-	-	-	1.0	0.5	-	1.4	27.3	2.6	0.5	3.1
3/1	213	213	-	-	-	0.5	0.2	-	0.7	11.8	2.0	0.2	2.1
3/2+3/3	359	359	147	0	0	0.8	0.5	0.3	1.6	16.5	1.9	0.5	2.4
4/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road - Wells Way

PRC for Signalled Lanes (%): 37.0
PRC Over All Lanes (%): 37.0

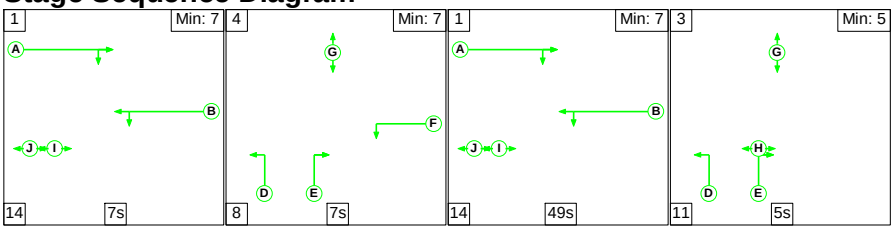
Total Delay for Signalled Lanes (pcuHr): 9.36
Total Delay Over All Lanes(pcuHr): 9.36

Cycle Time (s): 108

Full Input Data And Results

Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 1: 'Network Control Plan 1')

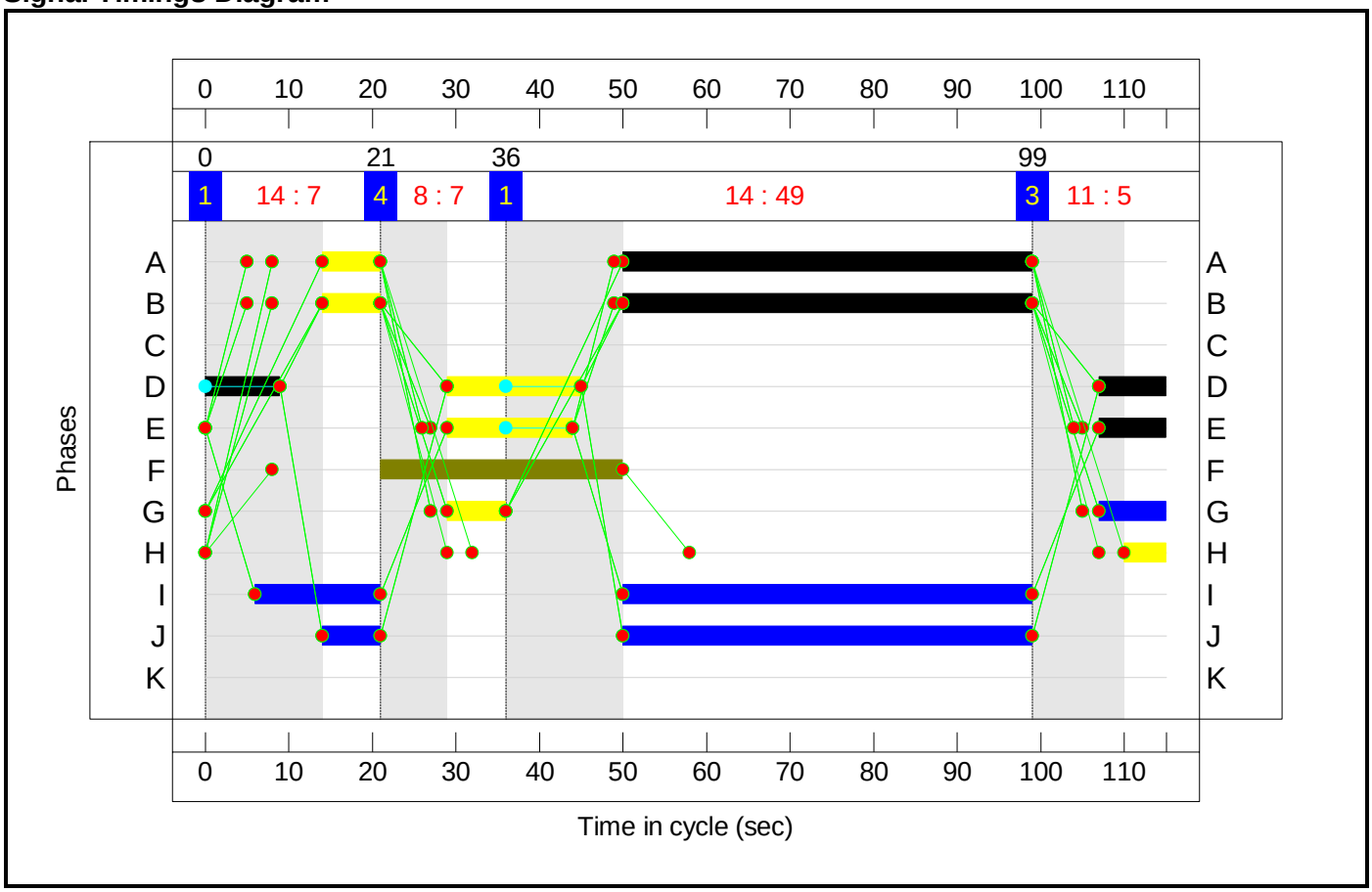
Stage Sequence Diagram



Stage Timings

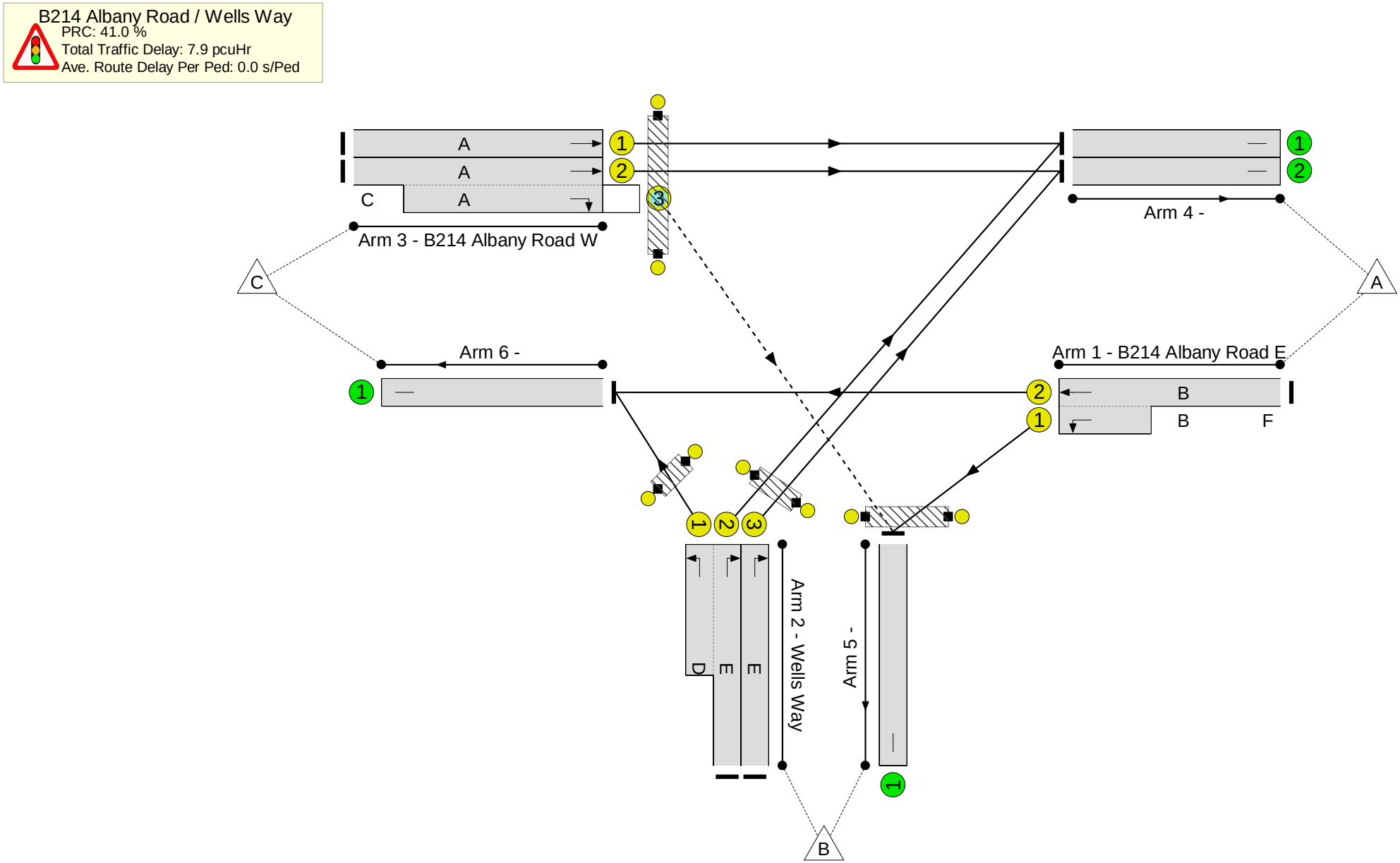
Stage	1	4	1	3
Duration	7	7	49	5
Change Point	0	21	36	99

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: B214 Albany Road / Wells Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.8%**
B214 Albany Road / Wells Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**63.8%**
1/2+1/1	B214 Albany Road E Left Ahead	U	N/A	N/A	B	F	2	56:85	29	854	2012:1929	580+758	63.8 : 63.8%
2/2+2/1	Wells Way Right Left	U	N/A	N/A	E D		2	23:33	-	252	1638:1745	356+304	38.2 : 38.2%
2/3	Wells Way Right	U	N/A	N/A	E		2	23	-	136	1687	367	37.1%
3/1	B214 Albany Road W Ahead	U	N/A	N/A	A		2	56	-	197	1888	952	20.7%
3/2+3/3	B214 Albany Road W Ahead Right	U+O	N/A	N/A	A	C	2	56	0	386	2028:1810	319+306	61.7 : 61.7%
4/1		U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	333	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	673	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	15	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		2	64	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		2	56	-	0	-	0	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: B214 Albany Road / Wells Way	**-**	**-**	**189**	**0**	**0**	**5.1**	**2.4**	**0.4**	**7.9**	**-**	**-**	**-**	**-**
B214 Albany Road / Wells Way	**-**	**-**	**189**	**0**	**0**	**5.1**	**2.4**	**0.4**	**7.9**	**-**	**-**	**-**	**-**
1/2+1/1	854	854	-	-	-	1.5	0.9	-	2.4	10.2	5.5	0.9	6.4
2/2+2/1	252	252	-	-	-	1.4	0.3	-	1.8	25.0	2.5	0.3	2.8
2/3	136	136	-	-	-	0.8	0.3	-	1.1	29.7	2.5	0.3	2.8
3/1	197	197	-	-	-	0.4	0.1	-	0.6	10.3	1.8	0.1	1.9
3/2+3/3	386	386	189	0	0	0.8	0.8	0.4	2.1	19.4	1.8	0.8	2.6
4/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	673	673	-	-	-	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
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road - Wells Way

PRC for Signalled Lanes (%): 41.0
PRC Over All Lanes (%): 41.0

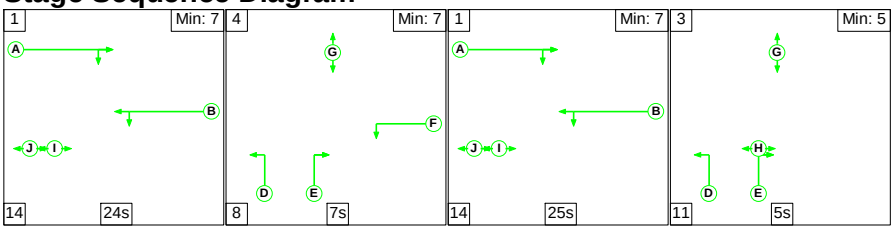
Total Delay for Signalled Lanes (pcuHr): 7.95
Total Delay Over All Lanes(pcuHr): 7.95

Cycle Time (s): 115

Full Input Data And Results

Scenario 3: '2014 + COM DEV AM' (FG3: '2014 + COM DEV AM', Plan 1: 'Network Control Plan 1')

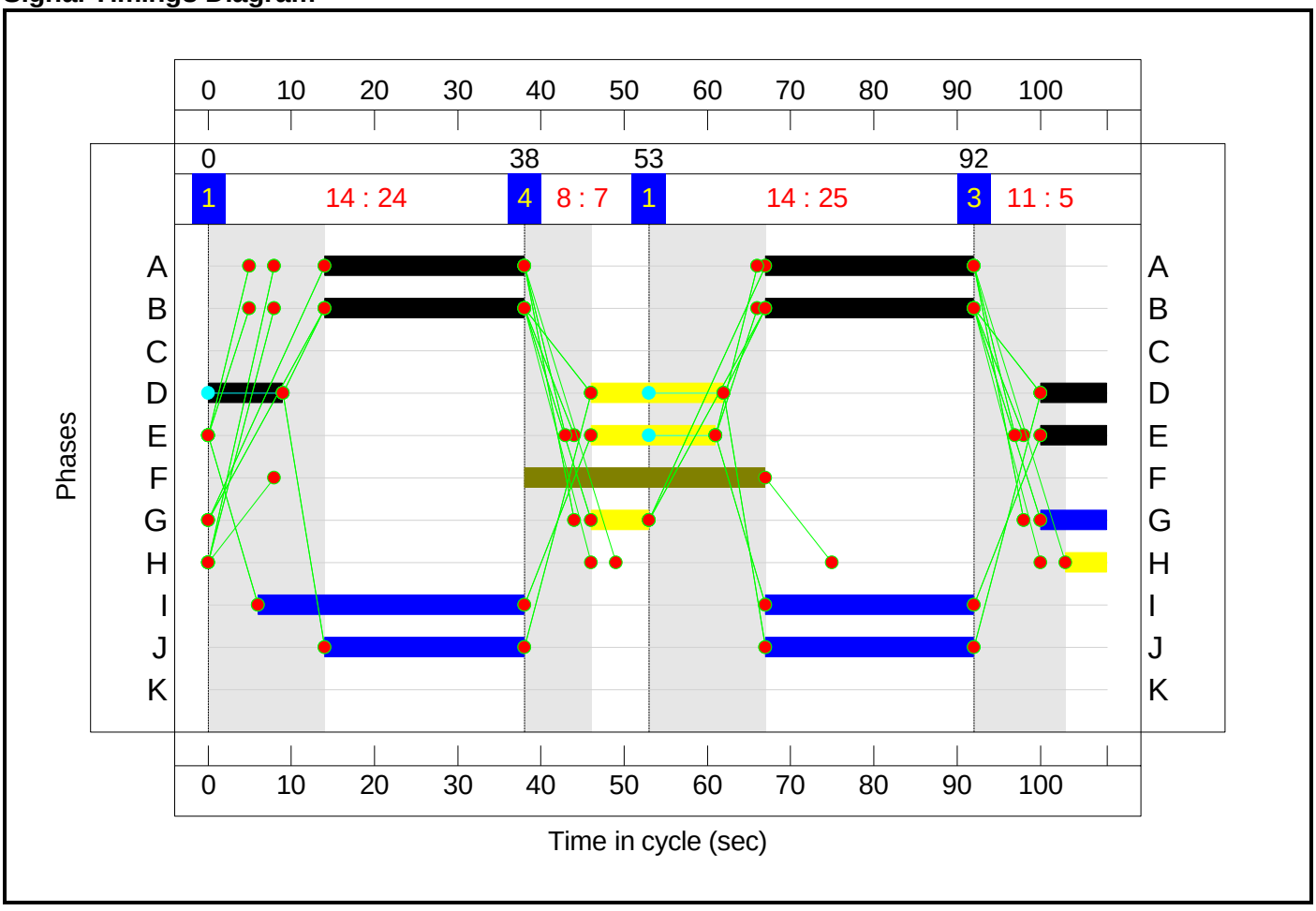
Stage Sequence Diagram



Stage Timings

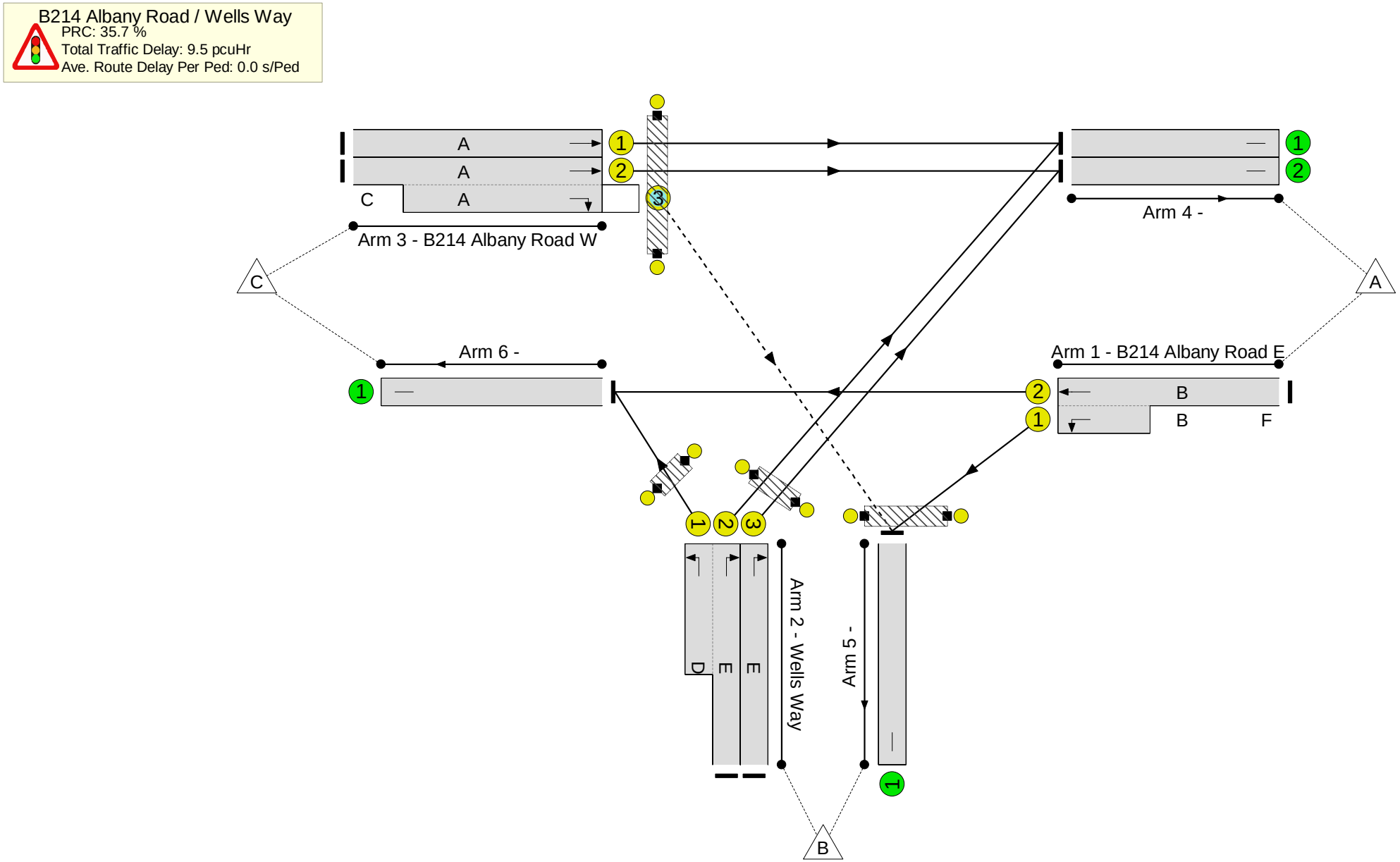
Stage	1	4	1	3
Duration	24	7	25	5
Change Point	0	38	53	92

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: B214 Albany Road / Wells Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.3%**
B214 Albany Road / Wells Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.3%**
1/2+1/1	B214 Albany Road E Left Ahead	U	N/A	N/A	B	F	2	49:78	29	774	1946:1815	659+508	66.3 : 66.3%
2/2+2/1	Wells Way Right Left	U	N/A	N/A	E D		2	23:33	-	485	1638:1501	307+481	61.5 : 61.5%
2/3	Wells Way Right	U	N/A	N/A	E		2	23	-	190	1669	386	49.2%
3/1	B214 Albany Road W Ahead	U	N/A	N/A	A		2	49	-	217	1664	786	27.6%
3/2+3/3	B214 Albany Road W Ahead Right	U+O	N/A	N/A	A	C	2	49	0	365	2028:1810	431+297	50.2 : 50.2%
4/1		U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	486	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	733	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	15	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		2	57	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		2	49	-	0	-	0	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: B214 Albany Road / Wells Way	**-**	**-**	**149**	**0**	**0**	**6.2**	**2.9**	**0.4**	**9.5**	**-**	**-**	**-**	**-**
B214 Albany Road / Wells Way	**-**	**-**	**149**	**0**	**0**	**6.2**	**2.9**	**0.4**	**9.5**	**-**	**-**	**-**	**-**
1/2+1/1	774	774	-	-	-	1.6	1.0	-	2.6	12.1	4.5	1.0	5.5
2/2+2/1	485	485	-	-	-	2.2	0.8	-	3.0	22.4	3.8	0.8	4.6
2/3	190	190	-	-	-	1.0	0.5	-	1.4	27.3	2.6	0.5	3.1
3/1	217	217	-	-	-	0.5	0.2	-	0.7	11.8	2.0	0.2	2.2
3/2+3/3	365	365	149	0	0	0.8	0.5	0.4	1.7	16.9	1.9	0.5	2.4
4/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road - Wells Way

PRC for Signalled Lanes (%): 35.7
PRC Over All Lanes (%): 35.7

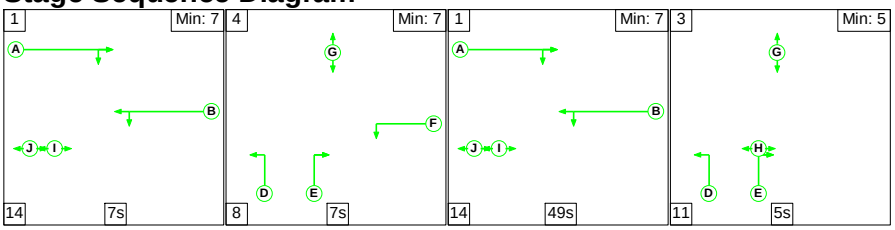
Total Delay for Signalled Lanes (pcuHr): 9.48
Total Delay Over All Lanes(pcuHr): 9.48

Cycle Time (s): 108

Full Input Data And Results

Scenario 4: '2014 + COM DEV PM' (FG4: '2014 + COM DEV PM', Plan 1: 'Network Control Plan 1')

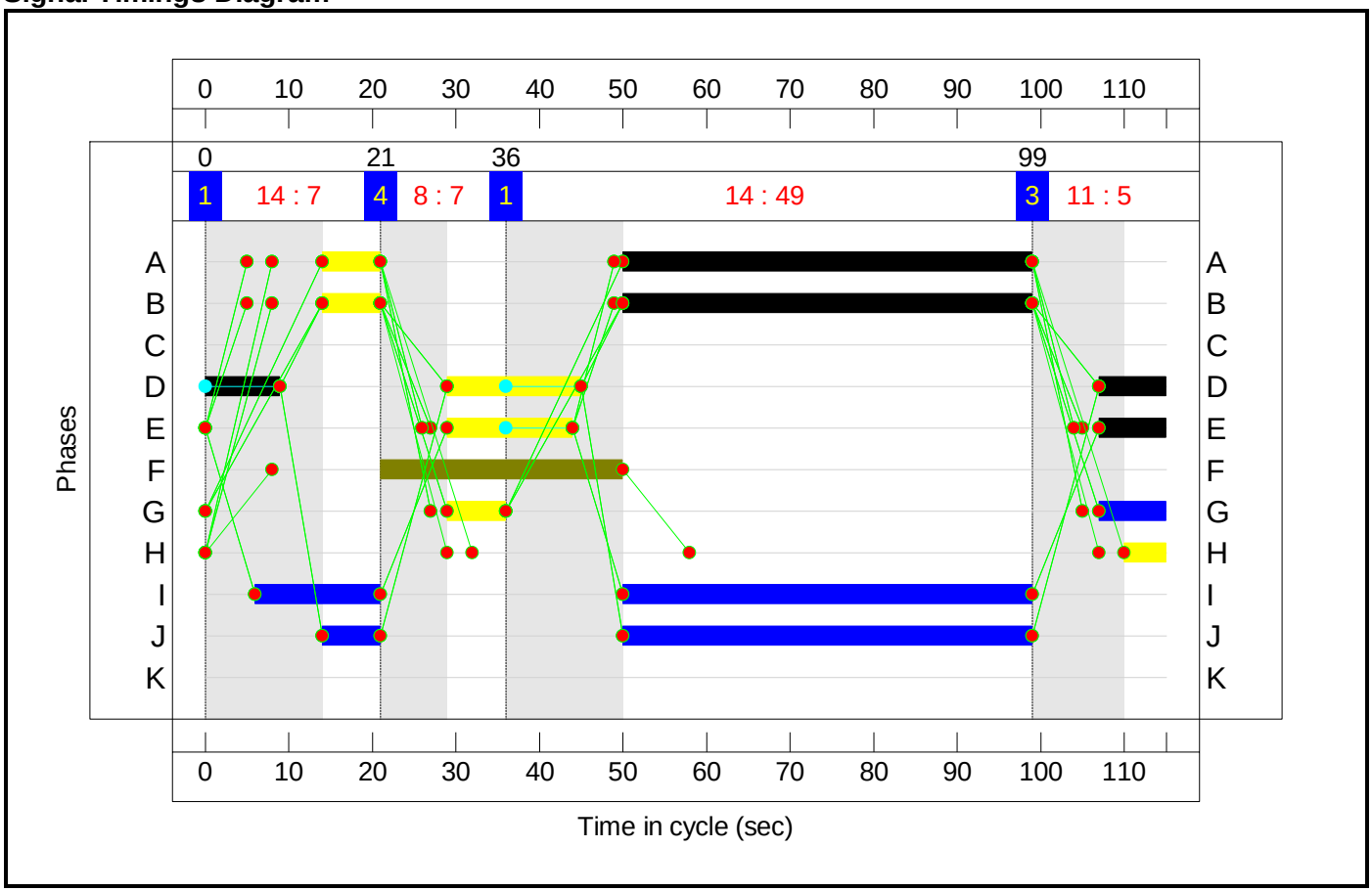
Stage Sequence Diagram



Stage Timings

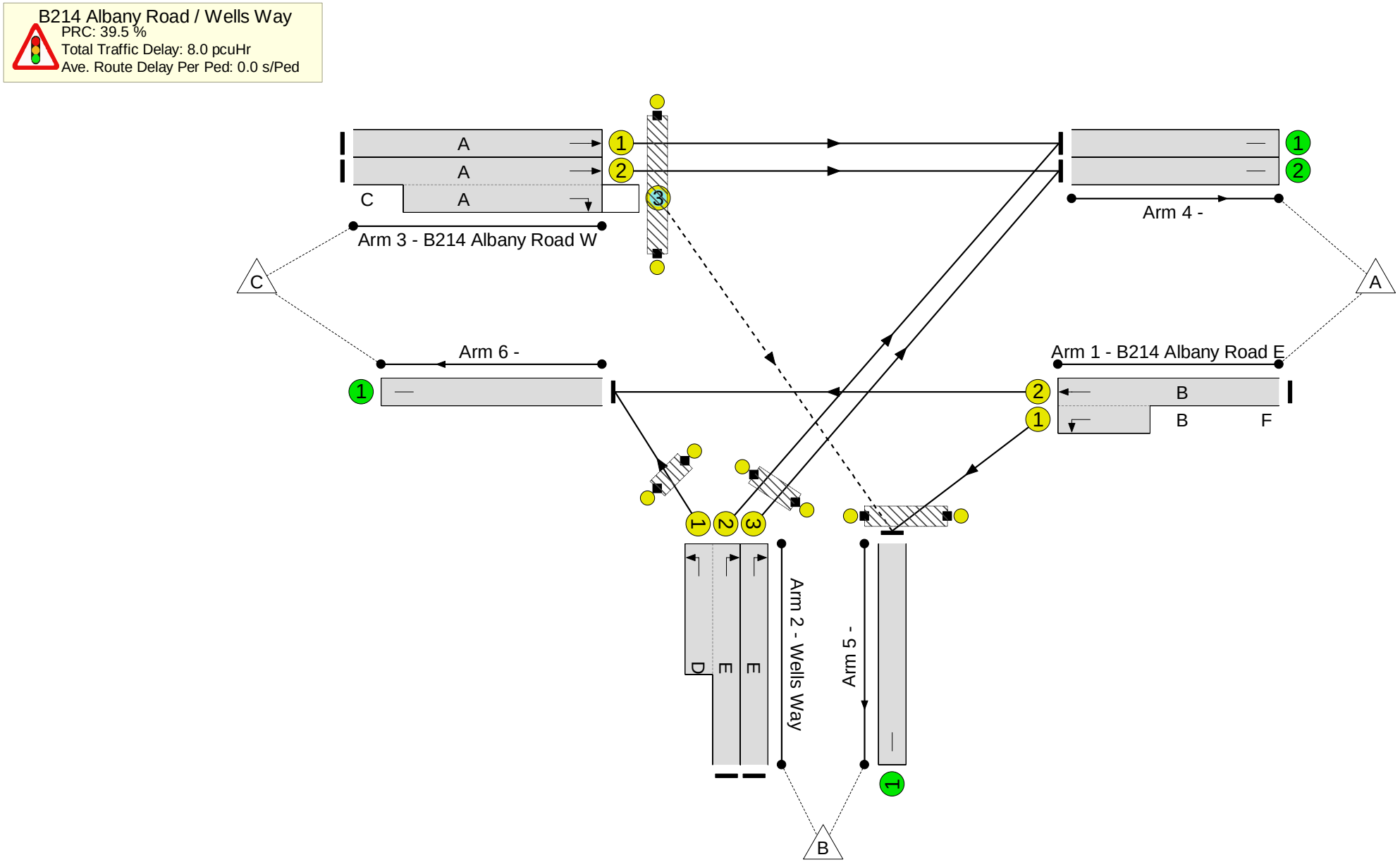
Stage	1	4	1	3
Duration	7	7	49	5
Change Point	0	21	36	99

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: B214 Albany Road / Wells Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.5%**
B214 Albany Road / Wells Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**64.5%**
1/2+1/1	B214 Albany Road E Left Ahead	U	N/A	N/A	B	F	2	56:85	29	862	2012:1929	584+752	64.5 : 64.5%
2/2+2/1	Wells Way Right Left	U	N/A	N/A	E D		2	23:33	-	254	1638:1745	356+309	38.2 : 38.2%
2/3	Wells Way Right	U	N/A	N/A	E		2	23	-	136	1687	367	37.1%
3/1	B214 Albany Road W Ahead	U	N/A	N/A	A		2	56	-	199	1888	952	20.9%
3/2+3/3	B214 Albany Road W Ahead Right	U+O	N/A	N/A	A	C	2	56	0	388	2028:1810	319+303	62.3 : 62.3%
4/1		U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	674	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	15	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		2	64	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		2	56	-	0	-	0	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: B214 Albany Road / Wells Way	**-**	**-**	**189**	**0**	**0**	**5.1**	**2.5**	**0.4**	**8.0**	**-**	**-**	**-**	**-**
B214 Albany Road / Wells Way	**-**	**-**	**189**	**0**	**0**	**5.1**	**2.5**	**0.4**	**8.0**	**-**	**-**	**-**	**-**
1/2+1/1	862	862	-	-	-	1.6	0.9	-	2.5	10.3	5.5	0.9	6.4
2/2+2/1	254	254	-	-	-	1.5	0.3	-	1.8	25.0	2.5	0.3	2.8
2/3	136	136	-	-	-	0.8	0.3	-	1.1	29.7	2.5	0.3	2.8
3/1	199	199	-	-	-	0.4	0.1	-	0.6	10.3	1.8	0.1	1.9
3/2+3/3	388	388	189	0	0	0.8	0.8	0.4	2.1	19.6	1.8	0.8	2.6
4/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road - Wells Way

PRC for Signalled Lanes (%): 39.5
PRC Over All Lanes (%): 39.5

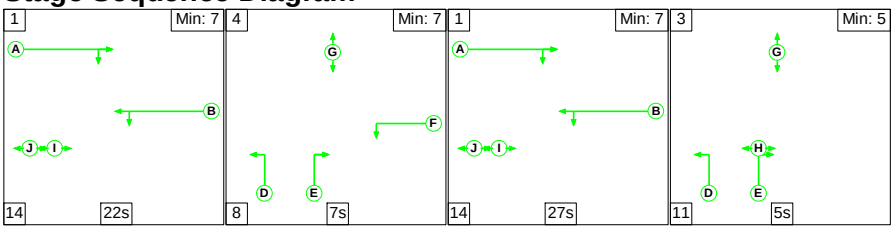
Total Delay for Signalled Lanes (pcuHr): 8.05
Total Delay Over All Lanes(pcuHr): 8.05

Cycle Time (s): 115

Full Input Data And Results

Scenario 5: '2014 + COM DEV + PROP DEV AM' (FG5: '2014 + COM DEV + PROP DEV AM', Plan 1: 'Network Control Plan 1')

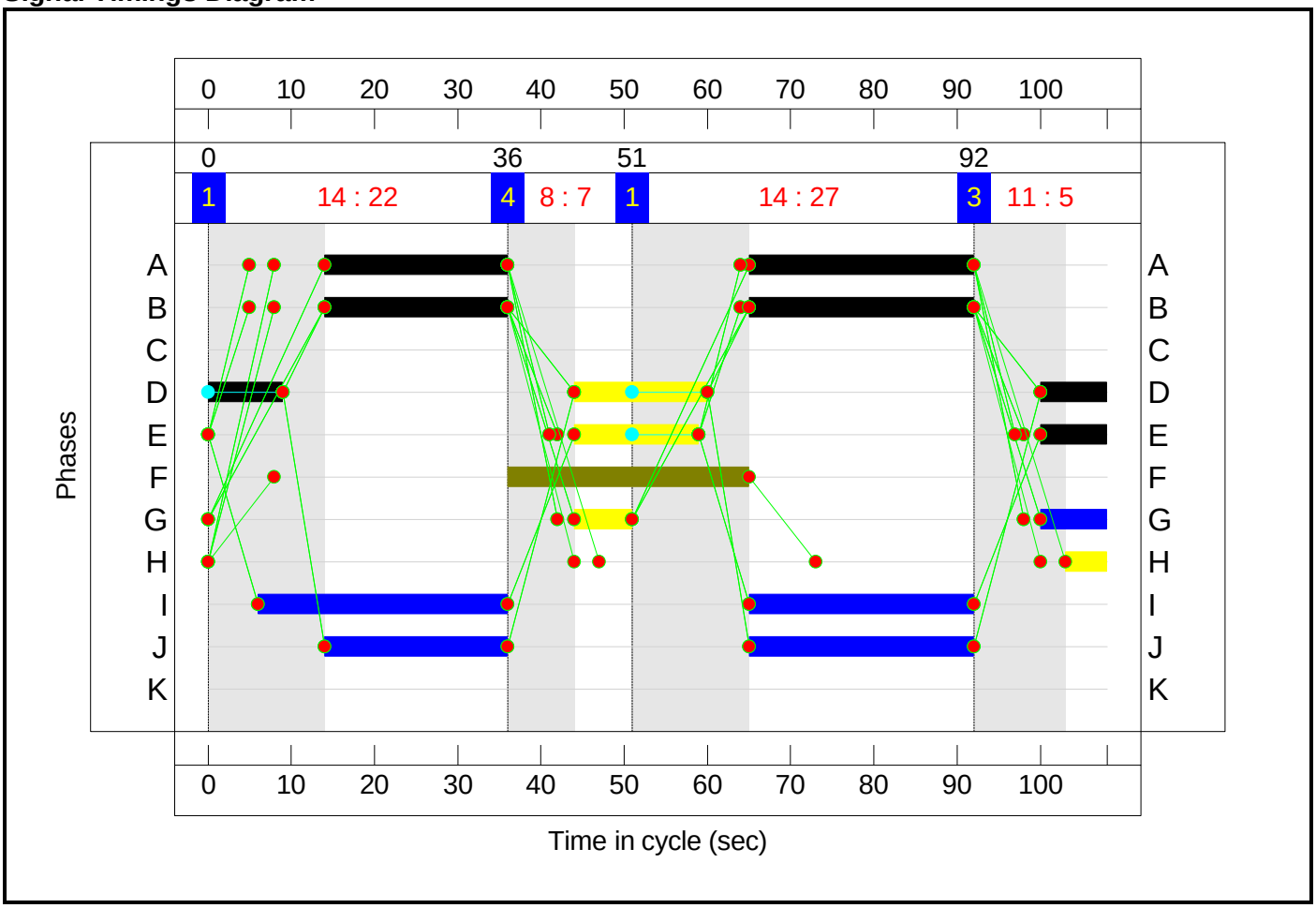
Stage Sequence Diagram



Stage Timings

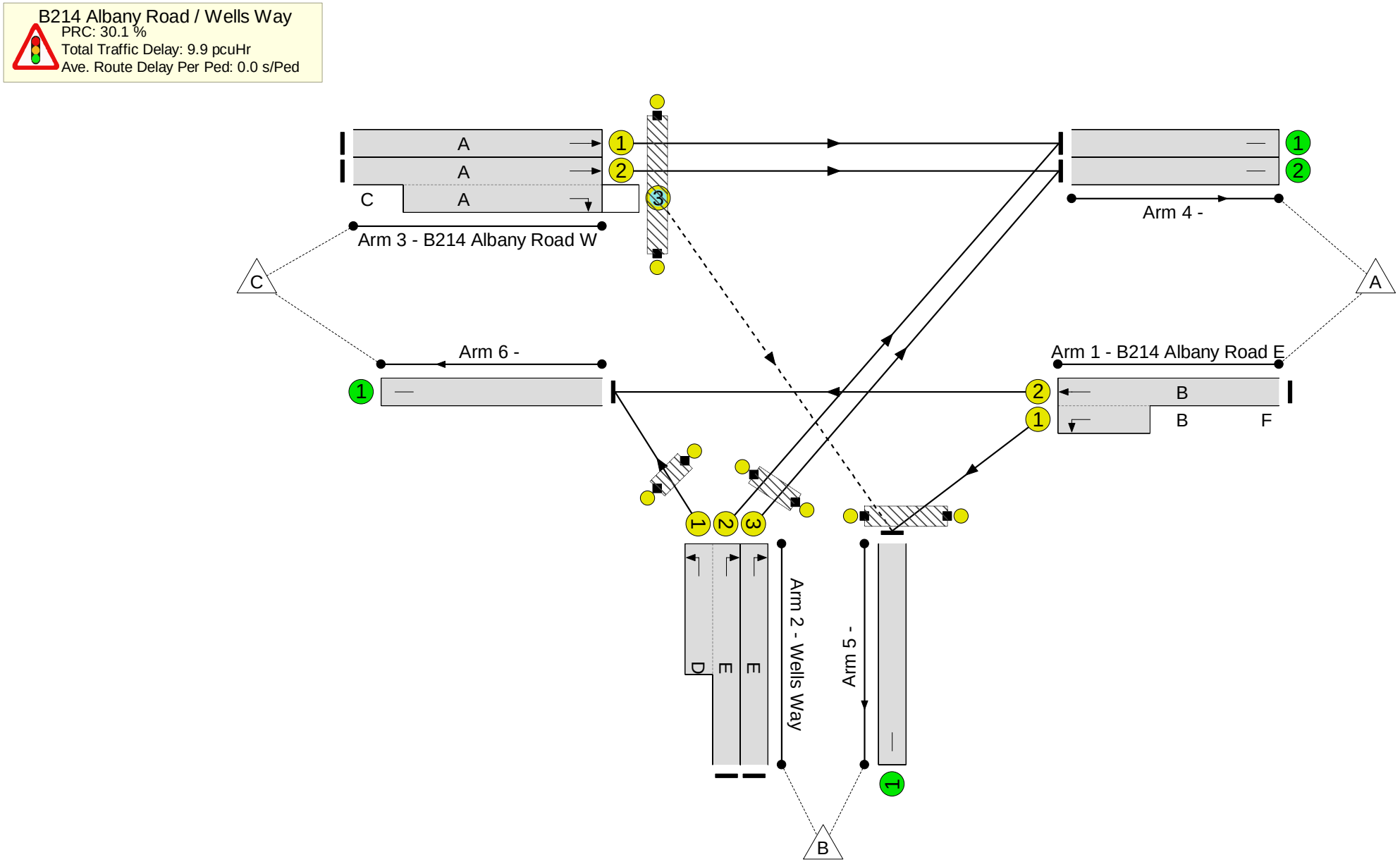
Stage	1	4	1	3
Duration	22	7	27	5
Change Point	0	36	51	92

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: B214 Albany Road / Wells Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.2%**
B214 Albany Road / Wells Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**69.2%**
1/2+1/1	B214 Albany Road E Left Ahead	U	N/A	N/A	B	F	2	49:78	29	800	1946:1815	665+492	69.2 : 69.2%
2/2+2/1	Wells Way Right Left	U	N/A	N/A	E D		2	23:33	-	488	1638:1501	309+481	61.7 : 61.7%
2/3	Wells Way Right	U	N/A	N/A	E		2	23	-	191	1669	386	49.4%
3/1	B214 Albany Road W Ahead	U	N/A	N/A	A		2	49	-	225	1664	786	28.6%
3/2+3/3	B214 Albany Road W Ahead Right	U+O	N/A	N/A	A	C	2	49	0	375	2028:1810	428+286	52.5 : 52.5%
4/1		U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	757	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	15	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		2	57	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		2	49	-	0	-	0	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: B214 Albany Road / Wells Way	**-**	**-**	**150**	**0**	**0**	**6.3**	**3.2**	**0.4**	**9.9**	**-**	**-**	**-**	**-**
B214 Albany Road / Wells Way	**-**	**-**	**150**	**0**	**0**	**6.3**	**3.2**	**0.4**	**9.9**	**-**	**-**	**-**	**-**
1/2+1/1	800	800	-	-	-	1.7	1.1	-	2.8	12.7	4.7	1.1	5.8
2/2+2/1	488	488	-	-	-	2.2	0.8	-	3.0	22.4	4.0	0.8	4.8
2/3	191	191	-	-	-	1.0	0.5	-	1.4	27.2	2.5	0.5	3.0
3/1	225	225	-	-	-	0.5	0.2	-	0.7	11.9	2.1	0.2	2.3
3/2+3/3	375	375	150	0	0	0.9	0.6	0.4	1.8	17.5	2.0	0.6	2.6
4/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road - Wells Way

PRC for Signalled Lanes (%): 30.1
PRC Over All Lanes (%): 30.1

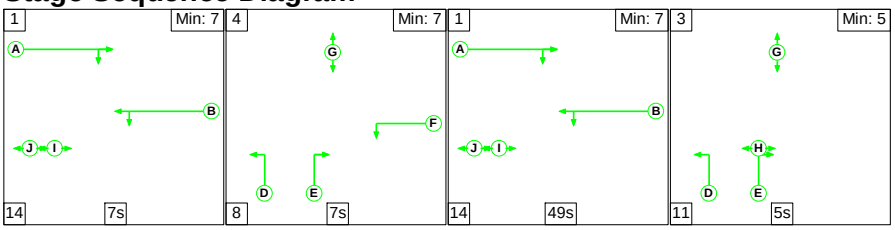
Total Delay for Signalled Lanes (pcuHr): 9.87
Total Delay Over All Lanes(pcuHr): 9.87

Cycle Time (s): 108

Full Input Data And Results

Scenario 6: '2014 + COM DEV + PROP DEV PM' (FG6: '2014 + COM DEV + PROP DEV PM', Plan 1: 'Network Control Plan 1')

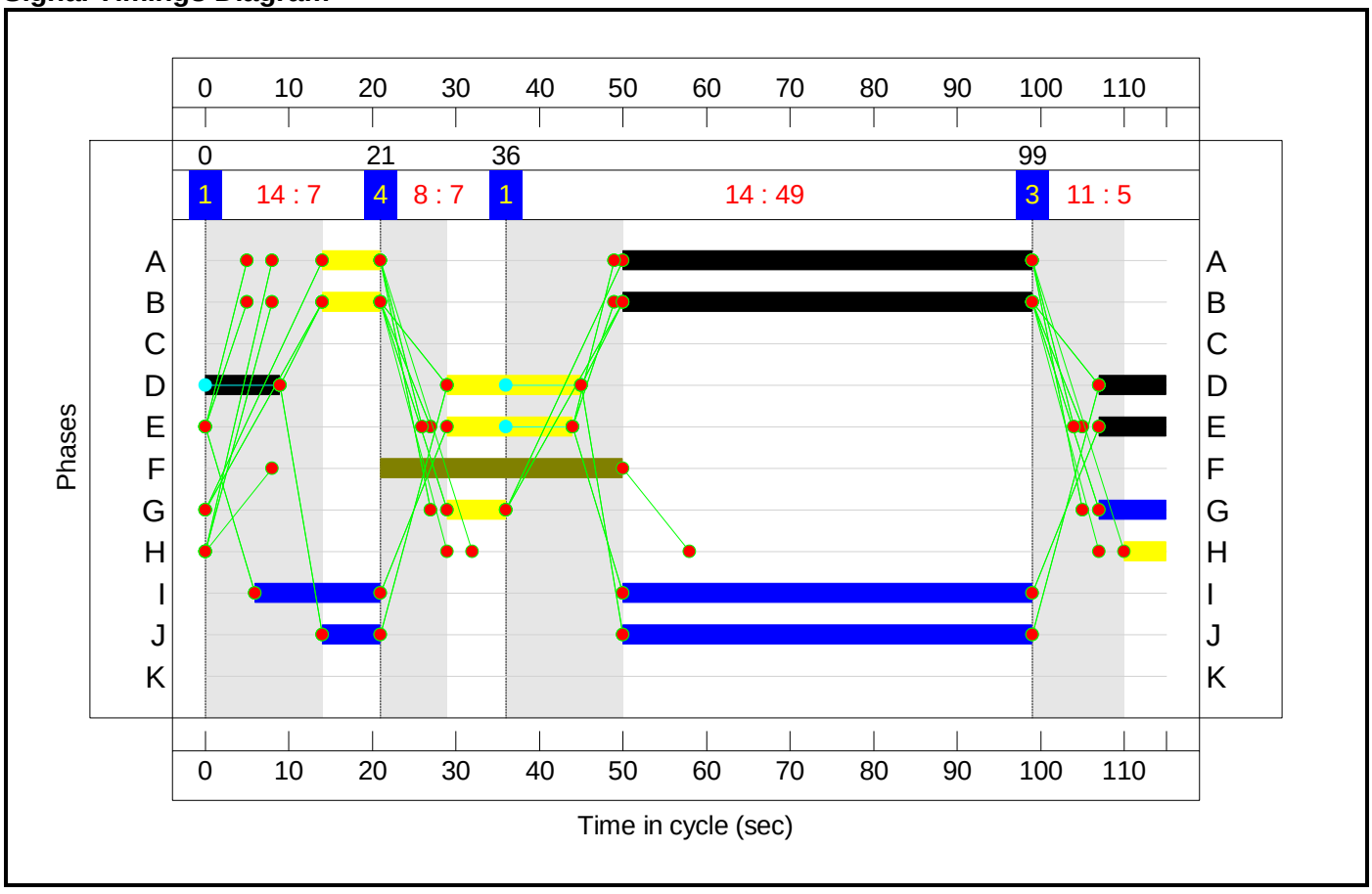
Stage Sequence Diagram



Stage Timings

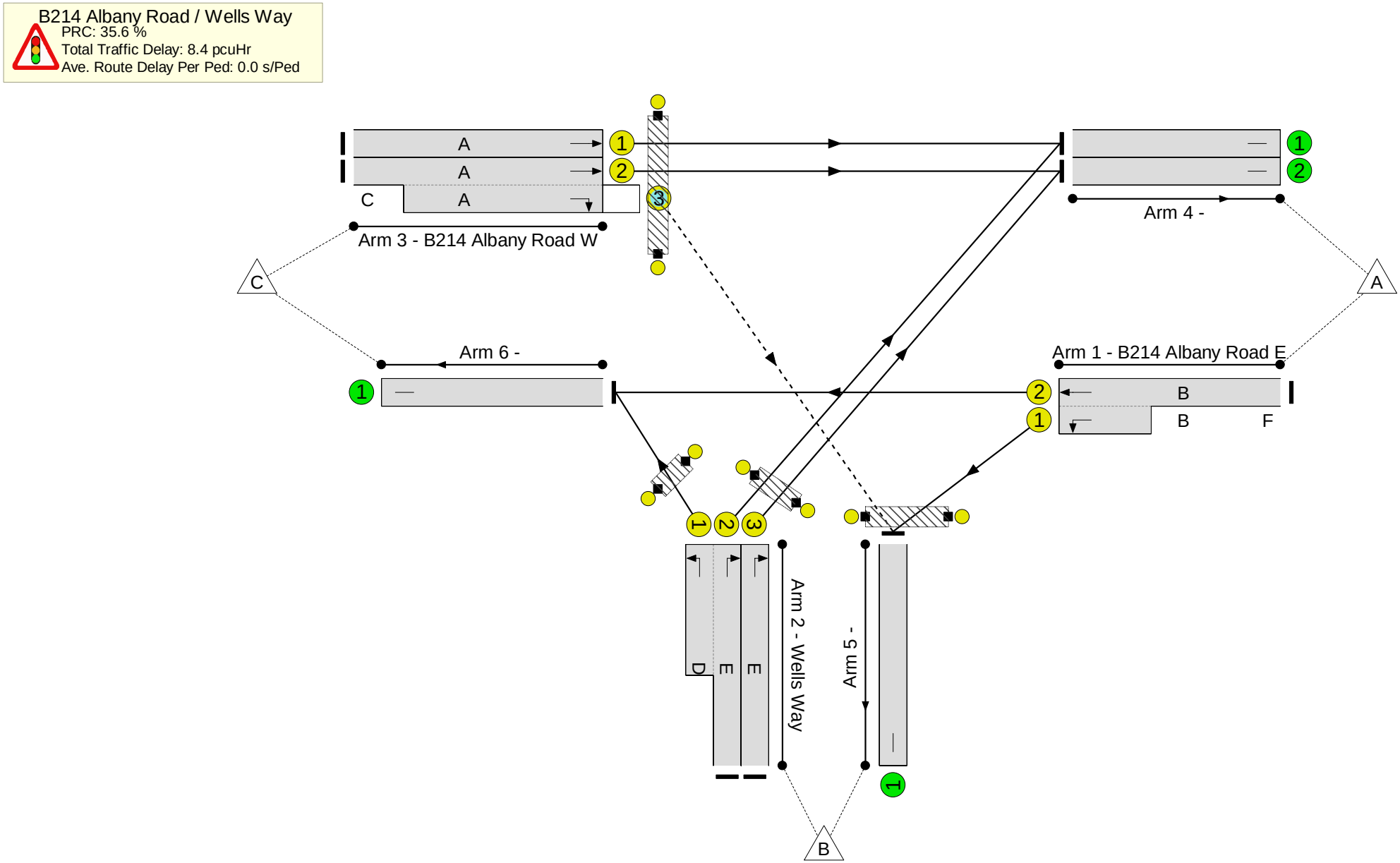
Stage	1	4	1	3
Duration	7	7	49	5
Change Point	0	21	36	99

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: B214 Albany Road / Wells Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.4%**
B214 Albany Road / Wells Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**66.4%**
1/2+1/1	B214 Albany Road E Left Ahead	U	N/A	N/A	B	F	2	56:85	29	885	2012:1929	597+737	66.4 : 66.4%
2/2+2/1	Wells Way Right Left	U	N/A	N/A	E D		2	23:33	-	255	1638:1745	356+307	38.5 : 38.5%
2/3	Wells Way Right	U	N/A	N/A	E		2	23	-	138	1687	367	37.6%
3/1	B214 Albany Road W Ahead	U	N/A	N/A	A		2	56	-	211	1888	952	22.2%
3/2+3/3	B214 Albany Road W Ahead Right	U+O	N/A	N/A	A	C	2	56	0	400	2028:1810	325+294	64.6 : 64.6%
4/1		U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	15	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		2	64	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		2	56	-	0	-	0	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: B214 Albany Road / Wells Way	**-**	**-**	**190**	**0**	**0**	**5.3**	**2.6**	**0.5**	**8.4**	**-**	**-**	**-**	**-**
B214 Albany Road / Wells Way	**-**	**-**	**190**	**0**	**0**	**5.3**	**2.6**	**0.5**	**8.4**	**-**	**-**	**-**	**-**
1/2+1/1	885	885	-	-	-	1.6	1.0	-	2.6	10.7	5.5	1.0	6.5
2/2+2/1	255	255	-	-	-	1.5	0.3	-	1.8	25.0	2.5	0.3	2.9
2/3	138	138	-	-	-	0.8	0.3	-	1.1	29.8	2.6	0.3	2.9
3/1	211	211	-	-	-	0.5	0.1	-	0.6	10.4	1.9	0.1	2.0
3/2+3/3	400	400	190	0	0	0.9	0.9	0.5	2.2	20.2	1.9	0.9	2.8
4/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road - Wells Way

PRC for Signalled Lanes (%): 35.6
PRC Over All Lanes (%): 35.6

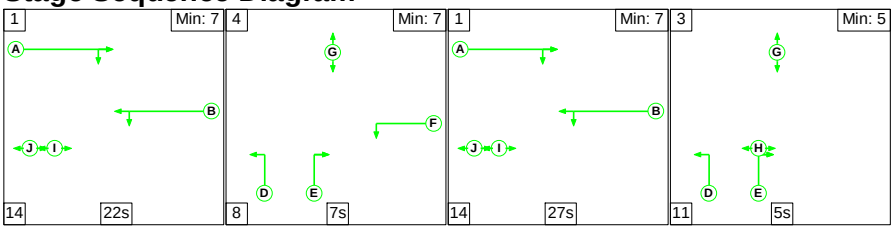
Total Delay for Signalled Lanes (pcuHr): 8.40
Total Delay Over All Lanes(pcuHr): 8.40

Cycle Time (s): 115

Full Input Data And Results

Scenario 7: 'Sensitivity Test AM' (FG7: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

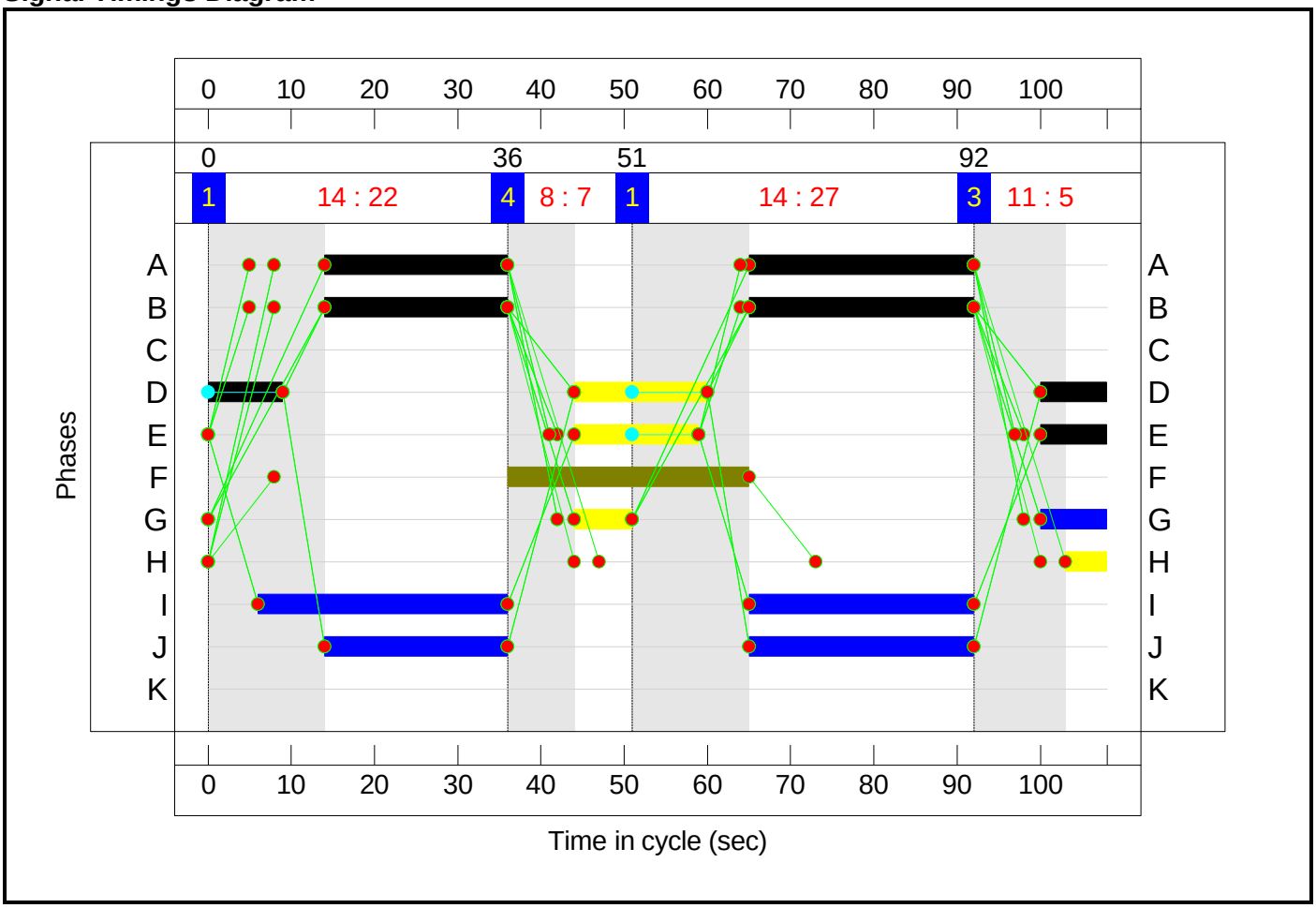
Stage Sequence Diagram



Stage Timings

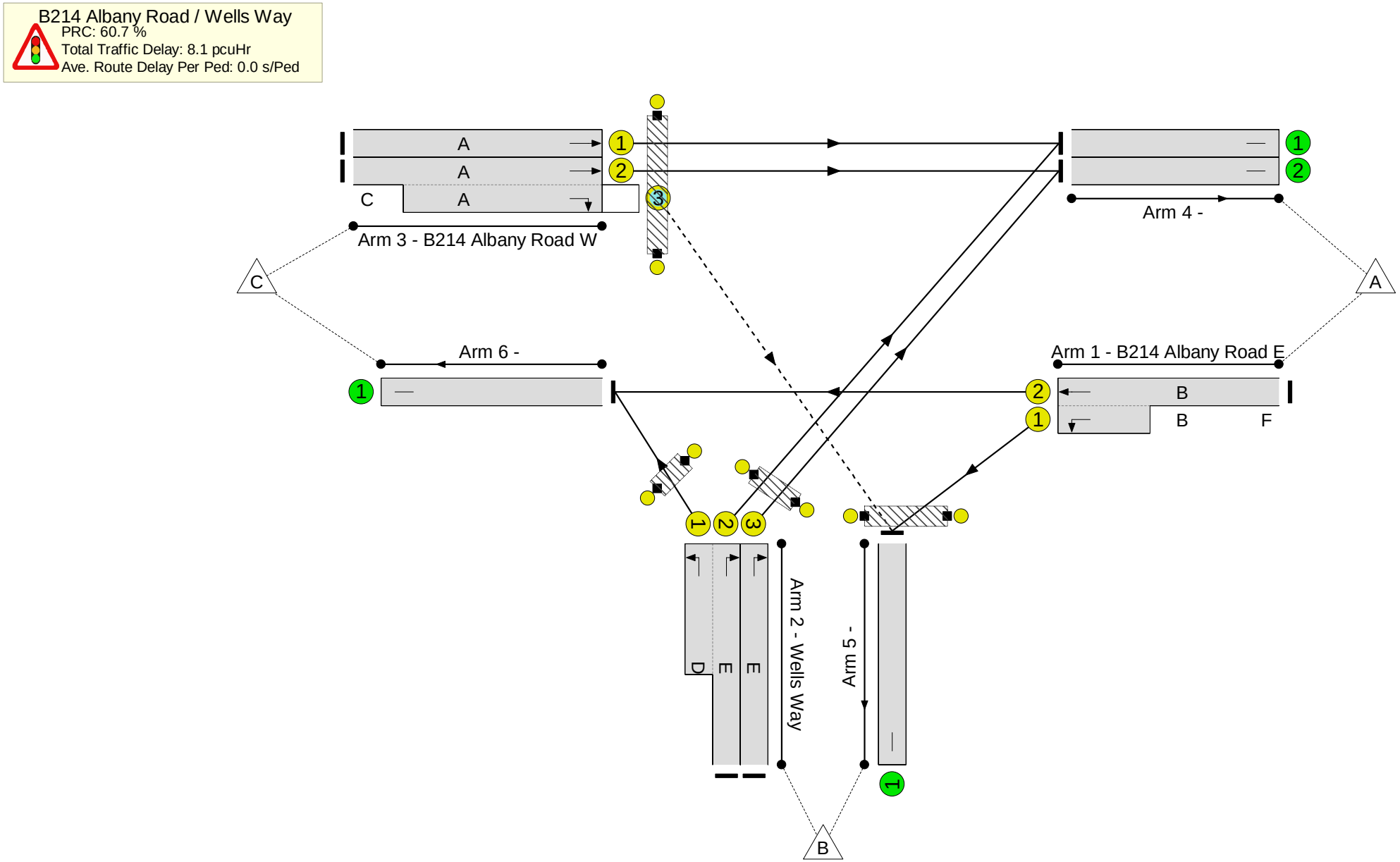
Stage	1	4	1	3
Duration	22	7	27	5
Change Point	0	36	51	92

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: B214 Albany Road / Wells Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.0%**
B214 Albany Road / Wells Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.0%**
1/2+1/1	B214 Albany Road E Left Ahead	U	N/A	N/A	B	F	2	49:78	29	741	2293:2293	761+562	56.0 : 56.0%
2/2+2/1	Wells Way Right Left	U	N/A	N/A	E D		2	23:33	-	452	1638:2293	379+589	46.7 : 46.7%
2/3	Wells Way Right	U	N/A	N/A	E		2	23	-	177	1493	346	51.2%
3/1	B214 Albany Road W Ahead	U	N/A	N/A	A		2	49	-	208	1600	756	27.5%
3/2+3/3	B214 Albany Road W Ahead Right	U+O	N/A	N/A	A	C	2	49	0	348	2028:1810	490+326	42.6 : 42.6%
4/1		U	N/A	N/A	-		-	-	-	385	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	386	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	15	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		2	57	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		2	49	-	0	-	0	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: B214 Albany Road / Wells Way	**-**	**-**	**139**	**0**	**0**	**5.6**	**2.2**	**0.3**	**8.1**	**-**	**-**	**-**	**-**
B214 Albany Road / Wells Way	**-**	**-**	**139**	**0**	**0**	**5.6**	**2.2**	**0.3**	**8.1**	**-**	**-**	**-**	**-**
1/2+1/1	741	741	-	-	-	1.5	0.6	-	2.1	10.3	4.1	0.6	4.8
2/2+2/1	452	452	-	-	-	2.0	0.4	-	2.4	19.1	3.4	0.4	3.8
2/3	177	177	-	-	-	0.9	0.5	-	1.4	28.7	2.4	0.5	2.9
3/1	208	208	-	-	-	0.5	0.2	-	0.7	11.9	1.9	0.2	2.1
3/2+3/3	348	348	139	0	0	0.8	0.4	0.3	1.4	14.9	1.9	0.4	2.2
4/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road - Wells Way

PRC for Signalled Lanes (%): 60.7
PRC Over All Lanes (%): 60.7

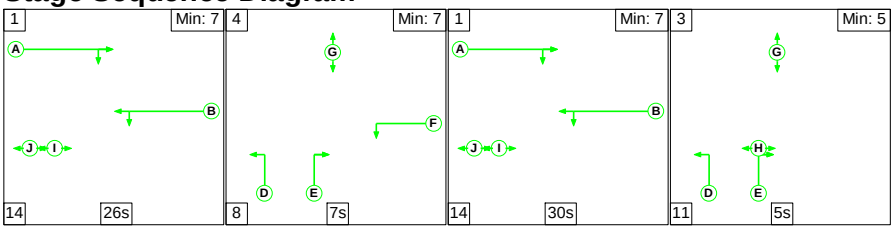
Total Delay for Signalled Lanes (pcuHr): 8.06
Total Delay Over All Lanes(pcuHr): 8.06

Cycle Time (s): 108

Full Input Data And Results

Scenario 8: 'Sensitivity Test PM' (FG8: '2014 + COM DEV + PROP DEV PM with Sensitivity', Plan 1: 'Network Control Plan 1')

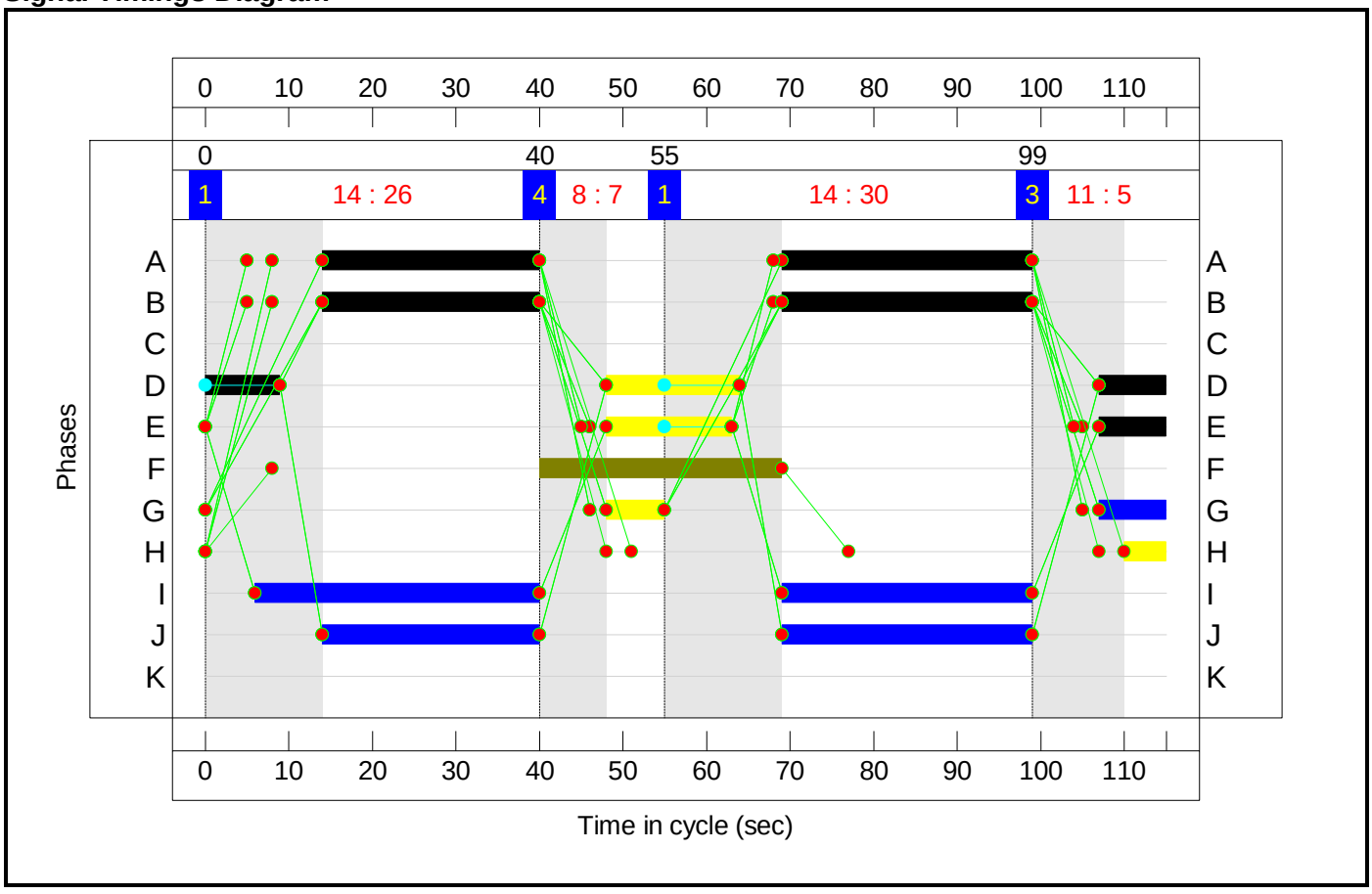
Stage Sequence Diagram



Stage Timings

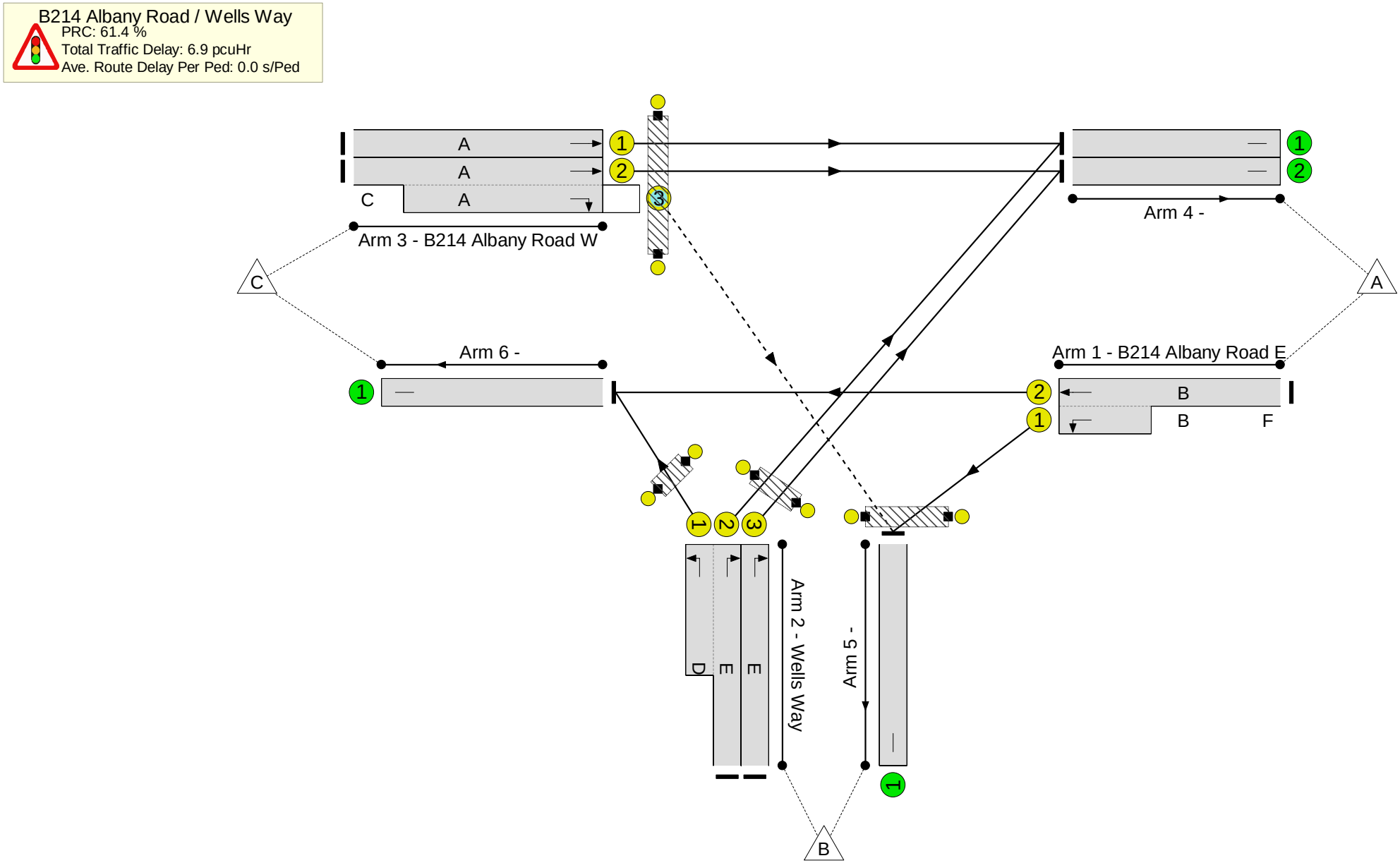
Stage	1	4	1	3
Duration	26	7	30	5
Change Point	0	40	55	99

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: B214 Albany Road / Wells Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.8%**
B214 Albany Road / Wells Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**55.8%**
1/2+1/1	B214 Albany Road E Left Ahead	U	N/A	N/A	B	F	2	56:85	29	820	2293:2293	658+812	55.8 : 55.8%
2/2+2/1	Wells Way Right Left	U	N/A	N/A	E D		2	23:33	-	237	1638:2293	356+303	35.9 : 35.9%
2/3	Wells Way Right	U	N/A	N/A	E		2	23	-	127	1493	325	39.1%
3/1	B214 Albany Road W Ahead	U	N/A	N/A	A		2	56	-	195	1600	807	24.2%
3/2+3/3	B214 Albany Road W Ahead Right	U+O	N/A	N/A	A	C	2	56	0	371	2028:1810	351+317	55.5 : 55.5%
4/1		U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		2	15	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	5	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		2	64	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		2	56	-	0	-	0	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: B214 Albany Road / Wells Way	**-**	**-**	**176**	**0**	**0**	**4.5**	**2.0**	**0.4**	**6.9**	**-**	**-**	**-**	**-**
B214 Albany Road / Wells Way	**-**	**-**	**176**	**0**	**0**	**4.5**	**2.0**	**0.4**	**6.9**	**-**	**-**	**-**	**-**
1/2+1/1	820	820	-	-	-	1.4	0.6	-	2.1	9.0	4.5	0.6	5.2
2/2+2/1	237	237	-	-	-	1.1	0.3	-	1.4	21.3	1.8	0.3	2.1
2/3	127	127	-	-	-	0.7	0.3	-	1.0	28.4	1.8	0.3	2.1
3/1	195	195	-	-	-	0.4	0.2	-	0.6	11.0	1.8	0.2	1.9
3/2+3/3	371	371	176	0	0	0.8	0.6	0.4	1.8	17.7	1.7	0.6	2.4
4/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road - Wells Way

PRC for Signalled Lanes (%): 61.4
PRC Over All Lanes (%): 61.4

Total Delay for Signalled Lanes (pcuHr): 6.89
Total Delay Over All Lanes(pcuHr): 6.89

Cycle Time (s): 115

Existing Junction Model

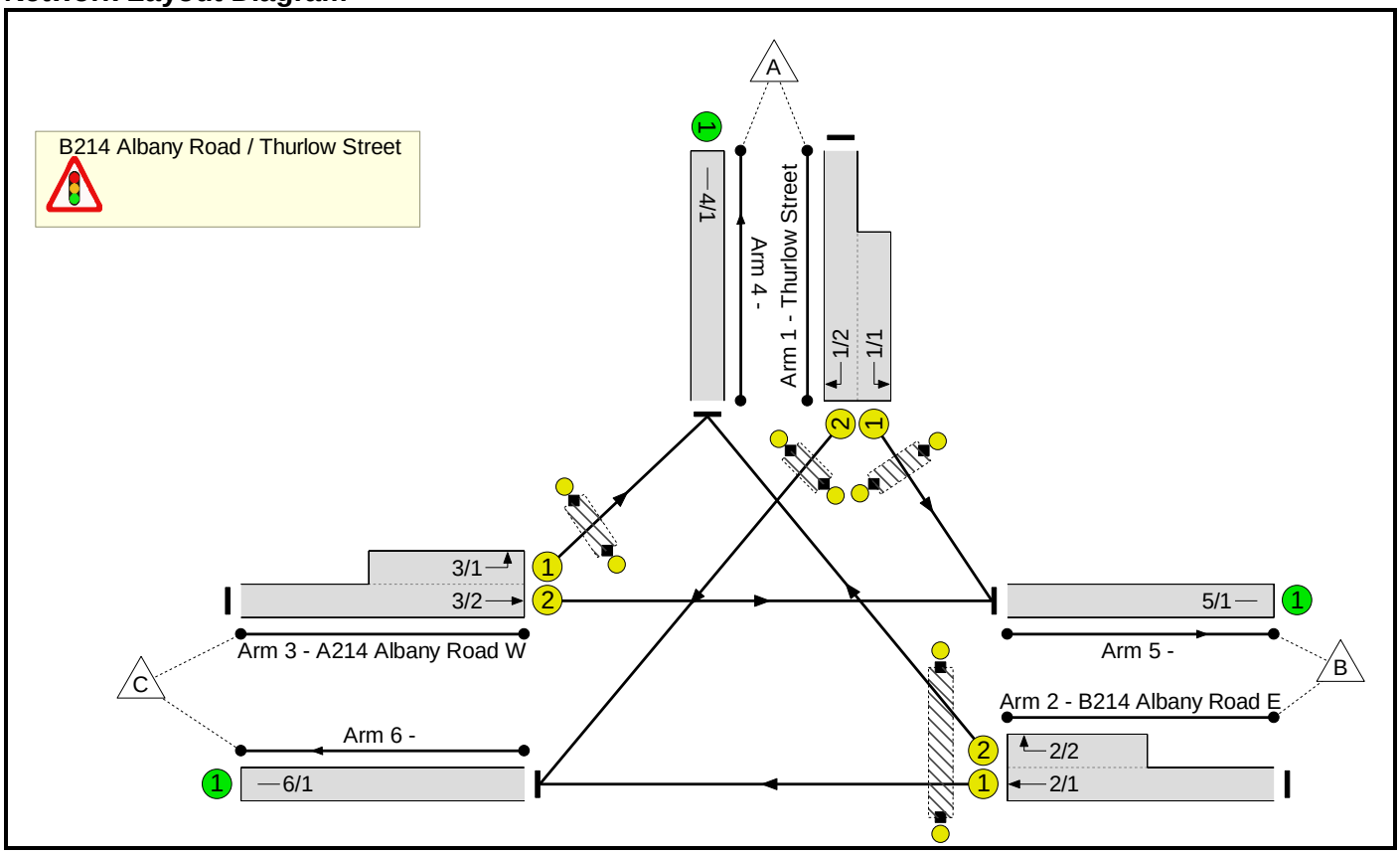
4. B214 Albany Road / Thurlow Street;

Full Input Data And Results

User and Project Details

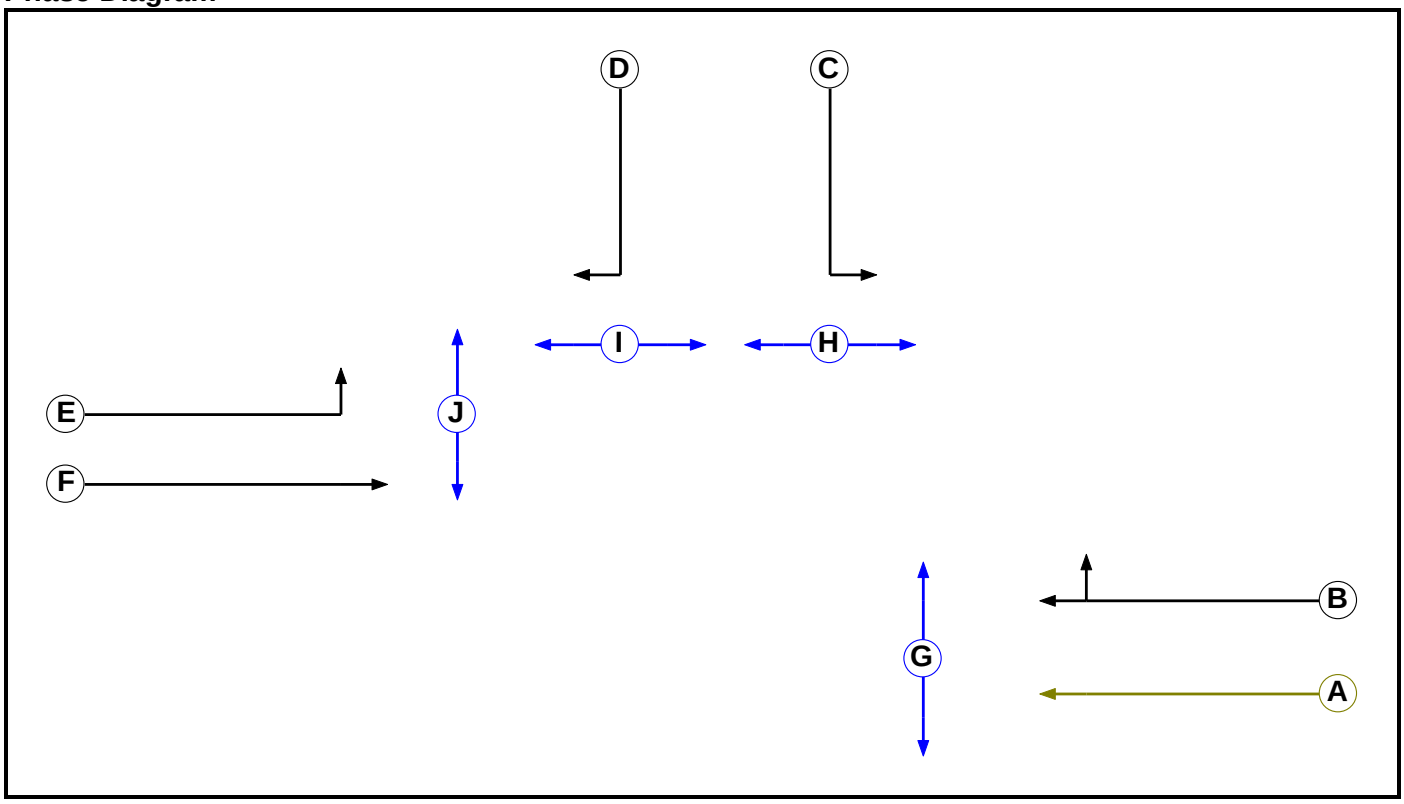
Project:	**Aylesbury Estate, Southwark**
Title:	**A214 Albany Road / Thurlow Street**
Location:	
File name:	B214 Albany Road_Thurlow Street.lsg3x
Author:	UKSXB076
Company:	WSP UK
Address:	
Notes:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Filter	B	4	0
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	6
G	Pedestrian		6	6
H	Pedestrian		5	5
I	Pedestrian		7	7
J	Pedestrian		5	5

Full Input Data And Results

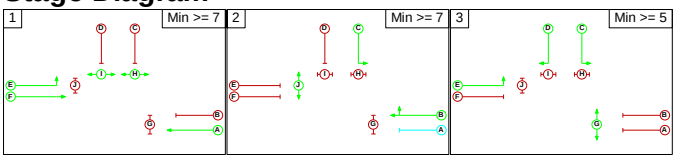
Phase Intergreens Matrix

		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	5	-	-	5	-	-	-
	B	-		-	5	7	6	5	-	8	-
	C	-	-		-	-	5	-	5	-	-
	D	6	6	-		-	6	-	-	6	-
	E	-	5	-	-		-	-	-	-	5
	F	-	6	7	6	-		7	-	-	-
	G	11	11	-	-	-	11		-	-	-
	H	-	-	8	-	-	-	-		-	-
	I	-	13	-	13	-	-	-	-		-
	J	-	-	-	-	8	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A E F H I
2	B C J
3	C D E G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	E	Losing	8	8
1	2	F	Losing	1	1
2	3	B	Losing	1	1
3	1	C	Losing	6	6
3	1	D	Losing	5	5

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		13	X
	2	8		8
	3	11	11	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B214 Albany Road / Thurlow Street
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: B214 Albany Road / Thurlow 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 (Thurlow Street)	U	C	2	3	7.6	User	1650	-	-	-	-	-
1/2 (Thurlow Street)	U	D	2	3	60.0	User	1950	-	-	-	-	-
2/1 (B214 Albany Road E)	U	B A	2	3	60.0	User	1800	-	-	-	-	-
2/2 (B214 Albany Road E)	U	B	2	3	6.3	User	1800	-	-	-	-	-
3/1 (A214 Albany Road W)	U	E	2	3	7.0	User	1940	-	-	-	-	-
3/2 (A214 Albany Road W)	U	F	2	3	60.0	User	1800	-	-	-	-	-
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: '2014 AM'	08:00	09:00	01:00	
2: '2014 PM'	17:00	18:00	01:00	
3: '2014 + COM DEV AM'	08:00	09:00	01:00	
4: '2014 + COM DEV PM'	17:00	18:00	01:00	
5: '2014 + COM DEV + PROP DEV AM'	08:00	09:00	01:00	
6: '2014 + COM DEV + PROP DEV PM'	17:00	18:00	01:00	
7: '2014 + COM DEV + PROP DEV AM with Sensitivity'	08:00	09:00	01:00	F5/1.08
8: '2014 + COM DEV + PROP DEV AM with Sensitivity'	17:00	18:00	01:00	F6/1.08

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	216	228	444
	B	209	0	517	726
	C	337	486	0	823
	Tot.	546	702	745	1993

Traffic Lane Flows

Lane	Scenario 1: 2014 AM
Junction: B214 Albany Road / Thurlow Street	
1/1 (short)	216
1/2 (with short)	444(In) 228(Out)
2/1 (with short)	726(In) 517(Out)
2/2 (short)	209
3/1 (short)	337
3/2 (with short)	823(In) 486(Out)
4/1	546
5/1	702
6/1	745

Full Input Data And Results

Lane Saturation Flows

Junction: B214 Albany Road / Thurlow 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 (Thurlow Street Lane 1)	This lane uses a directly entered Saturation Flow						1650	1650
1/2 (Thurlow Street Lane 2)	This lane uses a directly entered Saturation Flow						1761	1761
2/1 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						1739	1739
2/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						1681	1681
3/1 (A214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1734	1734
3/2 (A214 Albany Road W Lane 2)	This lane uses a directly entered Saturation Flow						1793	1793
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	235	323	558
	B	123	0	507	630
	C	293	367	0	660
	Tot.	416	602	830	1848

Traffic Lane Flows

Lane	Scenario 2: 2014 PM
Junction: B214 Albany Road / Thurlow Street	
1/1 (short)	235
1/2 (with short)	558(In) 323(Out)
2/1 (with short)	630(In) 507(Out)
2/2 (short)	123
3/1 (short)	293
3/2 (with short)	660(In) 367(Out)
4/1	416
5/1	602
6/1	830

Full Input Data And Results

Lane Saturation Flows

Junction: B214 Albany Road / Thurlow 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 (Thurlow Street Lane 1)	This lane uses a directly entered Saturation Flow						1660	1660
1/2 (Thurlow Street Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						1631	1631
2/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						1650	1650
3/1 (A214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
3/2 (A214 Albany Road W Lane 2)	This lane uses a directly entered Saturation Flow						1872	1872
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2014 + COM DEV AM' (FG3: '2014 + COM DEV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	218	234	452
	B	209	0	517	726
	C	342	489	0	831
	Tot.	551	707	751	2009

Traffic Lane Flows

Lane	Scenario 3: 2014 + COM DEV AM
Junction: B214 Albany Road / Thurlow Street	
1/1 (short)	218
1/2 (with short)	452(In) 234(Out)
2/1 (with short)	726(In) 517(Out)
2/2 (short)	209
3/1 (short)	342
3/2 (with short)	831(In) 489(Out)
4/1	551
5/1	707
6/1	751

Full Input Data And Results

Lane Saturation Flows

Junction: B214 Albany Road / Thurlow 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 (Thurlow Street Lane 1)	This lane uses a directly entered Saturation Flow						1650	1650
1/2 (Thurlow Street Lane 2)	This lane uses a directly entered Saturation Flow						1761	1761
2/1 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						1739	1739
2/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						1681	1681
3/1 (A214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1734	1734
3/2 (A214 Albany Road W Lane 2)	This lane uses a directly entered Saturation Flow						1793	1793
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2014 + COM DEV PM' (FG4: '2014 + COM DEV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	236	328	564
	B	123	0	509	632
	C	297	368	0	665
	Tot.	420	604	837	1861

Traffic Lane Flows

Lane	Scenario 4: 2014 + COM DEV PM
Junction: B214 Albany Road / Thurlow Street	
1/1 (short)	236
1/2 (with short)	564(In) 328(Out)
2/1 (with short)	632(In) 509(Out)
2/2 (short)	123
3/1 (short)	297
3/2 (with short)	665(In) 368(Out)
4/1	420
5/1	604
6/1	837

Full Input Data And Results

Lane Saturation Flows

Junction: B214 Albany Road / Thurlow 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 (Thurlow Street Lane 1)	This lane uses a directly entered Saturation Flow						1660	1660
1/2 (Thurlow Street Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						1631	1631
2/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						1650	1650
3/1 (A214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
3/2 (A214 Albany Road W Lane 2)	This lane uses a directly entered Saturation Flow						1872	1872
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2014 + COM DEV + PROP DEV AM' (FG5: '2014 + COM DEV + PROP DEV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	253	225	478
	B	228	0	523	751
	C	365	495	0	860
	Tot.	593	748	748	2089

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2014 + COM DEV + PROP DEV AM
Junction: B214 Albany Road / Thurlow Street	
1/1 (short)	253
1/2 (with short)	478(In) 225(Out)
2/1 (with short)	751(In) 523(Out)
2/2 (short)	228
3/1 (short)	365
3/2 (with short)	860(In) 495(Out)
4/1	593
5/1	748
6/1	748

Lane Saturation Flows

Junction: B214 Albany Road / Thurlow 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 (Thurlow Street Lane 1)	This lane uses a directly entered Saturation Flow						1650	1650
1/2 (Thurlow Street Lane 2)	This lane uses a directly entered Saturation Flow						1761	1761
2/1 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						1739	1739
2/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						1681	1681
3/1 (A214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1734	1734
3/2 (A214 Albany Road W Lane 2)	This lane uses a directly entered Saturation Flow						1793	1793
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2014 + COM DEV + PROP DEV PM' (FG6: '2014 + COM DEV + PROP DEV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	250	348	598
	B	132	0	514	646
	C	317	376	0	693
	Tot.	449	626	862	1937

Traffic Lane Flows

Lane	Scenario 6: 2014 + COM DEV + PROP DEV PM
Junction: B214 Albany Road / Thurlow Street	
1/1 (short)	250
1/2 (with short)	598(In) 348(Out)
2/1 (with short)	646(In) 514(Out)
2/2 (short)	132
3/1 (short)	317
3/2 (with short)	693(In) 376(Out)
4/1	449
5/1	626
6/1	862

Full Input Data And Results

Lane Saturation Flows

Junction: B214 Albany Road / Thurlow 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 (Thurlow Street Lane 1)	This lane uses a directly entered Saturation Flow						1660	1660
1/2 (Thurlow Street Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						1631	1631
2/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						1650	1650
3/1 (A214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
3/2 (A214 Albany Road W Lane 2)	This lane uses a directly entered Saturation Flow						1872	1872
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'Sensitivity Test AM' (FG7: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	234	208	442
	B	211	0	484	695
	C	338	458	0	796
	Tot.	549	692	692	1933

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Sensitivity Test AM
Junction: B214 Albany Road / Thurlow Street	
1/1 (short)	234
1/2 (with short)	442(In) 208(Out)
2/1 (with short)	695(In) 484(Out)
2/2 (short)	211
3/1 (short)	338
3/2 (with short)	796(In) 458(Out)
4/1	549
5/1	692
6/1	692

Lane Saturation Flows

Junction: B214 Albany Road / Thurlow 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 (Thurlow Street Lane 1)	This lane uses a directly entered Saturation Flow						1650	1650
1/2 (Thurlow Street Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
3/2 (A214 Albany Road W Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: 'Sensitivity Test PM' (FG8: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	231	322	553
	B	122	0	476	598
	C	294	348	0	642
	Tot.	416	579	798	1793

Traffic Lane Flows

Lane	Scenario 8: Sensitivity Test PM
Junction: B214 Albany Road / Thurlow Street	
1/1 (short)	231
1/2 (with short)	553(In) 322(Out)
2/1 (with short)	598(In) 476(Out)
2/2 (short)	122
3/1 (short)	294
3/2 (with short)	642(In) 348(Out)
4/1	416
5/1	579
6/1	798

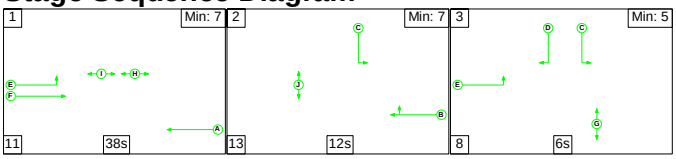
Lane Saturation Flows

Junction: B214 Albany Road / Thurlow 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 (Thurlow Street Lane 1)	This lane uses a directly entered Saturation Flow						1650	1650
1/2 (Thurlow Street Lane 2)	This lane uses a directly entered Saturation Flow						1950	1950
2/1 (B214 Albany Road E Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
2/2 (B214 Albany Road E Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (A214 Albany Road W Lane 1)	This lane uses a directly entered Saturation Flow						1940	1940
3/2 (A214 Albany Road W Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'Network Control Plan 1')

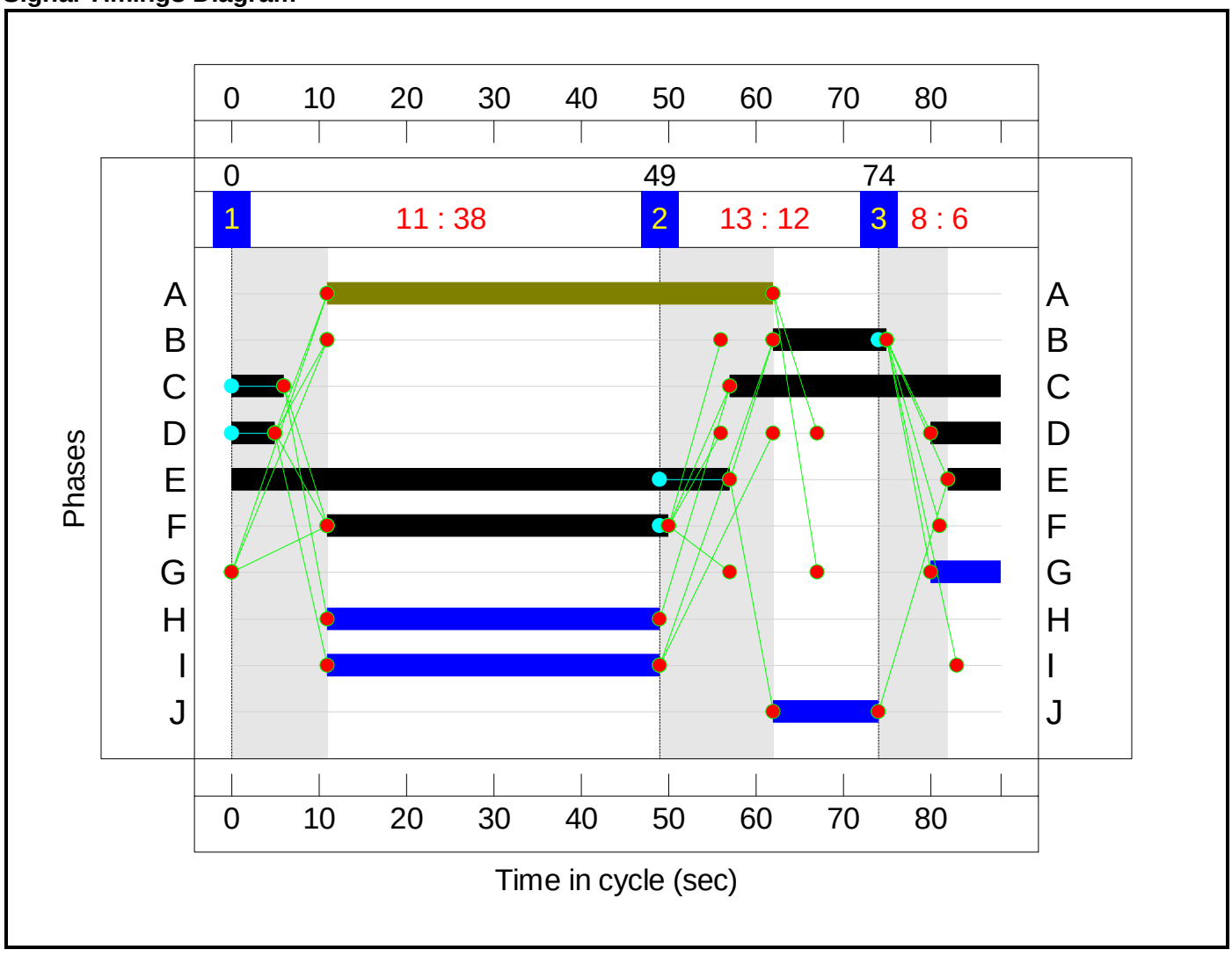
Stage Sequence Diagram



Stage Timings

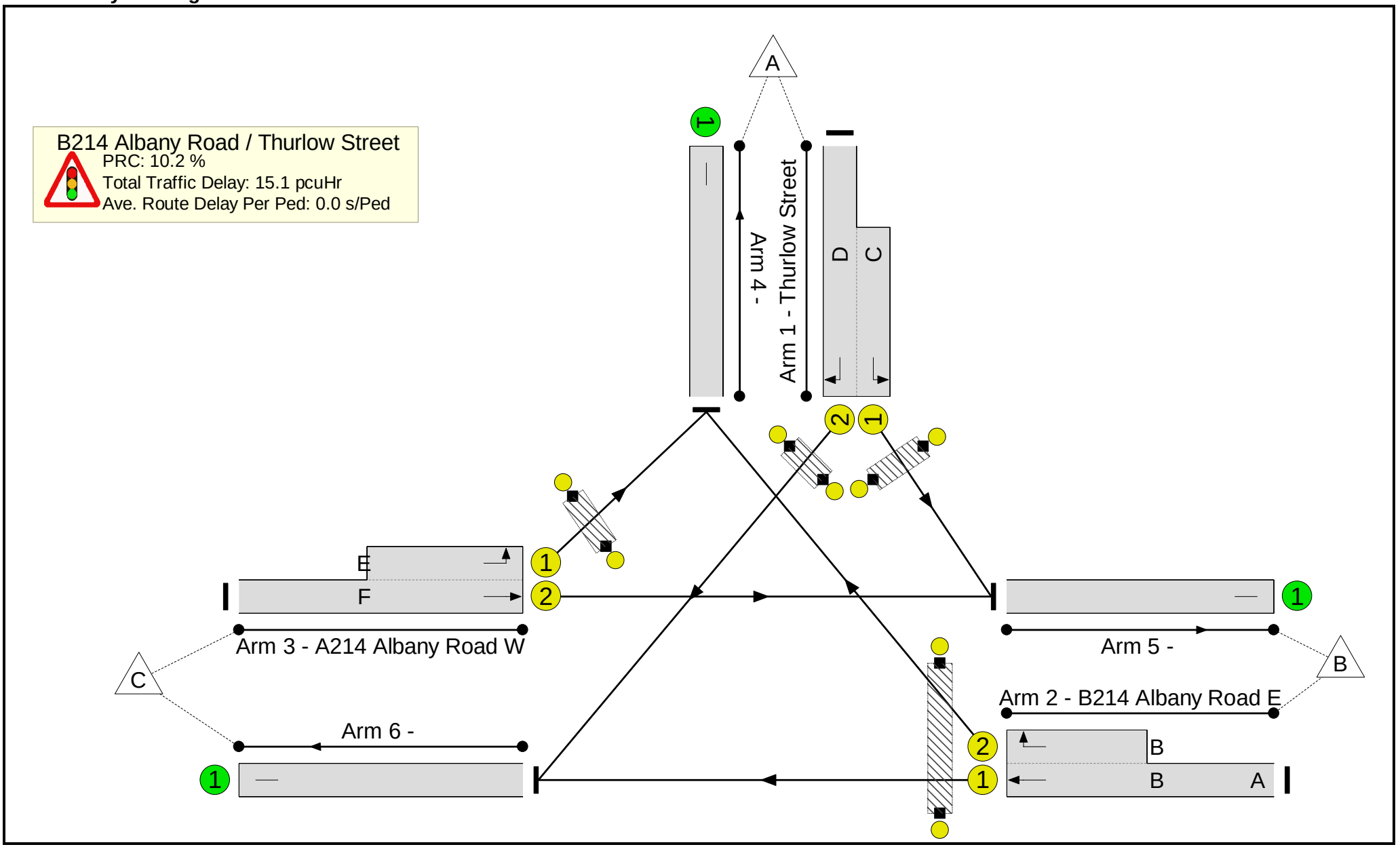
Stage	1	2	3
Duration	38	12	6
Change Point	0	49	74

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: A214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.7%**
B214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.7%**
1/2+1/1	Thurlow Street Left Right	U	N/A	N/A	D C		1	13:37	-	444	1761:1650	280+265	81.4 : 81.4%
2/1+2/2	B214 Albany Road E Right Ahead	U	N/A	N/A	B	A	1	64:13	51	726	1739:1681	650+263	79.5 : 79.5%
3/2+3/1	A214 Albany Road W Left Ahead	U	N/A	N/A	F E		1	39:63	-	823	1793:1734	595+413	81.7 : 81.7%
4/1		U	N/A	N/A	-		-	-	-	546	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	702	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	38	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	38	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	12	-	0	-	0	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: A214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**8.9**	**6.2**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
B214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**8.9**	**6.2**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
1/2+1/1	444	444	-	-	-	3.2	2.1	-	5.3	43.3	5.4	2.1	7.5
2/1+2/2	726	726	-	-	-	2.7	1.9	-	4.6	22.7	4.9	1.9	6.8
3/2+3/1	823	823	-	-	-	2.9	2.2	-	5.1	22.4	11.3	2.2	13.5
4/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	702	702	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

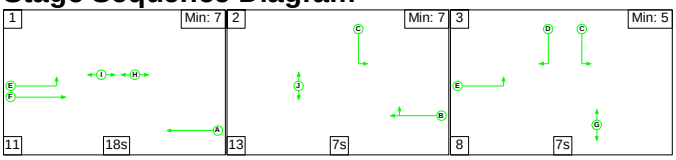
C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): 10.2 Total Delay for Signalled Lanes (pcuHr): 15.05 Cycle Time (s): 88

PRC Over All Lanes (%): 10.2 Total Delay Over All Lanes(pcuHr): 15.05

Full Input Data And Results

Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 1: 'Network Control Plan 1')

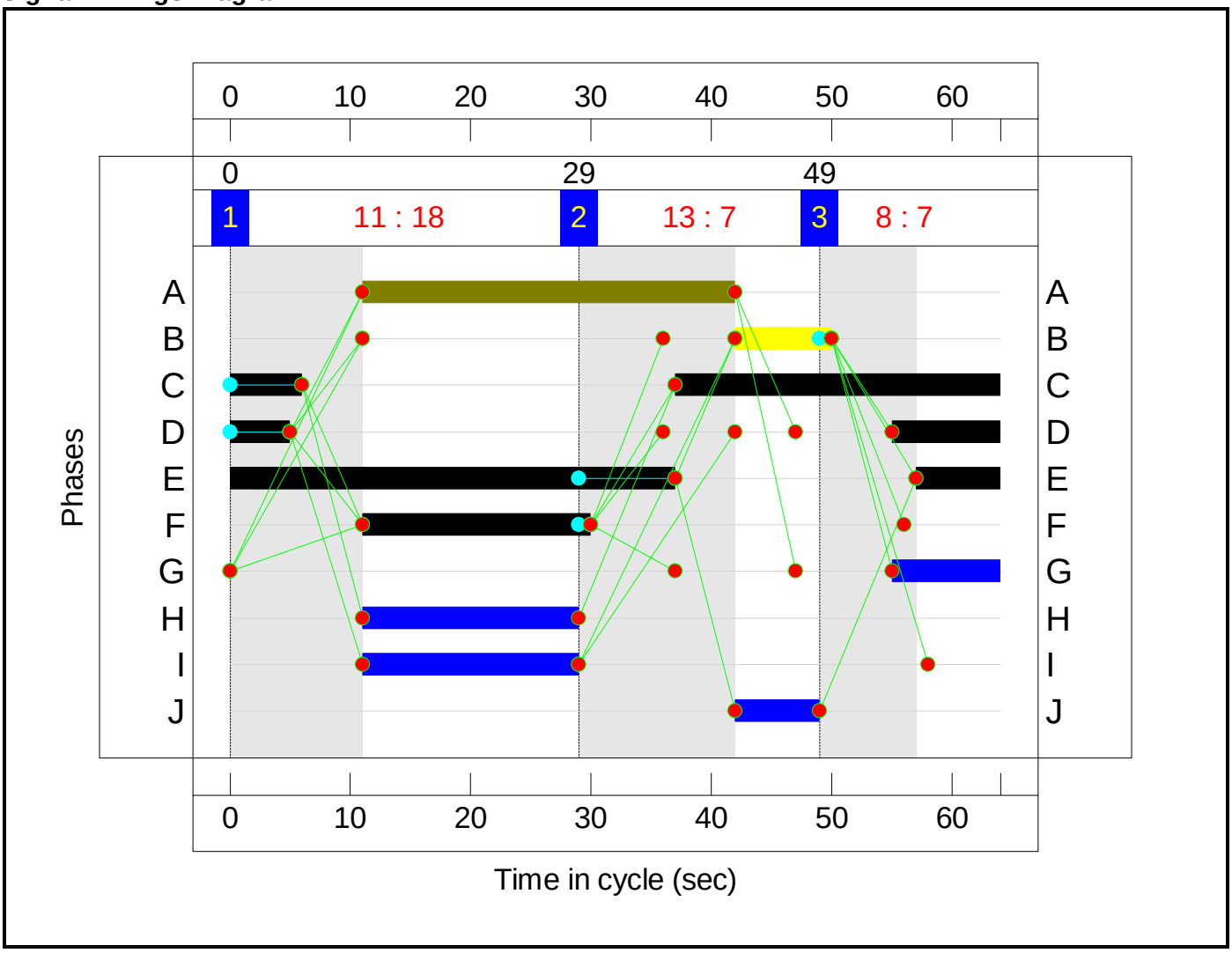
Stage Sequence Diagram



Stage Timings

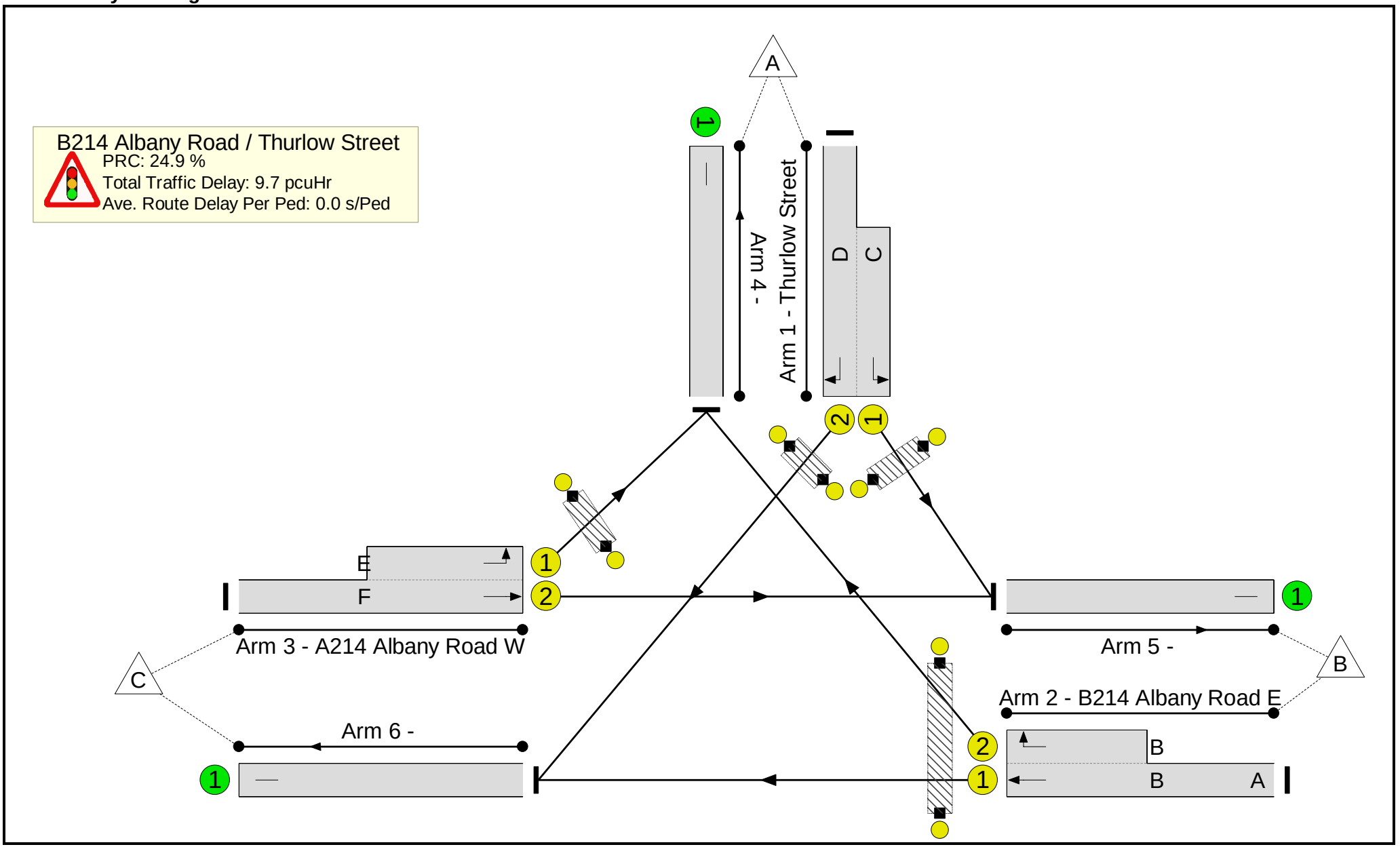
Stage	1	2	3
Duration	18	7	7
Change Point	0	29	49

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: A214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.0%**
B214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.0%**
1/2+1/1	Thurlow Street Left Right	U	N/A	N/A	D C		1	14:33	-	558	1950:1660	453+330	71.3 : 71.3%
2/1+2/2	B214 Albany Road E Right Ahead	U	N/A	N/A	B	A	1	39:8	31	630	1631:1650	904+219	56.1 : 56.1%
3/2+3/1	A214 Albany Road W Left Ahead	U	N/A	N/A	F E		1	19:44	-	660	1872:1940	509+407	72.0 : 72.0%
4/1		U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	830	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	18	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	18	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	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: A214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**6.5**	**3.1**	**0.0**	**9.7**	**-**	**-**	**-**	**-**
B214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**6.5**	**3.1**	**0.0**	**9.7**	**-**	**-**	**-**	**-**
1/2+1/1	558	558	-	-	-	2.6	1.2	-	3.8	24.4	5.2	1.2	6.4
2/1+2/2	630	630	-	-	-	1.8	0.6	-	2.4	13.9	4.8	0.6	5.4
3/2+3/1	660	660	-	-	-	2.2	1.3	-	3.5	18.9	5.5	1.3	6.8
4/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

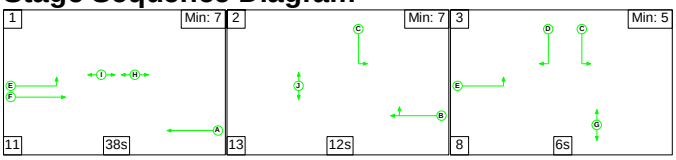
C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): 24.9 Total Delay for Signalled Lanes (pcuHr): 9.68 Cycle Time (s): 64

PRC Over All Lanes (%): 24.9 Total Delay Over All Lanes(pcuHr): 9.68

Full Input Data And Results

Scenario 3: '2014 + COM DEV AM' (FG3: '2014 + COM DEV AM', Plan 1: 'Network Control Plan 1')

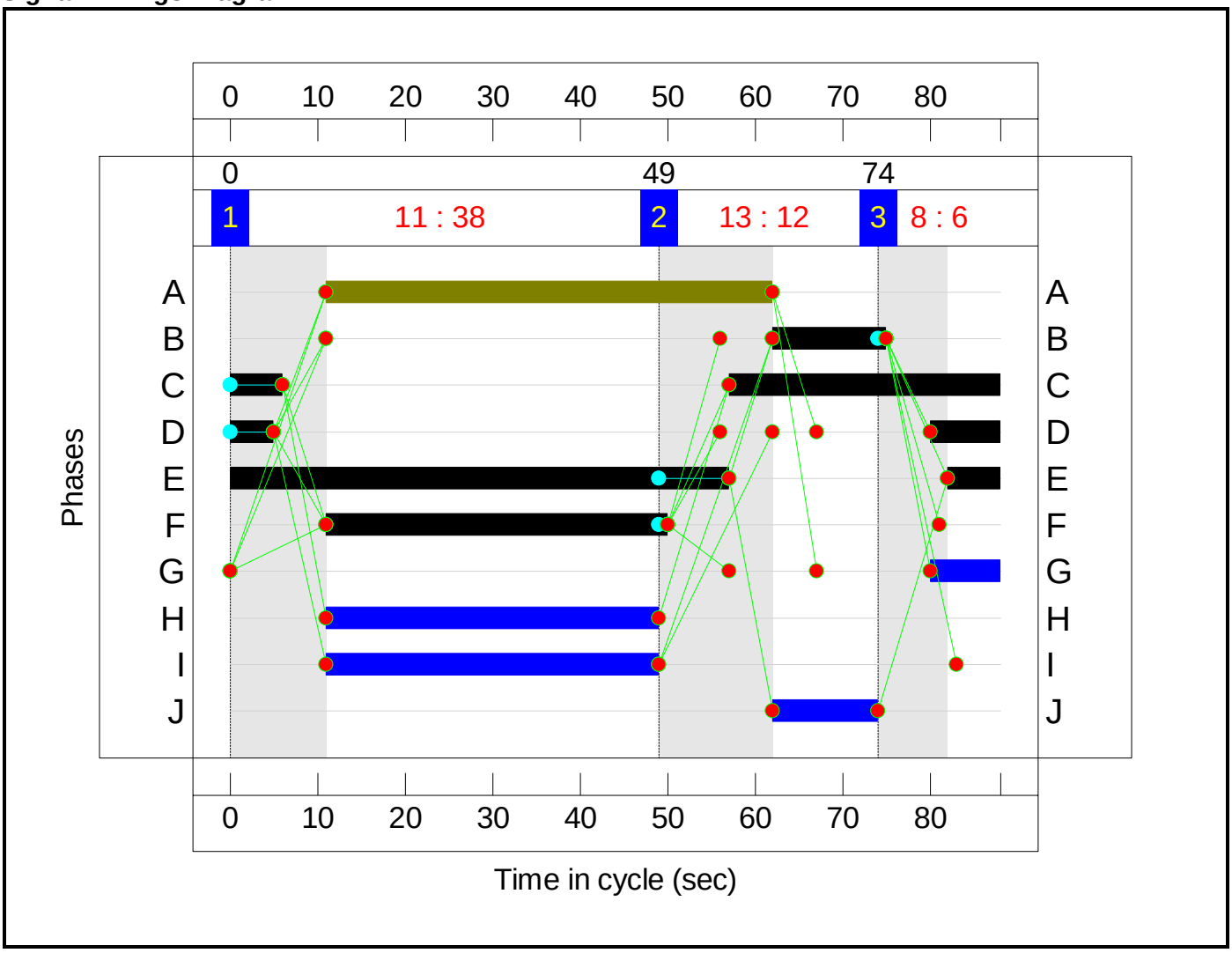
Stage Sequence Diagram



Stage Timings

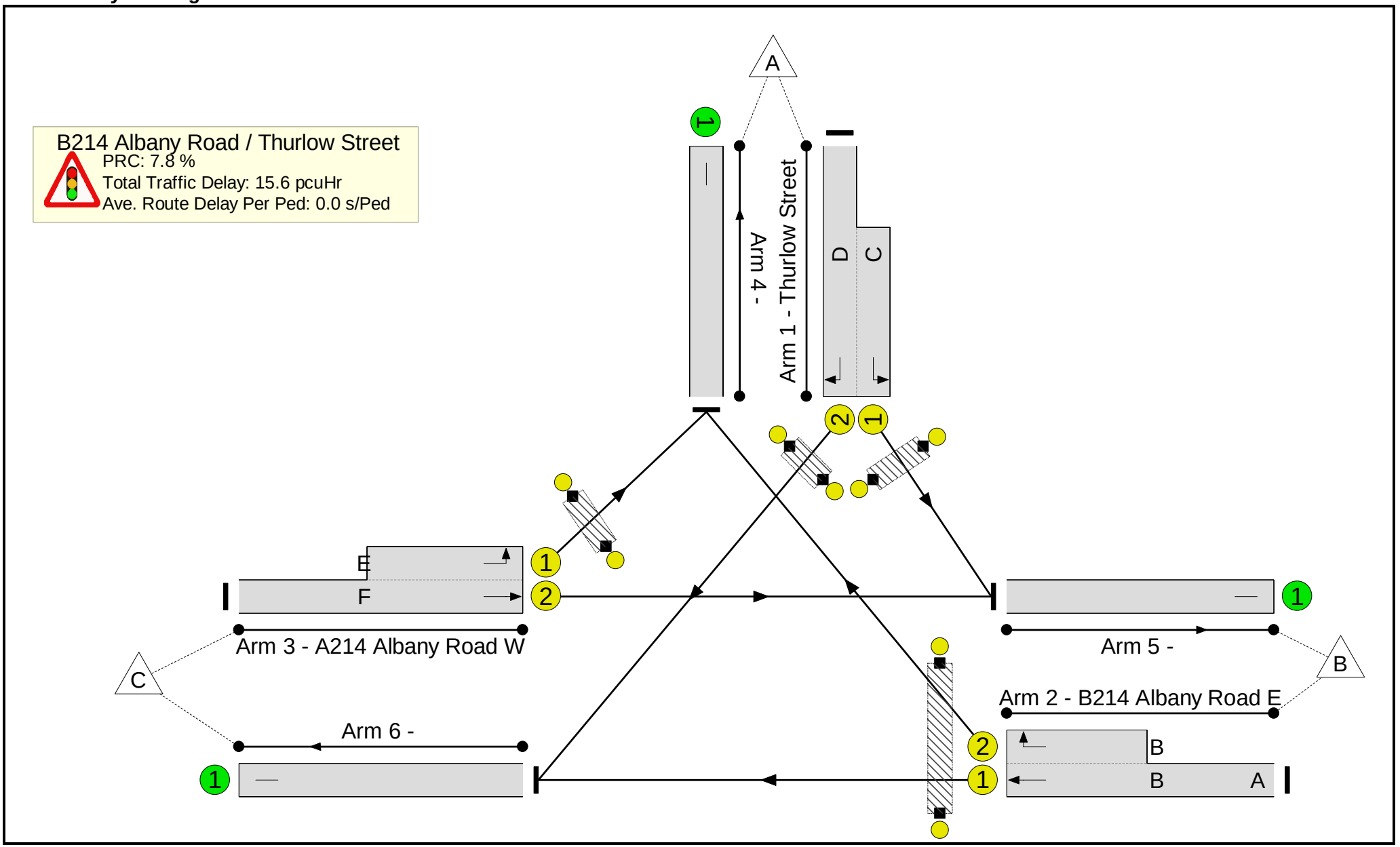
Stage	1	2	3
Duration	38	12	6
Change Point	0	49	74

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: A214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.5%**
B214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.5%**
1/2+1/1	Thurlow Street Left Right	U	N/A	N/A	D C		1	13:37	-	452	1761:1650	280+261	83.5 : 83.5%
2/1+2/2	B214 Albany Road E Right Ahead	U	N/A	N/A	B	A	1	64:13	51	726	1739:1681	650+263	79.5 : 79.5%
3/2+3/1	A214 Albany Road W Left Ahead	U	N/A	N/A	F E		1	39:63	-	831	1793:1734	594+415	82.4 : 82.4%
4/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	707	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	38	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	38	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	12	-	0	-	0	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: A214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**9.0**	**6.6**	**0.0**	**15.6**	**-**	**-**	**-**	**-**
B214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**9.0**	**6.6**	**0.0**	**15.6**	**-**	**-**	**-**	**-**
1/2+1/1	452	452	-	-	-	3.3	2.4	-	5.7	45.6	5.5	2.4	7.9
2/1+2/2	726	726	-	-	-	2.7	1.9	-	4.6	22.7	4.9	1.9	6.8
3/2+3/1	831	831	-	-	-	3.0	2.3	-	5.3	22.8	11.6	2.3	13.9
4/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

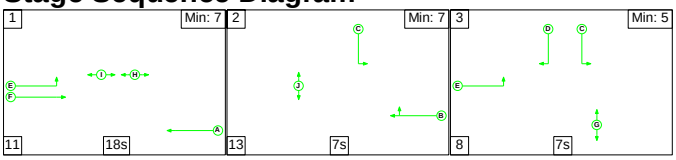
C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): 7.8 Total Delay for Signalled Lanes (pcuHr): 15.58 Cycle Time (s): 88

PRC Over All Lanes (%): 7.8 Total Delay Over All Lanes(pcuHr): 15.58

Full Input Data And Results

Scenario 4: '2014 + COM DEV PM' (FG4: '2014 + COM DEV PM', Plan 1: 'Network Control Plan 1')

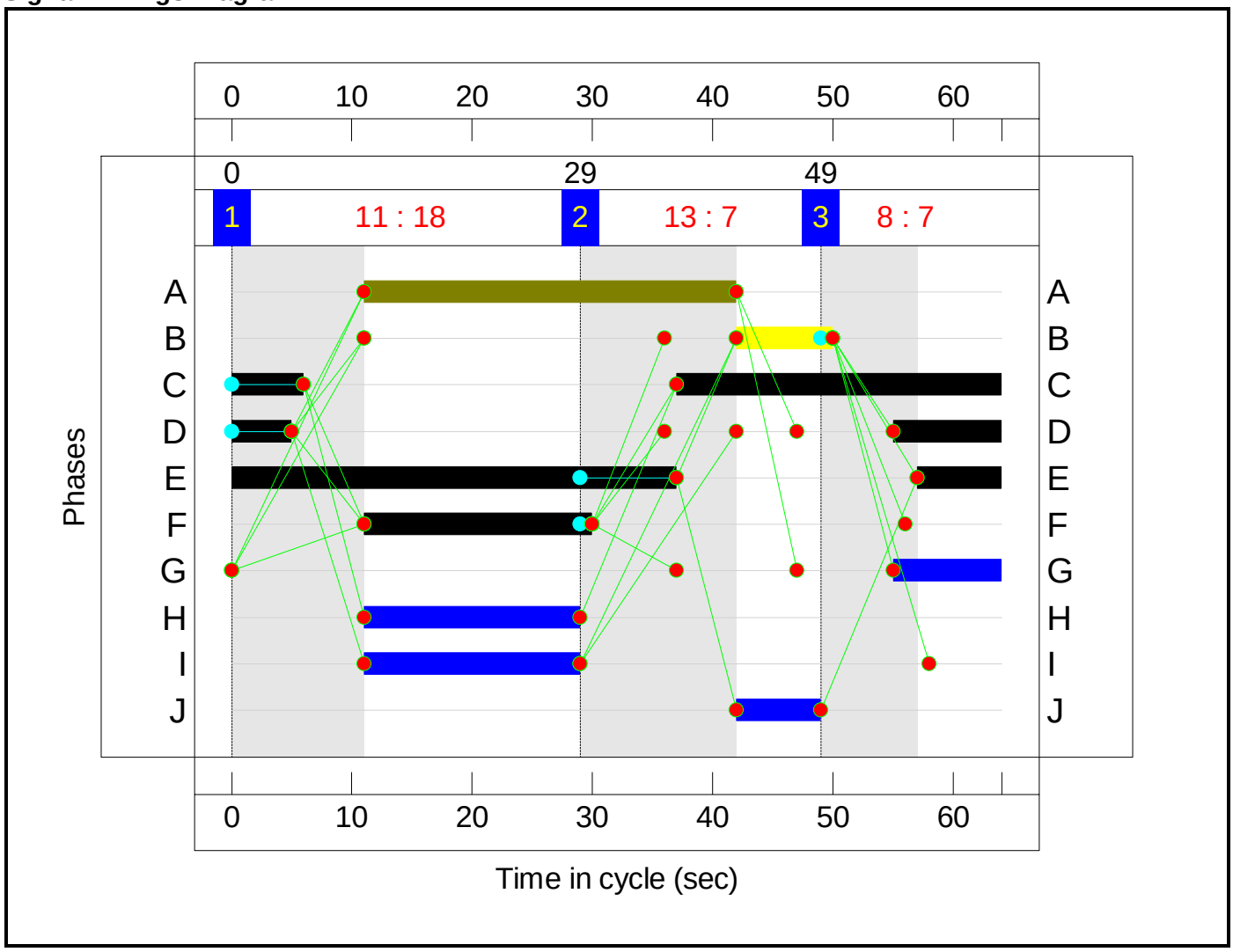
Stage Sequence Diagram



Stage Timings

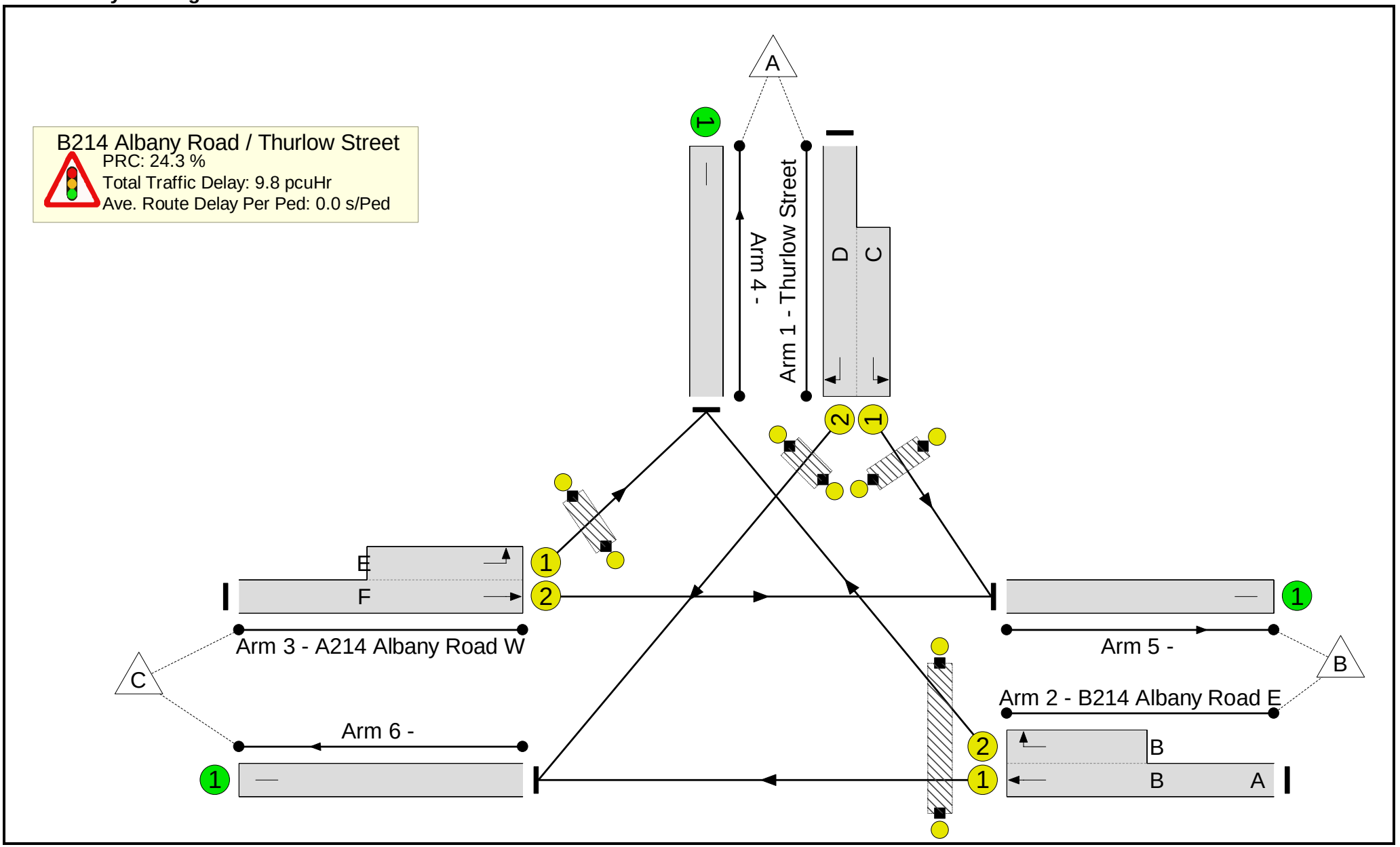
Stage	1	2	3
Duration	18	7	7
Change Point	0	29	49

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: A214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.4%**
B214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**72.4%**
1/2+1/1	Thurlow Street Left Right	U	N/A	N/A	D C		1	14:33	-	564	1950:1660	453+326	72.4 : 72.4%
2/1+2/2	B214 Albany Road E Right Ahead	U	N/A	N/A	B	A	1	39:8	31	632	1631:1650	904+219	56.3 : 56.3%
3/2+3/1	A214 Albany Road W Left Ahead	U	N/A	N/A	F E		1	19:44	-	665	1872:1940	509+411	72.3 : 72.3%
4/1		U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	837	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	18	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	18	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	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: A214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**6.6**	**3.2**	**0.0**	**9.8**	**-**	**-**	**-**	**-**
B214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**6.6**	**3.2**	**0.0**	**9.8**	**-**	**-**	**-**	**-**
1/2+1/1	564	564	-	-	-	2.6	1.3	-	3.9	24.8	5.3	1.3	6.6
2/1+2/2	632	632	-	-	-	1.8	0.6	-	2.4	13.9	4.8	0.6	5.4
3/2+3/1	665	665	-	-	-	2.2	1.3	-	3.5	18.9	5.5	1.3	6.8
4/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

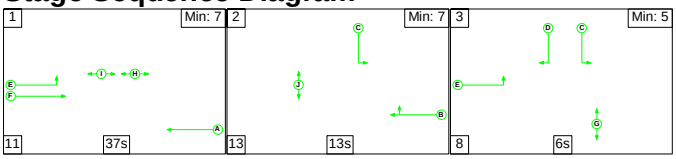
C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): 24.3 Total Delay for Signalled Lanes (pcuHr): 9.82 Cycle Time (s): 64

PRC Over All Lanes (%): 24.3 Total Delay Over All Lanes(pcuHr): 9.82

Full Input Data And Results

Scenario 5: '2014 + COM DEV + PROP DEV AM' (FG5: '2014 + COM DEV + PROP DEV AM', Plan 1: 'Network Control Plan 1')

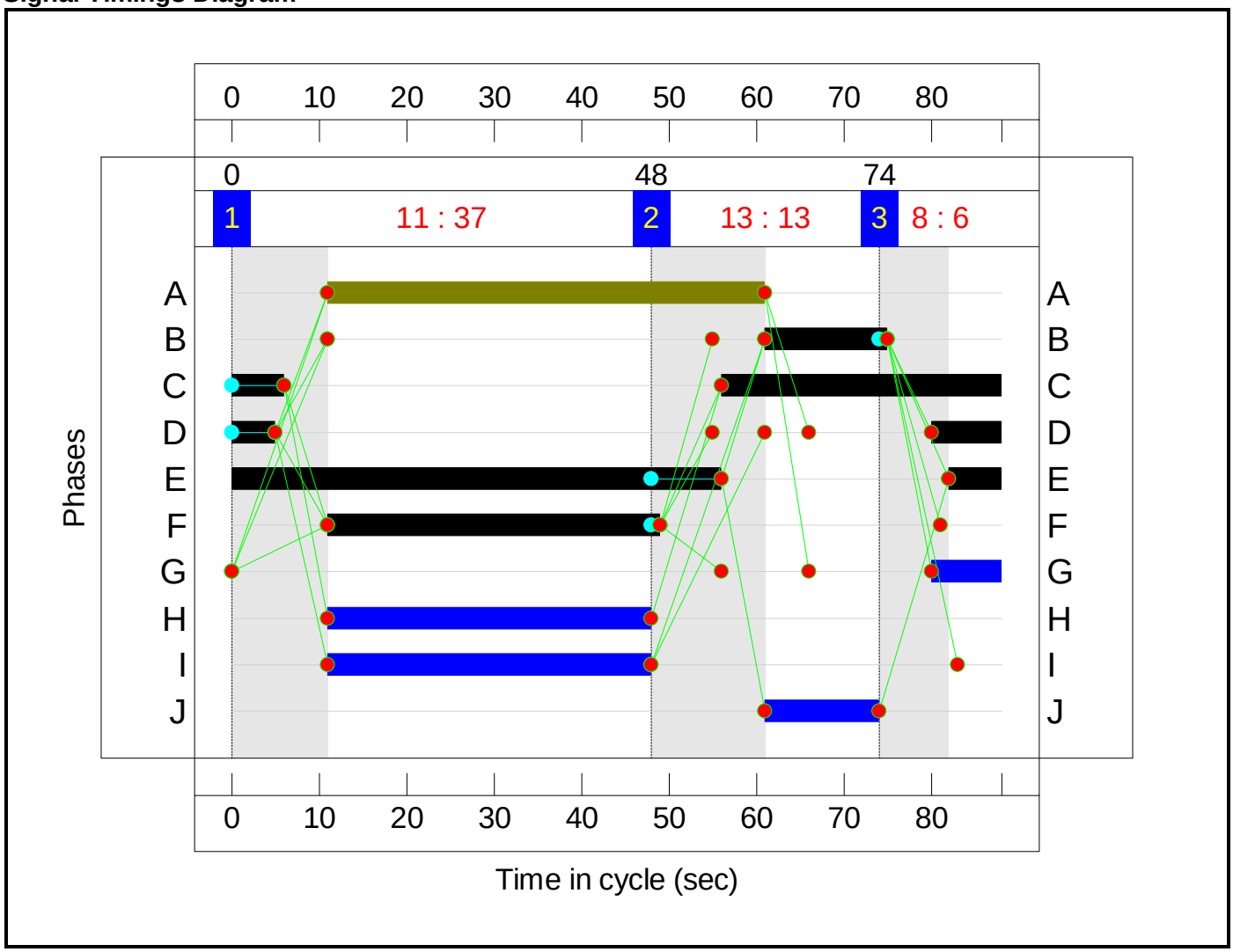
Stage Sequence Diagram



Stage Timings

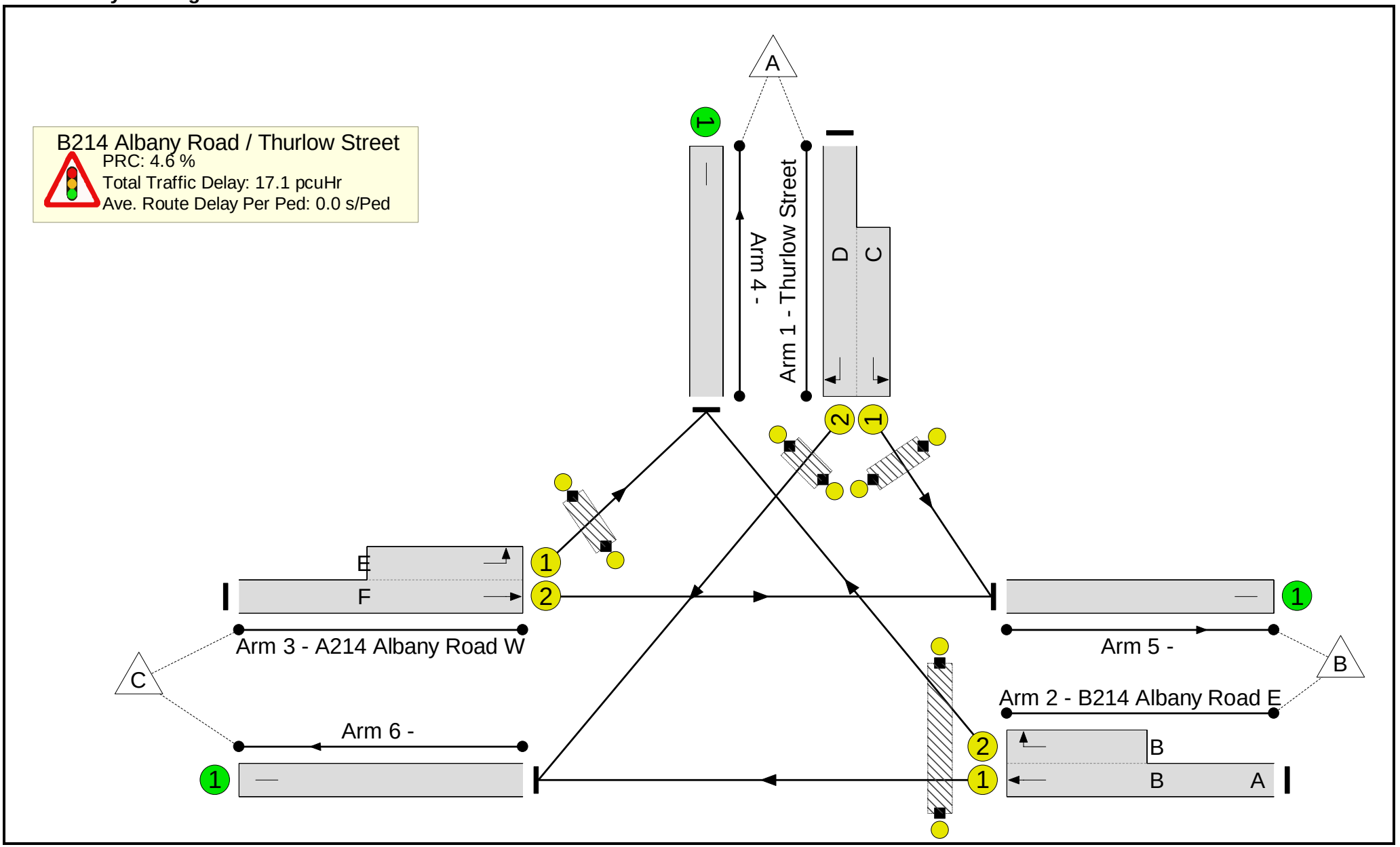
Stage	1	2	3
Duration	37	13	6
Change Point	0	48	74

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: A214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**
B214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.0%**
1/2+1/1	Thurlow Street Left Right	U	N/A	N/A	D C		1	13:38	-	478	1761:1650	280+315	80.3 : 80.3%
2/1+2/2	B214 Albany Road E Right Ahead	U	N/A	N/A	B	A	1	64:14	50	751	1739:1681	617+269	84.8 : 84.8%
3/2+3/1	A214 Albany Road W Left Ahead	U	N/A	N/A	F E		1	38:62	-	860	1793:1734	575+424	86.0 : 86.0%
4/1		U	N/A	N/A	-		-	-	-	593	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	748	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	8	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	37	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	37	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	13	-	0	-	0	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: A214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**9.5**	**7.6**	**0.0**	**17.1**	**-**	**-**	**-**	**-**
B214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**9.5**	**7.6**	**0.0**	**17.1**	**-**	**-**	**-**	**-**
1/2+1/1	478	478	-	-	-	3.4	2.0	-	5.3	40.2	5.3	2.0	7.2
2/1+2/2	751	751	-	-	-	2.8	2.7	-	5.5	26.5	5.3	2.7	8.0
3/2+3/1	860	860	-	-	-	3.3	3.0	-	6.2	26.1	12.7	3.0	15.7
4/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

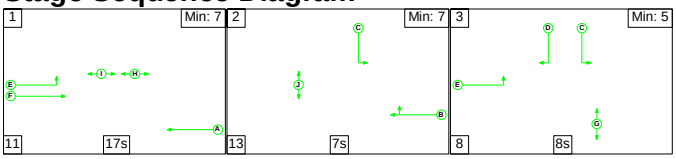
C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): 4.6 Total Delay for Signalled Lanes (pcuHr): 17.09 Cycle Time (s): 88

PRC Over All Lanes (%): 4.6 Total Delay Over All Lanes(pcuHr): 17.09

Full Input Data And Results

Scenario 6: '2014 + COM DEV + PROP DEV PM' (FG6: '2014 + COM DEV + PROP DEV PM', Plan 1: 'Network Control Plan 1')

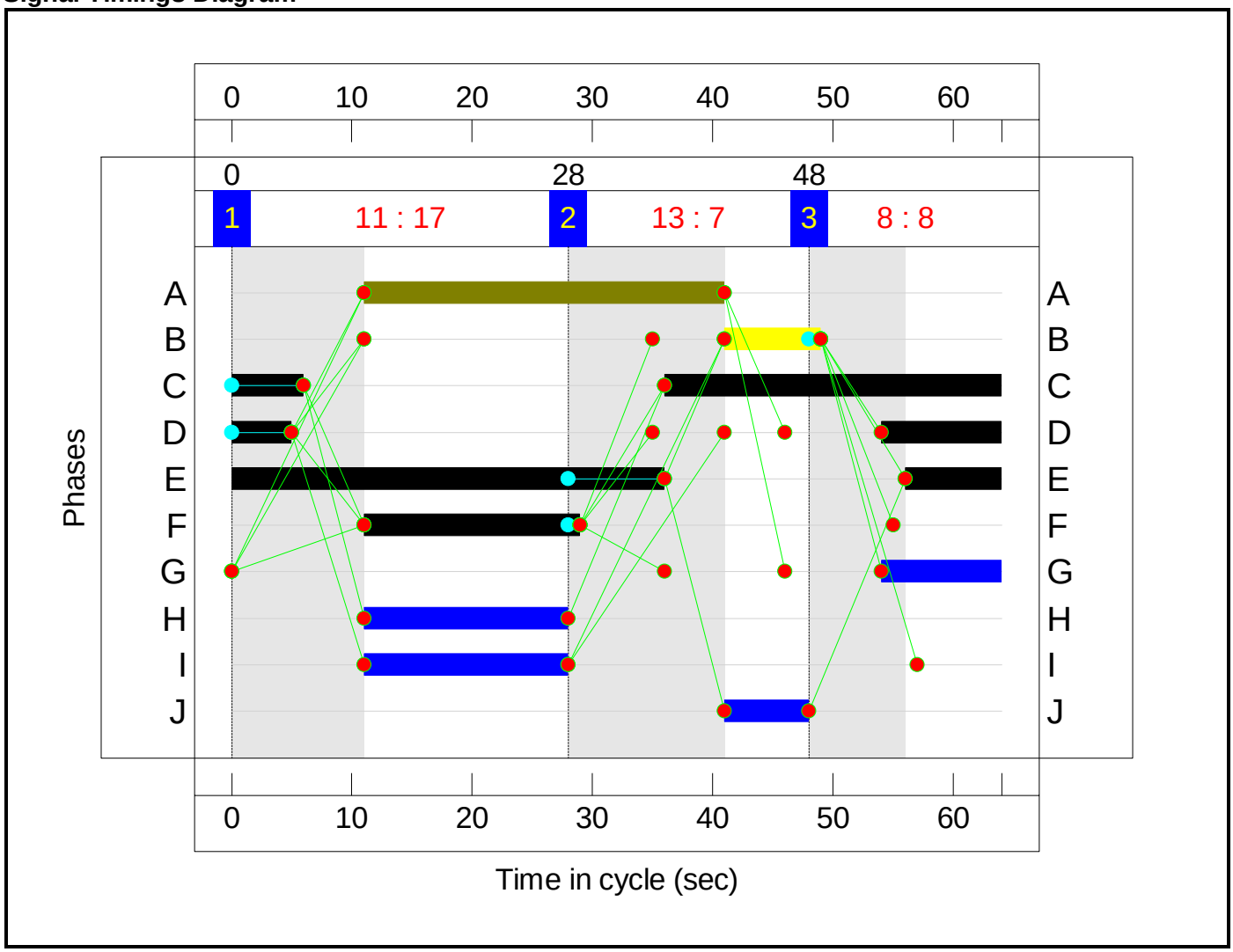
Stage Sequence Diagram



Stage Timings

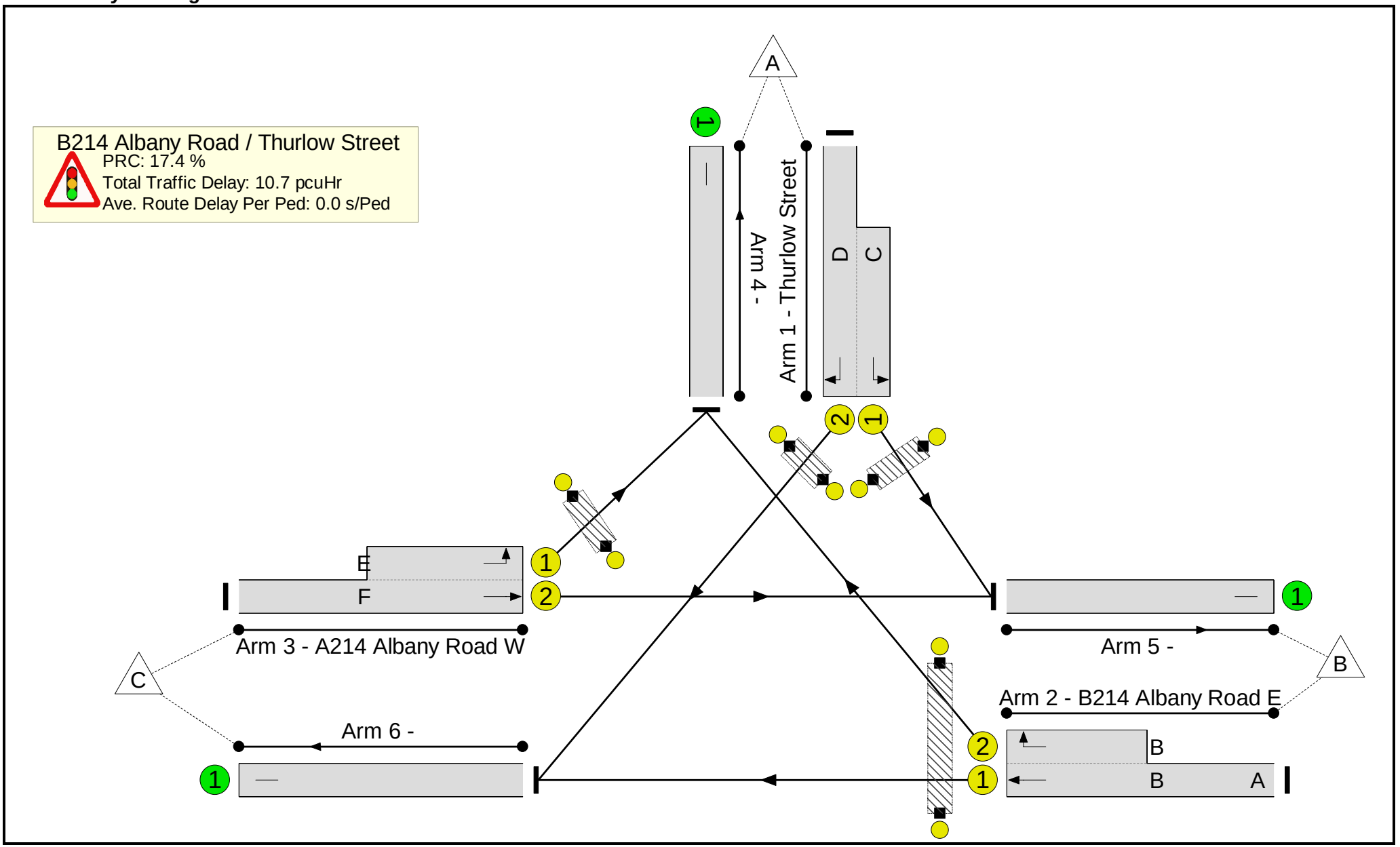
Stage	1	2	3
Duration	17	7	8
Change Point	0	28	48

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: A214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.7%**
B214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.7%**
1/2+1/1	Thurlow Street Left Right	U	N/A	N/A	D C		1	15:34	-	598	1950:1660	470+337	74.1 : 74.1%
2/1+2/2	B214 Albany Road E Right Ahead	U	N/A	N/A	B	A	1	38:8	30	646	1631:1650	878+225	58.6 : 58.6%
3/2+3/1	A214 Albany Road W Left Ahead	U	N/A	N/A	F E		1	18:44	-	693	1872:1940	491+414	76.7 : 76.7%
4/1		U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	626	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	17	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	17	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	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: A214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**7.0**	**3.7**	**0.0**	**10.7**	**-**	**-**	**-**	**-**
B214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**7.0**	**3.7**	**0.0**	**10.7**	**-**	**-**	**-**	**-**
1/2+1/1	598	598	-	-	-	2.7	1.4	-	4.1	24.5	5.6	1.4	7.0
2/1+2/2	646	646	-	-	-	2.0	0.7	-	2.7	14.9	5.1	0.7	5.8
3/2+3/1	693	693	-	-	-	2.4	1.6	-	4.0	20.7	5.8	1.6	7.5
4/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

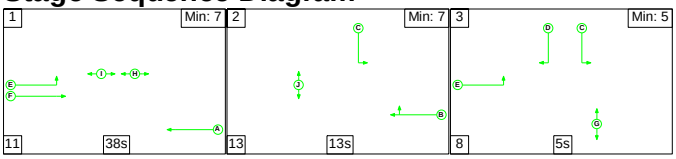
C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): 17.4 Total Delay for Signalled Lanes (pcuHr): 10.72 Cycle Time (s): 64

PRC Over All Lanes (%): 17.4 Total Delay Over All Lanes(pcuHr): 10.72

Full Input Data And Results

Scenario 7: 'Sensitivity Test AM' (FG7: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

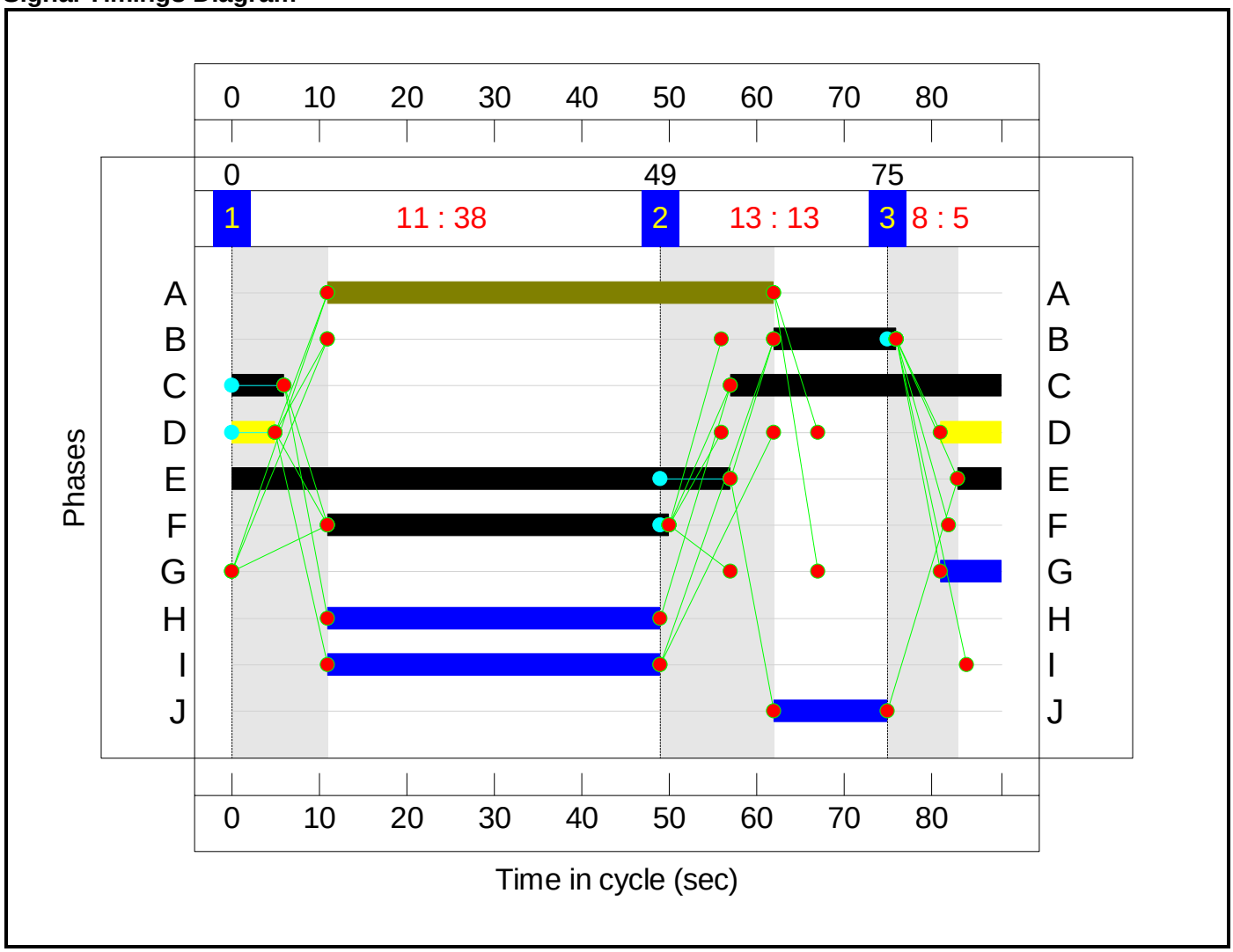
Stage Sequence Diagram



Stage Timings

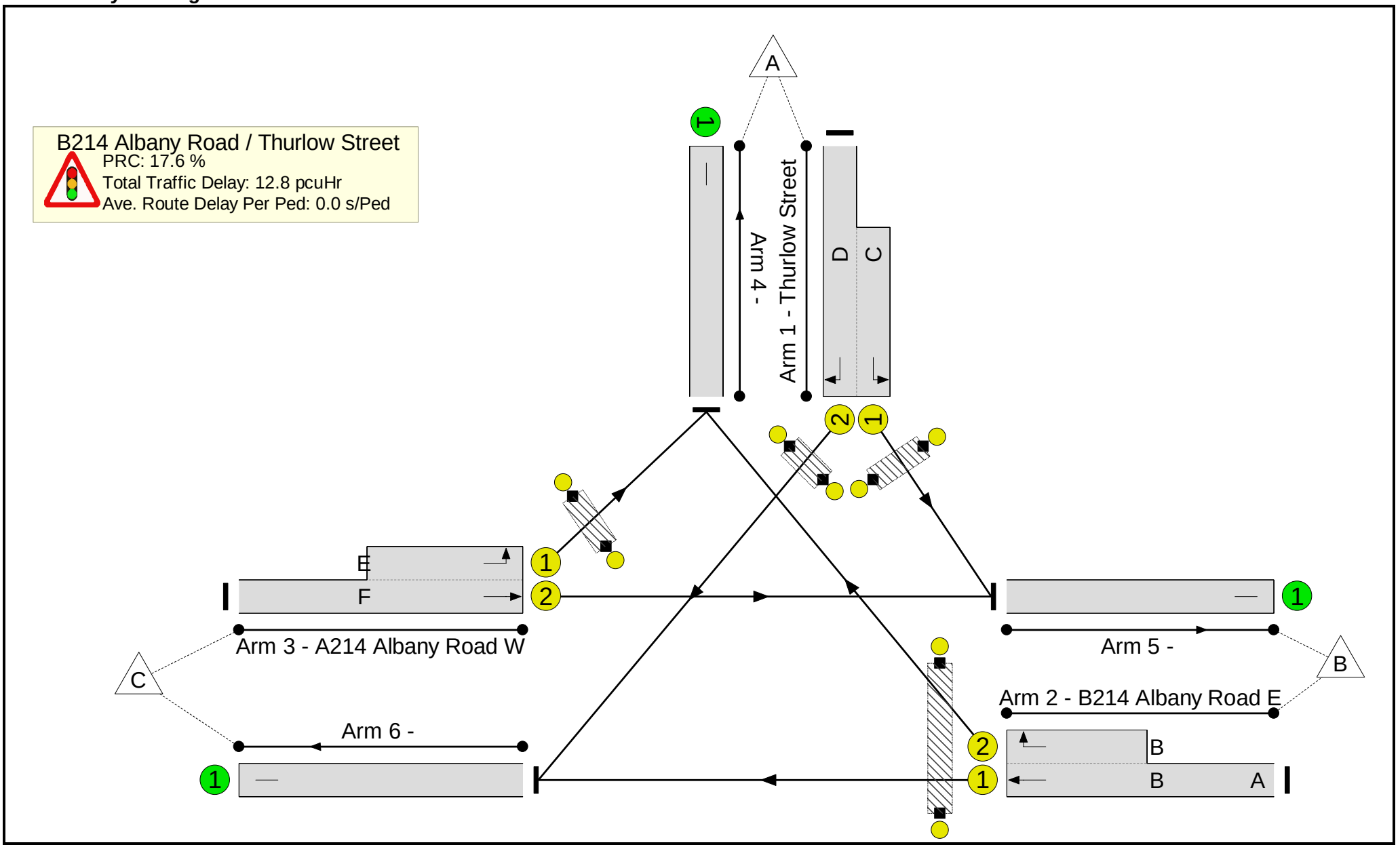
Stage	1	2	3
Duration	38	13	5
Change Point	0	49	75

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: A214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.5%**
B214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.5%**
1/2+1/1	Thurlow Street Left Right	U	N/A	N/A	D C		1	12:37	-	442	1950:1650	288+324	72.2 : 72.2%
2/1+2/2	B214 Albany Road E Right Ahead	U	N/A	N/A	B	A	1	65:14	51	695	1800:1800	632+276	76.5 : 76.5%
3/2+3/1	A214 Albany Road W Left Ahead	U	N/A	N/A	F E		1	39:62	-	796	1800:1940	602+444	76.1 : 76.1%
4/1		U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	692	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	38	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	38	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	13	-	0	-	0	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: A214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**8.4**	**4.5**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
B214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**8.4**	**4.5**	**0.0**	**12.8**	**-**	**-**	**-**	**-**
1/2+1/1	442	442	-	-	-	3.1	1.3	-	4.4	36.0	4.8	1.3	6.1
2/1+2/2	695	695	-	-	-	2.5	1.6	-	4.1	21.4	4.8	1.6	6.4
3/2+3/1	796	796	-	-	-	2.7	1.6	-	4.3	19.3	9.9	1.6	11.4
4/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

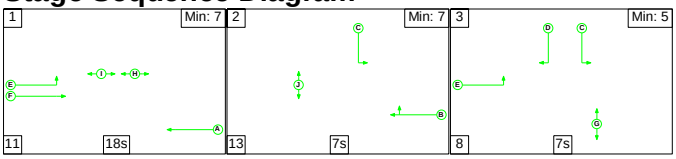
C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): 17.6 Total Delay for Signalled Lanes (pcuHr): 12.81 Cycle Time (s): 88

PRC Over All Lanes (%): 17.6 Total Delay Over All Lanes(pcuHr): 12.81

Full Input Data And Results

Scenario 8: 'Sensitivity Test PM' (FG8: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

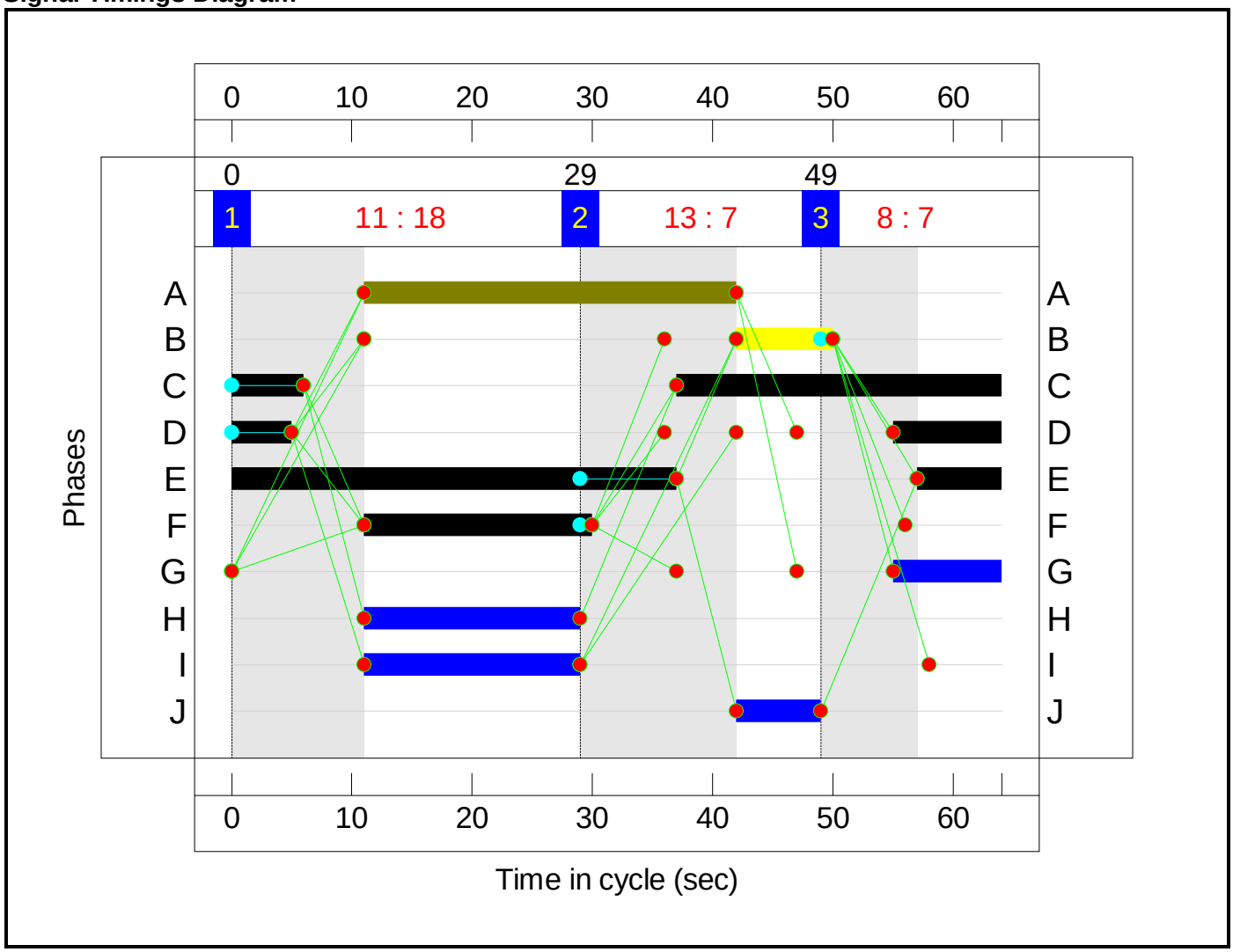
Stage Sequence Diagram



Stage Timings

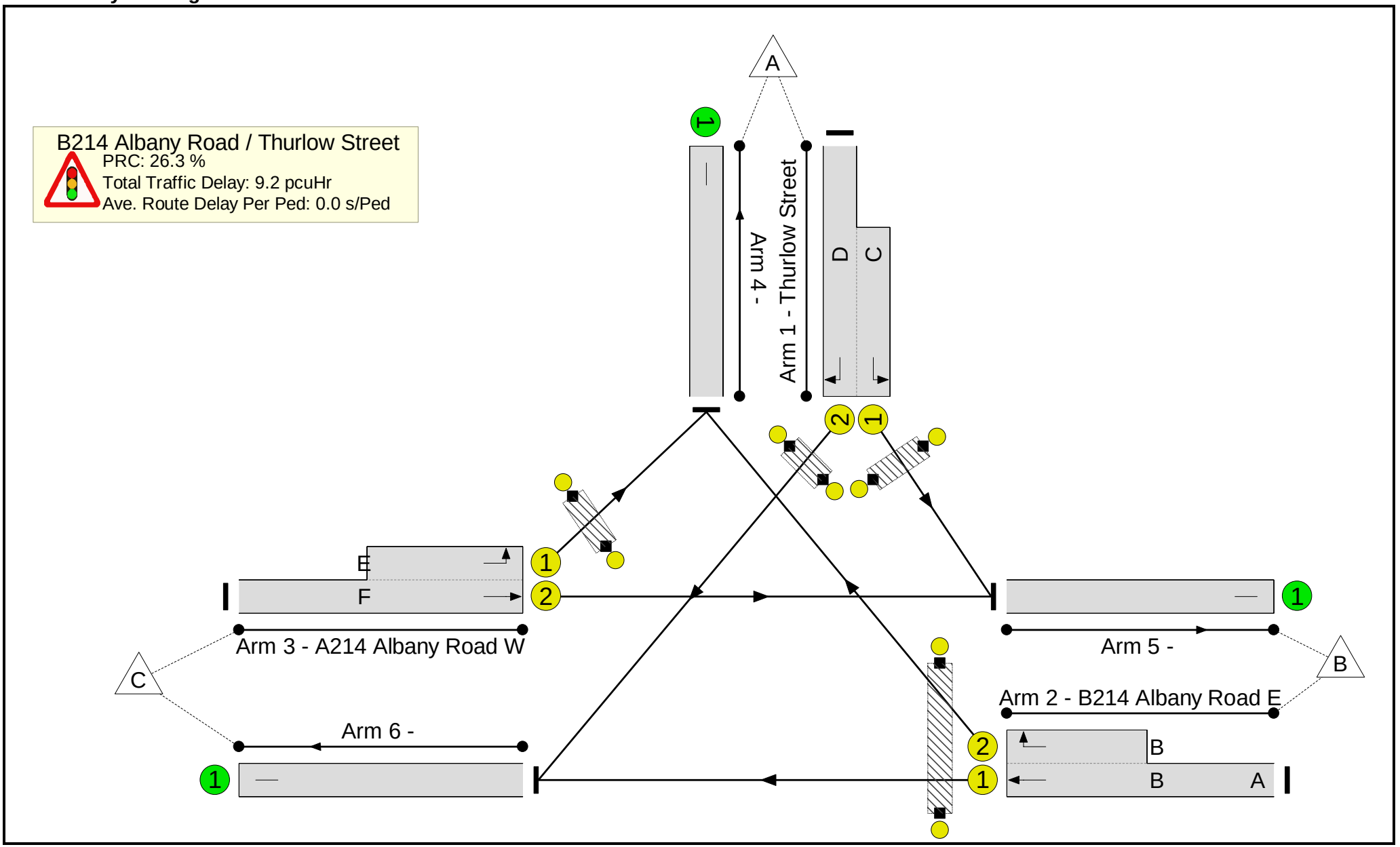
Stage	1	2	3
Duration	18	7	7
Change Point	0	29	49

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: A214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.3%**
B214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**71.3%**
1/2+1/1	Thurlow Street Left Right	U	N/A	N/A	D C		1	14:33	-	553	1950:1650	453+325	71.1 : 71.1%
2/1+2/2	B214 Albany Road E Right Ahead	U	N/A	N/A	B	A	1	39:8	31	598	1800:1800	976+250	48.8 : 48.8%
3/2+3/1	A214 Albany Road W Left Ahead	U	N/A	N/A	F E		1	19:44	-	642	1800:1940	488+413	71.3 : 71.3%
4/1		U	N/A	N/A	-		-	-	-	416	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	9	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	H		1	18	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	I		1	18	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	J		1	7	-	0	-	0	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: A214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**6.3**	**2.9**	**0.0**	**9.2**	**-**	**-**	**-**	**-**
B214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**6.3**	**2.9**	**0.0**	**9.2**	**-**	**-**	**-**	**-**
1/2+1/1	553	553	-	-	-	2.5	1.2	-	3.8	24.4	5.2	1.2	6.4
2/1+2/2	598	598	-	-	-	1.7	0.5	-	2.1	12.9	4.2	0.5	4.7
3/2+3/1	642	642	-	-	-	2.1	1.2	-	3.3	18.6	5.2	1.2	6.4
4/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - A215 Camberwell Road - B214 Albany Road - Urlwin Street PRC for Signalled Lanes (%): 26.3 Total Delay for Signalled Lanes (pcuHr): 9.21 Cycle Time (s): 64

PRC Over All Lanes (%): 26.3 Total Delay Over All Lanes(pcuHr): 9.21

Existing Junction Model

5. B214 Albany Road / A2 Old Kent Road / Humphrey Street;

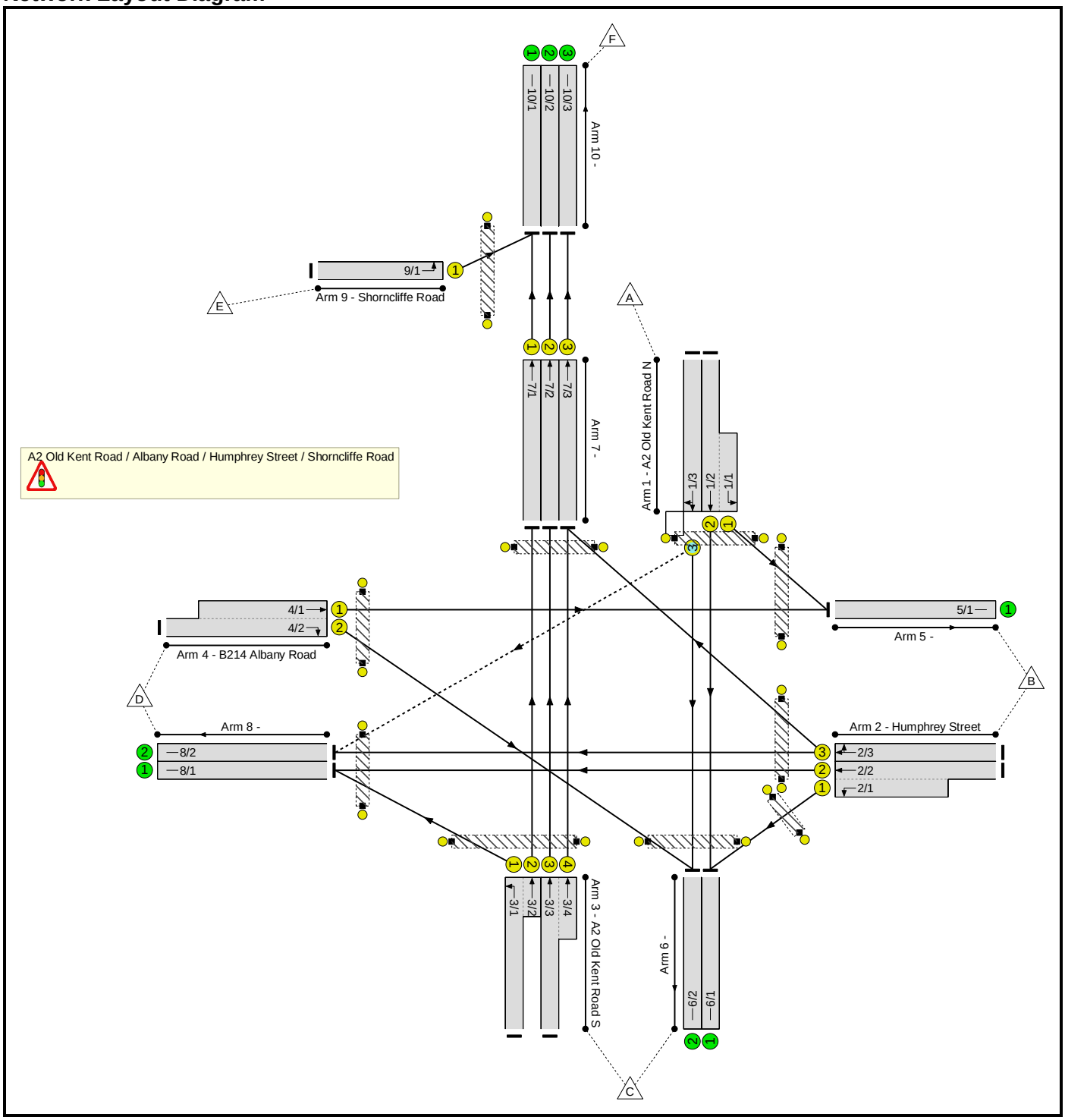
Full Input Data And Results

User and Project Details

Project:	**Aylesbury Estate, Southwark**
Title:	**A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road**
Location:	51.487984
File name:	A2 Old Kent Road_Albany Road_Humphrey Street_Shorncliffe Road.lsg3x
Author:	UKSXB076
Company:	WSP UK
Address:	
Notes:	

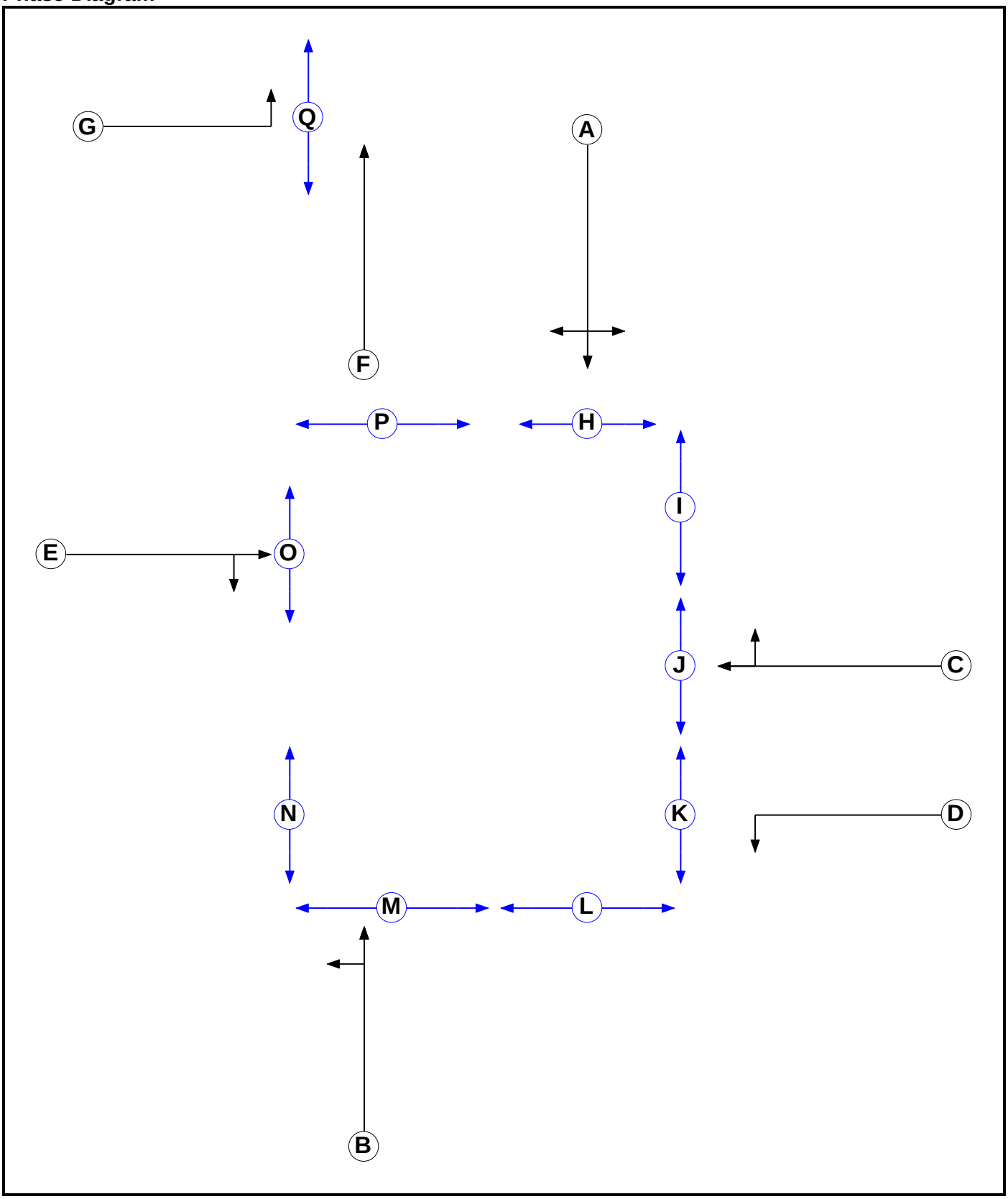
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	2		7	7
G	Traffic	2		7	7
H	Pedestrian	1		9	9
I	Pedestrian	1		5	5
J	Pedestrian	1		5	5
K	Pedestrian	1		5	5
L	Pedestrian	1		9	9
M	Pedestrian	1		10	10
N	Pedestrian	1		6	6
O	Pedestrian	1		5	5
P	Pedestrian	1		9	9
Q	Pedestrian	2		7	7

Full Input Data And Results

Phase Intergreens Matrix

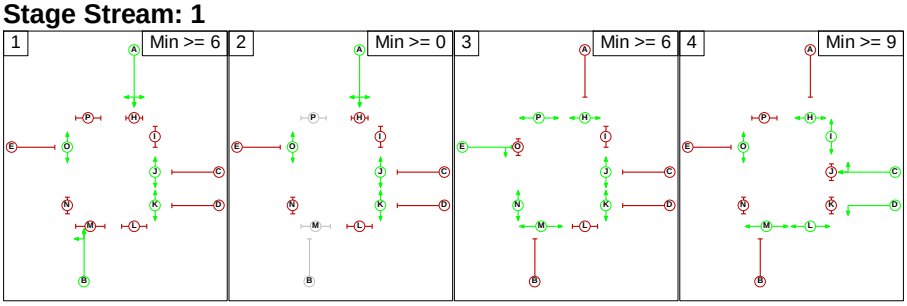
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
A		-	6	7	6	-	-	5	6	-	-	7	-	10	-	-	-
B	-		5	-	6	-	-	-	-	-	-	-	5	6	-	7	-
C	5	6		-	6	-	-	-	-	5	-	-	-	7	-	7	-
D	5	-	-		5	-	-	-	-	-	5	-	-	-	-	-	-
E	6	5	6	7		-	-	-	7	-	-	7	-	-	5	-	-
F	-	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-
G	-	-	-	-	-	5		-	-	-	-	-	-	-	-	-	5
H	6	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-
I	5	-	-	-	5	-	-	-		-	-	-	-	-	-	-	-
J	-	-	6	-	-	-	-	-	-		-	-	-	-	-	-	-
K	-	-	-	5	-	-	-	-	-	-		-	-	-	-	-	-
L	7	-	-	-	7	-	-	-	-	-	-		-	-	-	-	-
M	-	6	-	-	-	-	-	-	-	-	-	-		-	-	-	-
N	6	6	6	-	-	-	-	-	-	-	-	-	-		-	-	-
O	-	-	-	-	6	-	-	-	-	-	-	-	-	-		-	-
P	-	7	7	-	-	-	-	-	-	-	-	-	-	-	-		-
Q	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B J K O
1	2	A J K O
1	3	E H J K M N P
1	4	C D H I L M O
2	1	G
2	2	F Q

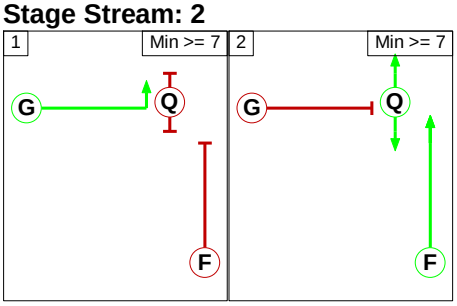
Stage Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Stage Stream: 2

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2	3	4
1		0	10	7
2	2		10	7
3	7	6		7
4	7	7	7	

Stage Stream: 2

From Stage \ To Stage	1	2
1		5
2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe 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)
1/3 (A2 Old Kent Road N)	8/2 (Right)	1439	0	8/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe 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 (A2 Old Kent Road N)	U	A	2	3	6.6	Geom	-	3.35	0.00	Y	Arm 5 Left	13.37
1/2 (A2 Old Kent Road N)	U	A	2	3	60.0	Geom	-	3.35	0.00	N	Arm 6 Ahead	Inf
1/3 (A2 Old Kent Road N)	O	A	2	3	60.0	Geom	-	3.35	0.00	N	Arm 6 Ahead Arm 8 Right	Inf Inf
2/1 (Humphrey Street)	U	D	2	3	9.5	Geom	-	3.38	0.00	Y	Arm 6 Left	25.31
2/2 (Humphrey Street)	U	C	2	3	60.0	Geom	-	3.38	0.00	N	Arm 8 Ahead	Inf
2/3 (Humphrey Street)	U	C	2	3	60.0	Geom	-	3.35	0.00	N	Arm 7 Right Arm 8 Ahead	13.81 Inf
3/1 (A2 Old Kent Road S)	U	B	2	3	60.0	Geom	-	3.36	0.00	Y	Arm 8 Left	12.44
3/2 (A2 Old Kent Road S)	U	B	2	3	3.3	Geom	-	3.17	0.00	N	Arm 7 Ahead	Inf
3/3 (A2 Old Kent Road S)	U	B	2	3	60.0	Geom	-	3.17	0.00	N	Arm 7 Ahead	Inf
3/4 (A2 Old Kent Road S)	U	B	2	3	5.2	Geom	-	3.17	0.00	N	Arm 7 Ahead	Inf
4/1 (B214 Albany Road)	U	E	2	3	12.3	Geom	-	3.13	0.00	Y	Arm 5 Ahead	Inf
4/2 (B214 Albany Road)	U	E	2	3	60.0	Geom	-	3.13	0.00	N	Arm 6 Right	13.22
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U	F	2	3	10.4	User	1800	-	-	-	-	-
7/2	U	F	2	3	10.4	User	1800	-	-	-	-	-
7/3	U	F	2	3	10.4	User	1800	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-

9/1 (Shorncliffe Road)	U	G	2	3	60.0	Geom	-	4.76	0.00	Y	Arm 10 Left	4.90
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/2	U		2	3	60.0	Inf	-	-	-	-	-	-
10/3	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2014 AM'	08:00	09:00	01:00	
2: '2014 PM'	17:00	18:00	01:00	
3: '2014 + COM DEV AM'	08:00	09:00	01:00	
4: '2014 + COM DEV PM'	17:00	18:00	01:00	
5: '2014 + COM DEV + PROP DEV AM'	08:00	09:00	01:00	
6: '2014 + COM DEV + PROP DEV PM'	17:00	18:00	01:00	
7: '2014 + COM DEV + PROP DEV AM with Sensitivity'	08:00	09:00	01:00	F5/1.08
8: '2014 + COM DEV + PROP DEV PM with Sensitivity'	17:00	18:00	01:00	F6/1.08

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	21	815	1	0	0	837
	B	0	0	236	568	0	316	1120
	C	0	0	0	204	0	1221	1425
	D	0	149	346	0	0	0	495
	E	0	0	0	0	0	230	230
	F	0	0	0	0	0	0	0
	Tot.	0	170	1397	773	0	1767	4107

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2014 AM
Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	
1/1 (short)	21
1/2 (with short)	431(In) 410(Out)
1/3	406
2/1 (short)	236
2/2 (with short)	691(In) 455(Out)
2/3	429
3/1 (with short)	642(In) 204(Out)
3/2 (short)	438
3/3 (with short)	783(In) 424(Out)
3/4 (short)	359
4/1 (short)	149
4/2 (with short)	495(In) 346(Out)
5/1	170
6/1	646
6/2	751
7/1	438
7/2	424
7/3	675
8/1	659
8/2	114
9/1	230
10/1	668
10/2	424
10/3	675

Full Input Data And Results

Lane Saturation Flows

Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe 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 (A2 Old Kent Road N)	3.35	0.00	Y	Arm 5 Left	13.37	100.0 %	1753	1753
1/2 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	100.0 %	2090	2090
1/3 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	99.8 %	2090	2090
				Arm 8 Right	Inf	0.2 %		
2/1 (Humphrey Street)	3.38	0.00	Y	Arm 6 Left	25.31	100.0 %	1844	1844
2/2 (Humphrey Street)	3.38	0.00	N	Arm 8 Ahead	Inf	100.0 %	2093	2093
2/3 (Humphrey Street)	3.35	0.00	N	Arm 7 Right	13.81	73.7 %	1935	1935
				Arm 8 Ahead	Inf	26.3 %		
3/1 (A2 Old Kent Road S)	3.36	0.00	Y	Arm 8 Left	12.44	100.0 %	1741	1741
3/2 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/3 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/4 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
4/1 (B214 Albany Road)	3.13	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1928	1928
4/2 (B214 Albany Road)	3.13	0.00	N	Arm 6 Right	13.22	100.0 %	1857	1857
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
7/3	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1 (Shorncliffe Road)	4.76	0.00	Y	Arm 10 Left	4.90	100.0 %	1601	1601
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	27	1291	0	0	0	1318
	B	0	0	351	423	0	214	988
	C	0	0	0	224	0	959	1183
	D	0	131	345	0	0	4	480
	E	0	0	0	0	0	130	130
	F	0	0	0	0	0	0	0
	Tot.	0	158	1987	647	0	1307	4099

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2014 PM
Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	
1/1 (short)	27
1/2 (with short)	673(In) 646(Out)
1/3	645
2/1 (short)	351
2/2 (with short)	669(In) 318(Out)
2/3	319
3/1 (with short)	543(In) 224(Out)
3/2 (short)	319
3/3 (with short)	640(In) 320(Out)
3/4 (short)	320
4/1 (short)	131
4/2 (with short)	476(In) 345(Out)
5/1	158
6/1	997
6/2	990
7/1	319
7/2	320
7/3	534
8/1	542
8/2	105
9/1	130
10/1	449
10/2	320
10/3	534

Full Input Data And Results

Lane Saturation Flows

Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe 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 (A2 Old Kent Road N)	3.35	0.00	Y	Arm 5 Left	13.37	100.0 %	1753	1753
1/2 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	100.0 %	2090	2090
1/3 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	100.0 %	2090	2090
				Arm 8 Right	Inf	0.0 %		
2/1 (Humphrey Street)	3.38	0.00	Y	Arm 6 Left	25.31	100.0 %	1844	1844
2/2 (Humphrey Street)	3.38	0.00	N	Arm 8 Ahead	Inf	100.0 %	2093	2093
2/3 (Humphrey Street)	3.35	0.00	N	Arm 7 Right	13.81	67.1 %	1948	1948
				Arm 8 Ahead	Inf	32.9 %		
3/1 (A2 Old Kent Road S)	3.36	0.00	Y	Arm 8 Left	12.44	100.0 %	1741	1741
3/2 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/3 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/4 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
4/1 (B214 Albany Road)	3.13	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1928	1928
4/2 (B214 Albany Road)	3.13	0.00	N	Arm 6 Right	13.22	100.0 %	1857	1857
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
7/3	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1 (Shorncliffe Road)	4.76	0.00	Y	Arm 10 Left	4.90	100.0 %	1601	1601
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2014 + COM DEV AM' (FG3: '2014 + COM DEV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	21	815	1	0	0	837
	B	0	0	236	568	0	316	1120
	C	0	0	0	204	0	1221	1425
	D	0	151	347	0	0	0	498
	E	0	0	0	0	0	233	233
	F	0	0	0	0	0	0	0
	Tot.	0	172	1398	773	0	1770	4113

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2014 + COM DEV AM
Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	
1/1 (short)	21
1/2 (with short)	429(In) 408(Out)
1/3	408
2/1 (short)	236
2/2 (with short)	678(In) 442(Out)
2/3	442
3/1 (with short)	611(In) 204(Out)
3/2 (short)	407
3/3 (with short)	814(In) 407(Out)
3/4 (short)	407
4/1 (short)	151
4/2 (with short)	498(In) 347(Out)
5/1	172
6/1	644
6/2	754
7/1	407
7/2	407
7/3	723
8/1	646
8/2	127
9/1	233
10/1	640
10/2	407
10/3	723

Full Input Data And Results

Lane Saturation Flows

Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe 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 (A2 Old Kent Road N)	3.35	0.00	Y	Arm 5 Left	13.37	100.0 %	1753	1753
1/2 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	100.0 %	2090	2090
1/3 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	99.8 %	2090	2090
				Arm 8 Right	Inf	0.2 %		
2/1 (Humphrey Street)	3.38	0.00	Y	Arm 6 Left	25.31	100.0 %	1844	1844
2/2 (Humphrey Street)	3.38	0.00	N	Arm 8 Ahead	Inf	100.0 %	2093	2093
2/3 (Humphrey Street)	3.35	0.00	N	Arm 7 Right	13.81	71.5 %	1939	1939
				Arm 8 Ahead	Inf	28.5 %		
3/1 (A2 Old Kent Road S)	3.36	0.00	Y	Arm 8 Left	12.44	100.0 %	1741	1741
3/2 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/3 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/4 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
4/1 (B214 Albany Road)	3.13	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1928	1928
4/2 (B214 Albany Road)	3.13	0.00	N	Arm 6 Right	13.22	100.0 %	1857	1857
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
7/3	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1 (Shorncliffe Road)	4.76	0.00	Y	Arm 10 Left	4.90	100.0 %	1601	1601
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2014 + COM DEV PM' (FG4: '2014 + COM DEV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	27	1291	0	0	0	1318
	B	0	0	351	424	0	214	989
	C	0	0	0	225	0	959	1184
	D	0	131	345	0	0	0	476
	E	0	0	0	0	0	131	131
	F	0	0	0	0	0	0	0
	Tot.	0	158	1987	649	0	1304	4098

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2014 + COM DEV PM
Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	
1/1 (short)	27
1/2 (with short)	673(In) 646(Out)
1/3	645
2/1 (short)	351
2/2 (with short)	670(In) 319(Out)
2/3	319
3/1 (with short)	544(In) 225(Out)
3/2 (short)	319
3/3 (with short)	640(In) 320(Out)
3/4 (short)	320
4/1 (short)	131
4/2 (with short)	476(In) 345(Out)
5/1	158
6/1	997
6/2	990
7/1	319
7/2	320
7/3	534
8/1	544
8/2	105
9/1	131
10/1	450
10/2	320
10/3	534

Full Input Data And Results

Lane Saturation Flows

Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe 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 (A2 Old Kent Road N)	3.35	0.00	Y	Arm 5 Left	13.37	100.0 %	1753	1753
1/2 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	100.0 %	2090	2090
1/3 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	100.0 %	2090	2090
				Arm 8 Right	Inf	0.0 %		
2/1 (Humphrey Street)	3.38	0.00	Y	Arm 6 Left	25.31	100.0 %	1844	1844
2/2 (Humphrey Street)	3.38	0.00	N	Arm 8 Ahead	Inf	100.0 %	2093	2093
2/3 (Humphrey Street)	3.35	0.00	N	Arm 7 Right	13.81	67.1 %	1948	1948
				Arm 8 Ahead	Inf	32.9 %		
3/1 (A2 Old Kent Road S)	3.36	0.00	Y	Arm 8 Left	12.44	100.0 %	1741	1741
3/2 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/3 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/4 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
4/1 (B214 Albany Road)	3.13	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1928	1928
4/2 (B214 Albany Road)	3.13	0.00	N	Arm 6 Right	13.22	100.0 %	1857	1857
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
7/3	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1 (Shorncliffe Road)	4.76	0.00	Y	Arm 10 Left	4.90	100.0 %	1601	1601
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2014 + COM DEV + PROP DEV AM' (FG5: '2014 + COM DEV + PROP DEV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	21	815	1	0	0	837
	B	0	0	236	573	0	316	1125
	C	0	0	0	213	0	1221	1434
	D	0	152	352	0	0	0	504
	E	0	0	0	0	0	237	237
	F	0	0	0	0	0	0	0
	Tot.	0	173	1403	787	0	1774	4137

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2014 + COM DEV + PROP DEV AM
Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	
1/1 (short)	21
1/2 (with short)	429(In) 408(Out)
1/3	408
2/1 (short)	236
2/2 (with short)	680(In) 444(Out)
2/3	445
3/1 (with short)	620(In) 213(Out)
3/2 (short)	407
3/3 (with short)	814(In) 407(Out)
3/4 (short)	407
4/1 (short)	152
4/2 (with short)	504(In) 352(Out)
5/1	173
6/1	644
6/2	759
7/1	407
7/2	407
7/3	723
8/1	657
8/2	130
9/1	237
10/1	644
10/2	407
10/3	723

Full Input Data And Results

Lane Saturation Flows

Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe 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 (A2 Old Kent Road N)	3.35	0.00	Y	Arm 5 Left	13.37	100.0 %	1753	1753
1/2 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	100.0 %	2090	2090
1/3 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	99.8 %	2090	2090
				Arm 8 Right	Inf	0.2 %		
2/1 (Humphrey Street)	3.38	0.00	Y	Arm 6 Left	25.31	100.0 %	1844	1844
2/2 (Humphrey Street)	3.38	0.00	N	Arm 8 Ahead	Inf	100.0 %	2093	2093
2/3 (Humphrey Street)	3.35	0.00	N	Arm 7 Right	13.81	71.0 %	1940	1940
				Arm 8 Ahead	Inf	29.0 %		
3/1 (A2 Old Kent Road S)	3.36	0.00	Y	Arm 8 Left	12.44	100.0 %	1741	1741
3/2 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/3 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/4 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
4/1 (B214 Albany Road)	3.13	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1928	1928
4/2 (B214 Albany Road)	3.13	0.00	N	Arm 6 Right	13.22	100.0 %	1857	1857
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
7/3	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1 (Shorncliffe Road)	4.76	0.00	Y	Arm 10 Left	4.90	100.0 %	1601	1601
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2014 + COM DEV + PROP DEV PM' (FG6: '2014 + COM DEV + PROP DEV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	27	1291	0	0	0	1318
	B	0	0	351	430	0	214	995
	C	0	0	0	229	0	959	1188
	D	0	133	356	0	0	0	489
	E	0	0	0	0	0	134	134
	F	0	0	0	0	0	0	0
	Tot.	0	160	1998	659	0	1307	4124

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2014 + COM DEV + PROP DEV PM
Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	
1/1 (short)	27
1/2 (with short)	673(In) 646(Out)
1/3	645
2/1 (short)	351
2/2 (with short)	673(In) 322(Out)
2/3	322
3/1 (with short)	548(In) 229(Out)
3/2 (short)	319
3/3 (with short)	640(In) 320(Out)
3/4 (short)	320
4/1 (short)	133
4/2 (with short)	489(In) 356(Out)
5/1	160
6/1	997
6/2	1001
7/1	319
7/2	320
7/3	534
8/1	551
8/2	108
9/1	134
10/1	453
10/2	320
10/3	534

Full Input Data And Results

Lane Saturation Flows

Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe 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 (A2 Old Kent Road N)	3.35	0.00	Y	Arm 5 Left	13.37	100.0 %	1753	1753
1/2 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	100.0 %	2090	2090
1/3 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	100.0 %	2090	2090
				Arm 8 Right	Inf	0.0 %		
2/1 (Humphrey Street)	3.38	0.00	Y	Arm 6 Left	25.31	100.0 %	1844	1844
2/2 (Humphrey Street)	3.38	0.00	N	Arm 8 Ahead	Inf	100.0 %	2093	2093
2/3 (Humphrey Street)	3.35	0.00	N	Arm 7 Right	13.81	66.5 %	1949	1949
				Arm 8 Ahead	Inf	33.5 %		
3/1 (A2 Old Kent Road S)	3.36	0.00	Y	Arm 8 Left	12.44	100.0 %	1741	1741
3/2 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/3 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/4 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
4/1 (B214 Albany Road)	3.13	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1928	1928
4/2 (B214 Albany Road)	3.13	0.00	N	Arm 6 Right	13.22	100.0 %	1857	1857
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
7/3	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1 (Shorncliffe Road)	4.76	0.00	Y	Arm 10 Left	4.90	100.0 %	1601	1601
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'Sensitivity Test AM' (FG7: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	19	755	1	0	0	775
	B	0	0	219	531	0	293	1043
	C	0	0	0	197	0	1131	1328
	D	0	141	326	0	0	0	467
	E	0	0	0	0	0	219	219
	F	0	0	0	0	0	0	0
	Tot.	0	160	1300	729	0	1643	3832

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: Sensitivity Test AM
Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	
1/1 (short)	19
1/2 (with short)	397(In) 378(Out)
1/3	378
2/1 (short)	219
2/2 (with short)	631(In) 412(Out)
2/3	412
3/1 (with short)	574(In) 197(Out)
3/2 (short)	377
3/3 (with short)	754(In) 377(Out)
3/4 (short)	377
4/1 (short)	141
4/2 (with short)	467(In) 326(Out)
5/1	160
6/1	597
6/2	703
7/1	377
7/2	377
7/3	670
8/1	609
8/2	120
9/1	219
10/1	596
10/2	377
10/3	670

Full Input Data And Results

Lane Saturation Flows

Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe 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 (A2 Old Kent Road N)	3.35	0.00	Y	Arm 5 Left	13.37	100.0 %	1753	1753
1/2 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	100.0 %	2090	2090
1/3 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	99.7 %	2090	2090
				Arm 8 Right	Inf	0.3 %		
2/1 (Humphrey Street)	3.38	0.00	Y	Arm 6 Left	25.31	100.0 %	1844	1844
2/2 (Humphrey Street)	3.38	0.00	N	Arm 8 Ahead	Inf	100.0 %	2093	2093
2/3 (Humphrey Street)	3.35	0.00	N	Arm 7 Right	13.81	71.1 %	1940	1940
				Arm 8 Ahead	Inf	28.9 %		
3/1 (A2 Old Kent Road S)	3.36	0.00	Y	Arm 8 Left	12.44	100.0 %	1741	1741
3/2 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/3 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/4 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
4/1 (B214 Albany Road)	3.13	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1928	1928
4/2 (B214 Albany Road)	3.13	0.00	N	Arm 6 Right	13.22	100.0 %	1857	1857
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
7/3	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1 (Shorncliffe Road)	4.76	0.00	Y	Arm 10 Left	4.90	100.0 %	1601	1601
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: 'Sensitivity Test PM' (FG8: '2014 + COM DEV + PROP DEV PM with Sensitivity', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	25	1195	0	0	0	1220
	B	0	0	325	398	0	198	921
	C	0	0	0	212	0	888	1100
	D	0	123	330	0	0	0	453
	E	0	0	0	0	0	124	124
	F	0	0	0	0	0	0	0
	Tot.	0	148	1850	610	0	1210	3818

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Sensitivity Test PM
Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	
1/1 (short)	25
1/2 (with short)	623(In) 598(Out)
1/3	597
2/1 (short)	325
2/2 (with short)	623(In) 298(Out)
2/3	298
3/1 (with short)	508(In) 212(Out)
3/2 (short)	296
3/3 (with short)	592(In) 296(Out)
3/4 (short)	296
4/1 (short)	123
4/2 (with short)	453(In) 330(Out)
5/1	148
6/1	923
6/2	927
7/1	296
7/2	296
7/3	494
8/1	510
8/2	100
9/1	124
10/1	420
10/2	296
10/3	494

Full Input Data And Results

Lane Saturation Flows

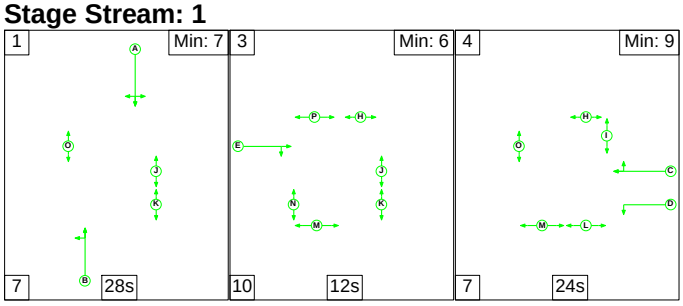
Junction: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A2 Old Kent Road N)	3.35	0.00	Y	Arm 5 Left	13.37	100.0 %	1753	1753
1/2 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	100.0 %	2090	2090
1/3 (A2 Old Kent Road N)	3.35	0.00	N	Arm 6 Ahead	Inf	100.0 %	2090	2090
				Arm 8 Right	Inf	0.0 %		
2/1 (Humphrey Street)	3.38	0.00	Y	Arm 6 Left	25.31	100.0 %	1844	1844
2/2 (Humphrey Street)	3.38	0.00	N	Arm 8 Ahead	Inf	100.0 %	2093	2093
2/3 (Humphrey Street)	3.35	0.00	N	Arm 7 Right	13.81	66.4 %	1949	1949
				Arm 8 Ahead	Inf	33.6 %		
3/1 (A2 Old Kent Road S)	3.36	0.00	Y	Arm 8 Left	12.44	100.0 %	1741	1741
3/2 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/3 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
3/4 (A2 Old Kent Road S)	3.17	0.00	N	Arm 7 Ahead	Inf	100.0 %	2072	2072
4/1 (B214 Albany Road)	3.13	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1928	1928
4/2 (B214 Albany Road)	3.13	0.00	N	Arm 6 Right	13.22	100.0 %	1857	1857
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	This lane uses a directly entered Saturation Flow						1800	1800
7/2	This lane uses a directly entered Saturation Flow						1800	1800
7/3	This lane uses a directly entered Saturation Flow						1800	1800
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf
9/1 (Shorncliffe Road)	4.76	0.00	Y	Arm 10 Left	4.90	100.0 %	1601	1601
10/1	Infinite Saturation Flow						Inf	Inf
10/2	Infinite Saturation Flow						Inf	Inf
10/3	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

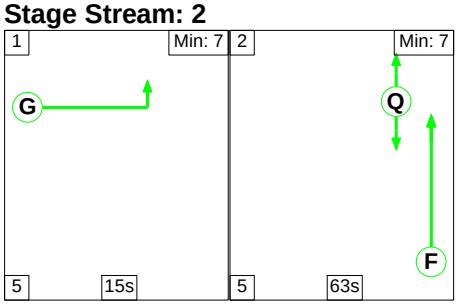
Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

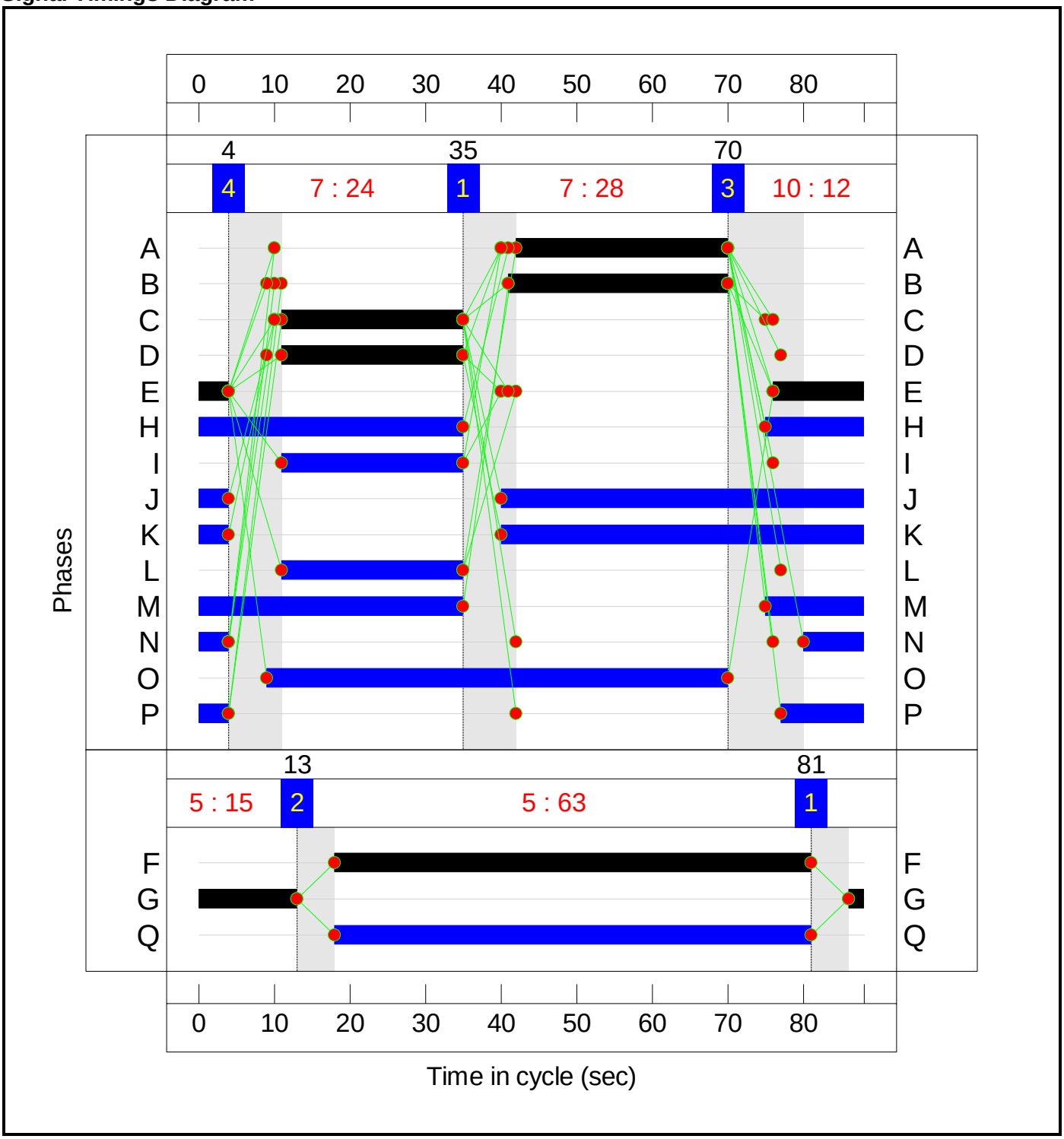
Stage	1	3	4
Duration	28	12	24
Change Point	35	70	4

Stage Stream: 2

Stage	1	2
Duration	15	63
Change Point	81	13

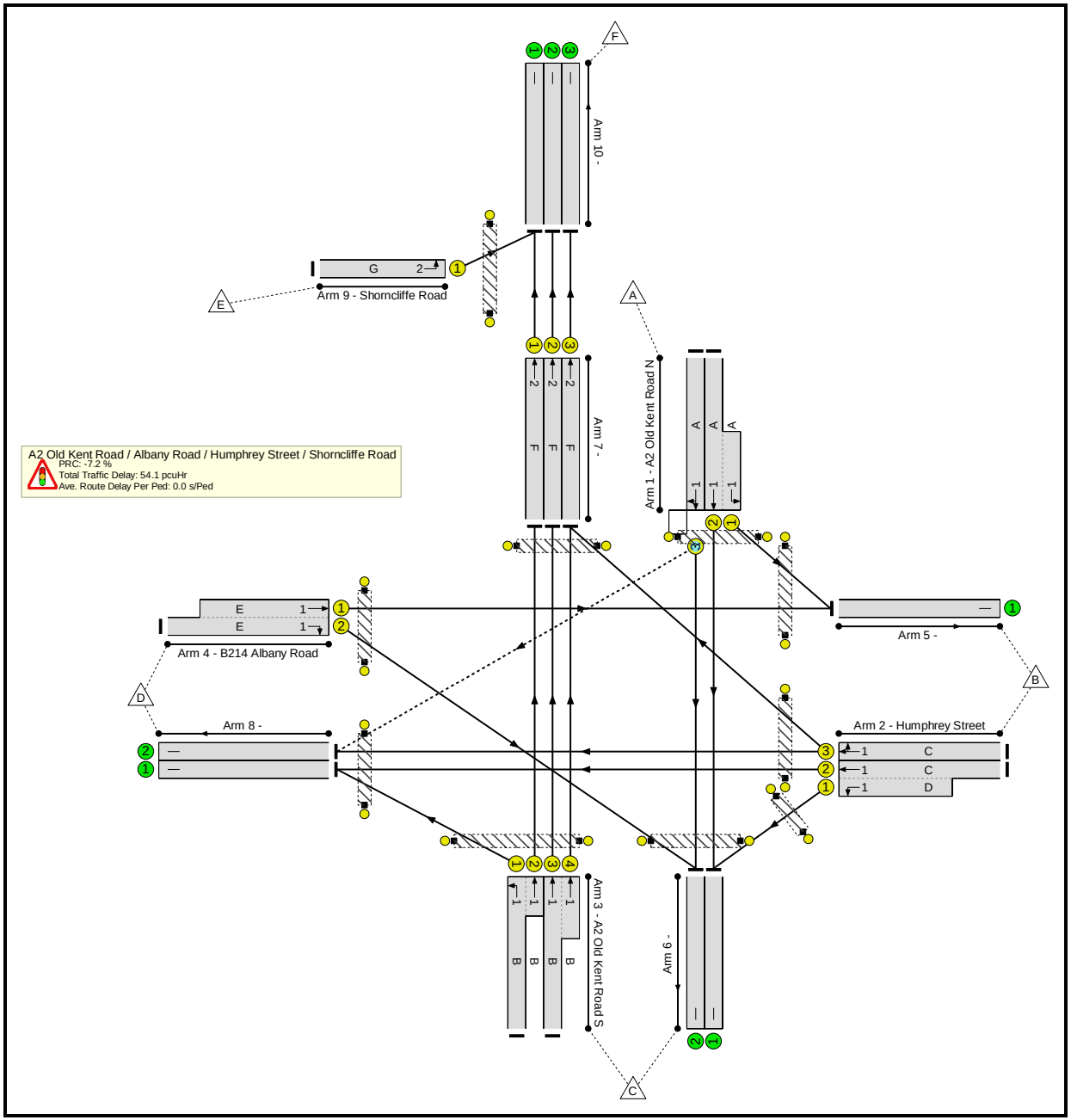
Full Input Data And Results

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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.4%**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.4%**
1/2+1/1	A2 Old Kent Road N Left Ahead	U	1	N/A	A		1	28	-	431	2090:1753	682+35	60.1 : 60.1%
1/3	A2 Old Kent Road N Ahead Right	O	1	N/A	A		1	28	-	406	2090	689	58.9%
2/2+2/1	Humphrey Street Left Ahead	U	1	N/A	C D		1	24	-	691	2093:1844	533+276	85.4 : 85.4%
2/3	Humphrey Street Right Ahead	U	1	N/A	C		1	24	-	429	1935	550	78.0%
3/1+3/2	A2 Old Kent Road S Ahead Left	U	1	N/A	B		1	29	-	642	1741:2072	238+510	85.8 : 85.8%
3/3+3/4	A2 Old Kent Road S Ahead	U	1	N/A	B		1	29	-	783	2072:2072	479+406	88.5 : 88.5%
4/2+4/1	B214 Albany Road Ahead Right	U	1	N/A	E		1	16	-	495	1857:1928	359+154	96.4 : 96.4%
5/1		U	N/A	N/A	-		-	-	-	170	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
7/1	Ahead	U	2	N/A	F		1	63	-	438	1800	1309	33.5%
7/2	Ahead	U	2	N/A	F		1	63	-	424	1800	1309	32.4%
7/3	Ahead	U	2	N/A	F		1	63	-	675	1800	1309	51.6%
8/1		U	N/A	N/A	-		-	-	-	659	Inf	Inf	0.0%

Full Input Data And Results

8/2		U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
9/1	Shorncliffe Road Left	U	2	N/A	G		1	15	-	230	1601	291	79.0%
10/1		U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	424	Inf	Inf	0.0%
10/3		U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	O		1	61	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	J		1	52	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	H		1	48	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	P		1	15	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	N		1	12	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	M		1	48	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	L		1	24	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	2	-	Q		1	63	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	1	-	K		1	52	-	0	-	0	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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**1**	**0**	**31.4**	**22.7**	**0.0**	**54.1**	**-**	**-**	**-**	**-**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**1**	**0**	**31.4**	**22.7**	**0.0**	**54.1**	**-**	**-**	**-**	**-**
1/2+1/1	431	431	-	-	-	2.9	0.7	-	3.7	30.7	8.3	0.7	9.1
1/3	406	406	0	1	0	2.8	0.7	0.0	3.5	30.9	8.2	0.7	8.9
2/2+2/1	691	691	-	-	-	5.3	2.8	-	8.1	42.4	10.5	2.8	13.3
2/3	429	429	-	-	-	3.5	1.7	-	5.2	43.5	9.5	1.7	11.3
3/1+3/2	642	642	-	-	-	4.6	2.9	-	7.4	41.7	12.7	2.9	15.6
3/3+3/4	783	783	-	-	-	5.4	3.6	-	9.0	41.5	13.2	3.6	16.8
4/2+4/1	495	495	-	-	-	4.7	7.5	-	12.1	88.2	8.4	7.5	15.8
5/1	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	438	438	-	-	-	0.0	0.3	-	0.3	2.1	2.0	0.3	2.3
7/2	424	424	-	-	-	0.0	0.2	-	0.3	2.1	3.6	0.2	3.8
7/3	675	675	-	-	-	0.0	0.5	-	0.5	2.9	2.1	0.5	2.6
8/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	230	230	-	-	-	2.2	1.8	-	4.0	62.2	5.4	1.8	7.1
10/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

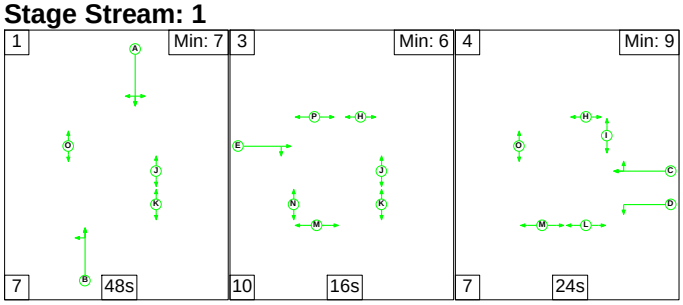
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Old Kent Road - Albany Road	Stream: 1 PRC for Signalled Lanes (%):	-7.2	Total Delay for Signalled Lanes (pcuHr):	49.08	Cycle Time (s): 88
C1 - Old Kent Road - Albany Road	Stream: 2 PRC for Signalled Lanes (%):	13.9	Total Delay for Signalled Lanes (pcuHr):	5.03	Cycle Time (s): 88
	PRC Over All Lanes (%):	-7.2	Total Delay Over All Lanes(pcuHr):	54.11	

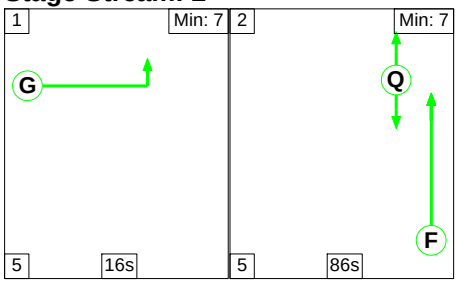
Full Input Data And Results
Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

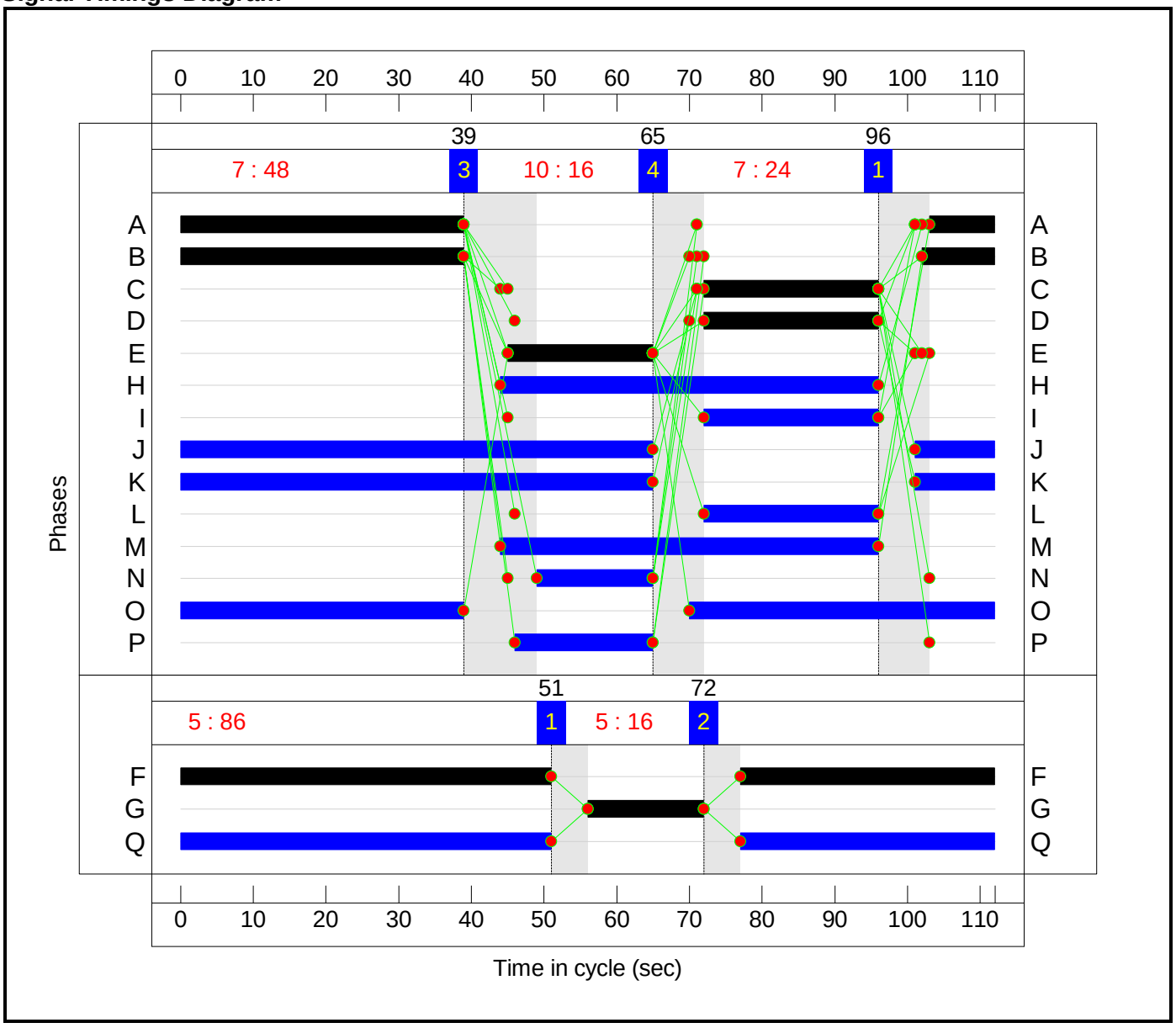
Stage	1	3	4
Duration	48	16	24
Change Point	96	39	65

Stage Stream: 2

Stage	1	2
Duration	16	86
Change Point	51	72

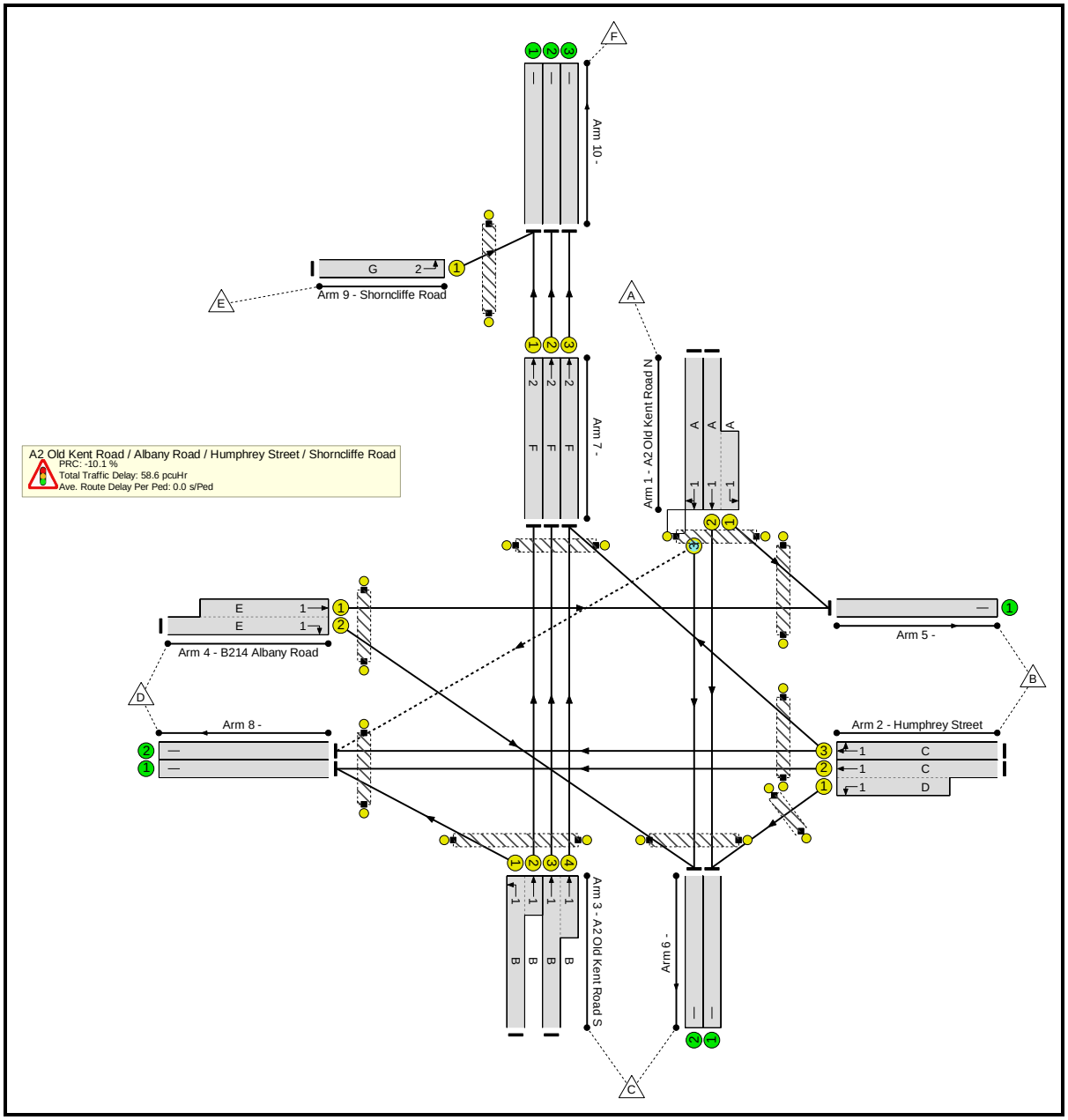
Full Input Data And Results

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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.1%**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.1%**
1/2+1/1	A2 Old Kent Road N Left Ahead	U	1	N/A	A		1	48	-	673	2090:1753	895+37	72.2 : 72.2%
1/3	A2 Old Kent Road N Ahead Right	O	1	N/A	A		1	48	-	645	2090	914	70.5%
2/2+2/1	Humphrey Street Left Ahead	U	1	N/A	C D		1	24	-	669	2093:1844	332+366	95.9 : 95.9%
2/3	Humphrey Street Right Ahead	U	1	N/A	C		1	24	-	319	1948	435	73.4%
3/1+3/2	A2 Old Kent Road S Ahead Left	U	1	N/A	B		1	49	-	543	1741:2072	392+558	57.2 : 57.2%
3/3+3/4	A2 Old Kent Road S Ahead	U	1	N/A	B		1	49	-	640	2072:2072	545+545	58.8 : 58.8%
4/2+4/1	B214 Albany Road Ahead Right	U	1	N/A	E		1	20	-	476	1857:1928	348+132	99.1 : 99.1%
5/1		U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
7/1	Ahead	U	2	N/A	F		1	86	-	319	1800	1398	22.8%
7/2	Ahead	U	2	N/A	F		1	86	-	320	1800	1398	22.9%
7/3	Ahead	U	2	N/A	F		1	86	-	534	1800	1398	38.2%
8/1		U	N/A	N/A	-		-	-	-	542	Inf	Inf	0.0%

Full Input Data And Results

8/2		U	N/A	N/A	-		-	-	-	105	Inf	Inf	0.0%
9/1	Shorncliffe Road Left	U	2	N/A	G		1	16	-	130	1601	243	53.5%
10/1		U	N/A	N/A	-		-	-	-	449	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
10/3		U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	O		1	81	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	J		1	76	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	H		1	52	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	P		1	19	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	N		1	16	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	M		1	52	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	L		1	24	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	2	-	Q		1	86	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	1	-	K		1	76	-	0	-	0	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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**0**	**0**	**34.8**	**23.8**	**0.0**	**58.6**	**-**	**-**	**-**	**-**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**0**	**0**	**34.8**	**23.8**	**0.0**	**58.6**	**-**	**-**	**-**	**-**
1/2+1/1	673	673	-	-	-	4.8	1.3	-	6.1	32.5	16.7	1.3	18.0
1/3	645	645	0	0	0	4.6	1.2	0.0	5.8	32.3	16.3	1.2	17.5
2/2+2/1	669	669	-	-	-	7.6	7.6	-	15.2	81.8	11.7	7.6	19.3
2/3	319	319	-	-	-	3.6	1.3	-	4.9	55.6	9.2	1.3	10.6
3/1+3/2	543	543	-	-	-	3.2	0.7	-	3.8	25.4	9.4	0.7	10.1
3/3+3/4	640	640	-	-	-	3.6	0.7	-	4.4	24.5	8.3	0.7	9.0
4/2+4/1	476	476	-	-	-	5.8	9.9	-	15.7	118.4	10.6	9.9	20.5
5/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	990	990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	319	319	-	-	-	0.0	0.1	-	0.2	1.7	1.5	0.1	1.7
7/2	320	320	-	-	-	0.0	0.1	-	0.2	1.8	3.6	0.1	3.7
7/3	534	534	-	-	-	0.0	0.3	-	0.3	2.1	3.6	0.3	3.9
8/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	105	105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	130	130	-	-	-	1.6	0.6	-	2.2	59.6	3.7	0.6	4.3
10/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

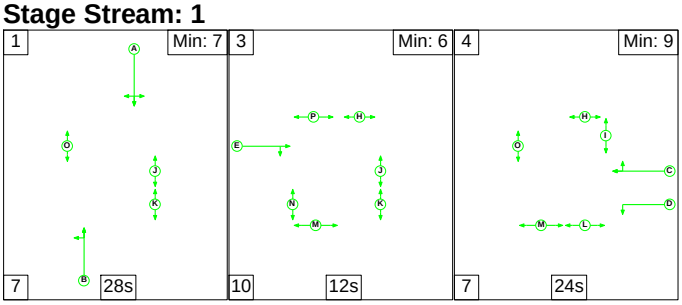
C1 - Old Kent Road - Albany Road	Stream: 1 PRC for Signalled Lanes (%):	-10.1	Total Delay for Signalled Lanes (pcuHr):	55.82	Cycle Time (s):	112
C1 - Old Kent Road - Albany Road	Stream: 2 PRC for Signalled Lanes (%):	68.2	Total Delay for Signalled Lanes (pcuHr):	2.78	Cycle Time (s):	112
	PRC Over All Lanes (%):	-10.1	Total Delay Over All Lanes(pcuHr):	58.60		

Full Input Data And Results

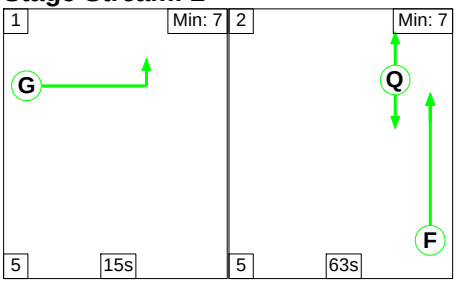
Scenario 3: '2014 + COM DEV AM' (FG3: '2014 + COM DEV AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

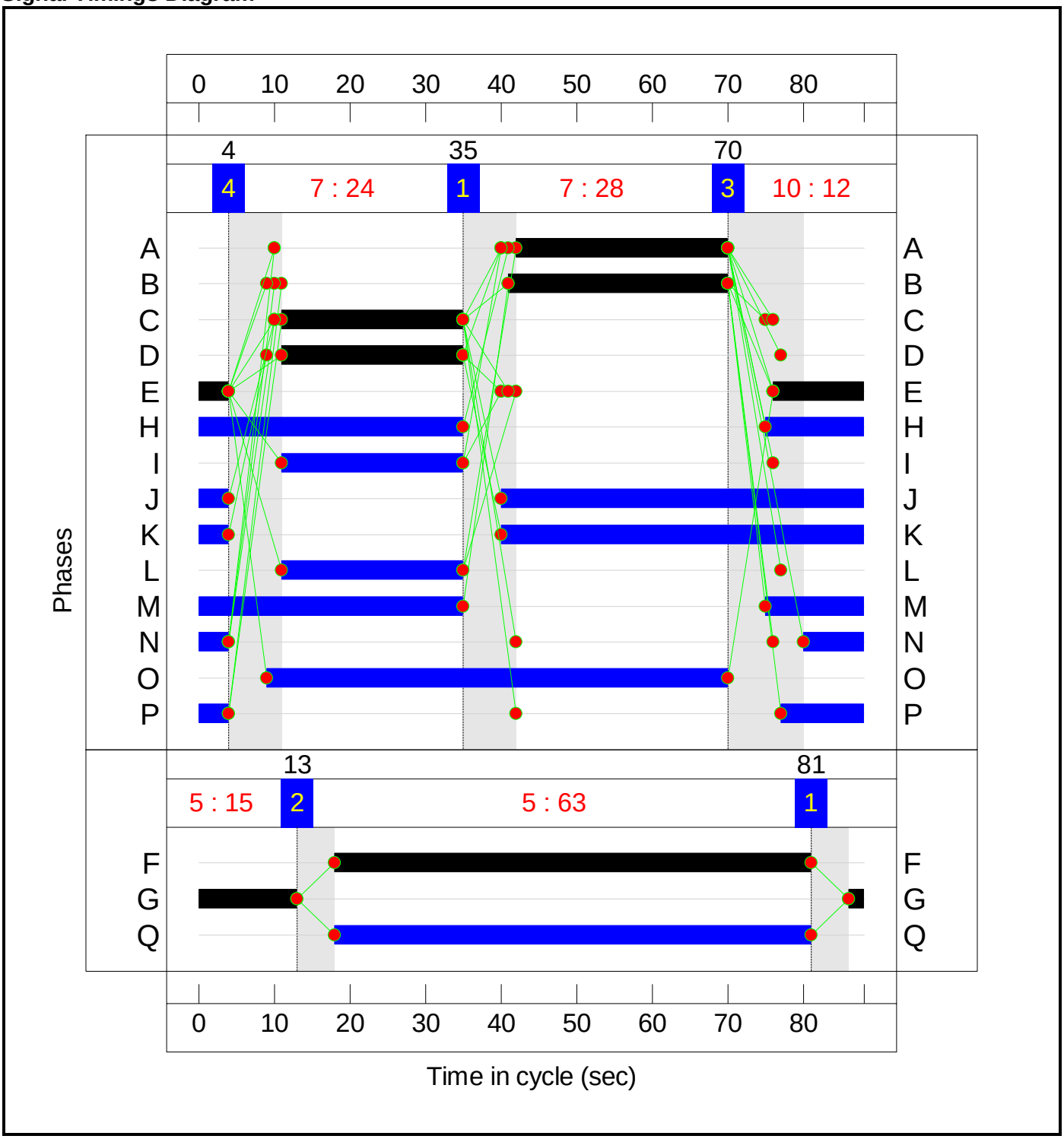
Stage	1	3	4
Duration	28	12	24
Change Point	35	70	4

Stage Stream: 2

Stage	1	2
Duration	15	63
Change Point	81	13

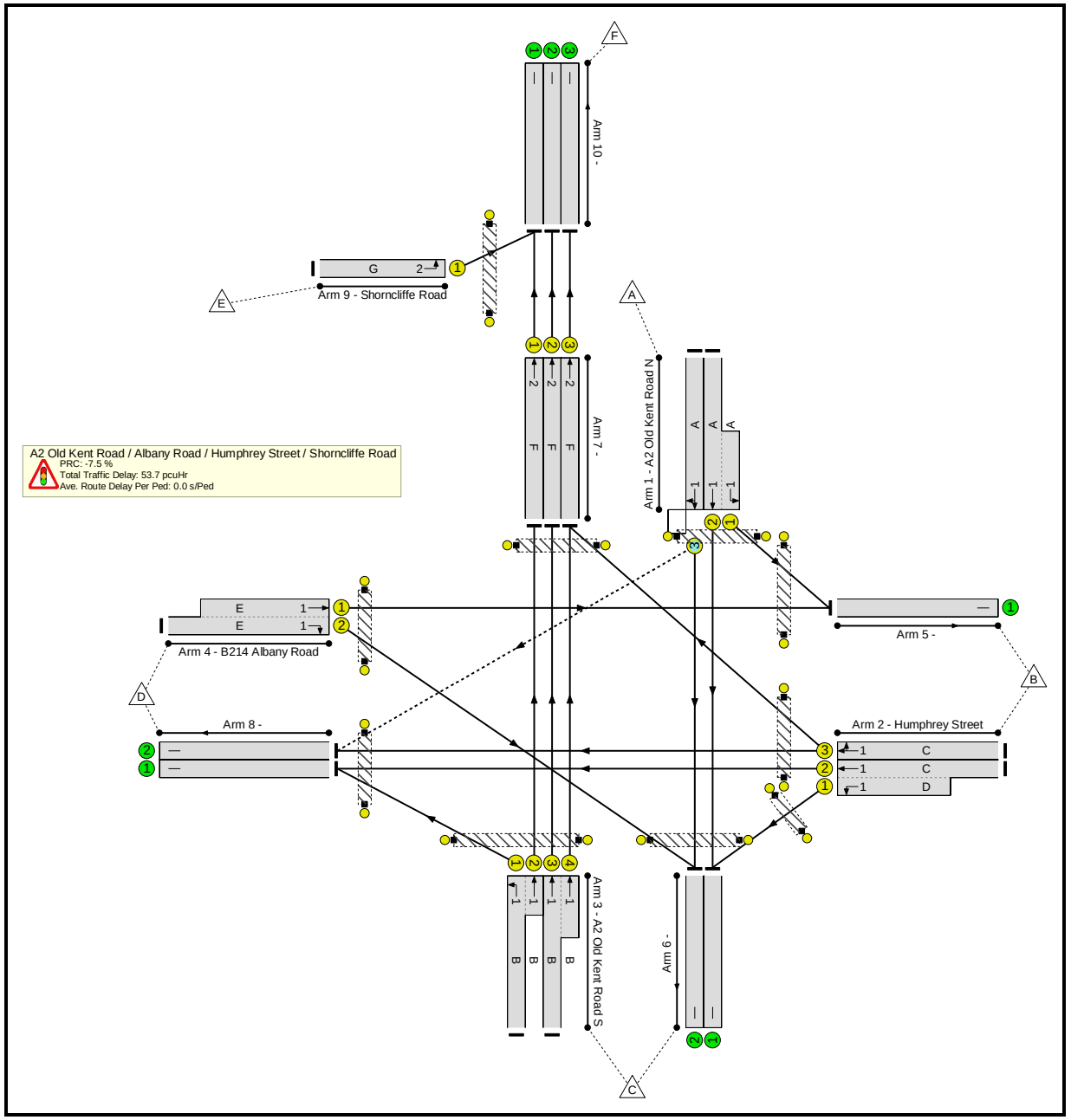
Full Input Data And Results

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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.7%**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.7%**
1/2+1/1	A2 Old Kent Road N Left Ahead	U	1	N/A	A		1	28	-	429	2090:1753	682+35	59.8 : 59.8%
1/3	A2 Old Kent Road N Ahead Right	O	1	N/A	A		1	28	-	408	2090	689	59.2%
2/2+2/1	Humphrey Street Left Ahead	U	1	N/A	C D		1	24	-	678	2093:1844	531+284	83.2 : 83.2%
2/3	Humphrey Street Right Ahead	U	1	N/A	C		1	24	-	442	1939	551	80.2%
3/1+3/2	A2 Old Kent Road S Ahead Left	U	1	N/A	B		1	29	-	611	1741:2072	251+501	81.3 : 81.3%
3/3+3/4	A2 Old Kent Road S Ahead	U	1	N/A	B		1	29	-	814	2072:2072	458+458	88.9 : 88.9%
4/2+4/1	B214 Albany Road Ahead Right	U	1	N/A	E		1	16	-	498	1857:1928	359+156	96.7 : 96.7%
5/1		U	N/A	N/A	-		-	-	-	172	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	754	Inf	Inf	0.0%
7/1	Ahead	U	2	N/A	F		1	63	-	407	1800	1309	31.1%
7/2	Ahead	U	2	N/A	F		1	63	-	407	1800	1309	31.1%
7/3	Ahead	U	2	N/A	F		1	63	-	723	1800	1309	55.2%
8/1		U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%

Full Input Data And Results

8/2		U	N/A	N/A	-		-	-	-	127	Inf	Inf	0.0%
9/1	Shorncliffe Road Left	U	2	N/A	G		1	15	-	233	1601	291	80.0%
10/1		U	N/A	N/A	-		-	-	-	640	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
10/3		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	O		1	61	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	J		1	52	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	H		1	48	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	P		1	15	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	N		1	12	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	M		1	48	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	L		1	24	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	2	-	Q		1	63	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	1	-	K		1	52	-	0	-	0	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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**1**	**0**	**31.3**	**22.3**	**0.0**	**53.7**	**-**	**-**	**-**	**-**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**1**	**0**	**31.3**	**22.3**	**0.0**	**53.7**	**-**	**-**	**-**	**-**
1/2+1/1	429	429	-	-	-	2.9	0.7	-	3.6	30.6	8.3	0.7	9.0
1/3	408	408	0	1	0	2.8	0.7	0.0	3.5	31.0	8.3	0.7	9.0
2/2+2/1	678	678	-	-	-	5.2	2.4	-	7.6	40.4	9.7	2.4	12.1
2/3	442	442	-	-	-	3.6	2.0	-	5.5	45.2	9.9	2.0	11.9
3/1+3/2	611	611	-	-	-	4.2	2.1	-	6.3	37.4	11.6	2.1	13.7
3/3+3/4	814	814	-	-	-	5.6	3.7	-	9.4	41.4	12.9	3.7	16.6
4/2+4/1	498	498	-	-	-	4.7	7.7	-	12.4	89.7	8.4	7.7	16.1
5/1	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	407	407	-	-	-	0.0	0.2	-	0.2	2.0	2.0	0.2	2.3
7/2	407	407	-	-	-	0.0	0.2	-	0.2	2.1	3.6	0.2	3.8
7/3	723	723	-	-	-	0.0	0.6	-	0.6	3.2	3.6	0.6	4.2
8/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	233	233	-	-	-	2.2	1.9	-	4.1	63.6	5.4	1.9	7.3
10/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

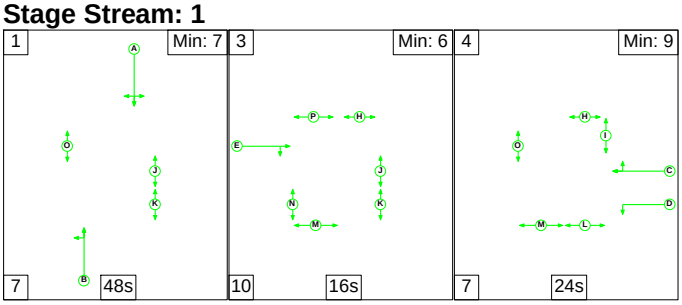
C1 - Old Kent Road - Albany Road	Stream: 1 PRC for Signalled Lanes (%):	-7.5	Total Delay for Signalled Lanes (pcuHr):	48.43	Cycle Time (s): 88
C1 - Old Kent Road - Albany Road	Stream: 2 PRC for Signalled Lanes (%):	12.4	Total Delay for Signalled Lanes (pcuHr):	5.22	Cycle Time (s): 88
	PRC Over All Lanes (%):	-7.5	Total Delay Over All Lanes(pcuHr):	53.65	

Full Input Data And Results

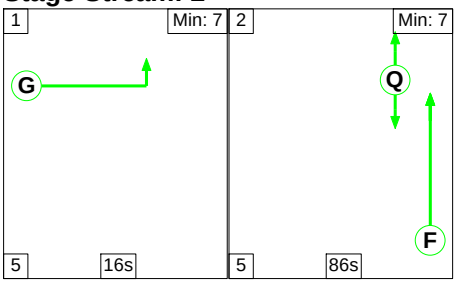
Scenario 4: '2014 + COM DEV PM' (FG4: '2014 + COM DEV PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

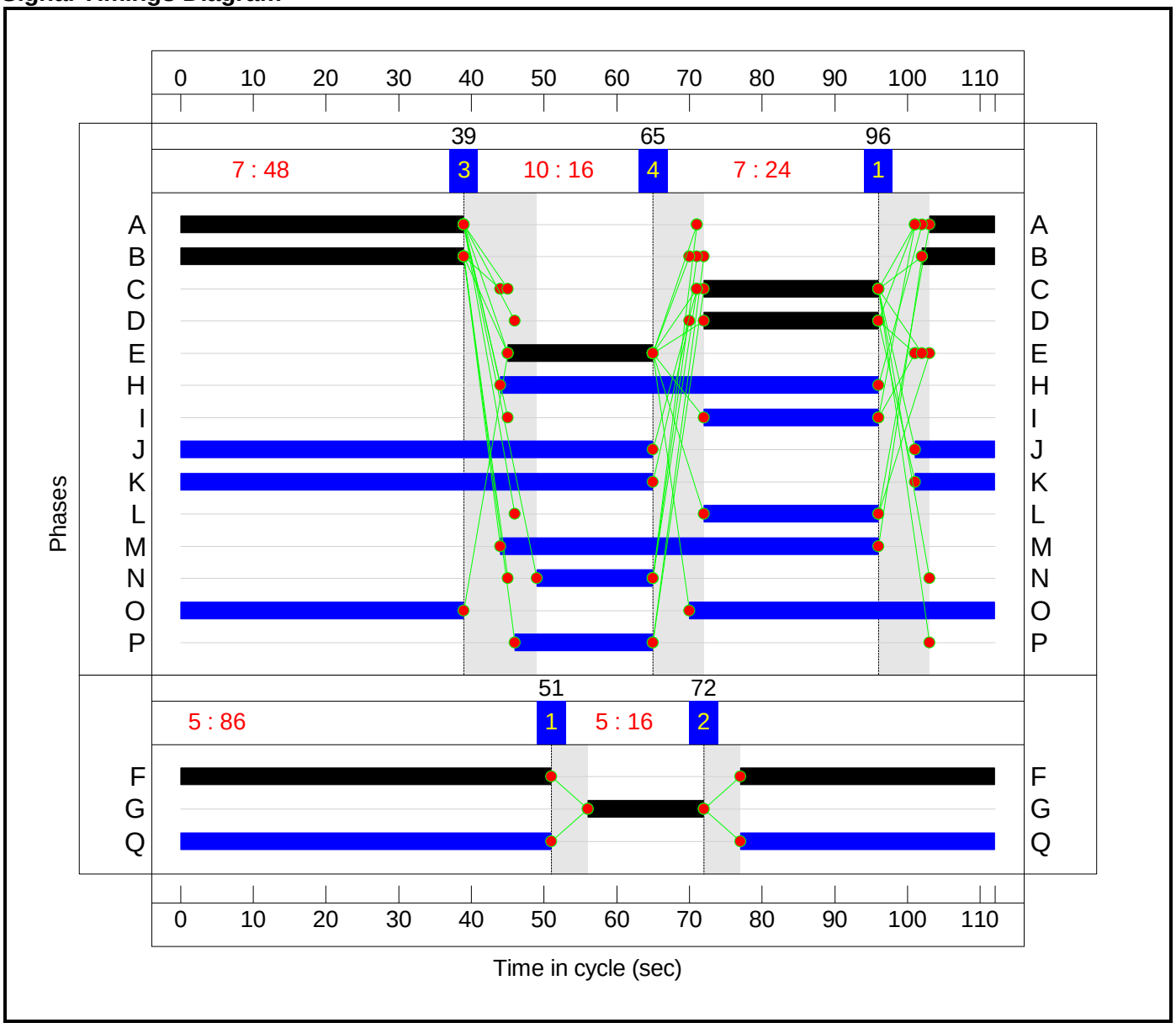
Stage	1	3	4
Duration	48	16	24
Change Point	96	39	65

Stage Stream: 2

Stage	1	2
Duration	16	86
Change Point	51	72

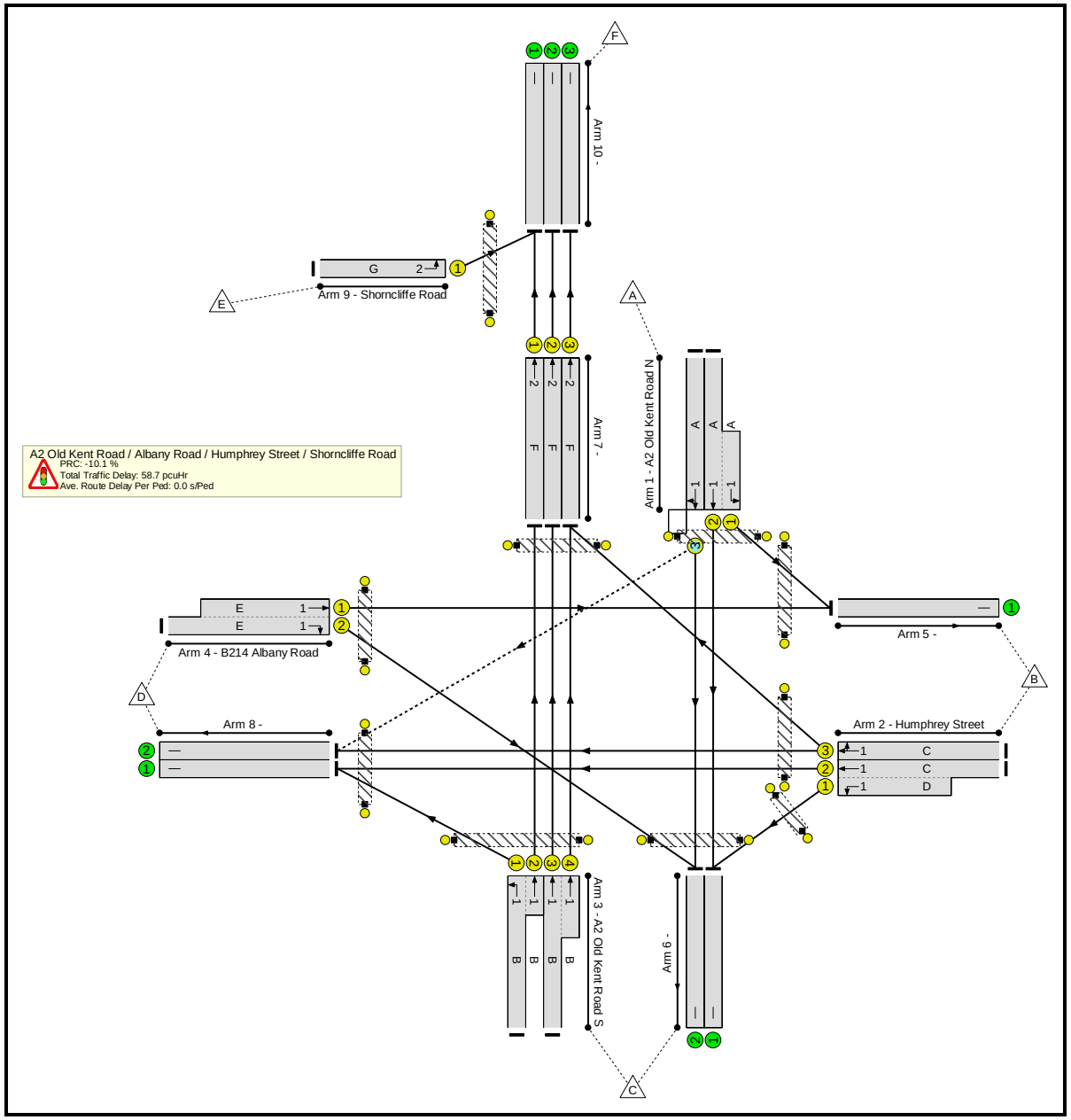
Full Input Data And Results

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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.1%**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**99.1%**
1/2+1/1	A2 Old Kent Road N Left Ahead	U	1	N/A	A		1	48	-	673	2090:1753	895+37	72.2 : 72.2%
1/3	A2 Old Kent Road N Ahead Right	O	1	N/A	A		1	48	-	645	2090	914	70.5%
2/2+2/1	Humphrey Street Left Ahead	U	1	N/A	C D		1	24	-	670	2093:1844	333+366	95.9 : 95.9%
2/3	Humphrey Street Right Ahead	U	1	N/A	C		1	24	-	319	1948	435	73.4%
3/1+3/2	A2 Old Kent Road S Ahead Left	U	1	N/A	B		1	49	-	544	1741:2072	393+557	57.3 : 57.3%
3/3+3/4	A2 Old Kent Road S Ahead	U	1	N/A	B		1	49	-	640	2072:2072	545+545	58.8 : 58.8%
4/2+4/1	B214 Albany Road Ahead Right	U	1	N/A	E		1	20	-	476	1857:1928	348+132	99.1 : 99.1%
5/1		U	N/A	N/A	-		-	-	-	158	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
7/1	Ahead	U	2	N/A	F		1	86	-	319	1800	1398	22.8%
7/2	Ahead	U	2	N/A	F		1	86	-	320	1800	1398	22.9%
7/3	Ahead	U	2	N/A	F		1	86	-	534	1800	1398	38.2%
8/1		U	N/A	N/A	-		-	-	-	544	Inf	Inf	0.0%

Full Input Data And Results

8/2		U	N/A	N/A	-		-	-	-	105	Inf	Inf	0.0%
9/1	Shorncliffe Road Left	U	2	N/A	G		1	16	-	131	1601	243	53.9%
10/1		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
10/3		U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	O		1	81	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	J		1	76	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	H		1	52	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	P		1	19	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	N		1	16	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	M		1	52	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	L		1	24	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	2	-	Q		1	86	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	1	-	K		1	76	-	0	-	0	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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**0**	**0**	**34.8**	**23.9**	**0.0**	**58.7**	**-**	**-**	**-**	**-**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**0**	**0**	**34.8**	**23.9**	**0.0**	**58.7**	**-**	**-**	**-**	**-**
1/2+1/1	673	673	-	-	-	4.8	1.3	-	6.1	32.5	16.7	1.3	18.0
1/3	645	645	0	0	0	4.6	1.2	0.0	5.8	32.3	16.3	1.2	17.5
2/2+2/1	670	670	-	-	-	7.6	7.6	-	15.2	81.8	11.7	7.6	19.3
2/3	319	319	-	-	-	3.6	1.3	-	4.9	55.6	9.2	1.3	10.6
3/1+3/2	544	544	-	-	-	3.2	0.7	-	3.8	25.4	9.6	0.7	10.3
3/3+3/4	640	640	-	-	-	3.6	0.7	-	4.4	24.5	8.3	0.7	9.0
4/2+4/1	476	476	-	-	-	5.8	9.9	-	15.7	118.4	10.6	9.9	20.5
5/1	158	158	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	990	990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	319	319	-	-	-	0.0	0.1	-	0.2	1.7	1.5	0.1	1.7
7/2	320	320	-	-	-	0.0	0.1	-	0.2	1.8	3.6	0.1	3.7
7/3	534	534	-	-	-	0.0	0.3	-	0.3	2.1	3.6	0.3	3.9
8/1	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	105	105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	131	131	-	-	-	1.6	0.6	-	2.2	59.8	3.7	0.6	4.3
10/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Old Kent Road - Albany Road	Stream: 1 PRC for Signalled Lanes (%):	-10.1	Total Delay for Signalled Lanes (pcuHr):	55.87
C1 - Old Kent Road - Albany Road	Stream: 2 PRC for Signalled Lanes (%):	67.0	Total Delay for Signalled Lanes (pcuHr):	2.80
	PRC Over All Lanes (%):	-10.1	Total Delay Over All Lanes(pcuHr):	58.67

Cycle Time (s): 112

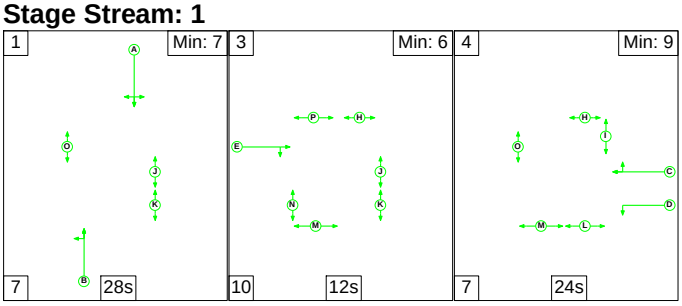
Cycle Time (s): 112

Full Input Data And Results

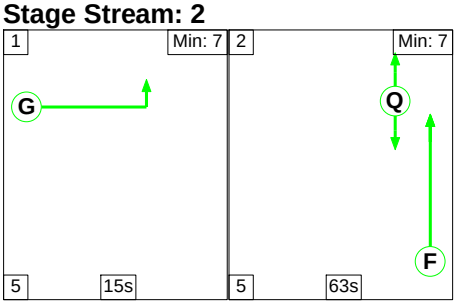
Scenario 5: '2014 + COM DEV + PROP DEV AM' (FG5: '2014 + COM DEV + PROP DEV AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

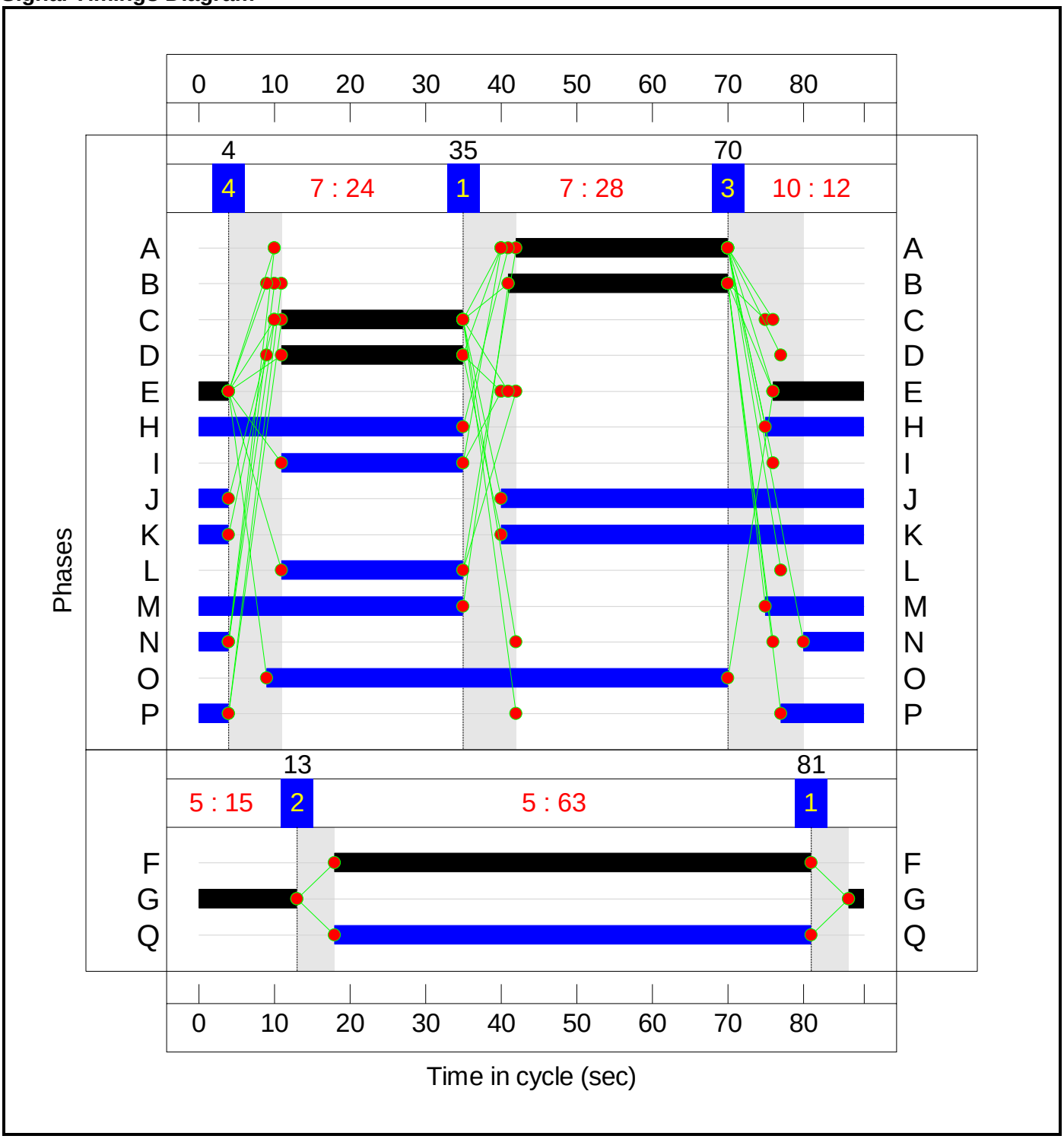
Stage	1	3	4
Duration	28	12	24
Change Point	35	70	4

Stage Stream: 2

Stage	1	2
Duration	15	63
Change Point	81	13

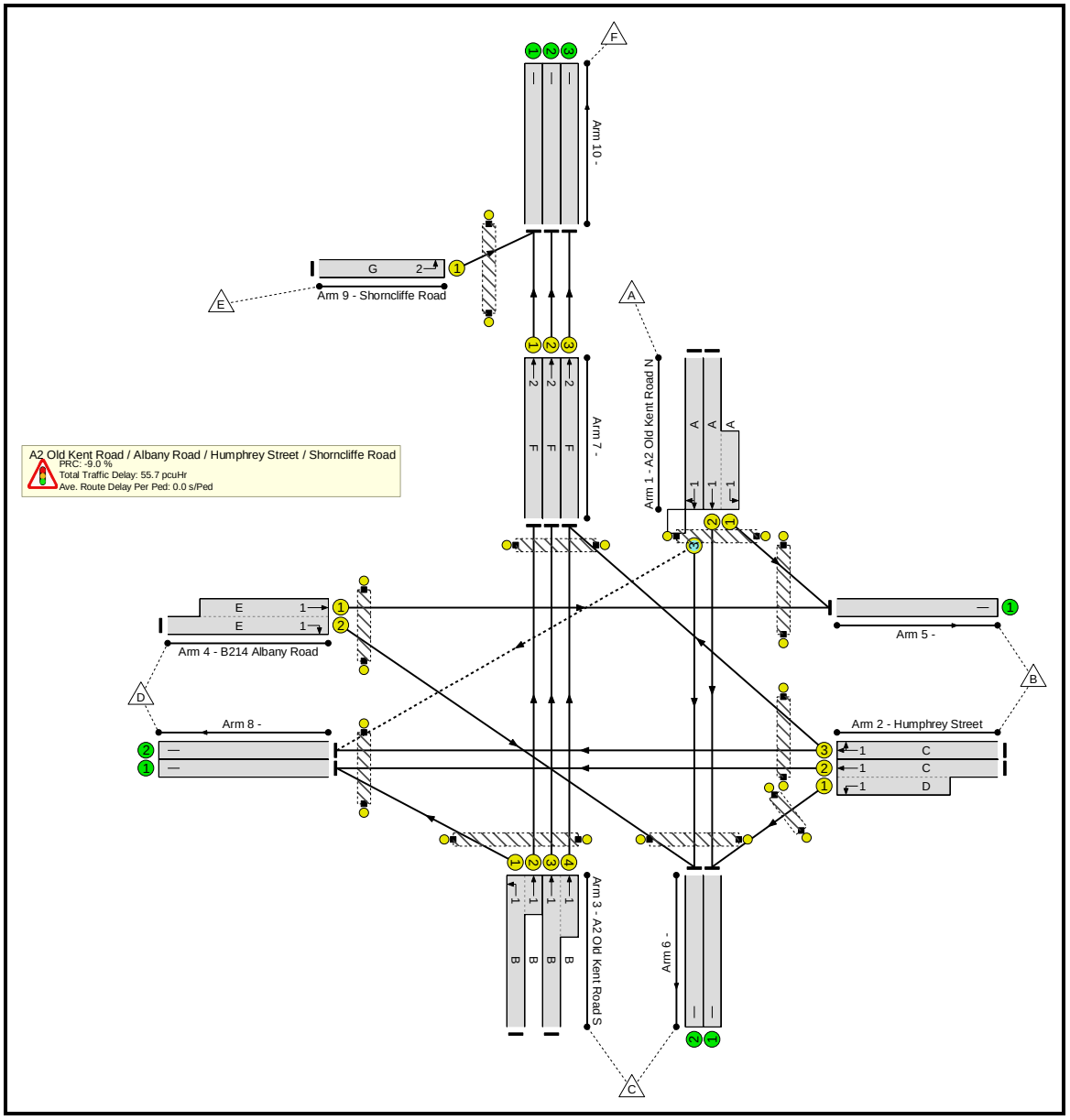
Full Input Data And Results

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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.1%**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**98.1%**
1/2+1/1	A2 Old Kent Road N Left Ahead	U	1	N/A	A		1	28	-	429	2090:1753	682+35	59.8 : 59.8%
1/3	A2 Old Kent Road N Ahead Right	O	1	N/A	A		1	28	-	408	2090	689	59.2%
2/2+2/1	Humphrey Street Left Ahead	U	1	N/A	C D		1	24	-	680	2093:1844	531+282	83.6 : 83.6%
2/3	Humphrey Street Right Ahead	U	1	N/A	C		1	24	-	445	1940	551	80.7%
3/1+3/2	A2 Old Kent Road S Ahead Left	U	1	N/A	B		1	29	-	620	1741:2072	259+495	82.3 : 82.3%
3/3+3/4	A2 Old Kent Road S Ahead	U	1	N/A	B		1	29	-	814	2072:2072	458+458	88.9 : 88.9%
4/2+4/1	B214 Albany Road Ahead Right	U	1	N/A	E		1	16	-	504	1857:1928	359+155	98.1 : 98.1%
5/1		U	N/A	N/A	-		-	-	-	173	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
7/1	Ahead	U	2	N/A	F		1	63	-	407	1800	1309	31.1%
7/2	Ahead	U	2	N/A	F		1	63	-	407	1800	1309	31.1%
7/3	Ahead	U	2	N/A	F		1	63	-	723	1800	1309	55.2%
8/1		U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%

Full Input Data And Results

8/2		U	N/A	N/A	-		-	-	-	130	Inf	Inf	0.0%
9/1	Shorncliffe Road Left	U	2	N/A	G		1	15	-	237	1601	291	81.4%
10/1		U	N/A	N/A	-		-	-	-	644	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	407	Inf	Inf	0.0%
10/3		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	O		1	61	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	J		1	52	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	H		1	48	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	P		1	15	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	N		1	12	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	M		1	48	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	L		1	24	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	2	-	Q		1	63	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	1	-	K		1	52	-	0	-	0	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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**1**	**0**	**31.6**	**24.1**	**0.0**	**55.7**	**-**	**-**	**-**	**-**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**1**	**0**	**31.6**	**24.1**	**0.0**	**55.7**	**-**	**-**	**-**	**-**
1/2+1/1	429	429	-	-	-	2.9	0.7	-	3.6	30.6	8.3	0.7	9.0
1/3	408	408	0	1	0	2.8	0.7	0.0	3.5	31.0	8.3	0.7	9.0
2/2+2/1	680	680	-	-	-	5.2	2.5	-	7.7	40.7	10.1	2.5	12.5
2/3	445	445	-	-	-	3.6	2.0	-	5.6	45.6	10.0	2.0	12.0
3/1+3/2	620	620	-	-	-	4.3	2.2	-	6.6	38.1	11.9	2.2	14.1
3/3+3/4	814	814	-	-	-	5.6	3.7	-	9.4	41.4	12.9	3.7	16.6
4/2+4/1	504	504	-	-	-	4.8	9.1	-	13.8	98.8	8.5	9.1	17.6
5/1	173	173	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	407	407	-	-	-	0.0	0.2	-	0.2	2.0	2.0	0.2	2.3
7/2	407	407	-	-	-	0.0	0.2	-	0.2	2.1	3.6	0.2	3.8
7/3	723	723	-	-	-	0.0	0.6	-	0.6	3.2	3.6	0.6	4.2
8/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	130	130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	237	237	-	-	-	2.3	2.0	-	4.3	65.5	5.5	2.0	7.6
10/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

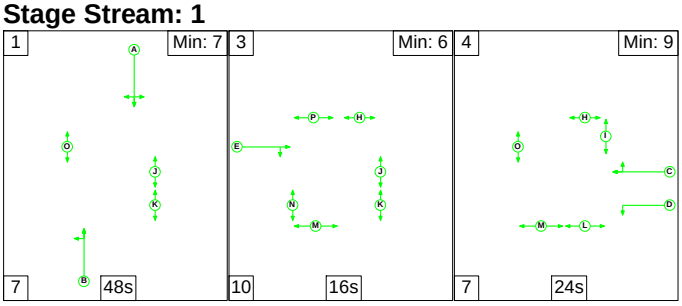
C1 - Old Kent Road - Albany Road	Stream: 1 PRC for Signalled Lanes (%):	-9.0	Total Delay for Signalled Lanes (pcuHr):	50.23	Cycle Time (s): 88
C1 - Old Kent Road - Albany Road	Stream: 2 PRC for Signalled Lanes (%):	10.5	Total Delay for Signalled Lanes (pcuHr):	5.42	Cycle Time (s): 88
	PRC Over All Lanes (%):	-9.0	Total Delay Over All Lanes(pcuHr):	55.65	

Full Input Data And Results

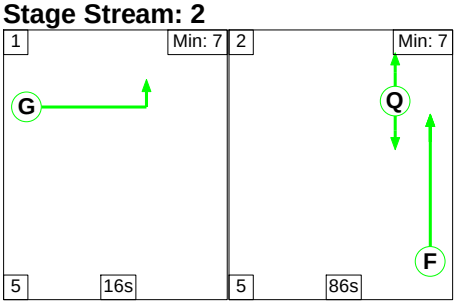
Scenario 6: '2014 + COM DEV + PROP DEV PM' (FG6: '2014 + COM DEV + PROP DEV PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

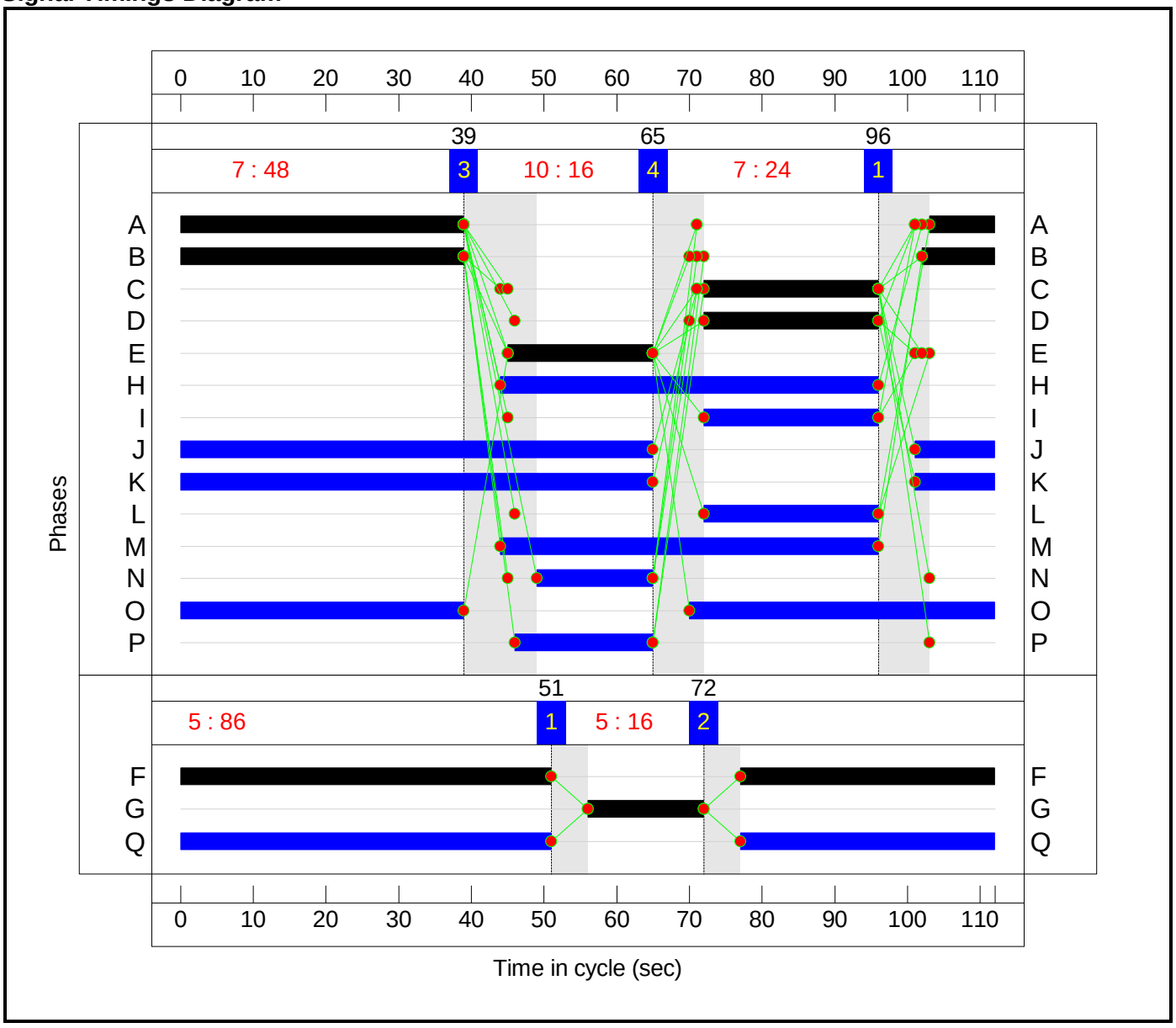
Stage	1	3	4
Duration	48	16	24
Change Point	96	39	65

Stage Stream: 2

Stage	1	2
Duration	16	86
Change Point	51	72

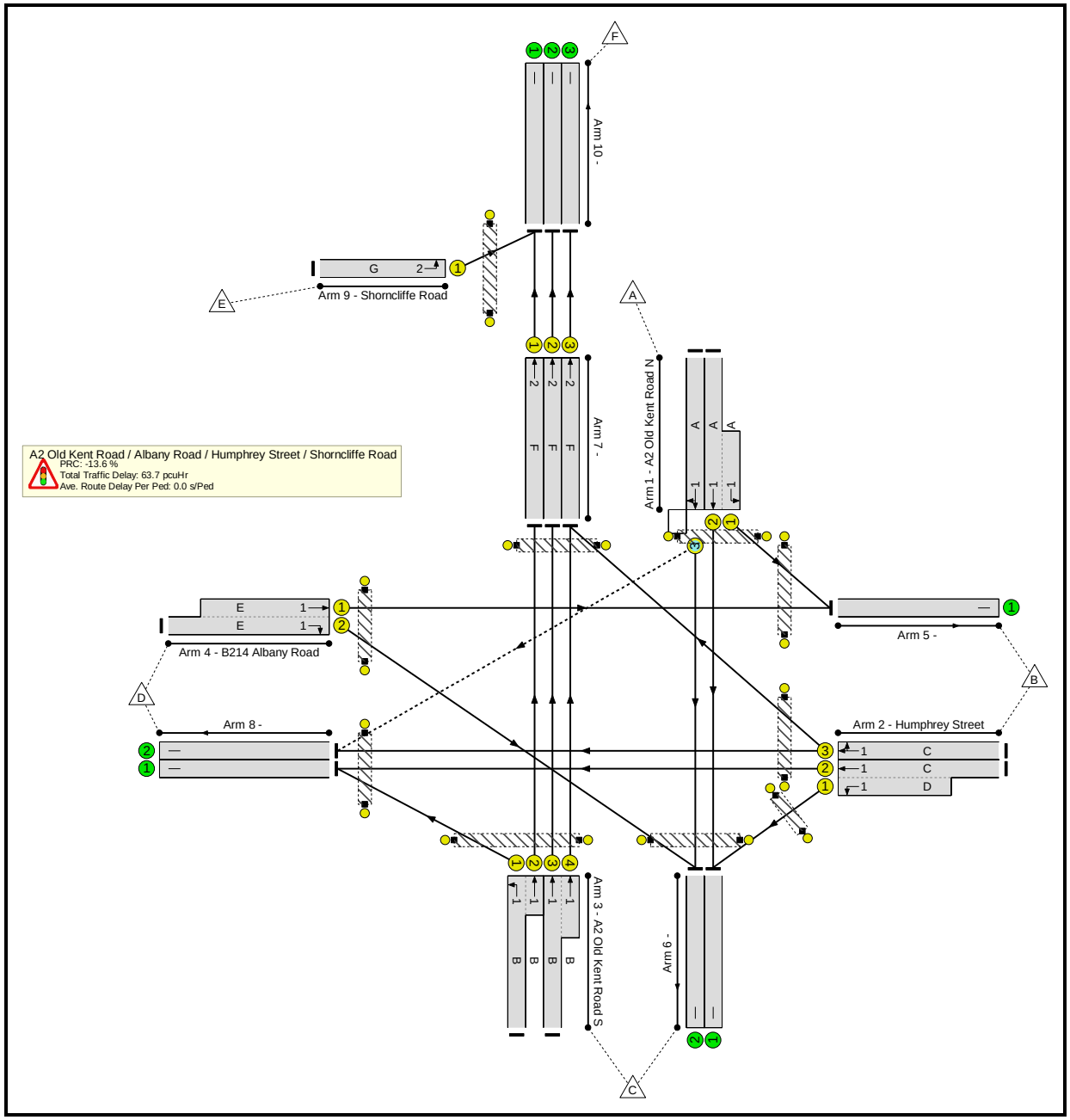
Full Input Data And Results

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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.2%**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**102.2%**
1/2+1/1	A2 Old Kent Road N Left Ahead	U	1	N/A	A		1	48	-	673	2090:1753	895+37	72.2 : 72.2%
1/3	A2 Old Kent Road N Ahead Right	O	1	N/A	A		1	48	-	645	2090	914	70.5%
2/2+2/1	Humphrey Street Left Ahead	U	1	N/A	C D		1	24	-	673	2093:1844	336+366	95.9 : 95.9%
2/3	Humphrey Street Right Ahead	U	1	N/A	C		1	24	-	322	1949	435	74.0%
3/1+3/2	A2 Old Kent Road S Ahead Left	U	1	N/A	B		1	49	-	548	1741:2072	397+553	57.7 : 57.7%
3/3+3/4	A2 Old Kent Road S Ahead	U	1	N/A	B		1	49	-	640	2072:2072	545+545	58.8 : 58.8%
4/2+4/1	B214 Albany Road Ahead Right	U	1	N/A	E		1	20	-	489	1857:1928	348+130	102.2 : 102.2%
5/1		U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	997	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	1001	Inf	Inf	0.0%
7/1	Ahead	U	2	N/A	F		1	86	-	319	1800	1398	22.8%
7/2	Ahead	U	2	N/A	F		1	86	-	320	1800	1398	22.9%
7/3	Ahead	U	2	N/A	F		1	86	-	534	1800	1398	38.2%
8/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%

Full Input Data And Results

8/2		U	N/A	N/A	-		-	-	-	108	Inf	Inf	0.0%
9/1	Shorncliffe Road Left	U	2	N/A	G		1	16	-	134	1601	243	55.1%
10/1		U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
10/3		U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	O		1	81	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	J		1	76	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	H		1	52	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	P		1	19	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	N		1	16	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	M		1	52	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	L		1	24	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	2	-	Q		1	86	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	1	-	K		1	76	-	0	-	0	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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**0**	**0**	**35.5**	**28.2**	**0.0**	**63.7**	**-**	**-**	**-**	**-**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**0**	**0**	**35.5**	**28.2**	**0.0**	**63.7**	**-**	**-**	**-**	**-**
1/2+1/1	673	673	-	-	-	4.8	1.3	-	6.1	32.5	16.7	1.3	18.0
1/3	645	645	0	0	0	4.6	1.2	0.0	5.8	32.3	16.3	1.2	17.5
2/2+2/1	673	673	-	-	-	7.7	7.7	-	15.3	82.1	11.7	7.7	19.4
2/3	322	322	-	-	-	3.6	1.4	-	5.0	56.0	9.3	1.4	10.7
3/1+3/2	548	548	-	-	-	3.2	0.7	-	3.9	25.5	9.7	0.7	10.3
3/3+3/4	640	640	-	-	-	3.6	0.7	-	4.4	24.5	8.3	0.7	9.0
4/2+4/1	489	481	-	-	-	6.3	14.1	-	20.4	150.1	11.3	14.1	25.4
5/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	993	993	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	319	319	-	-	-	0.0	0.1	-	0.2	1.7	1.5	0.1	1.7
7/2	320	320	-	-	-	0.0	0.1	-	0.2	1.8	3.6	0.1	3.7
7/3	534	534	-	-	-	0.0	0.3	-	0.3	2.1	3.6	0.3	3.9
8/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	134	134	-	-	-	1.6	0.6	-	2.2	60.3	3.8	0.6	4.4
10/1	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Old Kent Road - Albany Road	Stream: 1 PRC for Signalled Lanes (%):	-13.6	Total Delay for Signalled Lanes (pcuHr):	60.83
C1 - Old Kent Road - Albany Road	Stream: 2 PRC for Signalled Lanes (%):	63.2	Total Delay for Signalled Lanes (pcuHr):	2.87
	PRC Over All Lanes (%):	-13.6	Total Delay Over All Lanes(pcuHr):	63.70

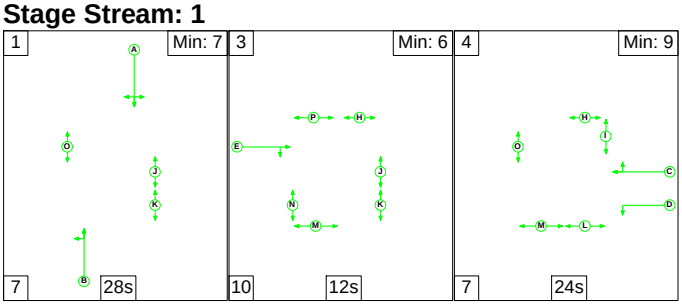
Cycle Time (s):	112
Cycle Time (s):	112

Full Input Data And Results

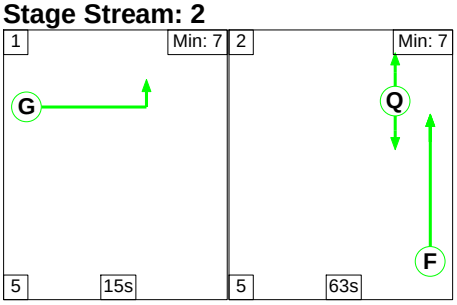
Scenario 7: 'Sensitivity Test AM' (FG7: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

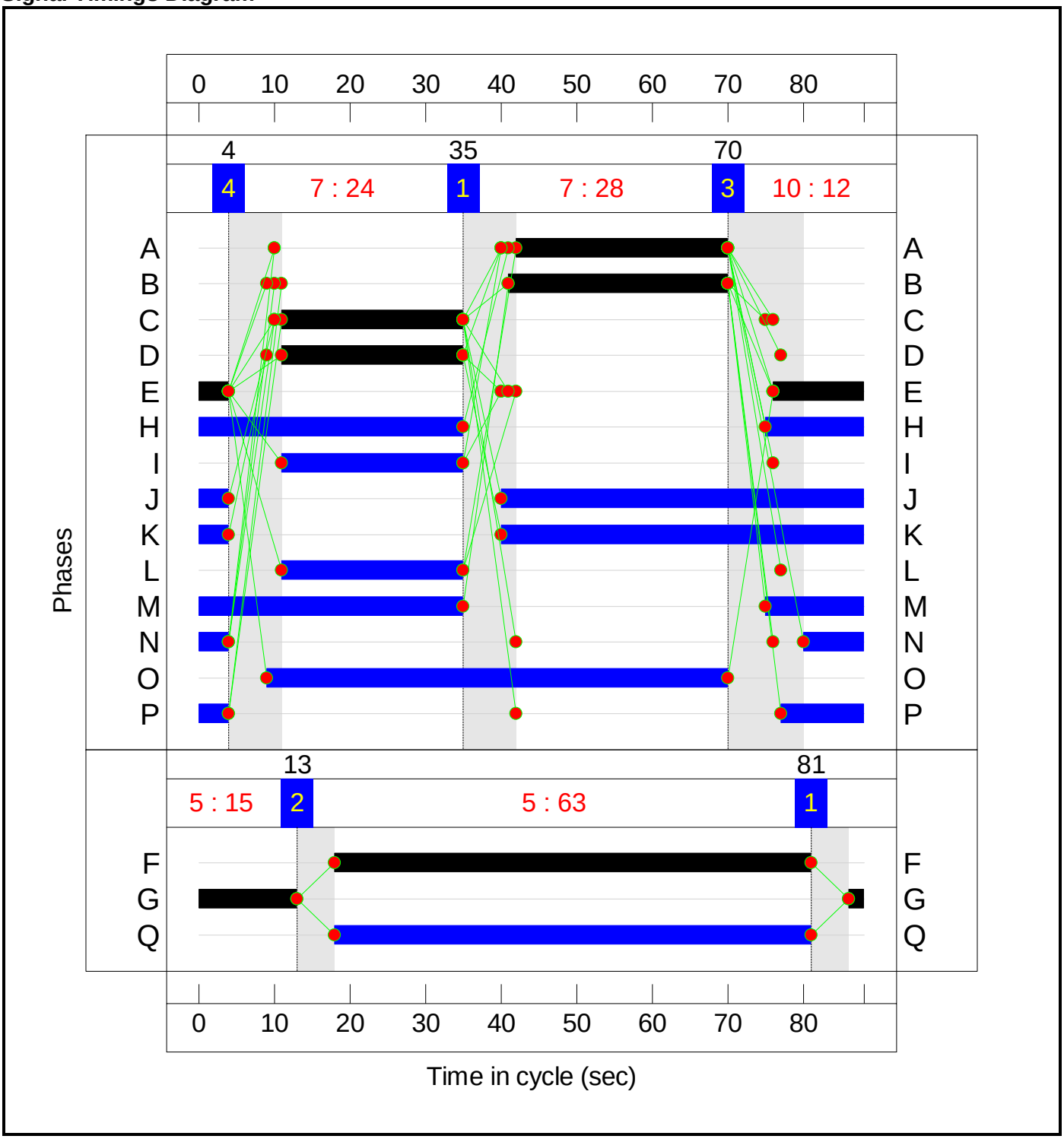
Stage	1	3	4
Duration	28	12	24
Change Point	35	70	4

Stage Stream: 2

Stage	1	2
Duration	15	63
Change Point	81	13

Full Input Data And Results

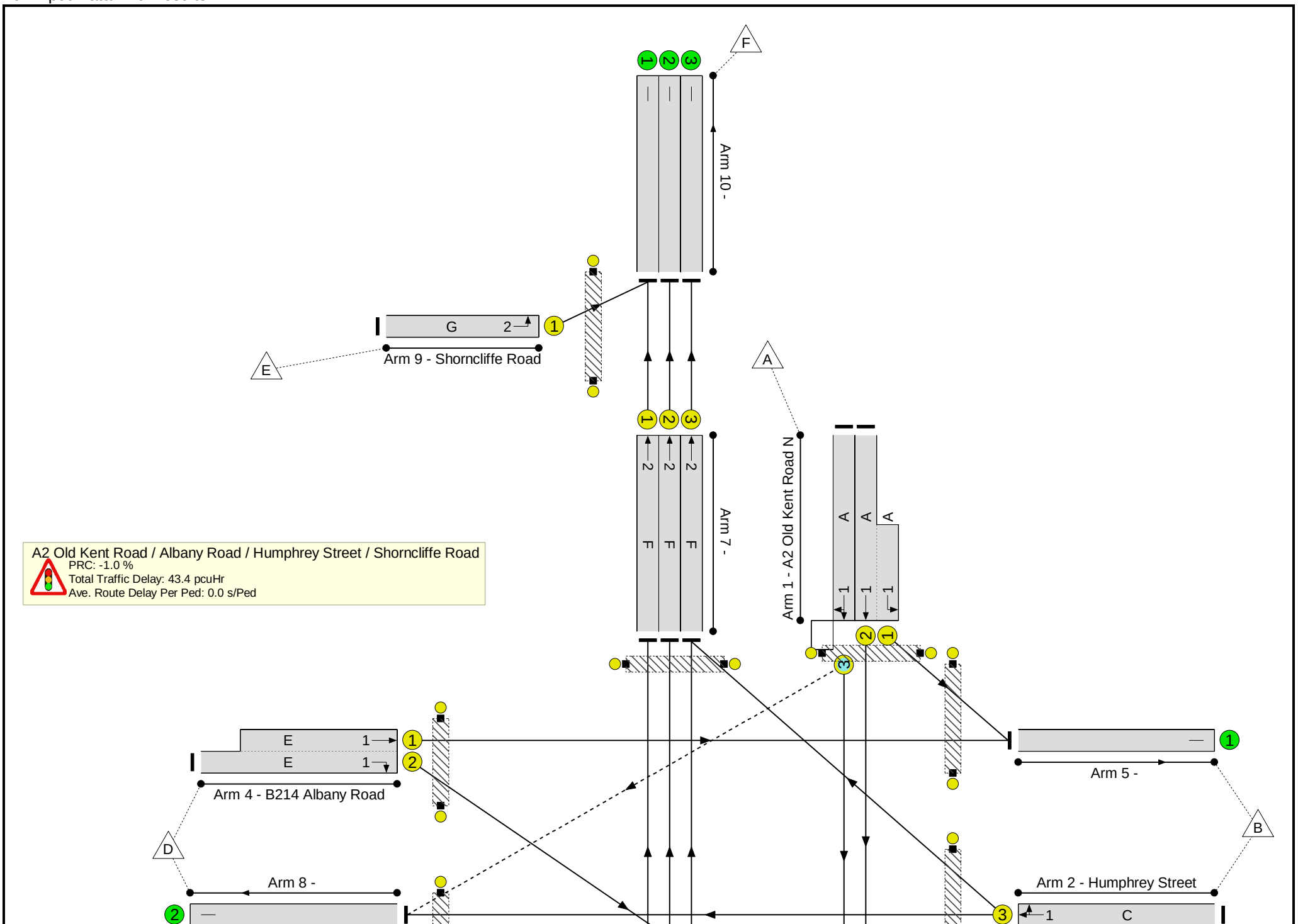
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.9%**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**90.9%**
1/2+1/1	A2 Old Kent Road N Left Ahead	U	1	N/A	A		1	28	-	397	2090:1753	683+34	55.4 : 55.4%
1/3	A2 Old Kent Road N Ahead Right	O	1	N/A	A		1	28	-	378	2090	689	54.9%
2/2+2/1	Humphrey Street Left Ahead	U	1	N/A	C D		1	24	-	631	2093:1844	531+282	77.5 : 77.5%
2/3	Humphrey Street Right Ahead	U	1	N/A	C		1	24	-	412	1940	551	74.8%
3/1+3/2	A2 Old Kent Road S Ahead Left	U	1	N/A	B		1	29	-	574	1741:2072	259+495	76.2 : 76.2%
3/3+3/4	A2 Old Kent Road S Ahead	U	1	N/A	B		1	29	-	754	2072:2072	458+458	82.4 : 82.4%
4/2+4/1	B214 Albany Road Ahead Right	U	1	N/A	E		1	16	-	467	1857:1928	359+155	90.9 : 90.9%
5/1		U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
7/1	Ahead	U	2	N/A	F		1	63	-	377	1800	1309	28.8%
7/2	Ahead	U	2	N/A	F		1	63	-	377	1800	1309	28.8%
7/3	Ahead	U	2	N/A	F		1	63	-	670	1800	1309	51.2%
8/1		U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%

Full Input Data And Results

8/2		U	N/A	N/A	-		-	-	-	120	Inf	Inf	0.0%
9/1	Shorncliffe Road Left	U	2	N/A	G		1	15	-	219	1601	291	75.2%
10/1		U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	377	Inf	Inf	0.0%
10/3		U	N/A	N/A	-		-	-	-	670	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	O		1	61	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	J		1	52	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	H		1	48	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	P		1	15	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	N		1	12	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	M		1	48	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	L		1	24	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	2	-	Q		1	63	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	1	-	K		1	52	-	0	-	0	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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**1**	**0**	**28.6**	**14.8**	**0.0**	**43.4**	**-**	**-**	**-**	**-**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**1**	**0**	**28.6**	**14.8**	**0.0**	**43.4**	**-**	**-**	**-**	**-**
1/2+1/1	397	397	-	-	-	2.6	0.6	-	3.3	29.6	7.6	0.6	8.2
1/3	378	378	0	1	0	2.5	0.6	0.0	3.1	29.9	7.6	0.6	8.2
2/2+2/1	631	631	-	-	-	4.8	1.7	-	6.5	36.9	8.9	1.7	10.6
2/3	412	412	-	-	-	3.3	1.5	-	4.7	41.3	9.0	1.5	10.5
3/1+3/2	574	574	-	-	-	3.9	1.6	-	5.4	34.1	10.4	1.6	12.0
3/3+3/4	754	754	-	-	-	5.0	2.3	-	7.3	34.9	10.9	2.3	13.2
4/2+4/1	467	467	-	-	-	4.4	4.2	-	8.6	66.1	7.8	4.2	12.0
5/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	377	377	-	-	-	0.0	0.2	-	0.2	2.0	2.0	0.2	2.2
7/2	377	377	-	-	-	0.0	0.2	-	0.2	2.0	3.6	0.2	3.8
7/3	670	670	-	-	-	0.0	0.5	-	0.5	2.9	3.6	0.5	4.1
8/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	219	219	-	-	-	2.1	1.5	-	3.5	58.1	5.0	1.5	6.5
10/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	670	670	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

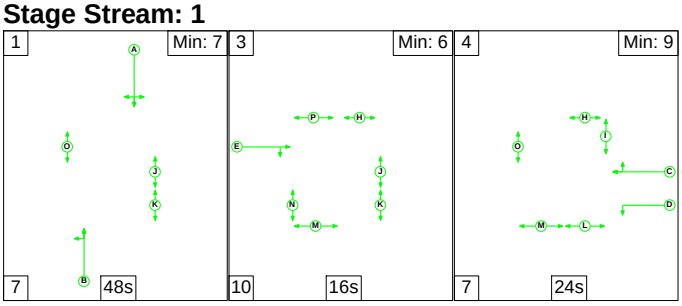
C1 - Old Kent Road - Albany Road	Stream: 1 PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):	38.92	Cycle Time (s): 88
C1 - Old Kent Road - Albany Road	Stream: 2 PRC for Signalled Lanes (%):	19.6	Total Delay for Signalled Lanes (pcuHr):	4.50	Cycle Time (s): 88
	PRC Over All Lanes (%):	-1.0	Total Delay Over All Lanes(pcuHr):	43.42	

Full Input Data And Results

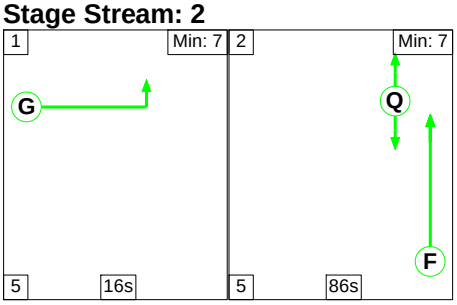
Scenario 8: 'Sensitivity Test PM' (FG8: '2014 + COM DEV + PROP DEV PM with Sensitivity', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

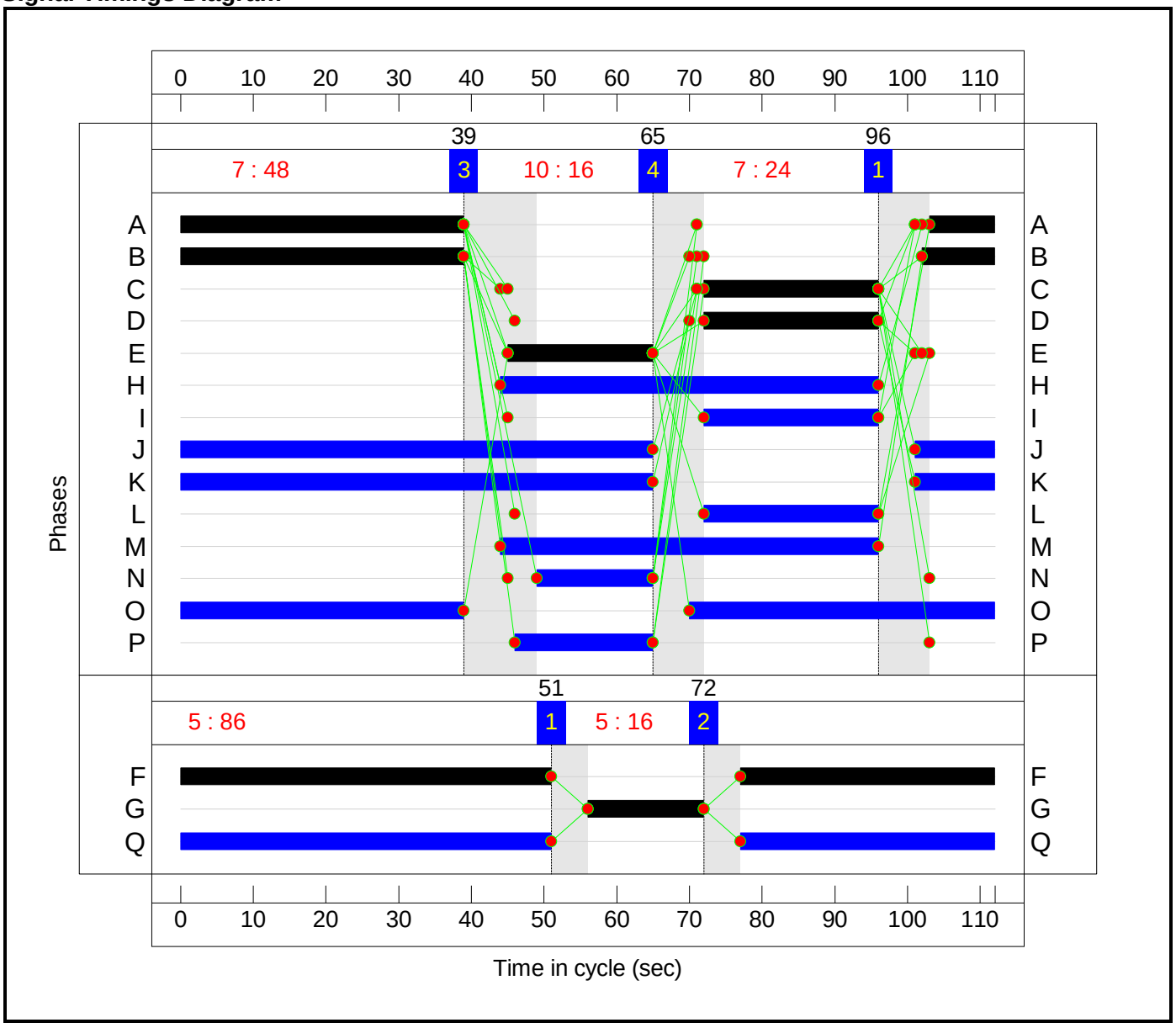
Stage	1	3	4
Duration	48	16	24
Change Point	96	39	65

Stage Stream: 2

Stage	1	2
Duration	16	86
Change Point	51	72

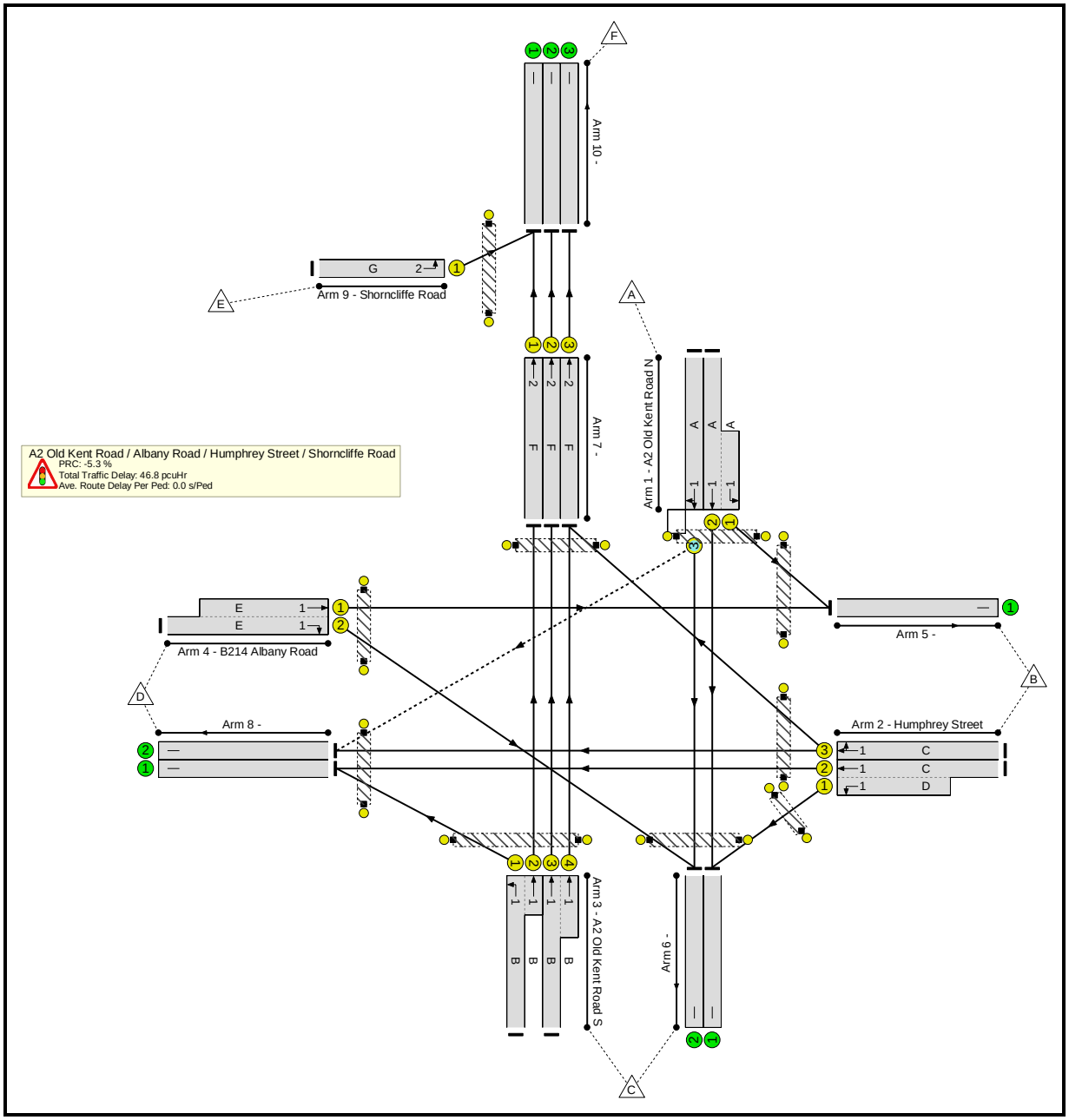
Full Input Data And Results

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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.8%**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**94.8%**
1/2+1/1	A2 Old Kent Road N Left Ahead	U	1	N/A	A		1	48	-	623	2090:1753	895+37	66.8 : 66.8%
1/3	A2 Old Kent Road N Ahead Right	O	1	N/A	A		1	48	-	597	2090	914	65.3%
2/2+2/1	Humphrey Street Left Ahead	U	1	N/A	C D		1	24	-	623	2093:1844	335+366	88.8 : 88.8%
2/3	Humphrey Street Right Ahead	U	1	N/A	C		1	24	-	298	1949	435	68.5%
3/1+3/2	A2 Old Kent Road S Ahead Left	U	1	N/A	B		1	49	-	508	1741:2072	397+554	53.5 : 53.5%
3/3+3/4	A2 Old Kent Road S Ahead	U	1	N/A	B		1	49	-	592	2072:2072	545+545	54.4 : 54.4%
4/2+4/1	B214 Albany Road Ahead Right	U	1	N/A	E		1	20	-	453	1857:1928	348+130	94.8 : 94.8%
5/1		U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	923	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	927	Inf	Inf	0.0%
7/1	Ahead	U	2	N/A	F		1	86	-	296	1800	1398	21.2%
7/2	Ahead	U	2	N/A	F		1	86	-	296	1800	1398	21.2%
7/3	Ahead	U	2	N/A	F		1	86	-	494	1800	1398	35.3%
8/1		U	N/A	N/A	-		-	-	-	510	Inf	Inf	0.0%

Full Input Data And Results

8/2		U	N/A	N/A	-		-	-	-	100	Inf	Inf	0.0%
9/1	Shorncliffe Road Left	U	2	N/A	G		1	16	-	124	1601	243	51.0%
10/1		U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
10/2		U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%
10/3		U	N/A	N/A	-		-	-	-	494	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	O		1	81	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	I		1	24	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	J		1	76	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	H		1	52	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	P		1	19	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	N		1	16	-	0	-	0	0.0%
Ped Link: P7	Unnamed Ped Link	-	1	-	M		1	52	-	0	-	0	0.0%
Ped Link: P8	Unnamed Ped Link	-	1	-	L		1	24	-	0	-	0	0.0%
Ped Link: P9	Unnamed Ped Link	-	2	-	Q		1	86	-	0	-	0	0.0%
Ped Link: P10	Unnamed Ped Link	-	1	-	K		1	76	-	0	-	0	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: A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**0**	**0**	**31.9**	**15.0**	**0.0**	**46.8**	**-**	**-**	**-**	**-**
A2 Old Kent Road / Albany Road / Humphrey Street / Shorncliffe Road	**-**	**-**	**0**	**0**	**0**	**31.9**	**15.0**	**0.0**	**46.8**	**-**	**-**	**-**	**-**
1/2+1/1	623	623	-	-	-	4.3	1.0	-	5.3	30.5	15.0	1.0	16.0
1/3	597	597	0	0	0	4.1	0.9	0.0	5.0	30.4	14.6	0.9	15.5
2/2+2/1	623	623	-	-	-	7.0	3.6	-	10.6	61.3	9.5	3.6	13.1
2/3	298	298	-	-	-	3.3	1.1	-	4.4	52.8	8.4	1.1	9.5
3/1+3/2	508	508	-	-	-	2.9	0.6	-	3.5	24.6	8.4	0.6	8.9
3/3+3/4	592	592	-	-	-	3.3	0.6	-	3.9	23.7	7.0	0.6	7.6
4/2+4/1	453	453	-	-	-	5.5	6.1	-	11.6	91.9	10.1	6.1	16.2
5/1	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	927	927	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	296	296	-	-	-	0.0	0.1	-	0.1	1.7	1.5	0.1	1.7
7/2	296	296	-	-	-	0.0	0.1	-	0.1	1.7	3.6	0.1	3.7
7/3	494	494	-	-	-	0.0	0.3	-	0.3	2.1	3.6	0.3	3.8
8/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	124	124	-	-	-	1.5	0.5	-	2.0	58.7	3.5	0.5	4.0
10/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/3	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

Full Input Data And Results

Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P7	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P8	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P9	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P10	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Old Kent Road - Albany Road	Stream: 1 PRC for Signalled Lanes (%):	-5.3	Total Delay for Signalled Lanes (pcuHr):	44.25	Cycle Time (s): 112
C1 - Old Kent Road - Albany Road	Stream: 2 PRC for Signalled Lanes (%):	76.4	Total Delay for Signalled Lanes (pcuHr):	2.58	Cycle Time (s): 112
	PRC Over All Lanes (%):	-5.3	Total Delay Over All Lanes(pcuHr):	46.83	

Existing Junction Model

6. Thurlow Street / East Street;

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: East Street_Thurlow Street.arc8
Path: N:\50600304 - Aylesbury Estate, Southwark\D Design and Analysis\Development\JUNCTIONS 8\Transport Assessment
Report generation date: 04/08/2014 16:24:40

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2014			
Stream B-ACD	2.24	25.42	0.70	D
Stream A-BCD	0.01	5.01	0.01	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream D-ABC	0.09	10.08	0.08	B
Stream C-ABD	0.99	6.03	0.38	A
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-

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

"D1 - 2014, AM " model duration: 07:45 - 09:15
"D2 - 2014, PM" model duration: 16:45 - 18:15
"D3 - 2014 + COM DEV, AM" model duration: 07:45 - 09:15
"D4 - 2014 + COM DEV, PM" model duration: 16:45 - 18:15
"D5 - 2014 + COM DEV + PROP DEV, AM" model duration: 07:45 - 09:15
"D6 - 2014 + COM DEV + PROP DEV, PM" model duration: 16:45 - 18:15
"D7 - Sensitivity, AM" model duration: 07:45 - 09:15
"D8 - Sensitivity, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 04/08/2014 16:24:33

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	24/06/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - 2014, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014, AM	2014	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
East Street / Thurlow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		15.35	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Thurlow Street N		Major
B	East Street E		Minor
C	Thurlow Street S		Major
D	East Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.76		0.00		2.20	209.00	✓	0.00
C	10.64		0.00		2.20	231.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	4.07										41	18
D	One lane	5.00										21	32

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	694.997	-	-	-	0.260	0.260	0.260	-	0.260	-	-
1	B-AD	553.211	0.080	0.203	-	-	-	0.128	0.290	0.128	0.080	0.203
1	B-C	703.322	0.086	0.217	-	-	-	-	-	-	0.086	0.217

1	C-B	707.738	0.219	0.219	-	-	-	-	-	-	0.219	0.219
1	D-A	773.049	-	-	-	0.290	0.115	0.290	-	0.115	-	-
1	D-BC	600.249	0.168	0.168	0.382	0.267	0.106	0.267	-	0.106	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	303.00	100.000
B	ONE HOUR	✓	299.00	100.000
C	ONE HOUR	✓	625.00	100.000
D	ONE HOUR	✓	30.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	36.000	262.000	5.000
	B	145.000	0.000	154.000	0.000
	C	439.000	155.000	0.000	31.000
	D	5.000	0.000	25.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.12	0.86	0.02
	B	0.48	0.00	0.52	0.00
	C	0.70	0.25	0.00	0.05
	D	0.17	0.00	0.83	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.70	25.42	2.24	D	274.37	411.55	120.46	17.56	1.34	120.50	17.57
A-BCD	0.01	5.01	0.01	A	7.21	10.82	0.97	5.39	0.01	0.97	5.39
A-B	-	-	-	-	32.72	49.08	-	-	-	-	-
A-C	-	-	-	-	238.11	357.16	-	-	-	-	-
D-ABC	0.08	10.08	0.09	B	27.53	41.29	6.22	9.04	0.07	6.22	9.05
C-ABD	0.38	6.03	0.99	A	273.11	409.67	60.87	8.92	0.68	60.88	8.92
C-D	-	-	-	-	19.81	29.72	-	-	-	-	-
C-A	-	-	-	-	280.59	420.88	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	225.10	56.28	222.13	0.00	520.65	0.432	0.00	0.74	11.946	B
A-BCD	5.34	1.34	5.31	0.00	725.11	0.007	0.00	0.01	5.001	A
A-B	26.91	6.73	26.91	0.00	-	-	-	-	-	-
A-C	195.86	48.96	195.86	0.00	-	-	-	-	-	-
D-ABC	22.59	5.65	22.38	0.00	465.51	0.049	0.00	0.05	8.121	A
C-ABD	193.43	48.36	191.75	0.00	878.32	0.220	0.00	0.42	5.239	A
C-D	18.28	4.57	18.28	0.00	-	-	-	-	-	-
C-A	258.83	64.71	258.83	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	268.79	67.20	267.27	0.00	499.53	0.538	0.74	1.13	15.393	C
A-BCD	6.89	1.72	6.88	0.00	732.95	0.009	0.01	0.01	4.957	A
A-B	32.07	8.02	32.07	0.00	-	-	-	-	-	-
A-C	233.43	58.36	233.43	0.00	-	-	-	-	-	-
D-ABC	26.97	6.74	26.91	0.00	434.03	0.062	0.05	0.07	8.841	A
C-ABD	258.73	64.68	257.99	0.00	915.26	0.283	0.42	0.60	5.486	A
C-D	19.99	5.00	19.99	0.00	-	-	-	-	-	-
C-A	283.14	70.79	283.14	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	329.21	82.30	325.08	0.00	469.80	0.701	1.13	2.16	24.186	C
A-BCD	9.38	2.35	9.37	0.00	745.17	0.013	0.01	0.01	4.892	A
A-B	39.17	9.79	39.17	0.00	-	-	-	-	-	-
A-C	285.06	71.26	285.06	0.00	-	-	-	-	-	-
D-ABC	33.03	8.26	32.93	0.00	390.79	0.085	0.07	0.09	10.058	B
C-ABD	365.94	91.48	364.45	0.00	965.33	0.379	0.60	0.98	6.005	A
C-D	21.25	5.31	21.25	0.00	-	-	-	-	-	-
C-A	300.95	75.24	300.95	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	329.21	82.30	328.86	0.00	469.57	0.701	2.16	2.24	25.419	D
A-BCD	9.40	2.35	9.39	0.00	744.54	0.013	0.01	0.01	4.896	A
A-B	39.17	9.79	39.17	0.00	-	-	-	-	-	-
A-C	285.05	71.26	285.05	0.00	-	-	-	-	-	-
D-ABC	33.03	8.26	33.03	0.00	389.98	0.085	0.09	0.09	10.085	B
C-ABD	366.66	91.66	366.61	0.00	965.93	0.380	0.98	0.99	6.035	A
C-D	21.20	5.30	21.20	0.00	-	-	-	-	-	-
C-A	300.28	75.07	300.28	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	268.79	67.20	272.94	0.00	499.18	0.538	2.24	1.21	16.187	C
A-BCD	6.90	1.72	6.91	0.00	731.99	0.009	0.01	0.01	4.964	A
A-B	32.07	8.02	32.07	0.00	-	-	-	-	-	-
A-C	233.42	58.35	233.42	0.00	-	-	-	-	-	-
D-ABC	26.97	6.74	27.07	0.00	432.84	0.062	0.09	0.07	8.873	A
C-ABD	259.55	64.89	260.99	0.00	916.15	0.283	0.99	0.63	5.521	A
C-D	19.94	4.98	19.94	0.00	-	-	-	-	-	-
C-A	282.37	70.59	282.37	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	225.10	56.28	226.81	0.00	520.21	0.433	1.21	0.78	12.340	B
A-BCD	5.36	1.34	5.37	0.00	724.32	0.007	0.01	0.01	5.006	A
A-B	26.91	6.73	26.91	0.00	-	-	-	-	-	-
A-C	195.85	48.96	195.85	0.00	-	-	-	-	-	-
D-ABC	22.59	5.65	22.65	0.00	464.56	0.049	0.07	0.05	8.148	A
C-ABD	194.36	48.59	195.14	0.00	879.00	0.221	0.63	0.43	5.280	A
C-D	18.22	4.55	18.22	0.00	-	-	-	-	-	-
C-A	257.95	64.49	257.95	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	10.46	0.70	11.946	B	B
A-BCD	0.12	0.01	5.001	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.73	0.05	8.121	A	A
C-ABD	6.21	0.41	5.239	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	15.94	1.06	15.393	C	B
A-BCD	0.15	0.01	4.957	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.96	0.06	8.841	A	A
C-ABD	9.12	0.61	5.486	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	29.12	1.94	24.186	C	C
A-BCD	0.21	0.01	4.892	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.33	0.09	10.058	B	B
C-ABD	14.70	0.98	6.005	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	33.14	2.21	25.419	D	C
A-BCD	0.21	0.01	4.896	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.38	0.09	10.085	B	B
C-ABD	14.95	1.00	6.035	A	A
C-D	-	-	-	-	-

C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	19.49	1.30	16.187	C	B
A-BCD	0.16	0.01	4.964	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.03	0.07	8.873	A	A
C-ABD	9.41	0.63	5.521	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	12.31	0.82	12.340	B	B
A-BCD	0.12	0.01	5.006	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.79	0.05	8.148	A	A
C-ABD	6.48	0.43	5.280	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2014, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014, PM	2014	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
East Street / Thurlow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		11.96	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Thurlow Street N		Major
B	East Street E		Minor
C	Thurlow Street S		Major
D	East Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.76		0.00		2.20	209.00	✓	0.00
C	10.64		0.00		2.20	231.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	4.07										41	18
D	One lane	5.00										21	32

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	694.997	-	-	-	0.260	0.260	0.260	-	0.260	-	-
1	B-AD	553.211	0.080	0.203	-	-	-	0.128	0.290	0.128	0.080	0.203
1	B-C	703.322	0.086	0.217	-	-	-	-	-	-	0.086	0.217
1	C-B	707.738	0.219	0.219	-	-	-	-	-	-	0.219	0.219
1	D-A	773.049	-	-	-	0.290	0.115	0.290	-	0.115	-	-
1	D-BC	600.249	0.168	0.168	0.382	0.267	0.106	0.267	-	0.106	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	413.00	100.000
B	ONE HOUR	✓	262.00	100.000
C	ONE HOUR	✓	360.00	100.000
D	ONE HOUR	✓	48.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	34.000	371.000	8.000
	B	89.000	0.000	173.000	0.000
	C	215.000	115.000	0.000	30.000

	D	7.000	0.000	41.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.08	0.90	0.02
	B	0.34	0.00	0.66	0.00
	C	0.60	0.32	0.00	0.08
	D	0.15	0.00	0.85	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.57	16.55	1.30	C	240.42	360.62	77.96	12.97	0.87	77.98	12.97
A-BCD	0.02	4.43	0.02	A	12.46	18.69	1.51	4.85	0.02	1.51	4.85
A-B	-	-	-	-	30.77	46.15	-	-	-	-	-
A-C	-	-	-	-	335.75	503.62	-	-	-	-	-
D-ABC	0.12	9.01	0.13	A	44.05	66.07	9.12	8.28	0.10	9.12	8.28
C-ABD	0.25	6.15	0.46	A	151.10	226.65	30.21	8.00	0.34	30.22	8.00
C-D	-	-	-	-	21.95	32.92	-	-	-	-	-
C-A	-	-	-	-	157.30	235.94	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	197.25	49.31	195.05	0.00	550.91	0.358	0.00	0.55	10.057	B
A-BCD	9.21	2.30	9.16	0.00	823.05	0.011	0.00	0.01	4.423	A
A-B	25.33	6.33	25.33	0.00	-	-	-	-	-	-
A-C	276.39	69.10	276.39	0.00	-	-	-	-	-	-
D-ABC	36.14	9.03	35.83	0.00	506.33	0.071	0.00	0.08	7.646	A
C-ABD	114.49	28.62	113.56	0.00	753.59	0.152	0.00	0.23	5.621	A
C-D	19.17	4.79	19.17	0.00	-	-	-	-	-	-
C-A	137.37	34.34	137.37	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	235.53	58.88	234.62	0.00	532.05	0.443	0.55	0.78	12.064	B
A-BCD	11.91	2.98	11.90	0.00	848.07	0.014	0.01	0.02	4.305	A

A-B	30.17	7.54	30.17	0.00	-	-	-	-	-	-
A-C	329.20	82.30	329.20	0.00	-	-	-	-	-	-
D-ABC	43.15	10.79	43.07	0.00	483.69	0.089	0.08	0.10	8.170	A
C-ABD	145.21	36.30	144.89	0.00	764.24	0.190	0.23	0.31	5.814	A
C-D	21.85	5.46	21.85	0.00	-	-	-	-	-	-
C-A	156.57	39.14	156.57	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	288.47	72.12	286.47	0.00	505.75	0.570	0.78	1.28	16.263	C
A-BCD	16.23	4.06	16.20	0.00	882.50	0.018	0.02	0.02	4.155	A
A-B	36.81	9.20	36.81	0.00	-	-	-	-	-	-
A-C	401.68	100.42	401.68	0.00	-	-	-	-	-	-
D-ABC	52.85	13.21	52.71	0.00	452.51	0.117	0.10	0.13	9.002	A
C-ABD	193.25	48.31	192.68	0.00	779.71	0.248	0.31	0.45	6.137	A
C-D	24.87	6.22	24.87	0.00	-	-	-	-	-	-
C-A	178.24	44.56	178.24	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	288.47	72.12	288.37	0.00	505.65	0.570	1.28	1.30	16.548	C
A-BCD	16.24	4.06	16.24	0.00	882.32	0.018	0.02	0.02	4.158	A
A-B	36.81	9.20	36.81	0.00	-	-	-	-	-	-
A-C	401.67	100.42	401.67	0.00	-	-	-	-	-	-
D-ABC	52.85	13.21	52.85	0.00	452.25	0.117	0.13	0.13	9.013	A
C-ABD	193.43	48.36	193.41	0.00	779.87	0.248	0.45	0.46	6.150	A
C-D	24.85	6.21	24.85	0.00	-	-	-	-	-	-
C-A	178.09	44.52	178.09	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	235.53	58.88	237.48	0.00	531.90	0.443	1.30	0.81	12.309	B
A-BCD	11.93	2.98	11.95	0.00	847.79	0.014	0.02	0.02	4.306	A
A-B	30.17	7.54	30.17	0.00	-	-	-	-	-	-
A-C	329.18	82.30	329.18	0.00	-	-	-	-	-	-
D-ABC	43.15	10.79	43.28	0.00	483.30	0.089	0.13	0.10	8.183	A
C-ABD	145.42	36.36	145.97	0.00	764.46	0.190	0.46	0.32	5.831	A
C-D	21.82	5.46	21.82	0.00	-	-	-	-	-	-
C-A	156.39	39.10	156.39	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	197.25	49.31	198.23	0.00	550.66	0.358	0.81	0.57	10.244	B
A-BCD	9.23	2.31	9.25	0.00	822.74	0.011	0.02	0.01	4.426	A
A-B	25.33	6.33	25.33	0.00	-	-	-	-	-	-
A-C	276.37	69.09	276.37	0.00	-	-	-	-	-	-
D-ABC	36.14	9.03	36.22	0.00	505.92	0.071	0.10	0.08	7.664	A
C-ABD	114.79	28.70	115.12	0.00	753.76	0.152	0.32	0.24	5.643	A
C-D	19.13	4.78	19.13	0.00	-	-	-	-	-	-
C-A	137.10	34.28	137.10	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	7.79	0.52	10.057	B	B
A-BCD	0.18	0.01	4.423	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.10	0.07	7.646	A	A
C-ABD	3.43	0.23	5.621	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service

B-ACD	11.16	0.74	12.064	B	B
A-BCD	0.24	0.02	4.305	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.42	0.09	8.170	A	A
C-ABD	4.70	0.31	5.814	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	17.93	1.20	16.263	C	B
A-BCD	0.33	0.02	4.155	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.91	0.13	9.002	A	A
C-ABD	6.84	0.46	6.137	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	19.37	1.29	16.548	C	B
A-BCD	0.33	0.02	4.158	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.97	0.13	9.013	A	A
C-ABD	6.91	0.46	6.150	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	12.85	0.86	12.309	B	B
A-BCD	0.24	0.02	4.306	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.52	0.10	8.183	A	A
C-ABD	4.79	0.32	5.831	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	8.85	0.59	10.244	B	B
A-BCD	0.19	0.01	4.426	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.19	0.08	7.664	A	A
C-ABD	3.54	0.24	5.643	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2014 + COM DEV, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + COM DEV, AM	2014 + COM DEV	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
East Street / Thurlow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		16.51	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Thurlow Street N		Major
B	East Street E		Minor
C	Thurlow Street S		Major
D	East Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.76		0.00		2.20	209.00	✓	0.00
C	10.64		0.00		2.20	231.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	4.07										41	18
D	One lane	5.00										21	32

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	694.997	-	-	-	0.260	0.260	0.260	-	0.260	-	-
1	B-AD	553.211	0.080	0.203	-	-	-	0.128	0.290	0.128	0.080	0.203
1	B-C	703.322	0.086	0.217	-	-	-	-	-	-	0.086	0.217
1	C-B	707.738	0.219	0.219	-	-	-	-	-	-	0.219	0.219
1	D-A	773.049	-	-	-	0.290	0.115	0.290	-	0.115	-	-
1	D-BC	600.249	0.168	0.168	0.382	0.267	0.106	0.267	-	0.106	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	307.00	100.000
B	ONE HOUR	✓	314.00	100.000
C	ONE HOUR	✓	629.00	100.000
D	ONE HOUR	✓	32.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	36.000	262.000	9.000
	B	146.000	0.000	168.000	0.000
	C	441.000	157.000	0.000	31.000
	D	7.000	0.000	25.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.12	0.85	0.03
	B	0.46	0.00	0.54	0.00
	C	0.70	0.25	0.00	0.05
	D	0.22	0.00	0.78	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.73	27.74	2.56	D	288.13	432.20	133.69	18.56	1.49	133.74	18.57
A-BCD	0.02	5.04	0.03	A	12.99	19.48	1.89	5.81	0.02	1.89	5.81
A-B	-	-	-	-	32.46	48.69	-	-	-	-	-
A-C	-	-	-	-	236.26	354.38	-	-	-	-	-
D-ABC	0.09	9.99	0.10	A	29.36	44.05	6.57	8.95	0.07	6.57	8.95
C-ABD	0.39	6.08	1.01	A	277.38	416.06	62.14	8.96	0.69	62.14	8.96
C-D	-	-	-	-	19.69	29.54	-	-	-	-	-
C-A	-	-	-	-	280.11	420.17	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	236.40	59.10	233.19	0.00	524.62	0.451	0.00	0.80	12.225	B
A-BCD	9.62	2.41	9.56	0.00	724.60	0.013	0.00	0.01	5.034	A
A-B	26.76	6.69	26.76	0.00	-	-	-	-	-	-
A-C	194.74	48.69	194.74	0.00	-	-	-	-	-	-
D-ABC	24.09	6.02	23.88	0.00	472.03	0.051	0.00	0.05	8.030	A
C-ABD	196.32	49.08	194.61	0.00	879.25	0.223	0.00	0.43	5.254	A
C-D	18.21	4.55	18.21	0.00	-	-	-	-	-	-
C-A	259.02	64.75	259.02	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	282.28	70.57	280.57	0.00	503.65	0.560	0.80	1.23	15.983	C
A-BCD	12.40	3.10	12.38	0.00	732.34	0.017	0.01	0.02	4.999	A
A-B	31.84	7.96	31.84	0.00	-	-	-	-	-	-
A-C	231.74	57.94	231.74	0.00	-	-	-	-	-	-
D-ABC	28.77	7.19	28.70	0.00	440.21	0.065	0.05	0.07	8.747	A
C-ABD	262.73	65.68	261.97	0.00	916.41	0.287	0.43	0.62	5.508	A
C-D	19.88	4.97	19.88	0.00	-	-	-	-	-	-
C-A	282.85	70.71	282.85	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	345.72	86.43	340.85	0.00	474.09	0.729	1.23	2.45	26.083	D
A-BCD	16.91	4.23	16.87	0.00	744.44	0.023	0.02	0.03	4.947	A
A-B	38.79	9.70	38.79	0.00	-	-	-	-	-	-
A-C	282.31	70.58	282.31	0.00	-	-	-	-	-	-
D-ABC	35.23	8.81	35.12	0.00	396.46	0.089	0.07	0.10	9.959	A
C-ABD	371.81	92.95	370.28	0.00	966.74	0.385	0.62	1.00	6.050	A
C-D	21.07	5.27	21.07	0.00	-	-	-	-	-	-
C-A	299.67	74.92	299.67	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	345.72	86.43	345.27	0.00	473.85	0.730	2.45	2.56	27.739	D
A-BCD	16.93	4.23	16.93	0.00	743.75	0.023	0.03	0.03	4.954	A
A-B	38.79	9.70	38.79	0.00	-	-	-	-	-	-
A-C	282.30	70.57	282.30	0.00	-	-	-	-	-	-
D-ABC	35.23	8.81	35.23	0.00	395.56	0.089	0.10	0.10	9.990	A
C-ABD	372.55	93.14	372.51	0.00	967.35	0.385	1.00	1.01	6.083	A
C-D	21.02	5.25	21.02	0.00	-	-	-	-	-	-
C-A	298.97	74.74	298.97	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	282.28	70.57	287.21	0.00	503.29	0.561	2.56	1.33	17.015	C
A-BCD	12.43	3.11	12.46	0.00	731.30	0.017	0.03	0.02	5.007	A
A-B	31.84	7.96	31.84	0.00	-	-	-	-	-	-

A-C	231.72	57.93	231.72	0.00	-	-	-	-	-	-
D-ABC	28.77	7.19	28.87	0.00	438.90	0.066	0.10	0.07	8.781	A
C-ABD	263.58	65.89	265.06	0.00	917.32	0.287	1.01	0.64	5.546	A
C-D	19.83	4.96	19.83	0.00	-	-	-	-	-	-
C-A	282.05	70.51	282.05	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	236.40	59.10	238.34	0.00	524.18	0.451	1.33	0.84	12.680	B
A-BCD	9.65	2.41	9.67	0.00	723.78	0.013	0.02	0.02	5.042	A
A-B	26.76	6.69	26.76	0.00	-	-	-	-	-	-
A-C	194.72	48.68	194.72	0.00	-	-	-	-	-	-
D-ABC	24.09	6.02	24.16	0.00	471.01	0.051	0.07	0.05	8.058	A
C-ABD	197.28	49.32	198.07	0.00	879.95	0.224	0.64	0.44	5.296	A
C-D	18.14	4.54	18.14	0.00	-	-	-	-	-	-
C-A	258.12	64.53	258.12	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	11.22	0.75	12.225	B	B
A-BCD	0.22	0.01	5.034	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.77	0.05	8.030	A	A
C-ABD	6.31	0.42	5.254	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	17.34	1.16	15.983	C	B
A-BCD	0.30	0.02	4.999	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.01	0.07	8.747	A	A
C-ABD	9.30	0.62	5.508	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	32.63	2.18	26.083	D	C
A-BCD	0.42	0.03	4.947	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.41	0.09	9.959	A	A
C-ABD	15.03	1.00	6.050	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	37.70	2.51	27.739	D	C
A-BCD	0.42	0.03	4.954	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.45	0.10	9.990	A	A
C-ABD	15.30	1.02	6.083	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	21.51	1.43	17.015	C	B

A-BCD	0.30	0.02	5.007	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.09	0.07	8.781	A	A
C-ABD	9.60	0.64	5.546	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	13.30	0.89	12.680	B	B
A-BCD	0.23	0.02	5.042	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.84	0.06	8.058	A	A
C-ABD	6.59	0.44	5.296	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2014 + COM DEV, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + COM DEV, PM	2014 + COM DEV	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
East Street / Thurlow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		12.08	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Thurlow Street N		Major
B	East Street E		Minor
C	Thurlow Street S		Major
D	East Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)

A	6.76		0.00		2.20	209.00	✓	0.00
C	10.64		0.00		2.20	231.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	4.07										41	18
D	One lane	5.00										21	32

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	694.997	-	-	-	0.260	0.260	0.260	-	0.260	-	-
1	B-AD	553.211	0.080	0.203	-	-	-	0.128	0.290	0.128	0.080	0.203
1	B-C	703.322	0.086	0.217	-	-	-	-	-	-	0.086	0.217
1	C-B	707.738	0.219	0.219	-	-	-	-	-	-	0.219	0.219
1	D-A	773.049	-	-	-	0.290	0.115	0.290	-	0.115	-	-
1	D-BC	600.249	0.168	0.168	0.382	0.267	0.106	0.267	-	0.106	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	415.00	100.000
B	ONE HOUR	✓	267.00	100.000
C	ONE HOUR	✓	368.00	100.000
D	ONE HOUR	✓	50.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	34.000	371.000	10.000
	B	89.000	0.000	178.000	0.000
	C	215.000	123.000	0.000	30.000
	D	9.000	0.000	41.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.08	0.89	0.02
	B	0.33	0.00	0.67	0.00
	C	0.58	0.33	0.00	0.08
	D	0.18	0.00	0.82	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.58	16.97	1.36	C	245.00	367.51	80.85	13.20	0.90	80.87	13.20
A-BCD	0.02	4.44	0.03	A	15.57	23.36	1.95	5.01	0.02	1.95	5.01
A-B	-	-	-	-	30.66	45.99	-	-	-	-	-
A-C	-	-	-	-	334.58	501.86	-	-	-	-	-
D-ABC	0.12	8.95	0.14	A	45.88	68.82	9.43	8.22	0.10	9.43	8.22
C-ABD	0.27	6.30	0.50	A	161.62	242.42	32.69	8.09	0.36	32.69	8.09
C-D	-	-	-	-	21.56	32.34	-	-	-	-	-
C-A	-	-	-	-	154.51	231.76	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	201.01	50.25	198.76	0.00	551.34	0.365	0.00	0.56	10.212	B
A-BCD	11.51	2.88	11.45	0.00	823.05	0.014	0.00	0.02	4.435	A
A-B	25.26	6.32	25.26	0.00	-	-	-	-	-	-
A-C	275.66	68.92	275.66	0.00	-	-	-	-	-	-
D-ABC	37.64	9.41	37.33	0.00	511.56	0.074	0.00	0.08	7.586	A
C-ABD	122.45	30.61	121.46	0.00	753.59	0.162	0.00	0.25	5.690	A
C-D	18.93	4.73	18.93	0.00	-	-	-	-	-	-
C-A	135.67	33.92	135.67	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	240.03	60.01	239.07	0.00	532.32	0.451	0.56	0.80	12.234	B
A-BCD	14.89	3.72	14.87	0.00	848.07	0.018	0.02	0.02	4.320	A
A-B	30.07	7.52	30.07	0.00	-	-	-	-	-	-
A-C	328.11	82.03	328.11	0.00	-	-	-	-	-	-
D-ABC	44.95	11.24	44.86	0.00	488.91	0.092	0.08	0.10	8.104	A
C-ABD	155.31	38.83	154.96	0.00	764.25	0.203	0.25	0.34	5.911	A

C-D	21.49	5.37	21.49	0.00	-	-	-	-	-	-
C-A	154.02	38.50	154.02	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	293.97	73.49	291.85	0.00	505.77	0.581	0.80	1.33	16.662	C
A-BCD	20.29	5.07	20.25	0.00	882.49	0.023	0.02	0.03	4.175	A
A-B	36.66	9.16	36.66	0.00	-	-	-	-	-	-
A-C	399.98	100.00	399.98	0.00	-	-	-	-	-	-
D-ABC	55.05	13.76	54.91	0.00	457.69	0.120	0.10	0.14	8.935	A
C-ABD	206.70	51.68	206.08	0.00	779.73	0.265	0.34	0.49	6.281	A
C-D	24.30	6.08	24.30	0.00	-	-	-	-	-	-
C-A	174.17	43.54	174.17	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	293.97	73.49	293.86	0.00	505.67	0.581	1.33	1.36	16.972	C
A-BCD	20.30	5.07	20.30	0.00	882.31	0.023	0.03	0.03	4.177	A
A-B	36.65	9.16	36.65	0.00	-	-	-	-	-	-
A-C	399.97	99.99	399.97	0.00	-	-	-	-	-	-
D-ABC	55.05	13.76	55.05	0.00	457.42	0.120	0.14	0.14	8.946	A
C-ABD	206.89	51.72	206.88	0.00	779.90	0.265	0.49	0.50	6.295	A
C-D	24.28	6.07	24.28	0.00	-	-	-	-	-	-
C-A	174.00	43.50	174.00	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	240.03	60.01	242.10	0.00	532.15	0.451	1.36	0.84	12.500	B
A-BCD	14.91	3.73	14.94	0.00	847.77	0.018	0.03	0.02	4.324	A
A-B	30.07	7.52	30.07	0.00	-	-	-	-	-	-
A-C	328.10	82.02	328.10	0.00	-	-	-	-	-	-
D-ABC	44.95	11.24	45.08	0.00	488.49	0.092	0.14	0.10	8.122	A
C-ABD	155.55	38.89	156.15	0.00	764.49	0.203	0.50	0.35	5.932	A
C-D	21.46	5.37	21.46	0.00	-	-	-	-	-	-
C-A	153.81	38.45	153.81	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	201.01	50.25	202.04	0.00	551.08	0.365	0.84	0.58	10.346	B
A-BCD	11.54	2.88	11.56	0.00	822.74	0.014	0.02	0.02	4.439	A
A-B	25.26	6.32	25.26	0.00	-	-	-	-	-	-
A-C	275.63	68.91	275.63	0.00	-	-	-	-	-	-
D-ABC	37.64	9.41	37.73	0.00	511.13	0.074	0.10	0.08	7.608	A
C-ABD	122.78	30.70	123.14	0.00	753.78	0.163	0.35	0.25	5.715	A
C-D	18.89	4.72	18.89	0.00	-	-	-	-	-	-
C-A	135.38	33.84	135.38	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	8.01	0.53	10.212	B	B
A-BCD	0.24	0.02	4.435	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.14	0.08	7.586	A	A
C-ABD	3.69	0.25	5.690	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	11.52	0.77	12.234	B	B
A-BCD	0.31	0.02	4.320	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-

D-ABC	1.47	0.10	8.104	A	A
C-ABD	5.07	0.34	5.911	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	18.66	1.24	16.662	C	B
A-BCD	0.42	0.03	4.175	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.98	0.13	8.935	A	A
C-ABD	7.43	0.50	6.281	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	20.22	1.35	16.972	C	B
A-BCD	0.43	0.03	4.177	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.04	0.14	8.946	A	A
C-ABD	7.51	0.50	6.295	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	13.31	0.89	12.500	B	B
A-BCD	0.31	0.02	4.324	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.57	0.10	8.122	A	A
C-ABD	5.17	0.34	5.932	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	9.12	0.61	10.346	B	B
A-BCD	0.24	0.02	4.439	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.23	0.08	7.608	A	A
C-ABD	3.81	0.25	5.715	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2014 + COM DEV + PROP DEV, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

	Scenario	Time		Traffic	Model Start	Model Finish	Model Time	Time Segment	Results For	Single Time		Run	Use	

Name	Name	Period Name	Description	Profile Type	Time (HH:mm)	Time (HH:mm)	Period Length (min)	Length (min)	Central Hour Only	Segment Only	Locked	Automatically	Relationship	Relationship
2014 + COM DEV + PROP DEV, AM	2014 + COM DEV + PROP DEV	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
East Street / Thurlow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		17.08	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Thurlow Street N		Major
B	East Street E		Minor
C	Thurlow Street S		Major
D	East Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.76		0.00		2.20	209.00	✓	0.00
C	10.64		0.00		2.20	231.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	4.07										41	18
D	One lane	5.00										21	32

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	694.997	-	-	-	0.260	0.260	0.260	-	0.260	-	-
1	B-AD	553.211	0.080	0.203	-	-	-	0.128	0.290	0.128	0.080	0.203
1	B-C	703.322	0.086	0.217	-	-	-	-	-	-	0.086	0.217
1	C-B	707.738	0.219	0.219	-	-	-	-	-	-	0.219	0.219
1	D-A	773.049	-	-	-	0.290	0.115	0.290	-	0.115	-	-
1	D-BC	600.249	0.168	0.168	0.382	0.267	0.106	0.267	-	0.106	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	308.00	100.000
B	ONE HOUR	✓	319.00	100.000
C	ONE HOUR	✓	645.00	100.000
D	ONE HOUR	✓	32.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	36.000	263.000	9.000
	B	146.000	0.000	173.000	0.000
	C	451.000	163.000	0.000	31.000
	D	7.000	0.000	25.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.12	0.85	0.03
	B	0.46	0.00	0.54	0.00
	C	0.70	0.25	0.00	0.05
	D	0.22	0.00	0.78	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.74	29.14	2.72	D	292.72	439.08	140.15	19.15	1.56	140.19	19.16
A-BCD	0.02	5.05	0.03	A	13.03	19.55	1.90	5.83	0.02	1.90	5.83
A-B	-	-	-	-	32.46	48.69	-	-	-	-	-
A-C	-	-	-	-	237.14	355.70	-	-	-	-	-
D-ABC	0.09	10.08	0.10	B	29.36	44.05	6.62	9.02	0.07	6.62	9.02
C-ABD	0.40	6.23	1.09	A	291.89	437.83	66.58	9.12	0.74	66.58	9.12
C-D	-	-	-	-	19.29	28.94	-	-	-	-	-
C-A	-	-	-	-	280.68	421.03	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	240.16	60.04	236.87	0.00	524.51	0.458	0.00	0.82	12.380	B
A-BCD	9.64	2.41	9.58	0.00	723.37	0.013	0.00	0.02	5.043	A
A-B	26.76	6.69	26.76	0.00	-	-	-	-	-	-
A-C	195.48	48.87	195.48	0.00	-	-	-	-	-	-
D-ABC	24.09	6.02	23.88	0.00	469.84	0.051	0.00	0.05	8.069	A
C-ABD	205.89	51.47	204.09	0.00	883.80	0.233	0.00	0.45	5.291	A
C-D	17.99	4.50	17.99	0.00	-	-	-	-	-	-
C-A	261.71	65.43	261.71	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	286.77	71.69	284.97	0.00	503.20	0.570	0.82	1.27	16.354	C
A-BCD	12.44	3.11	12.42	0.00	730.92	0.017	0.02	0.02	5.010	A
A-B	31.84	7.96	31.84	0.00	-	-	-	-	-	-
A-C	232.61	58.15	232.61	0.00	-	-	-	-	-	-
D-ABC	28.77	7.19	28.70	0.00	437.57	0.066	0.05	0.07	8.804	A
C-ABD	276.26	69.07	275.44	0.00	922.00	0.300	0.45	0.66	5.578	A
C-D	19.52	4.88	19.52	0.00	-	-	-	-	-	-
C-A	284.05	71.01	284.05	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	351.23	87.81	345.95	0.00	473.12	0.742	1.27	2.59	27.210	D
A-BCD	16.97	4.24	16.94	0.00	742.78	0.023	0.02	0.03	4.959	A
A-B	38.79	9.70	38.79	0.00	-	-	-	-	-	-
A-C	283.35	70.84	283.35	0.00	-	-	-	-	-	-
D-ABC	35.23	8.81	35.12	0.00	393.20	0.090	0.07	0.10	10.050	B
C-ABD	392.08	98.02	390.40	0.00	973.61	0.403	0.66	1.08	6.189	A
C-D	20.46	5.11	20.46	0.00	-	-	-	-	-	-
C-A	297.62	74.41	297.62	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	351.23	87.81	350.70	0.00	472.86	0.743	2.59	2.72	29.144	D
A-BCD	17.00	4.25	17.00	0.00	742.04	0.023	0.03	0.03	4.965	A
A-B	38.78	9.70	38.78	0.00	-	-	-	-	-	-
A-C	283.33	70.83	283.33	0.00	-	-	-	-	-	-
D-ABC	35.23	8.81	35.23	0.00	392.23	0.090	0.10	0.10	10.083	B
C-ABD	392.93	98.23	392.87	0.00	974.30	0.403	1.08	1.09	6.227	A
C-D	20.40	5.10	20.40	0.00	-	-	-	-	-	-
C-A	296.83	74.21	296.83	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	286.77	71.69	292.15	0.00	502.82	0.570	2.72	1.38	17.492	C
A-BCD	12.46	3.12	12.49	0.00	729.80	0.017	0.03	0.02	5.020	A
A-B	31.84	7.96	31.84	0.00	-	-	-	-	-	-

A-C	232.59	58.15	232.59	0.00	-	-	-	-	-	-
D-ABC	28.77	7.19	28.87	0.00	436.17	0.066	0.10	0.07	8.840	A
C-ABD	277.22	69.30	278.86	0.00	923.01	0.300	1.09	0.68	5.621	A
C-D	19.46	4.87	19.46	0.00	-	-	-	-	-	-
C-A	283.16	70.79	283.16	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	240.16	60.04	242.22	0.00	524.05	0.458	1.38	0.87	12.867	B
A-BCD	9.67	2.42	9.69	0.00	722.52	0.013	0.02	0.02	5.052	A
A-B	26.75	6.69	26.75	0.00	-	-	-	-	-	-
A-C	195.45	48.86	195.45	0.00	-	-	-	-	-	-
D-ABC	24.09	6.02	24.16	0.00	468.79	0.051	0.07	0.05	8.099	A
C-ABD	206.93	51.73	207.79	0.00	884.55	0.234	0.68	0.47	5.335	A
C-D	17.92	4.48	17.92	0.00	-	-	-	-	-	-
C-A	260.73	65.18	260.73	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	11.53	0.77	12.380	B	B
A-BCD	0.22	0.01	5.043	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.78	0.05	8.069	A	A
C-ABD	6.68	0.45	5.291	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	17.95	1.20	16.354	C	B
A-BCD	0.30	0.02	5.010	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.02	0.07	8.804	A	A
C-ABD	9.91	0.66	5.578	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	34.38	2.29	27.210	D	C
A-BCD	0.42	0.03	4.959	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.42	0.09	10.050	B	B
C-ABD	16.22	1.08	6.189	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	40.07	2.67	29.144	D	C
A-BCD	0.42	0.03	4.965	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.47	0.10	10.083	B	B
C-ABD	16.53	1.10	6.227	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	22.49	1.50	17.492	C	B

A-BCD	0.30	0.02	5.020	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.10	0.07	8.840	A	A
C-ABD	10.25	0.68	5.621	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	13.73	0.92	12.867	B	B
A-BCD	0.23	0.02	5.052	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.84	0.06	8.099	A	A
C-ABD	6.98	0.47	5.335	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2014 + COM DEV + PROP DEV, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + COM DEV + PROP DEV, PM	2014 + COM DEV + PROP DEV	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
East Street / Thurlow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		12.26	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Thurlow Street N		Major
B	East Street E		Minor
C	Thurlow Street S		Major
D	East Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.76		0.00		2.20	209.00	✓	0.00
C	10.64		0.00		2.20	231.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	4.07										41	18
D	One lane	5.00										21	32

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	694.997	-	-	-	0.260	0.260	0.260	-	0.260	-	-
1	B-AD	553.211	0.080	0.203	-	-	-	0.128	0.290	0.128	0.080	0.203
1	B-C	703.322	0.086	0.217	-	-	-	-	-	-	0.086	0.217
1	C-B	707.738	0.219	0.219	-	-	-	-	-	-	0.219	0.219
1	D-A	773.049	-	-	-	0.290	0.115	0.290	-	0.115	-	-
1	D-BC	600.249	0.168	0.168	0.382	0.267	0.106	0.267	-	0.106	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	416.00	100.000
B	ONE HOUR	✓	271.00	100.000
C	ONE HOUR	✓	382.00	100.000
D	ONE HOUR	✓	50.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	34.000	372.000	10.000
	B	89.000	0.000	182.000	0.000
	C	223.000	129.000	0.000	30.000

	D	9.000	0.000	41.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.08	0.89	0.02
	B	0.33	0.00	0.67	0.00
	C	0.58	0.34	0.00	0.08
	D	0.18	0.00	0.82	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.59	17.40	1.41	C	248.67	373.01	83.48	13.43	0.93	83.50	13.43
A-BCD	0.02	4.44	0.03	A	15.61	23.42	1.96	5.02	0.02	1.96	5.02
A-B	-	-	-	-	30.66	45.99	-	-	-	-	-
A-C	-	-	-	-	335.46	503.18	-	-	-	-	-
D-ABC	0.12	9.01	0.14	A	45.88	68.82	9.48	8.26	0.11	9.48	8.26
C-ABD	0.28	6.38	0.54	A	171.42	257.13	35.12	8.20	0.39	35.12	8.20
C-D	-	-	-	-	21.24	31.86	-	-	-	-	-
C-A	-	-	-	-	157.87	236.81	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	204.02	51.01	201.71	0.00	551.14	0.370	0.00	0.58	10.236	B
A-BCD	11.53	2.88	11.47	0.00	822.19	0.014	0.00	0.02	4.440	A
A-B	25.26	6.32	25.26	0.00	-	-	-	-	-	-
A-C	276.39	69.10	276.39	0.00	-	-	-	-	-	-
D-ABC	37.64	9.41	37.33	0.00	509.79	0.074	0.00	0.08	7.614	A
C-ABD	129.57	32.39	128.50	0.00	757.33	0.171	0.00	0.27	5.720	A
C-D	18.74	4.68	18.74	0.00	-	-	-	-	-	-
C-A	139.28	34.82	139.28	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	243.62	60.91	242.63	0.00	531.87	0.458	0.58	0.83	12.406	B
A-BCD	14.93	3.73	14.91	0.00	847.09	0.018	0.02	0.02	4.325	A

A-B	30.07	7.52	30.07	0.00	-	-	-	-	-	-
A-C	328.98	82.24	328.98	0.00	-	-	-	-	-	-
D-ABC	44.95	11.24	44.86	0.00	486.79	0.092	0.08	0.10	8.143	A
C-ABD	164.64	41.16	164.26	0.00	768.77	0.214	0.27	0.36	5.958	A
C-D	21.20	5.30	21.20	0.00	-	-	-	-	-	-
C-A	157.58	39.39	157.58	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	298.38	74.59	296.14	0.00	504.95	0.591	0.83	1.38	17.053	C
A-BCD	20.35	5.09	20.32	0.00	881.37	0.023	0.02	0.03	4.180	A
A-B	36.65	9.16	36.65	0.00	-	-	-	-	-	-
A-C	401.02	100.26	401.02	0.00	-	-	-	-	-	-
D-ABC	55.05	13.76	54.91	0.00	455.08	0.121	0.10	0.14	8.993	A
C-ABD	219.64	54.91	218.96	0.00	785.36	0.280	0.36	0.53	6.362	A
C-D	23.83	5.96	23.83	0.00	-	-	-	-	-	-
C-A	177.12	44.28	177.12	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	298.38	74.59	298.26	0.00	504.84	0.591	1.38	1.41	17.398	C
A-BCD	20.36	5.09	20.36	0.00	881.17	0.023	0.03	0.03	4.181	A
A-B	36.65	9.16	36.65	0.00	-	-	-	-	-	-
A-C	401.01	100.25	401.01	0.00	-	-	-	-	-	-
D-ABC	55.05	13.76	55.05	0.00	454.79	0.121	0.14	0.14	9.005	A
C-ABD	219.86	54.96	219.84	0.00	785.55	0.280	0.53	0.54	6.378	A
C-D	23.80	5.95	23.80	0.00	-	-	-	-	-	-
C-A	176.93	44.23	176.93	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	243.62	60.91	245.81	0.00	531.70	0.458	1.41	0.87	12.685	B
A-BCD	14.95	3.74	14.98	0.00	846.78	0.018	0.03	0.02	4.327	A
A-B	30.07	7.52	30.07	0.00	-	-	-	-	-	-
A-C	328.96	82.24	328.96	0.00	-	-	-	-	-	-
D-ABC	44.95	11.24	45.09	0.00	486.35	0.092	0.14	0.10	8.162	A
C-ABD	164.90	41.22	165.56	0.00	769.05	0.214	0.54	0.37	5.978	A
C-D	21.17	5.29	21.17	0.00	-	-	-	-	-	-
C-A	157.34	39.34	157.34	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	204.02	51.01	205.09	0.00	550.87	0.370	0.87	0.60	10.443	B
A-BCD	11.56	2.89	11.58	0.00	821.87	0.014	0.02	0.02	4.444	A
A-B	25.26	6.31	25.26	0.00	-	-	-	-	-	-
A-C	276.37	69.09	276.37	0.00	-	-	-	-	-	-
D-ABC	37.64	9.41	37.73	0.00	509.35	0.074	0.10	0.08	7.633	A
C-ABD	129.93	32.48	130.32	0.00	757.54	0.172	0.37	0.27	5.749	A
C-D	18.70	4.67	18.70	0.00	-	-	-	-	-	-
C-A	138.97	34.74	138.97	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	8.20	0.55	10.236	B	B
A-BCD	0.24	0.02	4.440	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.14	0.08	7.614	A	A
C-ABD	3.94	0.26	5.720	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service

B-ACD	11.84	0.79	12.406	B	B
A-BCD	0.31	0.02	4.325	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.48	0.10	8.143	A	A
C-ABD	5.44	0.36	5.958	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	19.34	1.29	17.053	C	B
A-BCD	0.43	0.03	4.180	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.99	0.13	8.993	A	A
C-ABD	8.02	0.53	6.362	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	21.02	1.40	17.398	C	B
A-BCD	0.43	0.03	4.181	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	2.05	0.14	9.005	A	A
C-ABD	8.11	0.54	6.378	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	13.73	0.92	12.685	B	B
A-BCD	0.31	0.02	4.327	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.58	0.11	8.162	A	A
C-ABD	5.55	0.37	5.978	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	9.35	0.62	10.443	B	B
A-BCD	0.24	0.02	4.444	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.24	0.08	7.633	A	A
C-ABD	4.07	0.27	5.749	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Sensitivity, AM	Sensitivity	AM		Varies by Arm	07:45	09:15	90	15				✓	✓	D5/1.08

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
East Street / Thurlow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		13.95	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Thurlow Street N		Major
B	East Street E		Minor
C	Thurlow Street S		Major
D	East Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.76		0.00		2.20	209.00	✓	0.00
C	10.64		0.00		2.20	231.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	4.07										41	18
D	One lane	5.00										21	32

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	694.997	-	-	-	0.260	0.260	0.260	-	0.260	-	-
1	B-AD	553.211	0.080	0.203	-	-	-	0.128	0.290	0.128	0.080	0.203
1	B-C	703.322	0.086	0.217	-	-	-	-	-	-	0.086	0.217
1	C-B	707.738	0.219	0.219	-	-	-	-	-	-	0.219	0.219
1	D-A	773.049	-	-	-	0.290	0.115	0.290	-	0.115	-	-
1	D-BC	600.249	0.168	0.168	0.382	0.267	0.106	0.267	-	0.106	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000
D	DIRECT		N/A	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	0.000	25.095	183.334	6.274
	B	101.774	0.000	120.596	0.000
	C	314.386	113.625	0.000	21.610
	D	4.880	0.000	17.427	0.000

Turning Proportions (PCU) - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	0.00	0.12	0.85	0.03
	B	0.46	0.00	0.54	0.00
	C	0.70	0.25	0.00	0.05
	D	0.22	0.00	0.78	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:00-08:15)

		To			
		A	B	C	D
From	A	0.000	29.966	218.918	7.492
	B	121.529	0.000	144.003	0.000
	C	375.407	135.679	0.000	25.804
	D	5.827	0.000	20.810	0.000

Turning Proportions (PCU) - Junction 1 - (08:00-08:15)

		To			
		A	B	C	D
From	A	0.00	0.12	0.85	0.03
	B	0.46	0.00	0.54	0.00
	C	0.70	0.25	0.00	0.05
	D	0.22	0.00	0.78	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	0.000	36.701	268.119	9.175
	B	148.842	0.000	176.367	0.000
	C	459.778	166.173	0.000	31.603
	D	7.136	0.000	25.487	0.000

Turning Proportions (PCU) - Junction 1 - (08:15-08:30)

	To

		A	B	C	D
From	A	0.00	0.12	0.85	0.03
	B	0.46	0.00	0.54	0.00
	C	0.70	0.25	0.00	0.05
	D	0.22	0.00	0.78	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	0.000	36.701	268.119	9.175
	B	148.842	0.000	176.367	0.000
	C	459.778	166.173	0.000	31.603
	D	7.136	0.000	25.487	0.000

Turning Proportions (PCU) - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	0.00	0.12	0.85	0.03
	B	0.46	0.00	0.54	0.00
	C	0.70	0.25	0.00	0.05
	D	0.22	0.00	0.78	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	0.000	29.966	218.918	7.492
	B	121.529	0.000	144.003	0.000
	C	375.407	135.679	0.000	25.804
	D	5.827	0.000	20.810	0.000

Turning Proportions (PCU) - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	0.00	0.12	0.85	0.03
	B	0.46	0.00	0.54	0.00
	C	0.70	0.25	0.00	0.05
	D	0.22	0.00	0.78	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	0.000	25.095	183.334	6.274
	B	101.774	0.000	120.596	0.000
	C	314.386	113.625	0.000	21.610
	D	4.880	0.000	17.427	0.000

Turning Proportions (PCU) - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	0.00	0.12	0.85	0.03
	B	0.46	0.00	0.54	0.00
	C	0.70	0.25	0.00	0.05
	D	0.22	0.00	0.78	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D

From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.67	22.37	1.96	C	271.04	406.56	109.04	16.09	1.21	109.07	16.10
A-BCD	0.02	5.06	0.02	A	11.62	17.43	1.67	5.76	0.02	1.67	5.76
A-B	-	-	-	-	30.11	45.16	-	-	-	-	-
A-C	-	-	-	-	219.96	329.94	-	-	-	-	-
D-ABC	0.08	9.53	0.09	A	27.19	40.78	5.86	8.63	0.07	5.86	8.63
C-ABD	0.36	5.92	0.89	A	256.76	385.14	55.66	8.67	0.62	55.67	8.67
C-D	-	-	-	-	18.73	28.10	-	-	-	-	-
C-A	-	-	-	-	272.53	408.79	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	222.37	55.59	219.56	0.00	532.38	0.418	0.00	0.70	11.410	B
A-BCD	8.68	2.17	8.63	0.00	720.49	0.012	0.00	0.01	5.057	A
A-B	24.81	6.20	24.81	0.00	-	-	-	-	-	-
A-C	181.22	45.30	181.22	0.00	-	-	-	-	-	-
D-ABC	22.31	5.58	22.11	0.00	481.88	0.046	0.00	0.05	7.826	A
C-ABD	183.49	45.87	181.92	0.00	870.29	0.211	0.00	0.39	5.226	A
C-D	17.12	4.28	17.12	0.00	-	-	-	-	-	-
C-A	249.02	62.25	249.02	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	265.53	66.38	264.18	0.00	512.87	0.518	0.70	1.04	14.392	B
A-BCD	11.12	2.78	11.11	0.00	727.25	0.015	0.01	0.02	5.026	A
A-B	29.53	7.38	29.53	0.00	-	-	-	-	-	-
A-C	215.72	53.93	215.72	0.00	-	-	-	-	-	-
D-ABC	26.64	6.66	26.58	0.00	452.11	0.059	0.05	0.06	8.459	A
C-ABD	243.74	60.94	243.08	0.00	905.19	0.269	0.39	0.56	5.445	A
C-D	18.85	4.71	18.85	0.00	-	-	-	-	-	-
C-A	274.29	68.57	274.29	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	325.21	81.30	321.77	0.00	485.41	0.670	1.04	1.90	21.542	C
A-BCD	15.04	3.76	15.01	0.00	737.89	0.020	0.02	0.02	4.979	A
A-B	35.99	9.00	35.99	0.00	-	-	-	-	-	-
A-C	262.96	65.74	262.96	0.00	-	-	-	-	-	-
D-ABC	32.62	8.16	32.53	0.00	411.19	0.079	0.06	0.09	9.505	A

C-ABD	341.99	85.50	340.69	0.00	952.67	0.359	0.56	0.88	5.894	A
C-D	20.30	5.07	20.30	0.00	-	-	-	-	-	-
C-A	295.27	73.82	295.27	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	325.21	81.30	324.96	0.00	485.21	0.670	1.90	1.96	22.371	C
A-BCD	15.05	3.76	15.05	0.00	737.37	0.020	0.02	0.02	4.983	A
A-B	35.99	9.00	35.99	0.00	-	-	-	-	-	-
A-C	262.95	65.74	262.95	0.00	-	-	-	-	-	-
D-ABC	32.62	8.16	32.62	0.00	410.53	0.079	0.09	0.09	9.525	A
C-ABD	342.59	85.65	342.55	0.00	953.17	0.359	0.88	0.89	5.921	A
C-D	20.26	5.06	20.26	0.00	-	-	-	-	-	-
C-A	294.71	73.68	294.71	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	265.53	66.38	268.94	0.00	512.57	0.518	1.96	1.11	14.974	B
A-BCD	11.14	2.79	11.17	0.00	726.47	0.015	0.02	0.02	5.032	A
A-B	29.53	7.38	29.53	0.00	-	-	-	-	-	-
A-C	215.71	53.93	215.71	0.00	-	-	-	-	-	-
D-ABC	26.64	6.66	26.73	0.00	451.14	0.059	0.09	0.06	8.483	A
C-ABD	244.44	61.11	245.70	0.00	905.95	0.270	0.89	0.58	5.475	A
C-D	18.81	4.70	18.81	0.00	-	-	-	-	-	-
C-A	273.64	68.41	273.64	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	222.37	55.59	223.87	0.00	531.99	0.418	1.11	0.73	11.742	B
A-BCD	8.70	2.18	8.72	0.00	719.80	0.012	0.02	0.01	5.064	A
A-B	24.80	6.20	24.80	0.00	-	-	-	-	-	-
A-C	181.20	45.30	181.20	0.00	-	-	-	-	-	-
D-ABC	22.31	5.58	22.36	0.00	481.03	0.046	0.06	0.05	7.851	A
C-ABD	184.32	46.08	185.01	0.00	870.89	0.212	0.58	0.40	5.263	A
C-D	17.06	4.27	17.06	0.00	-	-	-	-	-	-
C-A	248.24	62.06	248.24	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	9.89	0.66	11.410	B	B
A-BCD	0.20	0.01	5.057	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.70	0.05	7.826	A	A
C-ABD	5.79	0.39	5.226	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	14.81	0.99	14.392	B	B
A-BCD	0.26	0.02	5.026	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.91	0.06	8.459	A	A
C-ABD	8.41	0.56	5.445	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	25.96	1.73	21.542	C	C
A-BCD	0.37	0.02	4.979	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	1.24	0.08	9.505	A	A
C-ABD	13.28	0.89	5.894	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	29.05	1.94	22.371	C	C
A-BCD	0.37	0.02	4.983	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.28	0.09	9.525	A	A
C-ABD	13.49	0.90	5.921	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	17.79	1.19	14.974	B	B
A-BCD	0.27	0.02	5.032	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.98	0.07	8.483	A	A
C-ABD	8.65	0.58	5.475	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	11.53	0.77	11.742	B	B
A-BCD	0.20	0.01	5.064	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.75	0.05	7.851	A	A
C-ABD	6.03	0.40	5.263	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Sensitivity, PM	Sensitivity	PM		Varies by Arm	16:45	18:15	90	15				✓	✓	D6/1.08

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
East Street / Thurlow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		10.98	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Thurlow Street N		Major
B	East Street E		Minor
C	Thurlow Street S		Major
D	East Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.76		0.00		2.20	209.00	✓	0.00
C	10.64		0.00		2.20	231.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	4.07										41	18
D	One lane	5.00										21	32

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	694.997	-	-	-	0.260	0.260	0.260	-	0.260	-	-
1	B-AD	553.211	0.080	0.203	-	-	-	0.128	0.290	0.128	0.080	0.203
1	B-C	703.322	0.086	0.217	-	-	-	-	-	-	0.086	0.217
1	C-B	707.738	0.219	0.219	-	-	-	-	-	-	0.219	0.219
1	D-A	773.049	-	-	-	0.290	0.115	0.290	-	0.115	-	-
1	D-BC	600.249	0.168	0.168	0.382	0.267	0.106	0.267	-	0.106	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)

A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000
D	DIRECT		N/A	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 - (16:45-17:00)

		To			
		A	**B**	**C**	**D**
From	**A**	0.000	23.701	259.316	6.971
	B	62.041	0.000	126.870	0.000
	C	155.450	89.924	0.000	20.913
	D	6.274	0.000	28.581	0.000

Turning Proportions (PCU) - Junction 1 - (16:45-17:00)

		To			
		A	**B**	**C**	**D**
From	**A**	0.00	0.08	0.89	0.02
	B	0.33	0.00	0.67	0.00
	C	0.58	0.34	0.00	0.08
	D	0.18	0.00	0.82	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:00-17:15)

		To			
		A	**B**	**C**	**D**
From	**A**	0.000	28.301	309.648	8.324
	B	74.083	0.000	151.495	0.000
	C	185.623	107.378	0.000	24.972
	D	7.492	0.000	34.128	0.000

Turning Proportions (PCU) - Junction 1 - (17:00-17:15)

		To			
		A	**B**	**C**	**D**
From	**A**	0.00	0.08	0.89	0.02
	B	0.33	0.00	0.67	0.00
	C	0.58	0.34	0.00	0.08
	D	0.18	0.00	0.82	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:15-17:30)

		To			
		A	**B**	**C**	**D**
From	**A**	0.000	34.662	379.240	10.195
	B	90.732	0.000	185.542	0.000
	C	227.340	131.511	0.000	30.584
	D	9.175	0.000	41.798	0.000

Turning Proportions (PCU) - Junction 1 - (17:15-17:30)

		To			
		A	**B**	**C**	**D**
From	**A**	0.00	0.08	0.89	0.02
	B	0.33	0.00	0.67	0.00
	C	0.58	0.34	0.00	0.08
	D	0.18	0.00	0.82	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:30-17:45)

		To			
		A	**B**	**C**	**D**
From	**A**	0.000	34.662	379.240	10.195
	B	90.732	0.000	185.542	0.000
	C	227.340	131.511	0.000	30.584
	D	9.175	0.000	41.798	0.000

Turning Proportions (PCU) - Junction 1 - (17:30-17:45)

		To			
		A	**B**	**C**	**D**
	A	0.00	0.08	0.89	0.02

From	B	0.33	0.00	0.67	0.00
	C	0.58	0.34	0.00	0.08
	D	0.18	0.00	0.82	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	0.000	28.301	309.648	8.324
	B	74.083	0.000	151.495	0.000
	C	185.623	107.378	0.000	24.972
	D	7.492	0.000	34.128	0.000

Turning Proportions (PCU) - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	0.00	0.08	0.89	0.02
	B	0.33	0.00	0.67	0.00
	C	0.58	0.34	0.00	0.08
	D	0.18	0.00	0.82	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	0.000	23.701	259.316	6.971
	B	62.041	0.000	126.870	0.000
	C	155.450	89.924	0.000	20.913
	D	6.274	0.000	28.581	0.000

Turning Proportions (PCU) - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	0.00	0.08	0.89	0.02
	B	0.33	0.00	0.67	0.00
	C	0.58	0.34	0.00	0.08
	D	0.18	0.00	0.82	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000

	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.54	15.01	1.13	C	230.25	345.38	69.56	12.08	0.77	69.57	12.09
A-BCD	0.02	4.49	0.03	A	13.92	20.88	1.74	5.01	0.02	1.74	5.01
A-B	-	-	-	-	28.43	42.65	-	-	-	-	-
A-C	-	-	-	-	311.10	466.65	-	-	-	-	-
D-ABC	0.11	8.64	0.12	A	42.48	63.72	8.49	7.99	0.09	8.49	7.99
C-ABD	0.25	6.19	0.46	A	154.10	231.15	30.47	7.91	0.34	30.47	7.91
C-D	-	-	-	-	20.21	30.32	-	-	-	-	-
C-A	-	-	-	-	150.25	225.38	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	188.91	47.23	186.90	0.00	558.34	0.338	0.00	0.50	9.641	A
A-BCD	10.36	2.59	10.30	0.00	812.59	0.013	0.00	0.01	4.487	A
A-B	23.42	5.85	23.42	0.00	-	-	-	-	-	-
A-C	256.21	64.05	256.21	0.00	-	-	-	-	-	-
D-ABC	34.85	8.71	34.57	0.00	518.43	0.067	0.00	0.07	7.437	A
C-ABD	117.29	29.32	116.35	0.00	753.15	0.156	0.00	0.23	5.650	A
C-D	17.67	4.42	17.67	0.00	-	-	-	-	-	-
C-A	131.33	32.83	131.33	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	225.58	56.39	224.78	0.00	540.62	0.417	0.50	0.70	11.368	B
A-BCD	13.34	3.33	13.32	0.00	835.70	0.016	0.01	0.02	4.377	A
A-B	27.88	6.97	27.88	0.00	-	-	-	-	-	-
A-C	305.06	76.26	305.06	0.00	-	-	-	-	-	-
D-ABC	41.62	10.40	41.54	0.00	497.19	0.084	0.07	0.09	7.900	A
C-ABD	148.27	37.07	147.95	0.00	763.52	0.194	0.23	0.31	5.850	A
C-D	20.12	5.03	20.12	0.00	-	-	-	-	-	-
C-A	149.58	37.39	149.58	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	276.27	69.07	274.62	0.00	515.90	0.536	0.70	1.12	14.814	B
A-BCD	18.05	4.51	18.02	0.00	867.61	0.021	0.02	0.03	4.237	A
A-B	34.00	8.50	34.00	0.00	-	-	-	-	-	-
A-C	372.04	93.01	372.04	0.00	-	-	-	-	-	-
D-ABC	50.97	12.74	50.85	0.00	467.92	0.109	0.09	0.12	8.628	A
C-ABD	196.41	49.10	195.85	0.00	778.54	0.252	0.31	0.46	6.183	A
C-D	22.89	5.72	22.89	0.00	-	-	-	-	-	-
C-A	170.14	42.53	170.14	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	276.27	69.07	276.20	0.00	515.81	0.536	1.12	1.13	15.010	C
A-BCD	18.06	4.52	18.06	0.00	867.45	0.021	0.03	0.03	4.239	A
A-B	34.00	8.50	34.00	0.00	-	-	-	-	-	-
A-C	372.03	93.01	372.03	0.00	-	-	-	-	-	-
D-ABC	50.97	12.74	50.97	0.00	467.70	0.109	0.12	0.12	8.638	A
C-ABD	196.57	49.14	196.56	0.00	778.69	0.252	0.46	0.46	6.193	A
C-D	22.87	5.72	22.87	0.00	-	-	-	-	-	-
C-A	169.99	42.50	169.99	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	225.58	56.39	227.19	0.00	540.47	0.417	1.13	0.73	11.551	B
A-BCD	13.35	3.34	13.37	0.00	835.45	0.016	0.03	0.02	4.379	A
A-B	27.88	6.97	27.88	0.00	-	-	-	-	-	-
A-C	305.04	76.26	305.04	0.00	-	-	-	-	-	-
D-ABC	41.62	10.40	41.74	0.00	496.85	0.084	0.12	0.09	7.913	A
C-ABD	148.48	37.12	149.02	0.00	763.74	0.194	0.46	0.32	5.869	A
C-D	20.10	5.02	20.10	0.00	-	-	-	-	-	-
C-A	149.40	37.35	149.40	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	188.91	47.23	189.76	0.00	558.11	0.338	0.73	0.52	9.795	A
A-BCD	10.38	2.60	10.40	0.00	812.31	0.013	0.02	0.01	4.490	A
A-B	23.42	5.85	23.42	0.00	-	-	-	-	-	-
A-C	256.19	64.05	256.19	0.00	-	-	-	-	-	-
D-ABC	34.85	8.71	34.93	0.00	518.06	0.067	0.09	0.07	7.451	A
C-ABD	117.58	29.40	117.91	0.00	753.31	0.156	0.32	0.24	5.671	A
C-D	17.63	4.41	17.63	0.00	-	-	-	-	-	-
C-A	131.07	32.77	131.07	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	7.17	0.48	9.641	A	A
A-BCD	0.21	0.01	4.487	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.04	0.07	7.437	A	A
C-ABD	3.48	0.23	5.650	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	10.12	0.67	11.368	B	B
A-BCD	0.28	0.02	4.377	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.33	0.09	7.900	A	A
C-ABD	4.75	0.32	5.850	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	15.78	1.05	14.814	B	B
A-BCD	0.38	0.03	4.237	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.77	0.12	8.628	A	A
C-ABD	6.87	0.46	6.183	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	16.90	1.13	15.010	C	B
A-BCD	0.38	0.03	4.239	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.82	0.12	8.638	A	A
C-ABD	6.94	0.46	6.193	A	A
C-D	-	-	-	-	-

C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	11.51	0.77	11.551	B	B
A-BCD	0.28	0.02	4.379	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.42	0.09	7.913	A	A
C-ABD	4.83	0.32	5.869	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	8.09	0.54	9.795	A	A
A-BCD	0.22	0.01	4.490	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	1.12	0.07	7.451	A	A
C-ABD	3.59	0.24	5.671	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Existing Junction Model

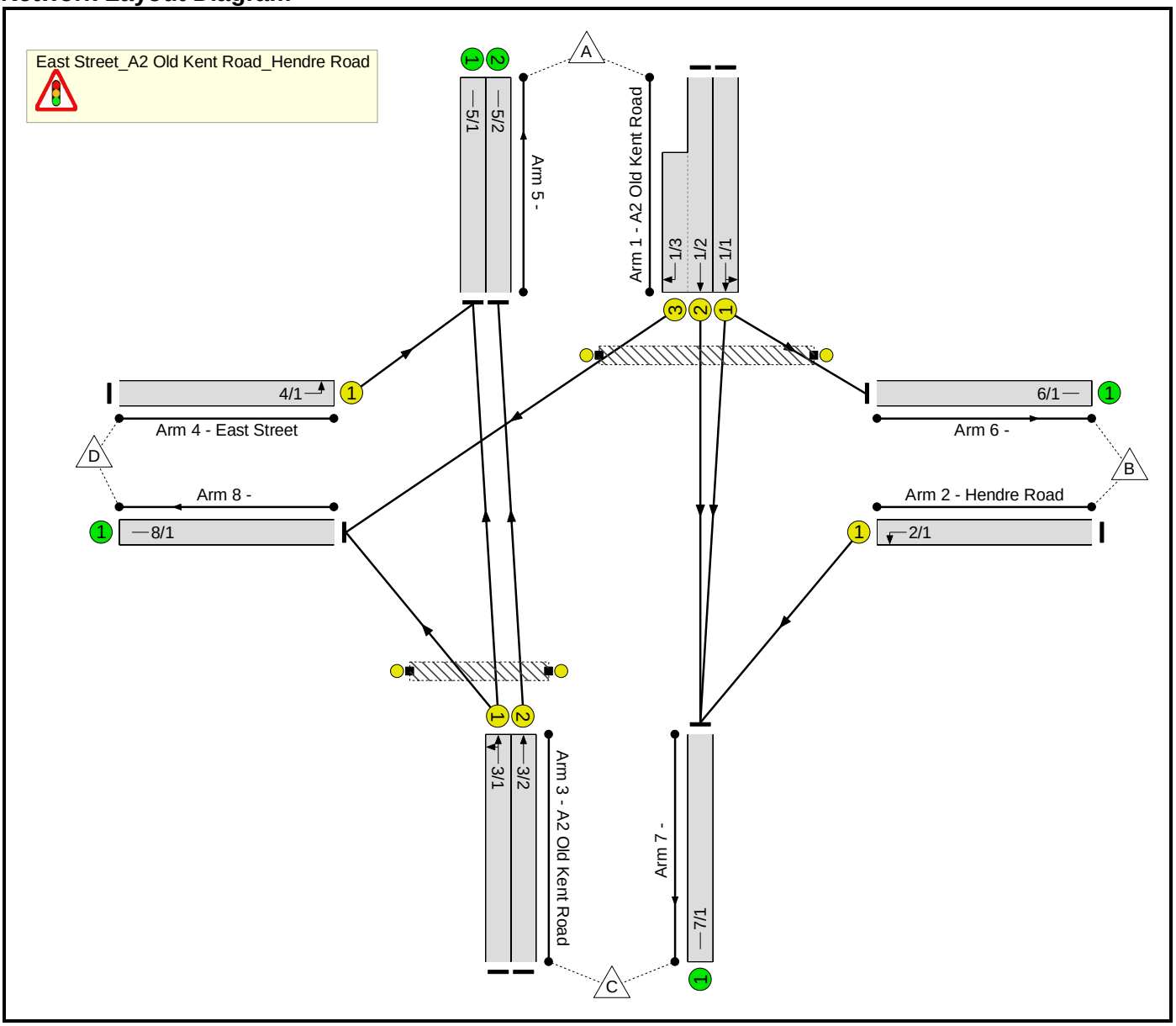
7. A2 Old Kent Road / East Street / Hendre Road;

Full Input Data And Results

User and Project Details

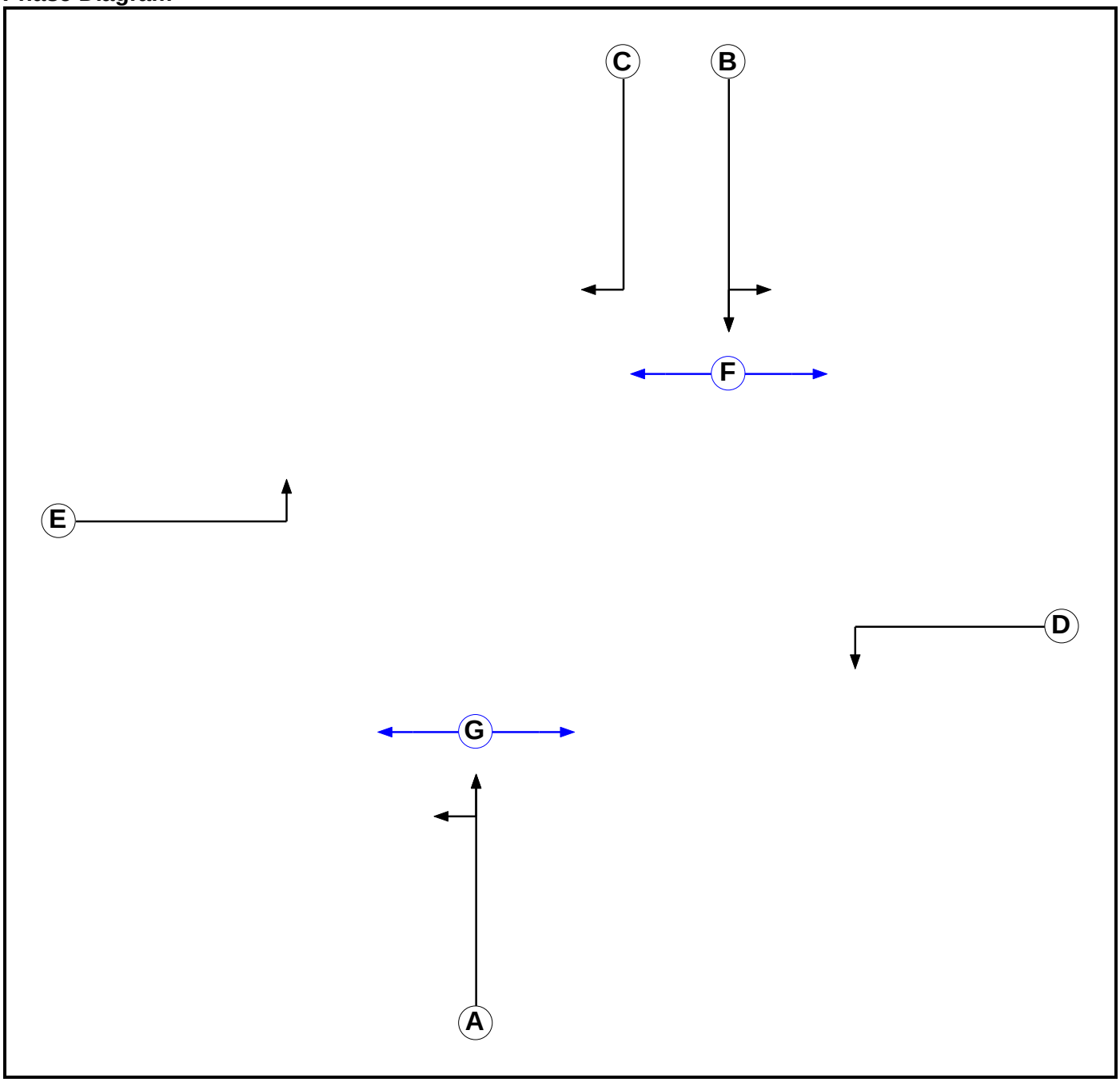
Project:	**Aylesbury Estate, Southwark**
Title:	**East Street_A2 Old Kent Road_Hendre Road**
Location:	
File name:	East Street_A2 Old Kent Road_Hendre Road DG.lsg3x
Author:	UKSXB076
Company:	WSP UK
Address:	
Notes:	

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	4
D	Traffic		7	4
E	Traffic		7	4
F	Pedestrian		6	6
G	Pedestrian		6	6

Full Input Data And Results

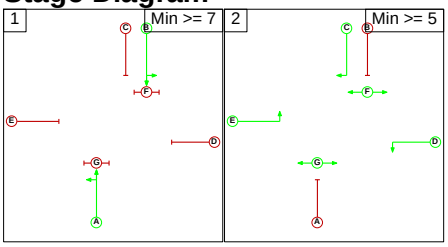
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		-	6	-	6	-	5
	B	-		-	5	-	5	-
	C	5	-		-	-	-	-
	D	-	5	-		-	-	-
	E	5	-	-	-		-	-
	F	-	8	-	-	-		-
	G	8	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C D E F G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	C	Losing	3	3
2	1	D	Losing	3	3
2	1	E	Losing	3	3

Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		6
	2	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: East Street_A2 Old Kent Road_Hendre Road
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: East Street_A2 Old Kent Road_Hendre 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 (A2 Old Kent Road)	U	B	2	3	60.0	Geom	-	3.21	0.00	Y	Arm 6 Left	3.56
											Arm 7 Ahead	Inf
1/2 (A2 Old Kent Road)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 7 Ahead	Inf
1/3 (A2 Old Kent Road)	U	C	2	3	8.3	Geom	-	3.25	0.00	Y	Arm 8 Right	Inf
2/1 (Hendre Road)	U	D	2	3	60.0	Geom	-	2.98	0.00	Y	Arm 7 Left	4.44
3/1 (A2 Old Kent Road)	U	A	2	3	60.0	User	1800	-	-	-	-	-
3/2 (A2 Old Kent Road)	U	A	2	3	60.0	User	1688	-	-	-	-	-
4/1 (East Street)	U	E	2	3	60.0	User	1689	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	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: '2014 AM'	08:00	09:00	01:00	
2: '2014 PM'	17:00	18:00	01:00	
3: '2014 + COM DEV AM'	08:00	09:00	01:00	
4: '2014 + COM DEV PM'	17:00	18:00	01:00	
5: '2014 + COM DEV + PROP DEV AM'	08:00	09:00	01:00	
6: '2014 + COM DEV + PROP DEV PM'	17:00	18:00	01:00	
7: '2014 + COM DEV + PROP DEV AM with Sensitivity'	08:00	09:00	01:00	F5/1.08
8: '2014 + COM DEV + PROP DEV PM with Sensitivity'	17:00	18:00	01:00	F6/1.08

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	916	297	1213
	B	0	0	1	0	1
	C	1217	0	0	182	1399
	D	160	0	0	0	160
	Tot.	1377	0	917	479	2773

Traffic Lane Flows

Lane	Scenario 1: 2014 AM
Junction: East Street_A2 Old Kent Road_Hendre Road	
1/1	458
1/2 (with short)	755(In) 458(Out)
1/3 (short)	297
2/1	1
3/1	700
3/2	699
4/1	160
5/1	678
5/2	699
6/1	0
7/1	917
8/1	479

Full Input Data And Results

Lane Saturation Flows

Junction: East Street_A2 Old Kent Road_Hendre 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 (A2 Old Kent Road)	3.21	0.00	Y	Arm 6 Left	3.56	0.0 %	1936	1936
				Arm 7 Ahead	Inf	100.0 %		
1/2 (A2 Old Kent Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
1/3 (A2 Old Kent Road)	3.25	0.00	Y	Arm 8 Right	Inf	100.0 %	1940	1940
2/1 (Hendre Road)	2.98	0.00	Y	Arm 7 Left	4.44	100.0 %	1430	1430
3/1 (A2 Old Kent Road Lane 1)	This lane uses a directly entered Saturation Flow						1860	1860
3/2 (A2 Old Kent Road Lane 2)	This lane uses a directly entered Saturation Flow						1688	1688
4/1 (East Street Lane 1)	This lane uses a directly entered Saturation Flow						1689	1689
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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: '2014 PM' (FG2: '2014 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1374	217	1591
	B	0	0	3	0	3
	C	837	0	0	98	935
	D	127	0	0	0	127
	Tot.	964	0	1377	315	2656

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2014 PM
Junction: East Street_A2 Old Kent Road_Hendre Road	
1/1	687
1/2 (with short)	904(In) 687(Out)
1/3 (short)	217
2/1	3
3/1	468
3/2	467
4/1	127
5/1	497
5/2	467
6/1	0
7/1	1377
8/1	315

Lane Saturation Flows

Junction: East Street_A2 Old Kent Road_Hendre 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 (A2 Old Kent Road)	3.21	0.00	Y	Arm 6 Left Arm 7 Ahead	3.56 Inf	0.0 % 100.0 %	1936	1936
1/2 (A2 Old Kent Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
1/3 (A2 Old Kent Road)	3.25	0.00	Y	Arm 8 Right	Inf	100.0 %	1940	1940
2/1 (Hendre Road)	2.98	0.00	Y	Arm 7 Left	4.44	100.0 %	1430	1430
3/1 (A2 Old Kent Road Lane 1)	This lane uses a directly entered Saturation Flow						1860	1860
3/2 (A2 Old Kent Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (East Street Lane 1)	This lane uses a directly entered Saturation Flow						1689	1689
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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: '2014 + COM DEV AM' (FG3: '2014 + COM DEV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	0	916	297	1213
	B	0	0	1	0	1
	C	1218	0	0	182	1400
	D	160	0	0	0	160
	Tot.	1378	0	917	479	2774

Traffic Lane Flows

Lane	Scenario 3: 2014 + COM DEV AM
Junction: East Street_A2 Old Kent Road_Hendre Road	
1/1	458
1/2 (with short)	755(In) 458(Out)
1/3 (short)	297
2/1	1
3/1	700
3/2	700
4/1	160
5/1	678
5/2	700
6/1	0
7/1	917
8/1	479

Full Input Data And Results

Lane Saturation Flows

Junction: East Street_A2 Old Kent Road_Hendre 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 (A2 Old Kent Road)	3.21	0.00	Y	Arm 6 Left	3.56	0.0 %	1936	1936
				Arm 7 Ahead	Inf	100.0 %		
1/2 (A2 Old Kent Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
1/3 (A2 Old Kent Road)	3.25	0.00	Y	Arm 8 Right	Inf	100.0 %	1940	1940
2/1 (Hendre Road)	2.98	0.00	Y	Arm 7 Left	4.44	100.0 %	1430	1430
3/1 (A2 Old Kent Road Lane 1)	This lane uses a directly entered Saturation Flow						1860	1860
3/2 (A2 Old Kent Road Lane 2)	This lane uses a directly entered Saturation Flow						1688	1688
4/1 (East Street Lane 1)	This lane uses a directly entered Saturation Flow						1689	1689
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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: '2014 + COM DEV PM' (FG4: '2014 + COM DEV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1374	219	1593
	B	0	0	3	0	3
	C	837	0	0	98	935
	D	127	0	0	0	127
	Tot.	964	0	1377	317	2658

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2014 + COM DEV PM
Junction: East Street_A2 Old Kent Road_Hendre Road	
1/1	687
1/2 (with short)	906(In) 687(Out)
1/3 (short)	219
2/1	3
3/1	468
3/2	467
4/1	127
5/1	497
5/2	467
6/1	0
7/1	1377
8/1	317

Lane Saturation Flows

Junction: East Street_A2 Old Kent Road_Hendre 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 (A2 Old Kent Road)	3.21	0.00	Y	Arm 6 Left Arm 7 Ahead	3.56 Inf	0.0 % 100.0 %	1936	1936
1/2 (A2 Old Kent Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
1/3 (A2 Old Kent Road)	3.25	0.00	Y	Arm 8 Right	Inf	100.0 %	1940	1940
2/1 (Hendre Road)	2.98	0.00	Y	Arm 7 Left	4.44	100.0 %	1430	1430
3/1 (A2 Old Kent Road Lane 1)	This lane uses a directly entered Saturation Flow						1860	1860
3/2 (A2 Old Kent Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (East Street Lane 1)	This lane uses a directly entered Saturation Flow						1689	1689
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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 5: '2014 + COM DEV + PROP DEV AM' (FG5: '2014 + COM DEV + PROP DEV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	916	301	1217
	B	0	0	1	0	1
	C	1221	0	0	182	1403
	D	166	0	0	0	166
	Tot.	1387	0	917	483	2787

Traffic Lane Flows

Lane	Scenario 5: 2014 + COM DEV + PROP DEV AM
Junction: East Street_A2 Old Kent Road_Hendre Road	
1/1	458
1/2 (with short)	759(In) 458(Out)
1/3 (short)	301
2/1	1
3/1	702
3/2	701
4/1	166
5/1	686
5/2	701
6/1	0
7/1	917
8/1	483

Full Input Data And Results

Lane Saturation Flows

Junction: East Street_A2 Old Kent Road_Hendre 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 (A2 Old Kent Road)	3.21	0.00	Y	Arm 6 Left	3.56	0.0 %	1936	1936
				Arm 7 Ahead	Inf	100.0 %		
1/2 (A2 Old Kent Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
1/3 (A2 Old Kent Road)	3.25	0.00	Y	Arm 8 Right	Inf	100.0 %	1940	1940
2/1 (Hendre Road)	2.98	0.00	Y	Arm 7 Left	4.44	100.0 %	1430	1430
3/1 (A2 Old Kent Road Lane 1)	This lane uses a directly entered Saturation Flow						1860	1860
3/2 (A2 Old Kent Road Lane 2)	This lane uses a directly entered Saturation Flow						1688	1688
4/1 (East Street Lane 1)	This lane uses a directly entered Saturation Flow						1689	1689
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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 6: '2014 + COM DEV + PROP DEV PM' (FG6: '2014 + COM DEV + PROP DEV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1375	223	1598
	B	0	0	3	0	3
	C	839	0	0	98	937
	D	133	0	0	0	133
	Tot.	972	0	1378	321	2671

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2014 + COM DEV + PROP DEV PM
Junction: East Street_A2 Old Kent Road_Hendre Road	
1/1	688
1/2 (with short)	910(In) 687(Out)
1/3 (short)	223
2/1	3
3/1	469
3/2	468
4/1	133
5/1	504
5/2	468
6/1	0
7/1	1378
8/1	321

Lane Saturation Flows

Junction: East Street_A2 Old Kent Road_Hendre 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 (A2 Old Kent Road)	3.21	0.00	Y	Arm 6 Left	3.56	0.0 %	1936	1936
				Arm 7 Ahead	Inf	100.0 %		
1/2 (A2 Old Kent Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
1/3 (A2 Old Kent Road)	3.25	0.00	Y	Arm 8 Right	Inf	100.0 %	1940	1940
2/1 (Hendre Road)	2.98	0.00	Y	Arm 7 Left	4.44	100.0 %	1430	1430
3/1 (A2 Old Kent Road Lane 1)	This lane uses a directly entered Saturation Flow						1860	1860
3/2 (A2 Old Kent Road Lane 2)	This lane uses a directly entered Saturation Flow						1800	1800
4/1 (East Street Lane 1)	This lane uses a directly entered Saturation Flow						1689	1689
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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: 'Sensitivity Test AM' (FG7: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	848	279	1127
	B	0	0	1	0	1
	C	1131	0	0	169	1300
	D	154	0	0	0	154
	Tot.	1285	0	849	448	2582

Traffic Lane Flows

Lane	Scenario 7: Sensitivity Test AM
Junction: East Street_A2 Old Kent Road_Hendre Road	
1/1	424
1/2 (with short)	703(In) 424(Out)
1/3 (short)	279
2/1	1
3/1	650
3/2	650
4/1	154
5/1	635
5/2	650
6/1	0
7/1	849
8/1	448

Full Input Data And Results

Lane Saturation Flows

Junction: East Street_A2 Old Kent Road_Hendre 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 (A2 Old Kent Road)	3.21	0.00	Y	Arm 6 Left	3.56	0.0 %	1936	1936
				Arm 7 Ahead	Inf	100.0 %		
1/2 (A2 Old Kent Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
1/3 (A2 Old Kent Road)	3.25	0.00	Y	Arm 8 Right	Inf	100.0 %	1940	1940
2/1 (Hendre Road)	2.98	0.00	Y	Arm 7 Left	4.44	100.0 %	1430	1430
3/1 (A2 Old Kent Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A2 Old Kent Road Lane 2)	This lane uses a directly entered Saturation Flow						1688	1688
4/1 (East Street Lane 1)	This lane uses a directly entered Saturation Flow						1689	1689
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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: 'Sensitivity Test PM' (FG8: '2014 + COM DEV + PROP DEV PM with Sensitivity', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1273	206	1479
	B	0	0	3	0	3
	C	777	0	0	91	868
	D	123	0	0	0	123
	Tot.	900	0	1276	297	2473

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Sensitivity Test PM
Junction: East Street_A2 Old Kent Road_Hendre Road	
1/1	637
1/2 (with short)	842(In) 636(Out)
1/3 (short)	206
2/1	3
3/1	434
3/2	434
4/1	123
5/1	466
5/2	434
6/1	0
7/1	1276
8/1	297

Lane Saturation Flows

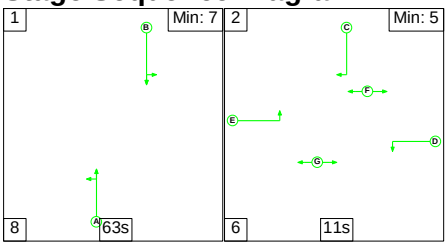
Junction: East Street_A2 Old Kent Road_Hendre Road

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 (A2 Old Kent Road)	3.21	0.00	Y	Arm 6 Left Arm 7 Ahead	3.56 Inf	0.0 % 100.0 %	1936	1936
1/2 (A2 Old Kent Road)	3.25	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1940	1940
1/3 (A2 Old Kent Road)	3.25	0.00	Y	Arm 8 Right	Inf	100.0 %	1940	1940
2/1 (Hendre Road)	2.98	0.00	Y	Arm 7 Left	4.44	100.0 %	1430	1430
3/1 (A2 Old Kent Road Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/2 (A2 Old Kent Road Lane 2)	This lane uses a directly entered Saturation Flow						1688	1688
4/1 (East Street Lane 1)	This lane uses a directly entered Saturation Flow						1689	1689
5/1	Infinite Saturation Flow						Inf	Inf
5/2	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: '2014 AM' (FG1: '2014 AM', Plan 1: 'Network Control Plan 1')

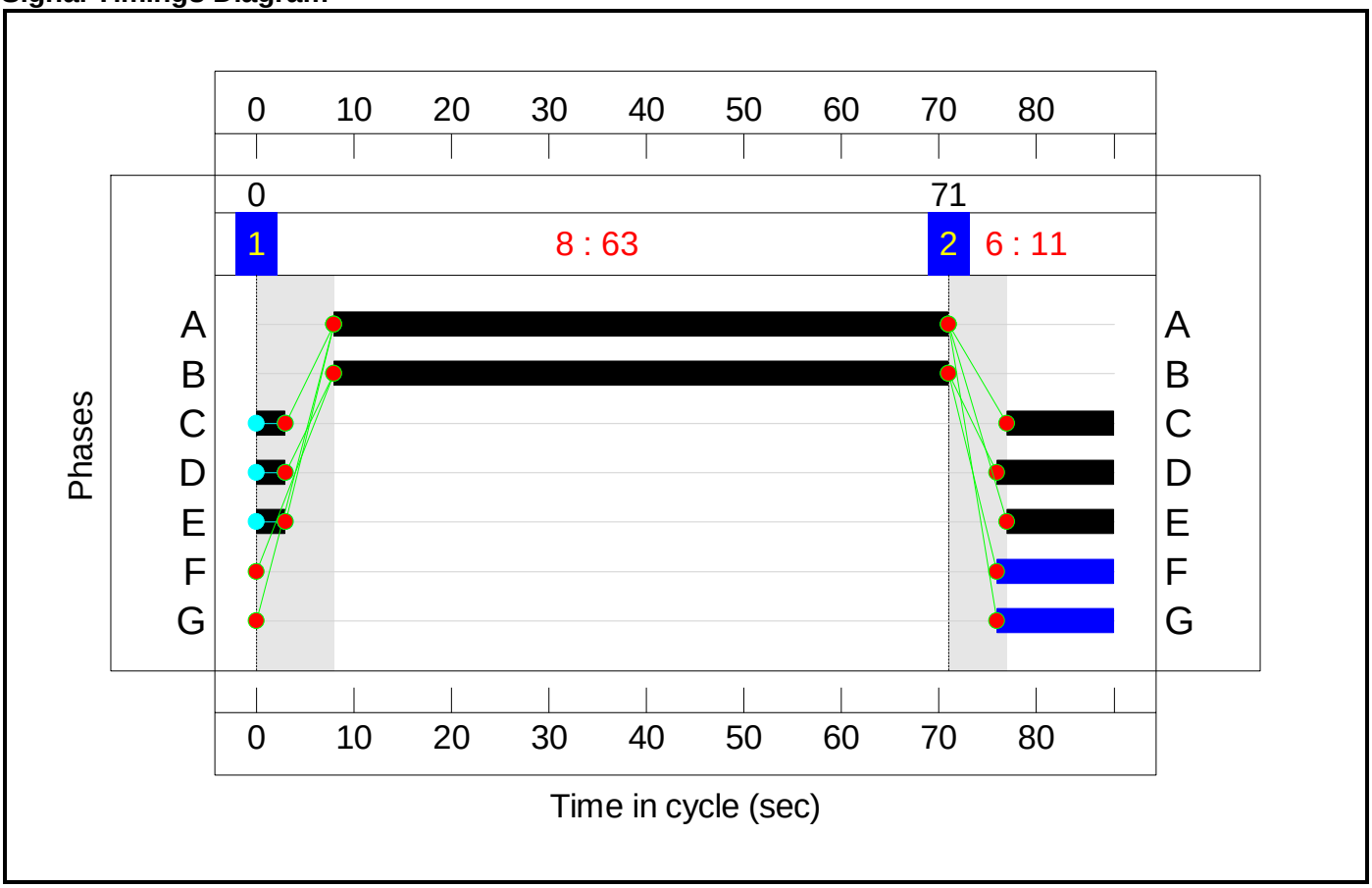
Stage Sequence Diagram



Stage Timings

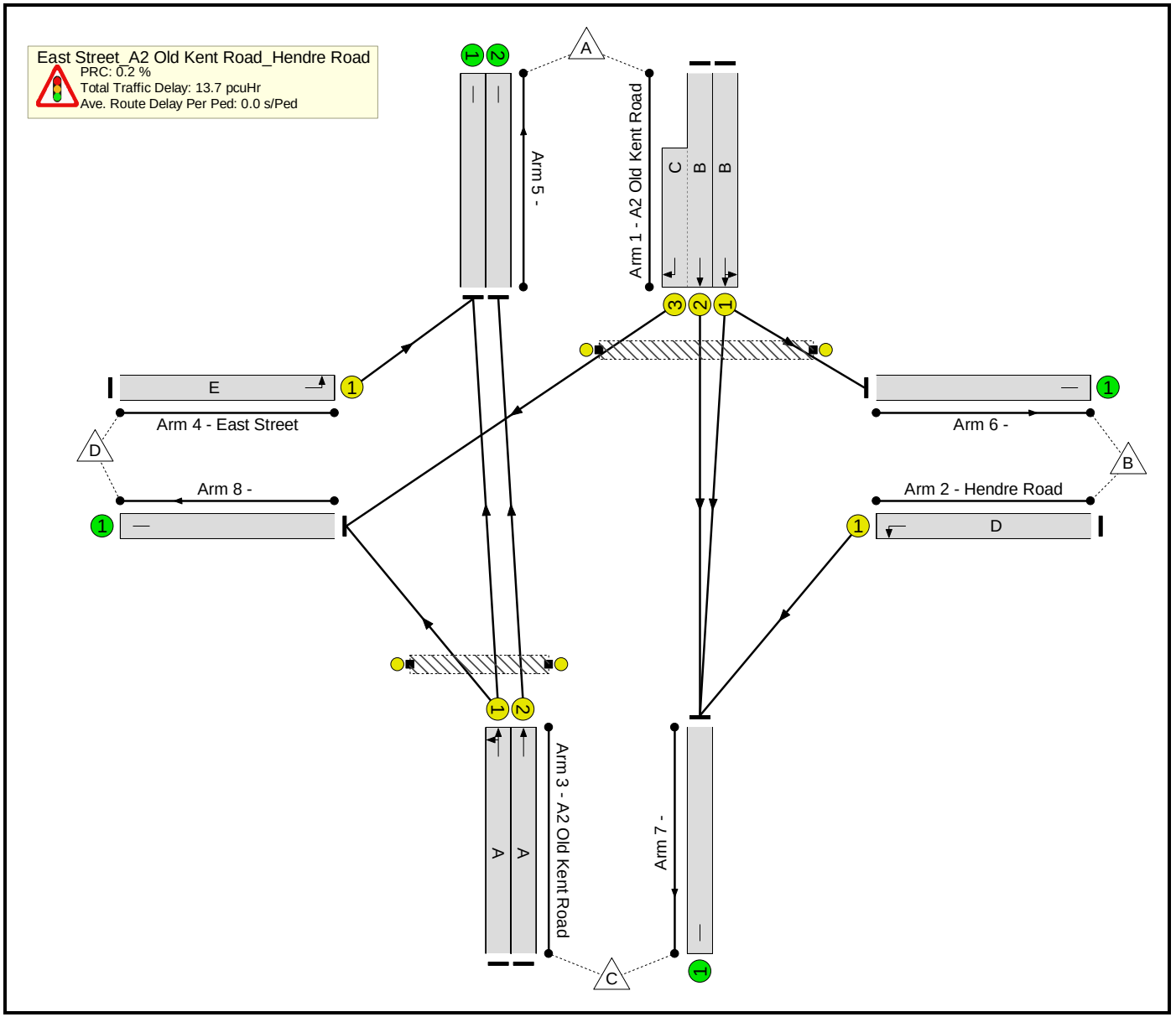
Stage	1	2
Duration	63	11
Change Point	0	71

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: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**
1/1	A2 Old Kent Road Left Ahead	U	N/A	N/A	B		1	63	-	458	1936	1408	32.5%
1/2+1/3	A2 Old Kent Road Ahead Right	U	N/A	N/A	B C		1	63:14	-	755	1940:1940	510+331	89.8 : 89.8%
2/1	Hendre Road Left	U	N/A	N/A	D		1	15	-	1	1430	260	0.4%
3/1	A2 Old Kent Road Ahead Left	U	N/A	N/A	A		1	63	-	700	1860	1353	51.7%
3/2	A2 Old Kent Road Ahead	U	N/A	N/A	A		1	63	-	699	1688	1228	56.9%
4/1	East Street Left	U	N/A	N/A	E		1	14	-	160	1689	288	55.6%
5/1		U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	699	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%

Full Input Data And Results

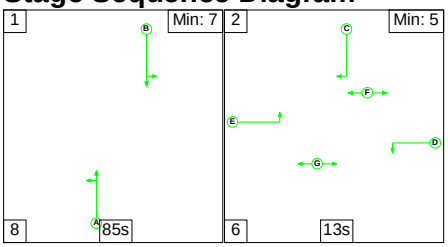
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**7.6**	**6.1**	**0.0**	**13.7**	**-**	**-**	**-**	**-**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**7.6**	**6.1**	**0.0**	**13.7**	**-**	**-**	**-**	**-**
1/1	458	458	-	-	-	0.5	0.2	-	0.8	6.2	3.9	0.2	4.2
1/2+1/3	755	755	-	-	-	3.5	4.0	-	7.5	35.9	7.1	4.0	11.1
2/1	1	1	-	-	-	0.0	0.0	-	0.0	36.8	0.0	0.0	0.0
3/1	700	700	-	-	-	1.0	0.5	-	1.6	8.0	7.4	0.5	7.9
3/2	699	699	-	-	-	1.1	0.7	-	1.7	9.0	7.8	0.7	8.4
4/1	160	160	-	-	-	1.5	0.6	-	2.1	47.4	3.6	0.6	4.2
5/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	699	699	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 0.2 Total Delay for Signalled Lanes (pcuHr): 13.73 Cycle Time (s): 88
PRC Over All Lanes (%): 0.2 Total Delay Over All Lanes(pcuHr): 13.73

Full Input Data And Results

Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 1: 'Network Control Plan 1')

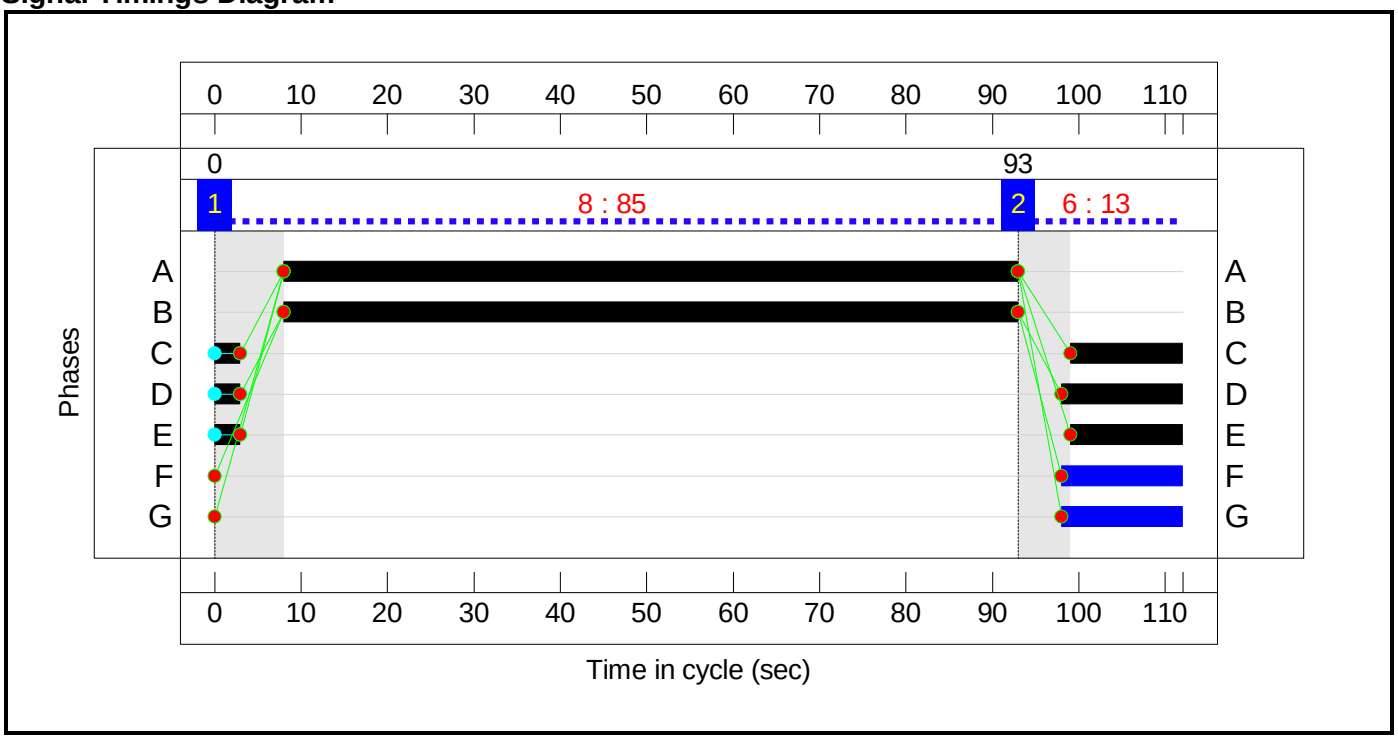
Stage Sequence Diagram



Stage Timings

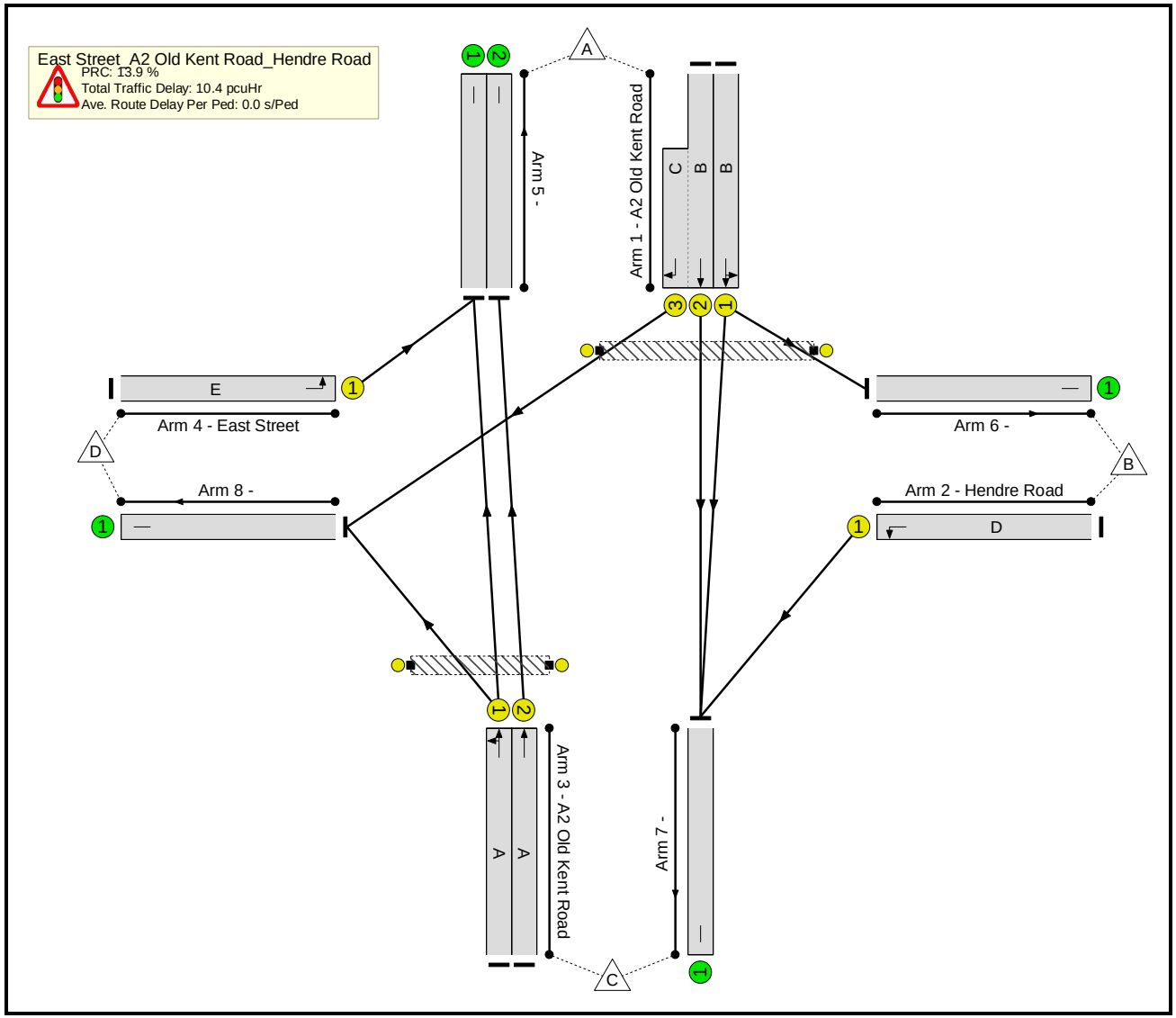
Stage	1	2
Duration	85	13
Change Point	0	93

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: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.0%**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.0%**
1/1	A2 Old Kent Road Left Ahead	U	N/A	N/A	B		1	85	-	687	1936	1487	46.2%
1/2+1/3	A2 Old Kent Road Ahead Right	U	N/A	N/A	B C		1	85:16	-	904	1940:1940	870+275	79.0 : 79.0%
2/1	Hendre Road Left	U	N/A	N/A	D		1	17	-	3	1430	230	1.3%
3/1	A2 Old Kent Road Ahead Left	U	N/A	N/A	A		1	85	-	468	1860	1428	32.8%
3/2	A2 Old Kent Road Ahead	U	N/A	N/A	A		1	85	-	467	1800	1382	33.8%
4/1	East Street Left	U	N/A	N/A	E		1	16	-	127	1689	256	49.5%
5/1		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1377	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	14	-	0	-	0	0.0%

Full Input Data And Results

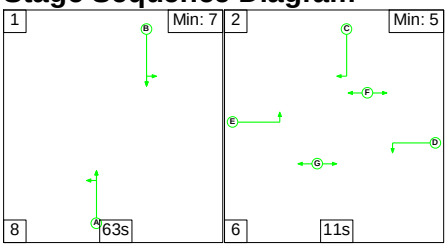
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**7.1**	**3.3**	**0.0**	**10.4**	**-**	**-**	**-**	**-**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**7.1**	**3.3**	**0.0**	**10.4**	**-**	**-**	**-**	**-**
1/1	687	687	-	-	-	0.9	0.4	-	1.3	6.9	7.6	0.4	8.1
1/2+1/3	904	904	-	-	-	3.6	1.9	-	5.5	21.8	7.6	1.9	9.5
2/1	3	3	-	-	-	0.0	0.0	-	0.0	47.8	0.1	0.0	0.1
3/1	468	468	-	-	-	0.5	0.2	-	0.8	5.9	4.4	0.2	4.7
3/2	467	467	-	-	-	0.5	0.3	-	0.8	6.0	4.5	0.3	4.8
4/1	127	127	-	-	-	1.5	0.5	-	2.0	57.4	3.6	0.5	4.1
5/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1377	1377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 13.9 Total Delay for Signalled Lanes (pcuHr): 10.42 Cycle Time (s): 112
PRC Over All Lanes (%): 13.9 Total Delay Over All Lanes(pcuHr): 10.42

Full Input Data And Results

Scenario 3: '2014 + COM DEV AM' (FG3: '2014 + COM DEV AM', Plan 1: 'Network Control Plan 1')

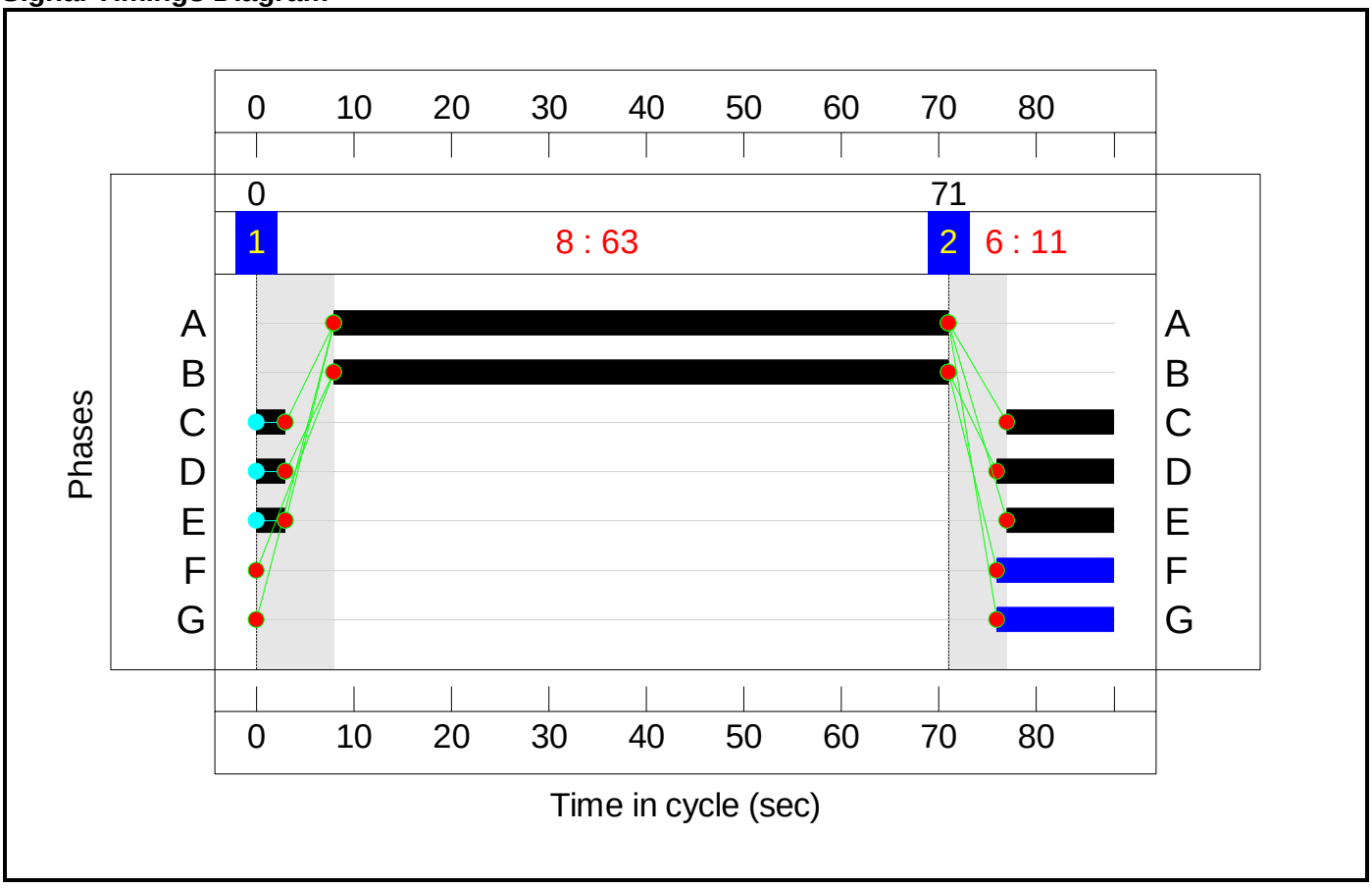
Stage Sequence Diagram



Stage Timings

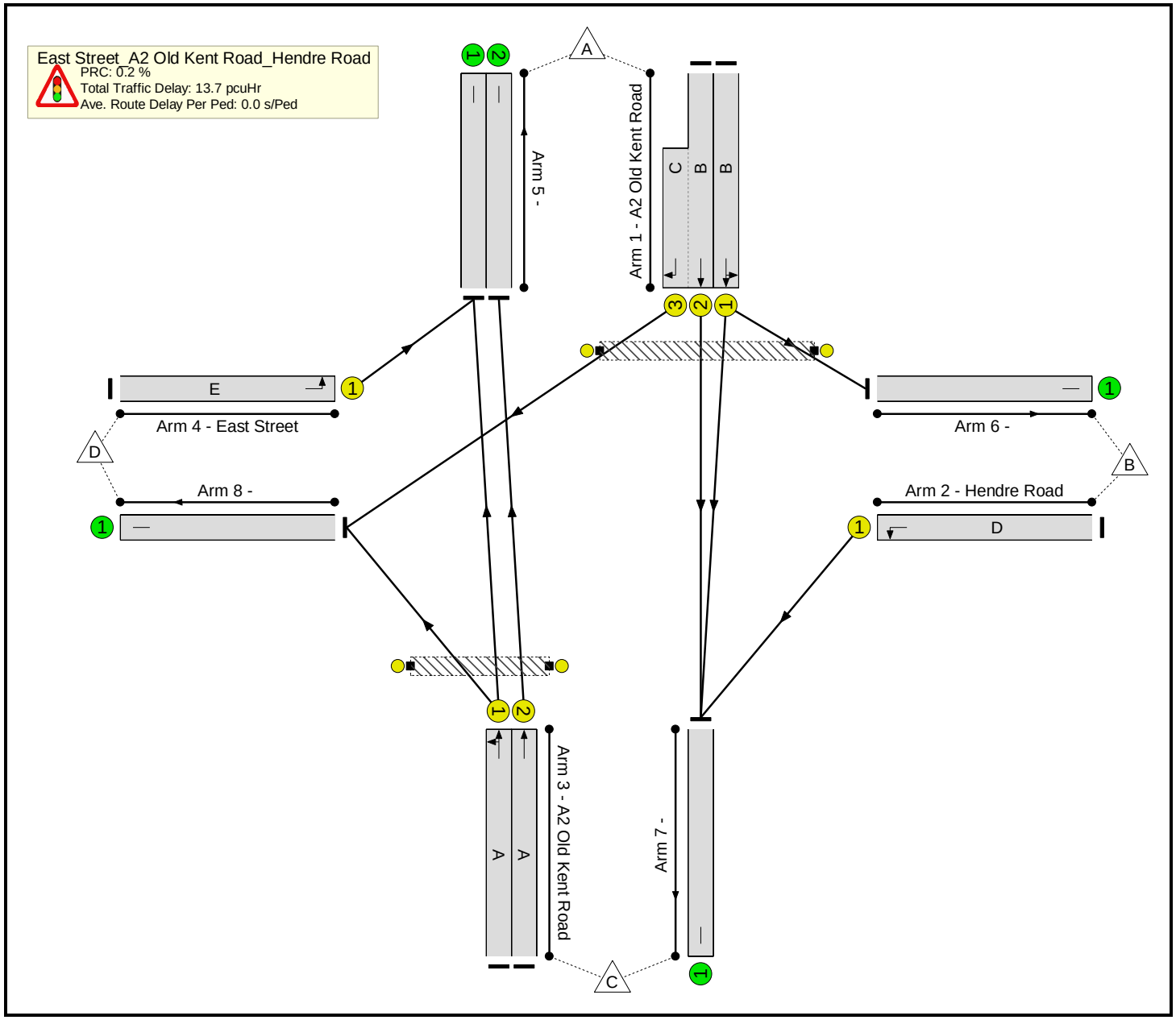
Stage	1	2
Duration	63	11
Change Point	0	71

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: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.8%**
1/1	A2 Old Kent Road Left Ahead	U	N/A	N/A	B		1	63	-	458	1936	1408	32.5%
1/2+1/3	A2 Old Kent Road Ahead Right	U	N/A	N/A	B C		1	63:14	-	755	1940:1940	510+331	89.8 : 89.8%
2/1	Hendre Road Left	U	N/A	N/A	D		1	15	-	1	1430	260	0.4%
3/1	A2 Old Kent Road Ahead Left	U	N/A	N/A	A		1	63	-	700	1860	1353	51.7%
3/2	A2 Old Kent Road Ahead	U	N/A	N/A	A		1	63	-	700	1688	1228	57.0%
4/1	East Street Left	U	N/A	N/A	E		1	14	-	160	1689	288	55.6%
5/1		U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	479	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%

Full Input Data And Results

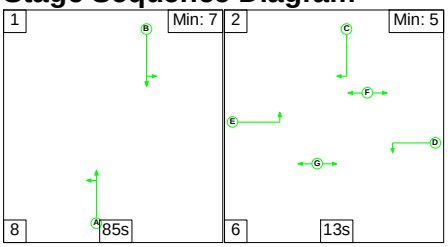
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**7.6**	**6.1**	**0.0**	**13.7**	**-**	**-**	**-**	**-**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**7.6**	**6.1**	**0.0**	**13.7**	**-**	**-**	**-**	**-**
1/1	458	458	-	-	-	0.5	0.2	-	0.8	6.2	3.9	0.2	4.2
1/2+1/3	755	755	-	-	-	3.5	4.0	-	7.5	35.9	7.1	4.0	11.1
2/1	1	1	-	-	-	0.0	0.0	-	0.0	36.8	0.0	0.0	0.0
3/1	700	700	-	-	-	1.0	0.5	-	1.6	8.0	7.4	0.5	7.9
3/2	700	700	-	-	-	1.1	0.7	-	1.7	9.0	8.0	0.7	8.6
4/1	160	160	-	-	-	1.5	0.6	-	2.1	47.4	3.6	0.6	4.2
5/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 0.2 Total Delay for Signalled Lanes (pcuHr): 13.73 Cycle Time (s): 88
PRC Over All Lanes (%): 0.2 Total Delay Over All Lanes(pcuHr): 13.73

Full Input Data And Results

Scenario 4: '2014 + COM DEV PM' (FG4: '2014 + COM DEV PM', Plan 1: 'Network Control Plan 1')

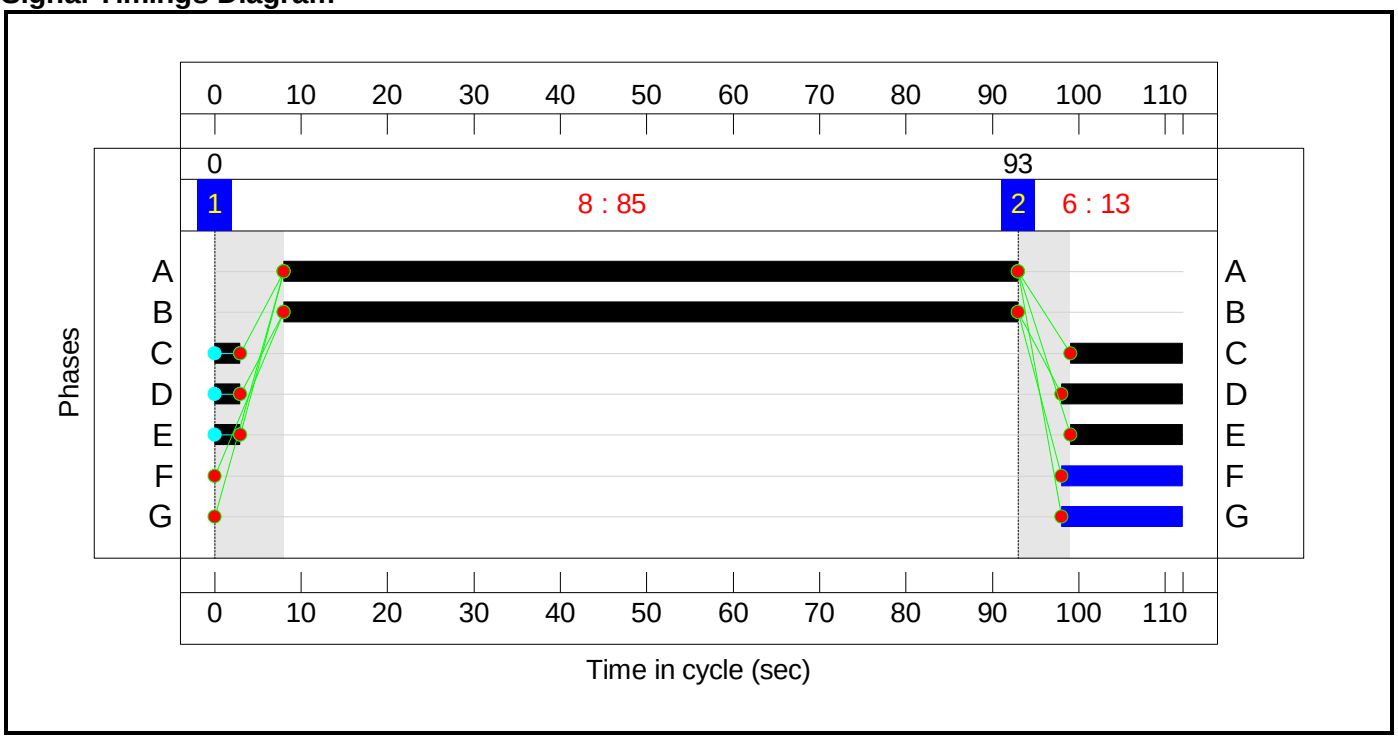
Stage Sequence Diagram



Stage Timings

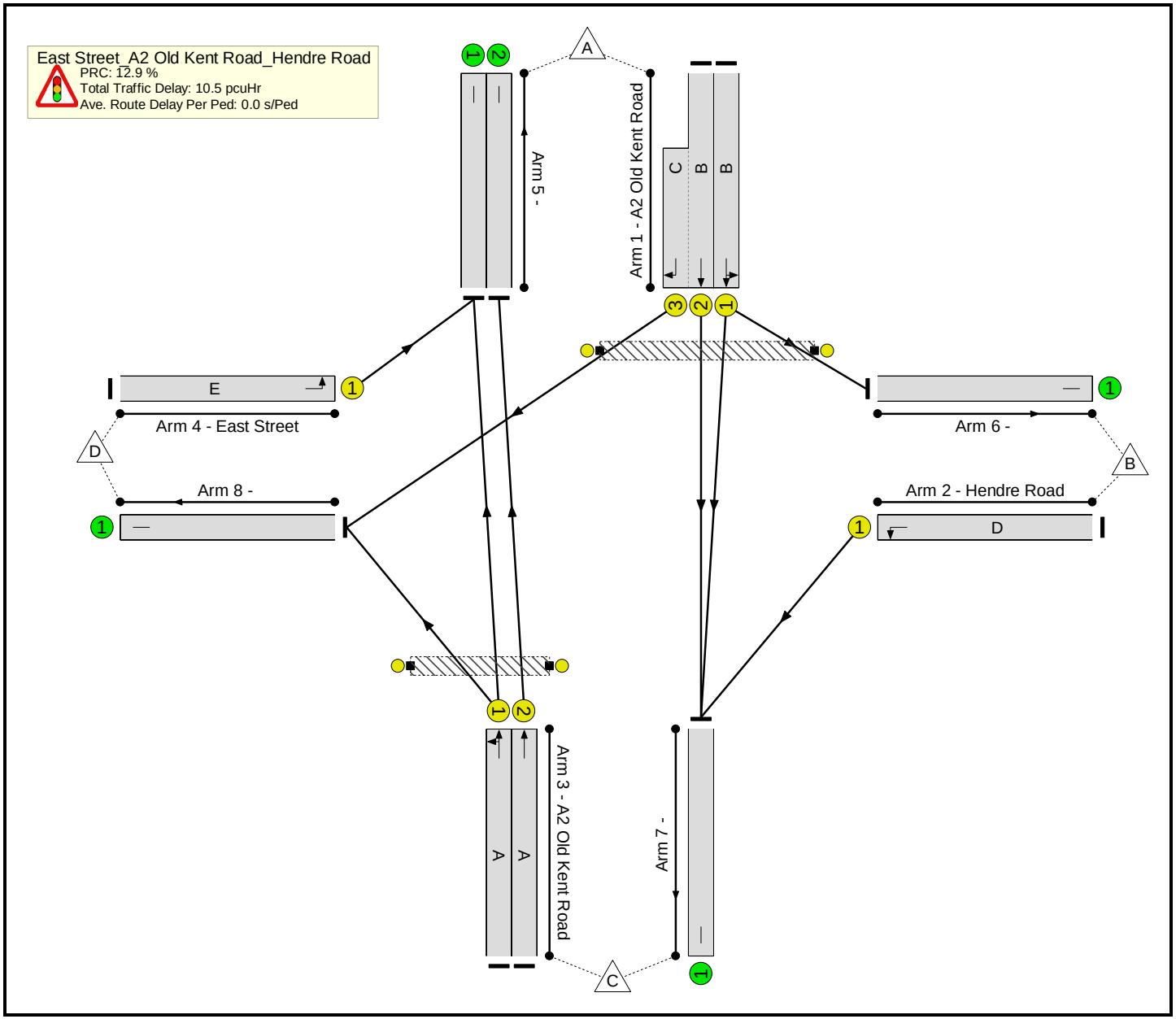
Stage	1	2
Duration	85	13
Change Point	0	93

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: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.7%**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.7%**
1/1	A2 Old Kent Road Left Ahead	U	N/A	N/A	B		1	85	-	687	1936	1487	46.2%
1/2+1/3	A2 Old Kent Road Ahead Right	U	N/A	N/A	B C		1	85:16	-	906	1940:1940	862+275	79.7 : 79.7%
2/1	Hendre Road Left	U	N/A	N/A	D		1	17	-	3	1430	230	1.3%
3/1	A2 Old Kent Road Ahead Left	U	N/A	N/A	A		1	85	-	468	1860	1428	32.8%
3/2	A2 Old Kent Road Ahead	U	N/A	N/A	A		1	85	-	467	1800	1382	33.8%
4/1	East Street Left	U	N/A	N/A	E		1	16	-	127	1689	256	49.5%
5/1		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1377	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	14	-	0	-	0	0.0%

Full Input Data And Results

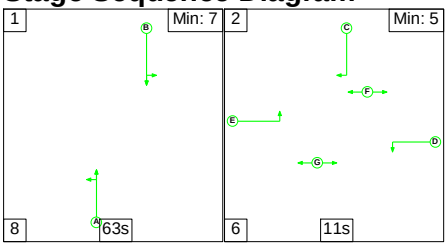
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**7.2**	**3.4**	**0.0**	**10.5**	**-**	**-**	**-**	**-**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**7.2**	**3.4**	**0.0**	**10.5**	**-**	**-**	**-**	**-**
1/1	687	687	-	-	-	0.9	0.4	-	1.3	6.9	7.6	0.4	8.1
1/2+1/3	906	906	-	-	-	3.7	1.9	-	5.6	22.2	7.6	1.9	9.6
2/1	3	3	-	-	-	0.0	0.0	-	0.0	47.8	0.1	0.0	0.1
3/1	468	468	-	-	-	0.5	0.2	-	0.8	5.9	4.4	0.2	4.7
3/2	467	467	-	-	-	0.5	0.3	-	0.8	6.0	4.5	0.3	4.8
4/1	127	127	-	-	-	1.5	0.5	-	2.0	57.4	3.6	0.5	4.1
5/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1377	1377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 12.9 Total Delay for Signalled Lanes (pcuHr): 10.52 Cycle Time (s): 112
PRC Over All Lanes (%): 12.9 Total Delay Over All Lanes(pcuHr): 10.52

Full Input Data And Results

Scenario 5: '2014 + COM DEV + PROP DEV AM' (FG5: '2014 + COM DEV + PROP DEV AM', Plan 1: 'Network Control Plan 1')

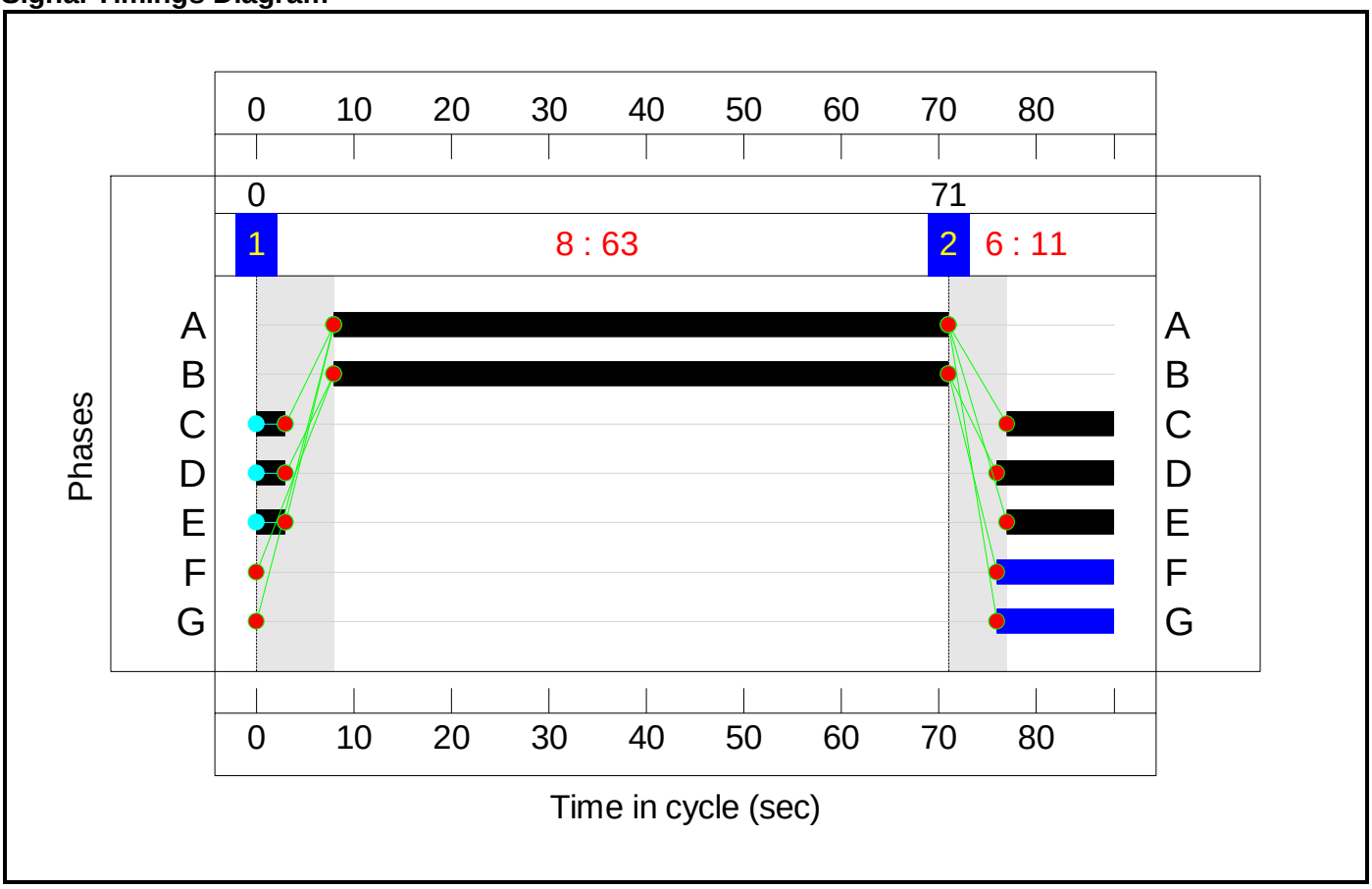
Stage Sequence Diagram



Stage Timings

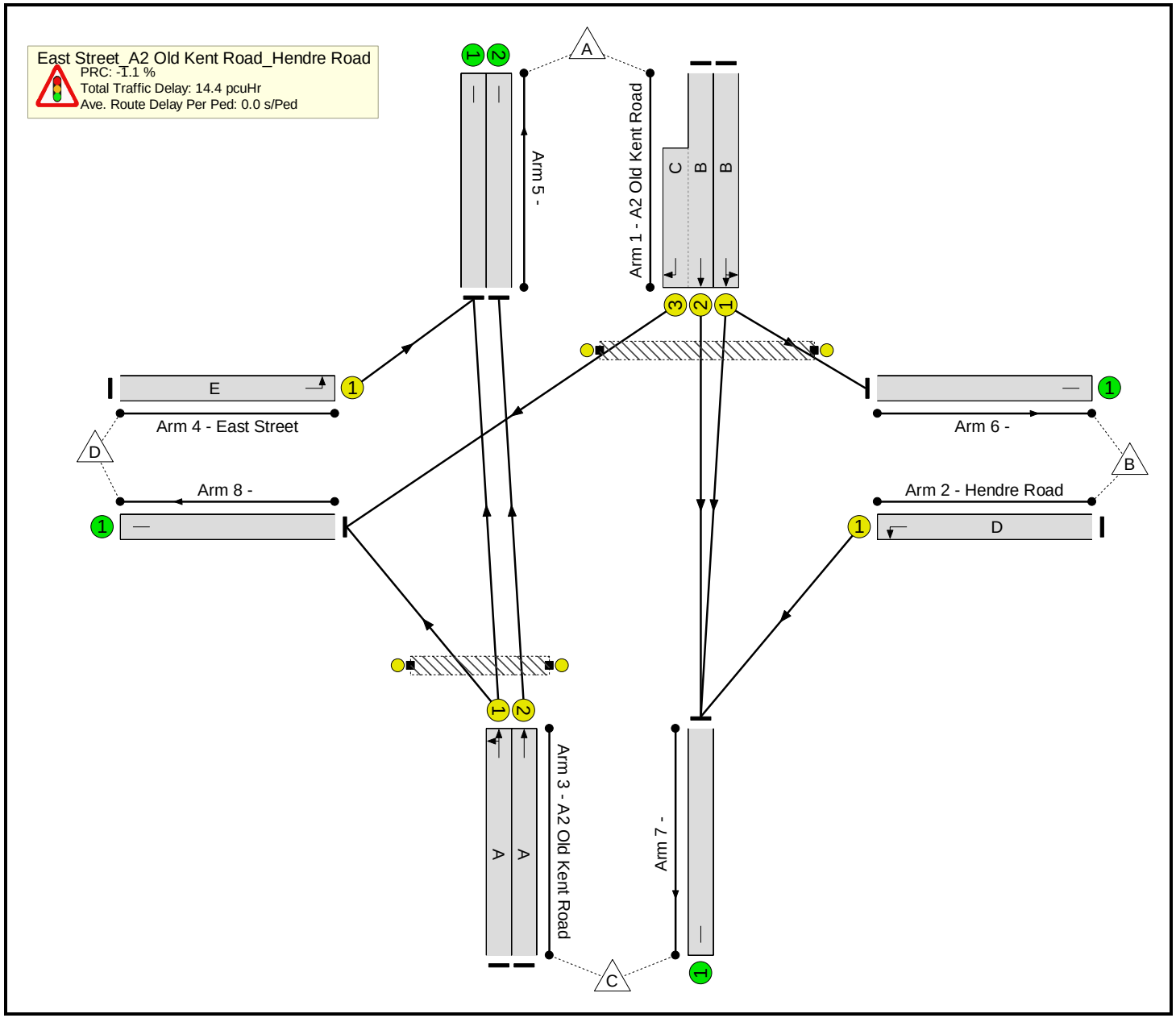
Stage	1	2
Duration	63	11
Change Point	0	71

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: East Street_A2 Old Kent Road_Hendre Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.0%**
East Street_A2 Old Kent Road_Hendre Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.0%**
1/1	A2 Old Kent Road Left Ahead	U	N/A	N/A	B		1	63	-	458	1936	1408	32.5%
1/2+1/3	A2 Old Kent Road Ahead Right	U	N/A	N/A	B C		1	63:14	-	759	1940:1940	503+331	91.0 : 91.0%
2/1	Hendre Road Left	U	N/A	N/A	D		1	15	-	1	1430	260	0.4%
3/1	A2 Old Kent Road Ahead Left	U	N/A	N/A	A		1	63	-	702	1860	1353	51.9%
3/2	A2 Old Kent Road Ahead	U	N/A	N/A	A		1	63	-	701	1688	1228	57.1%
4/1	East Street Left	U	N/A	N/A	E		1	14	-	166	1689	288	57.7%
5/1		U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	701	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	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: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**7.8**	**6.6**	**0.0**	**14.4**	**-**	**-**	**-**	**-**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**7.8**	**6.6**	**0.0**	**14.4**	**-**	**-**	**-**	**-**
1/1	458	458	-	-	-	0.5	0.2	-	0.8	6.2	3.9	0.2	4.2
1/2+1/3	759	759	-	-	-	3.5	4.5	-	8.1	38.3	7.2	4.5	11.7
2/1	1	1	-	-	-	0.0	0.0	-	0.0	36.8	0.0	0.0	0.0
3/1	702	702	-	-	-	1.0	0.5	-	1.6	8.0	7.4	0.5	7.9
3/2	701	701	-	-	-	1.1	0.7	-	1.8	9.0	8.0	0.7	8.6
4/1	166	166	-	-	-	1.5	0.7	-	2.2	48.2	3.7	0.7	4.4
5/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

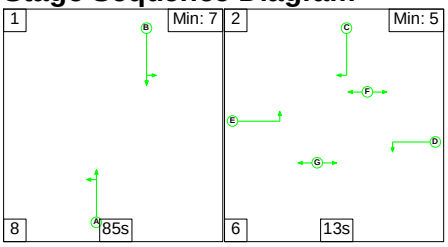
C1 PRC for Signalled Lanes (%): -1.1 Total Delay for Signalled Lanes (pcuHr): 14.40 Cycle Time (s): 88

PRC Over All Lanes (%): -1.1 Total Delay Over All Lanes(pcuHr): 14.40

Full Input Data And Results

Scenario 6: '2014 + COM DEV + PROP DEV PM' (FG6: '2014 + COM DEV + PROP DEV PM', Plan 1: 'Network Control Plan 1')

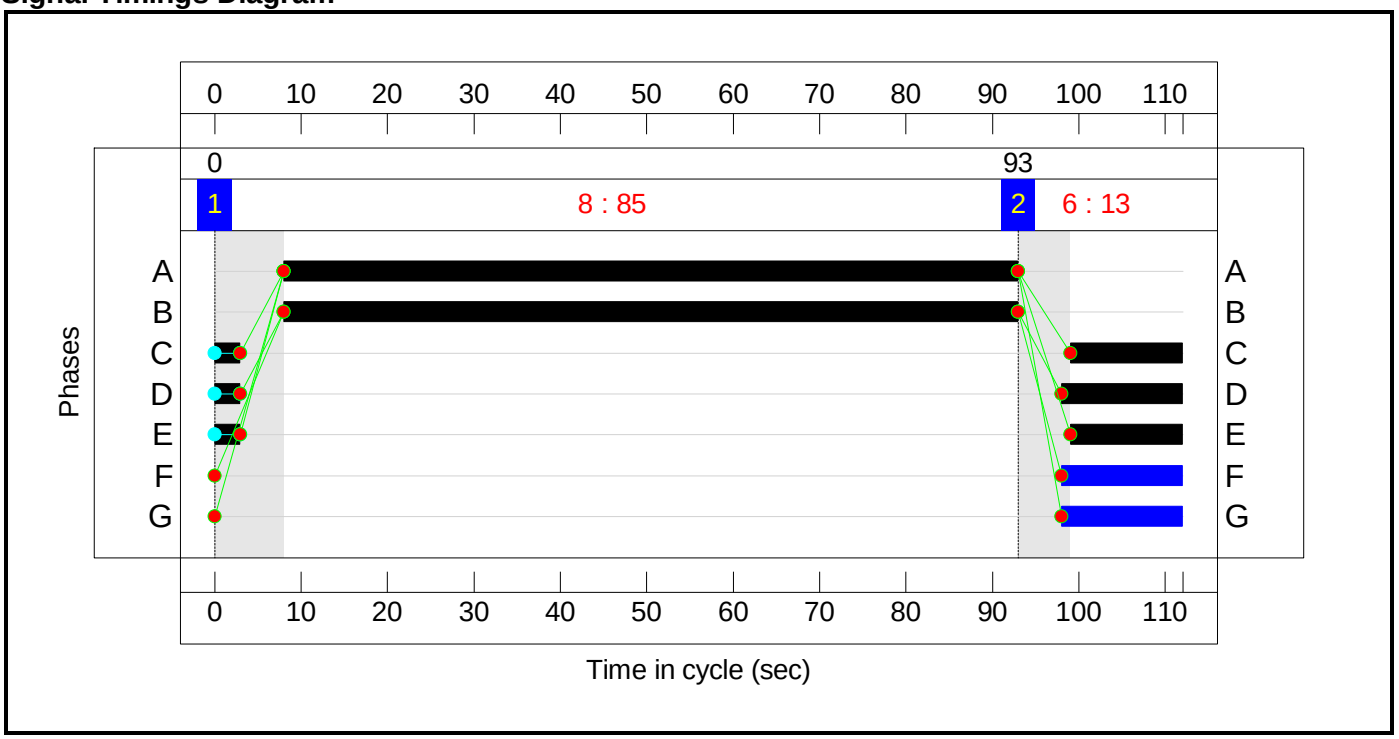
Stage Sequence Diagram



Stage Timings

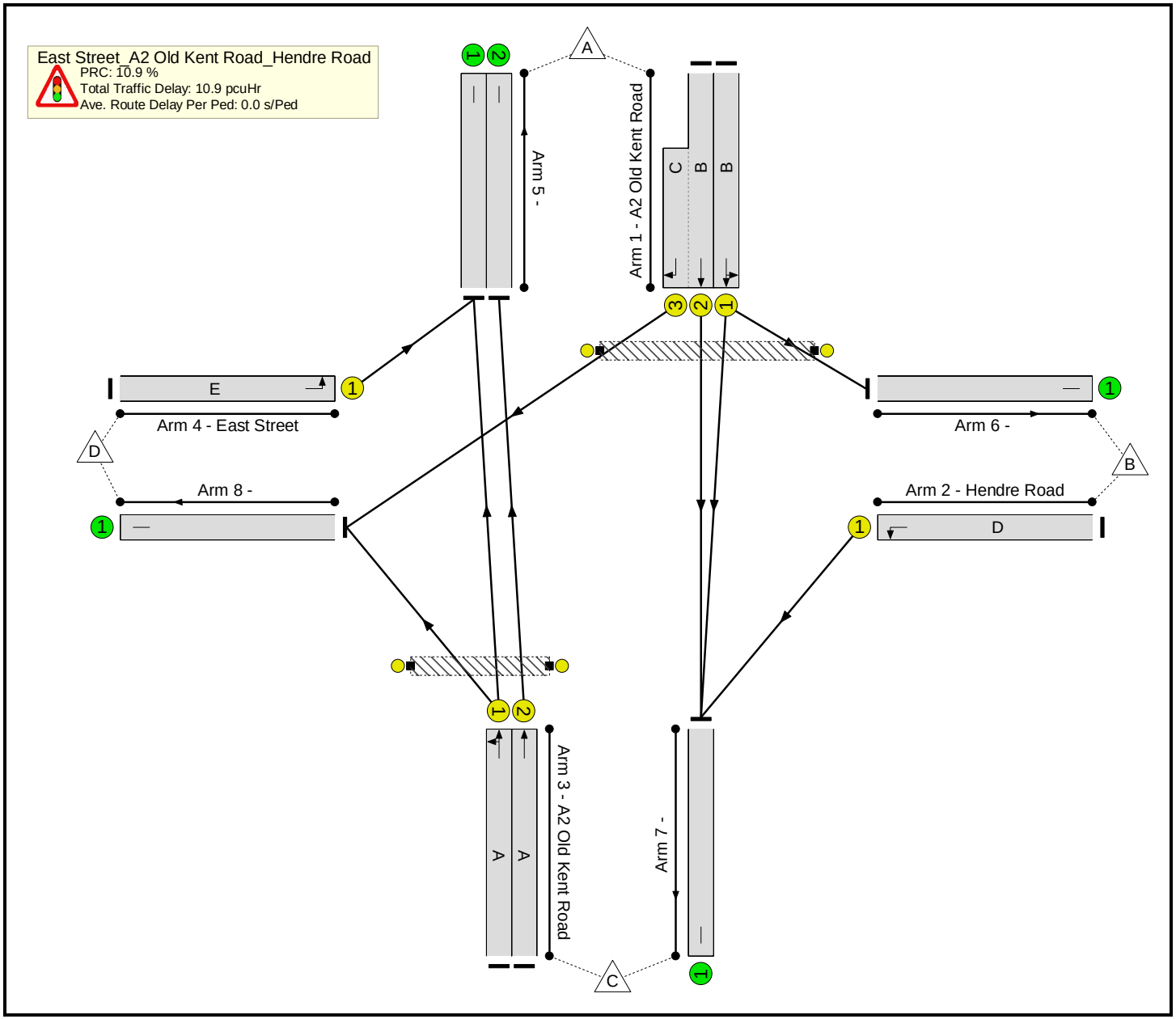
Stage	1	2
Duration	85	13
Change Point	0	93

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: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.1%**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.1%**
1/1	A2 Old Kent Road Left Ahead	U	N/A	N/A	B		1	85	-	688	1936	1487	46.3%
1/2+1/3	A2 Old Kent Road Ahead Right	U	N/A	N/A	B C		1	85:16	-	910	1940:1940	847+275	81.1 : 81.1%
2/1	Hendre Road Left	U	N/A	N/A	D		1	17	-	3	1430	230	1.3%
3/1	A2 Old Kent Road Ahead Left	U	N/A	N/A	A		1	85	-	469	1860	1428	32.8%
3/2	A2 Old Kent Road Ahead	U	N/A	N/A	A		1	85	-	468	1800	1382	33.9%
4/1	East Street Left	U	N/A	N/A	E		1	16	-	133	1689	256	51.9%
5/1		U	N/A	N/A	-		-	-	-	504	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1378	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	14	-	0	-	0	0.0%

Full Input Data And Results

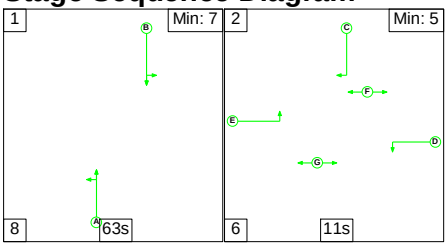
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**7.3**	**3.6**	**0.0**	**10.9**	**-**	**-**	**-**	**-**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**7.3**	**3.6**	**0.0**	**10.9**	**-**	**-**	**-**	**-**
1/1	688	688	-	-	-	0.9	0.4	-	1.3	6.9	7.6	0.4	8.1
1/2+1/3	910	910	-	-	-	3.7	2.1	-	5.8	23.0	7.6	2.1	9.7
2/1	3	3	-	-	-	0.0	0.0	-	0.0	47.8	0.1	0.0	0.1
3/1	469	469	-	-	-	0.5	0.2	-	0.8	5.9	4.4	0.2	4.7
3/2	468	468	-	-	-	0.5	0.3	-	0.8	6.0	4.5	0.3	4.8
4/1	133	133	-	-	-	1.6	0.5	-	2.2	58.2	3.8	0.5	4.3
5/1	504	504	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1378	1378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 10.9 Total Delay for Signalled Lanes (pcuHr): 10.89 Cycle Time (s): 112
PRC Over All Lanes (%): 10.9 Total Delay Over All Lanes(pcuHr): 10.89

Full Input Data And Results

Scenario 7: 'Sensitivity Test AM' (FG7: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

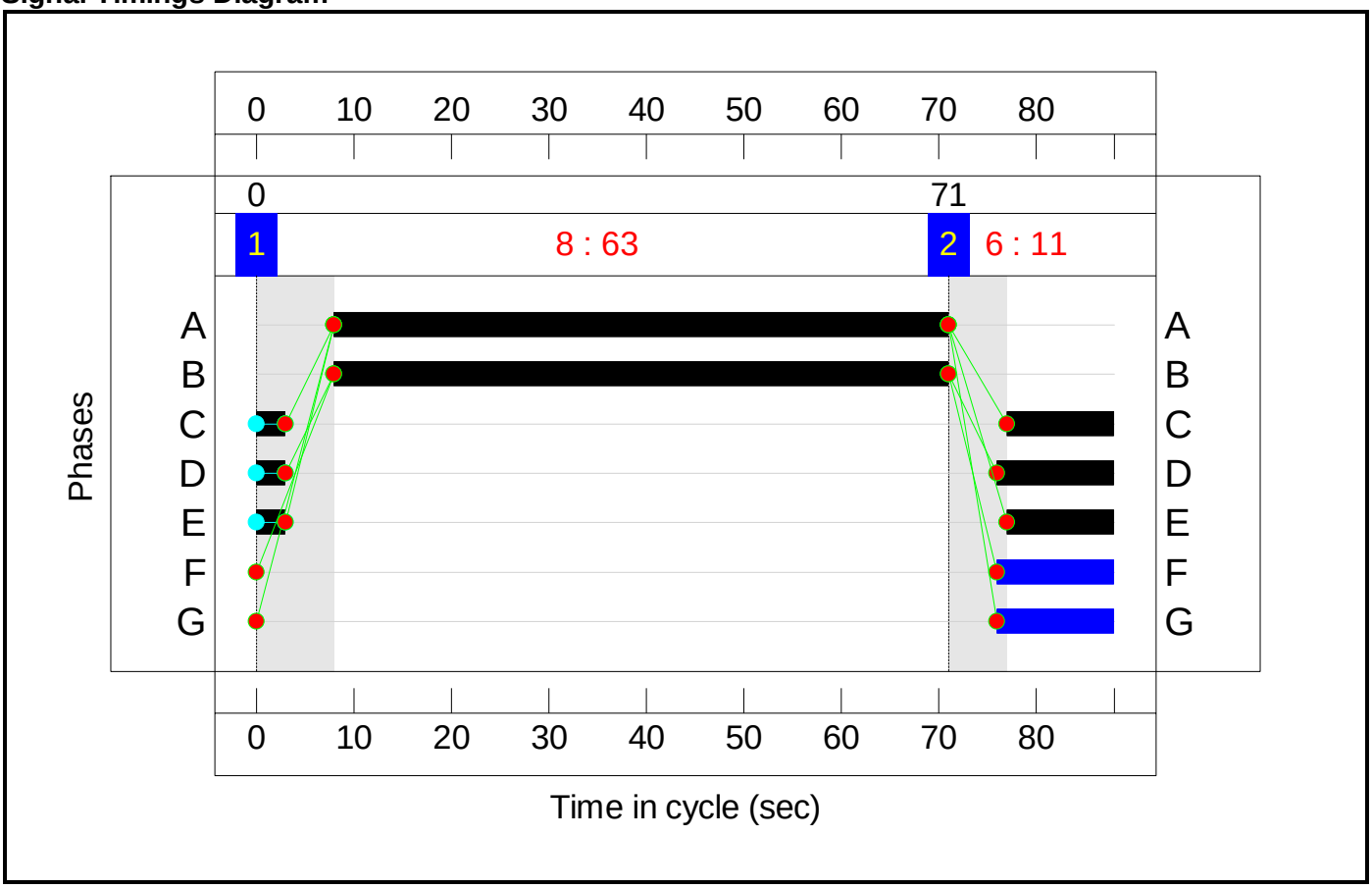
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	63	11
Change Point	0	71

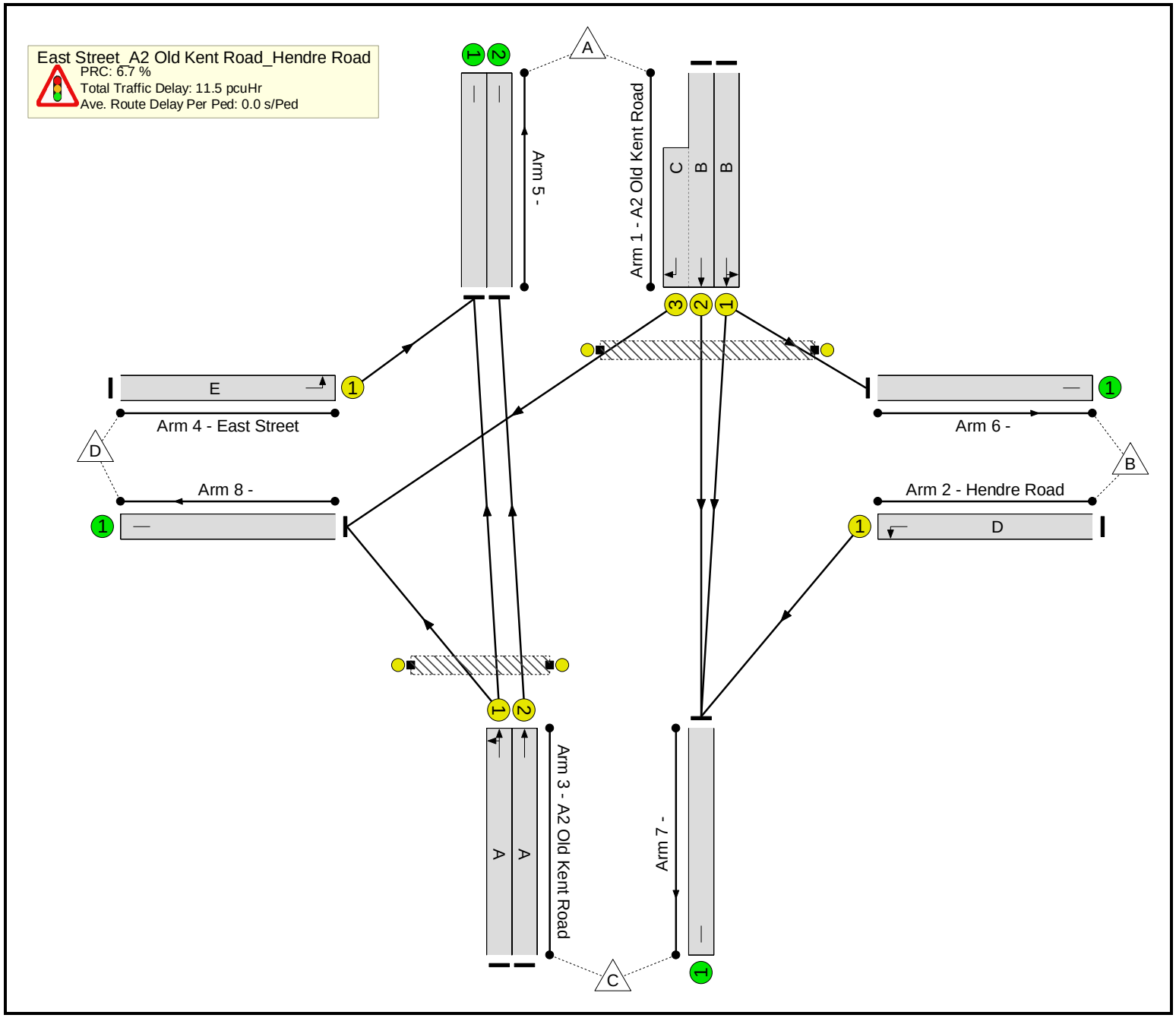
Signal Timings Diagram



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: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.4%**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**84.4%**
1/1	A2 Old Kent Road Left Ahead	U	N/A	N/A	B		1	63	-	424	1936	1408	30.1%
1/2+1/3	A2 Old Kent Road Ahead Right	U	N/A	N/A	B C		1	63:14	-	703	1940:1940	503+331	84.4 : 84.4%
2/1	Hendre Road Left	U	N/A	N/A	D		1	15	-	1	1430	260	0.4%
3/1	A2 Old Kent Road Ahead Left	U	N/A	N/A	A		1	63	-	650	1800	1309	49.7%
3/2	A2 Old Kent Road Ahead	U	N/A	N/A	A		1	63	-	650	1688	1228	52.9%
4/1	East Street Left	U	N/A	N/A	E		1	14	-	154	1689	288	53.5%
5/1		U	N/A	N/A	-		-	-	-	635	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	12	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	12	-	0	-	0	0.0%

Full Input Data And Results

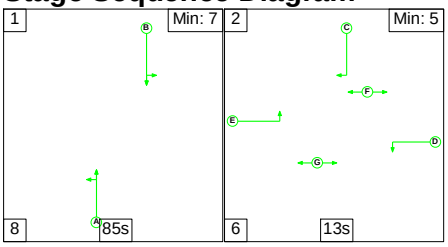
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**7.0**	**4.4**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**7.0**	**4.4**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
1/1	424	424	-	-	-	0.5	0.2	-	0.7	6.0	3.5	0.2	3.7
1/2+1/3	703	703	-	-	-	3.2	2.6	-	5.8	29.9	6.6	2.6	9.2
2/1	1	1	-	-	-	0.0	0.0	-	0.0	36.8	0.0	0.0	0.0
3/1	650	650	-	-	-	0.9	0.5	-	1.4	7.9	6.7	0.5	7.2
3/2	650	650	-	-	-	1.0	0.6	-	1.5	8.4	7.0	0.6	7.6
4/1	154	154	-	-	-	1.4	0.6	-	2.0	46.7	3.4	0.6	4.0
5/1	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 6.7 Total Delay for Signalled Lanes (pcuHr): 11.49 Cycle Time (s): 88
PRC Over All Lanes (%): 6.7 Total Delay Over All Lanes(pcuHr): 11.49

Full Input Data And Results

Scenario 8: 'Sensitivity Test PM' (FG8: '2014 + COM DEV + PROP DEV PM with Sensitivity', Plan 1: 'Network Control Plan 1')

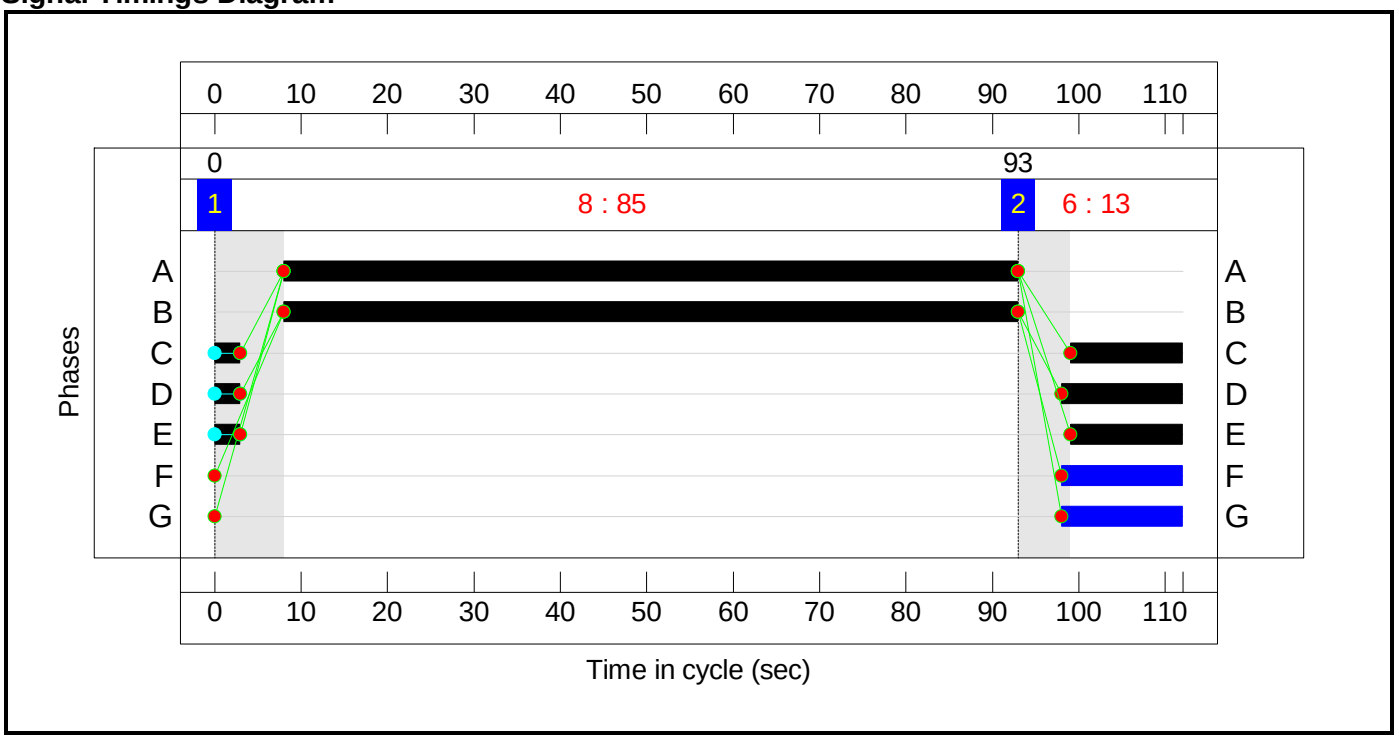
Stage Sequence Diagram



Stage Timings

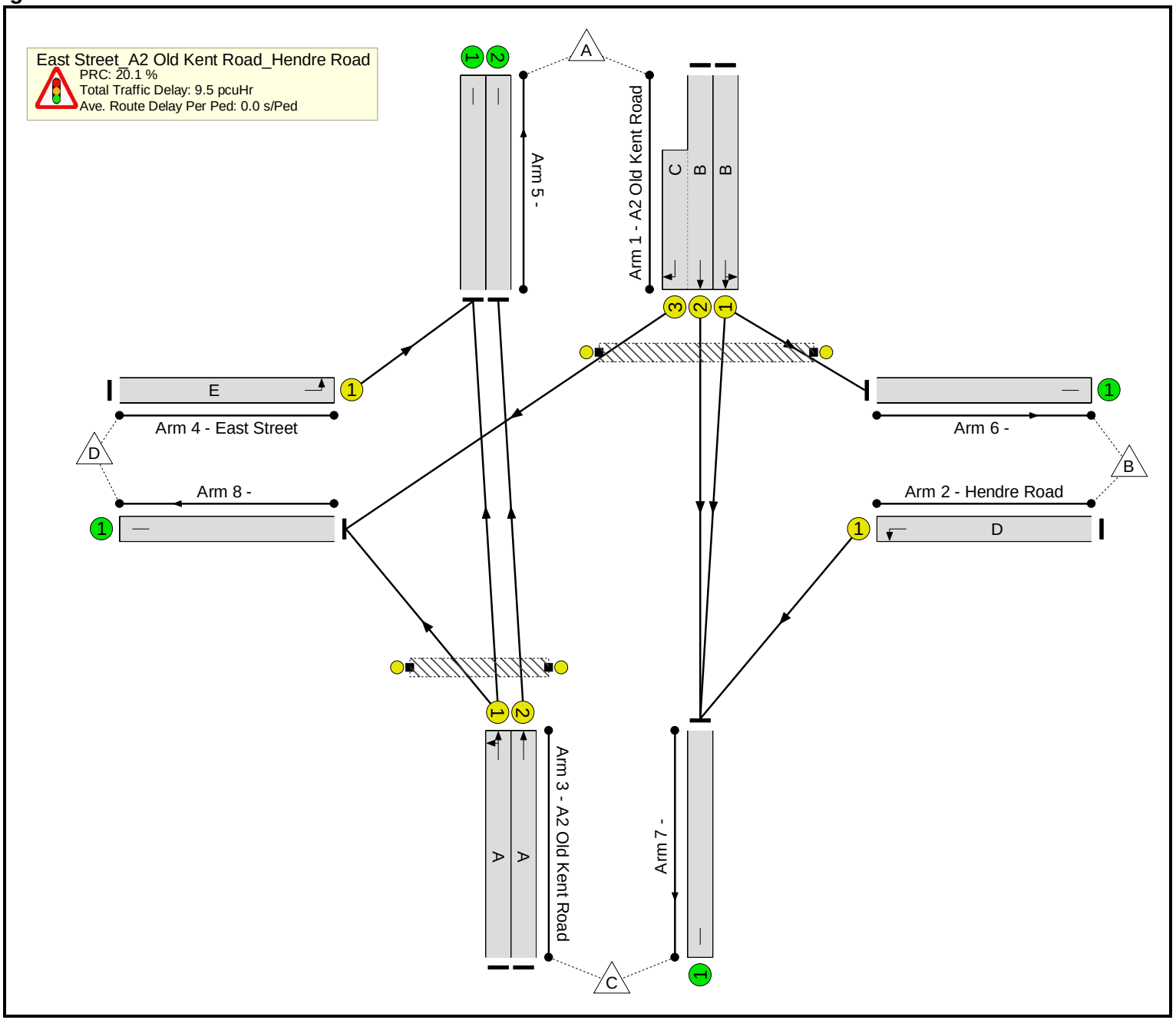
Stage	1	2
Duration	85	13
Change Point	0	93

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.9%**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**74.9%**
1/1	A2 Old Kent Road Left Ahead	U	N/A	N/A	B		1	85	-	637	1936	1487	42.9%
1/2+1/3	A2 Old Kent Road Ahead Right	U	N/A	N/A	B C		1	85:16	-	842	1940:1940	849+275	74.9 : 74.9%
2/1	Hendre Road Left	U	N/A	N/A	D		1	17	-	3	1430	230	1.3%
3/1	A2 Old Kent Road Ahead Left	U	N/A	N/A	A		1	85	-	434	1800	1382	31.4%
3/2	A2 Old Kent Road Ahead	U	N/A	N/A	A		1	85	-	434	1688	1296	33.5%
4/1	East Street Left	U	N/A	N/A	E		1	16	-	123	1689	256	48.0%
5/1		U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	1276	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	G		1	14	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	14	-	0	-	0	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: East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**6.7**	**2.8**	**0.0**	**9.5**	**-**	**-**	**-**	**-**
East Street_A2 Old Kent Road_Hendre Road	**-**	**-**	**0**	**0**	**0**	**6.7**	**2.8**	**0.0**	**9.5**	**-**	**-**	**-**	**-**
1/1	637	637	-	-	-	0.8	0.4	-	1.2	6.6	6.7	0.4	7.1
1/2+1/3	842	842	-	-	-	3.4	1.5	-	4.9	20.8	6.7	1.5	8.2
2/1	3	3	-	-	-	0.0	0.0	-	0.0	47.8	0.1	0.0	0.1
3/1	434	434	-	-	-	0.5	0.2	-	0.7	5.9	4.1	0.2	4.3
3/2	434	434	-	-	-	0.5	0.3	-	0.7	6.1	4.1	0.3	4.4
4/1	123	123	-	-	-	1.5	0.5	-	1.9	56.9	3.5	0.5	3.9
5/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1276	1276	-	-	-	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
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 20.1 Total Delay for Signalled Lanes (pcuHr): 9.46 Cycle Time (s): 112
PRC Over All Lanes (%): 20.1 Total Delay Over All Lanes(pcuHr): 9.46

Existing Junction Model

8. A215 Camberwell Road / John Ruskin Street / Boyson Road;

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: John Ruskin Street_A215 Camberwell Road.arc8
Path: N:\50600304 - Aylesbury Estate, Southwark\D Design and Analysis\Development\JUNCTIONS 8\Transport Assessment
Report generation date: 04/08/2014 16:53:59

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2014			
Stream B-ACD	0.03	9.57	0.03	A
Stream A-BCD	0.38	5.51	0.15	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream D-ABC	1.53	30.33	0.62	D
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.00	6.72	0.00	A

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

"D1 - 2014, AM " model duration: 07:45 - 09:15
"D2 - 2014, PM" model duration: 16:45 - 18:15
"D3 - 2014 + Committed Dev, AM" model duration: 07:45 - 09:15
"D4 - 2014 + Committed Dev, PM" model duration: 16:45 - 18:15
"D5 - 2014 + Committed + Proposed Dev, AM" model duration: 07:45 - 09:15
"D6 - 2014 + Committed + Proposed Dev, PM" model duration: 16:45 - 18:15
"D7 - Sensitivity, AM" model duration: 07:45 - 09:15
"D8 - Sensitivity, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 04/08/2014 16:53:53

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	26/06/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - 2014, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014, AM	2014	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D		21.09	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Camberwell Road N		Major
B	Boyson Road		Minor
C	A215 Camberwell Road S		Major
D	John Ruskin Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	9.30		0.00		2.20	100.00	✓	0.00
C	9.30		0.00		2.20	130.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.25										24	16
D	One lane	3.35										24	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	631.874	-	-	-	-	-	-	0.210	0.300	0.210	-	-	-
1	B-A	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	-	0.180	0.180	0.090
1	B-C	586.403	0.077	0.195	-	-	-	-	-	-	-	-	-	-

1	B-D, nearside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	B-D, offside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	C-B	649.248	0.215	0.215	0.308	-	-	-	-	-	-	-	-	-
1	D-A	655.574	-	-	-	-	-	-	0.218	-	0.086	-	-	-
1	D-B, nearside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-B, offside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-C	510.027	-	0.127	0.287	0.101	0.201	0.201	0.201	0.201	0.080	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	447.00	100.000
B	ONE HOUR	✓	9.00	100.000
C	ONE HOUR	✓	828.00	100.000
D	ONE HOUR	✓	171.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	0.000	2.000	399.000	46.000
	B	1.000	0.000	6.000	2.000
	C	632.000	2.000	0.000	194.000
	D	34.000	5.000	132.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	0.00	0.00	0.89	0.10
	B	0.11	0.00	0.67	0.22
	C	0.76	0.00	0.00	0.23
	D	0.20	0.03	0.77	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
	A	0.000	0.000	0.000	0.000

From	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.03	9.57	0.03	A	8.26	12.39	1.84	8.90	0.02	1.84	8.90
A-BCD	0.15	5.51	0.38	A	85.37	128.05	23.45	10.99	0.26	23.45	10.99
A-B	-	-	-	-	1.62	2.43	-	-	-	-	-
A-C	-	-	-	-	323.19	484.78	-	-	-	-	-
D-ABC	0.62	30.33	1.53	D	156.91	235.37	81.99	20.90	0.91	82.01	20.91
C-D	-	-	-	-	178.02	267.03	-	-	-	-	-
C-A	-	-	-	-	579.93	869.90	-	-	-	-	-
C-B	0.00	6.72	0.00	A	1.84	2.75	0.30	6.48	0.00	0.30	6.48

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.78	1.69	6.71	0.00	437.45	0.015	0.00	0.02	8.357	A
A-BCD	59.35	14.84	58.73	0.00	718.04	0.083	0.00	0.15	5.460	A
A-B	1.38	0.35	1.38	0.00	-	-	-	-	-	-
A-C	275.79	68.95	275.79	0.00	-	-	-	-	-	-
D-ABC	128.74	32.18	126.73	0.00	379.26	0.339	0.00	0.50	14.149	B
C-D	146.05	36.51	146.05	0.00	-	-	-	-	-	-
C-A	475.80	118.95	475.80	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.50	0.00	573.55	0.003	0.00	0.00	6.292	A

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.09	2.02	8.07	0.00	416.54	0.019	0.02	0.02	8.813	A
A-BCD	80.05	20.01	79.73	0.00	739.35	0.108	0.15	0.24	5.461	A
A-B	1.60	0.40	1.60	0.00	-	-	-	-	-	-
A-C	320.19	80.05	320.19	0.00	-	-	-	-	-	-
D-ABC	153.73	38.43	152.68	0.00	348.71	0.441	0.50	0.76	18.262	C
C-D	174.40	43.60	174.40	0.00	-	-	-	-	-	-
C-A	568.16	142.04	568.16	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	558.69	0.003	0.00	0.00	6.463	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.91	2.48	9.88	0.00	386.38	0.026	0.02	0.03	9.561	A
A-BCD	116.24	29.06	115.67	0.00	770.58	0.151	0.24	0.38	5.507	A
A-B	1.87	0.47	1.87	0.00	-	-	-	-	-	-
A-C	374.04	93.51	374.04	0.00	-	-	-	-	-	-
D-ABC	188.27	47.07	185.41	0.00	306.23	0.615	0.76	1.48	29.111	D
C-D	213.60	53.40	213.60	0.00	-	-	-	-	-	-
C-A	695.84	173.96	695.84	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	538.29	0.004	0.00	0.00	6.714	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.91	2.48	9.91	0.00	386.21	0.026	0.03	0.03	9.566	A
A-BCD	116.48	29.12	116.46	0.00	770.87	0.151	0.38	0.38	5.514	A
A-B	1.87	0.47	1.87	0.00	-	-	-	-	-	-
A-C	373.80	93.45	373.80	0.00	-	-	-	-	-	-
D-ABC	188.27	47.07	188.06	0.00	306.13	0.615	1.48	1.53	30.334	D

C-D	213.60	53.40	213.60	0.00	-	-	-	-	-	-
C-A	695.84	173.96	695.84	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	538.16	0.004	0.00	0.00	6.716	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.09	2.02	8.12	0.00	416.29	0.019	0.03	0.02	8.821	A
A-BCD	80.35	20.09	80.90	0.00	739.79	0.109	0.38	0.25	5.477	A
A-B	1.60	0.40	1.60	0.00	-	-	-	-	-	-
A-C	319.89	79.97	319.89	0.00	-	-	-	-	-	-
D-ABC	153.73	38.43	156.59	0.00	348.54	0.441	1.53	0.82	19.020	C
C-D	174.40	43.60	174.40	0.00	-	-	-	-	-	-
C-A	568.16	142.04	568.16	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	558.47	0.003	0.00	0.00	6.466	A

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.78	1.69	6.79	0.00	437.23	0.016	0.02	0.02	8.365	A
A-BCD	59.72	14.93	60.06	0.00	718.38	0.083	0.25	0.16	5.477	A
A-B	1.38	0.35	1.38	0.00	-	-	-	-	-	-
A-C	275.43	68.86	275.43	0.00	-	-	-	-	-	-
D-ABC	128.74	32.18	129.90	0.00	379.06	0.340	0.82	0.53	14.517	B
C-D	146.05	36.51	146.05	0.00	-	-	-	-	-	-
C-A	475.80	118.95	475.80	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.51	0.00	573.29	0.003	0.00	0.00	6.297	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.23	0.02	8.357	A	A
A-BCD	2.28	0.15	5.460	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	7.04	0.47	14.149	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.292	A	A

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.29	0.02	8.813	A	A
A-BCD	3.55	0.24	5.461	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	10.80	0.72	18.262	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.463	A	A

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.38	0.03	9.561	A	A
A-BCD	5.70	0.38	5.507	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	19.99	1.33	29.111	D	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.714	A	A

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.39	0.03	9.566	A	A
A-BCD	5.80	0.39	5.514	A	A
A-B	-	-	-	-	-

A-C	-	-	-	-	-
D-ABC	22.67	1.51	30.334	D	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.716	A	A

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.31	0.02	8.821	A	A
A-BCD	3.69	0.25	5.477	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	13.18	0.88	19.020	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.466	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.24	0.02	8.365	A	A
A-BCD	2.42	0.16	5.477	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	8.31	0.55	14.517	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.297	A	A

(Default Analysis Set) - 2014, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014, PM	2014	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D		13.22	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type

A	A215 Camberwell Road N		Major
B	Boyson Road		Minor
C	A215 Camberwell Road S		Major
D	John Ruskin Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	9.30		0.00		2.20	100.00	✓	0.00
C	9.30		0.00		2.20	130.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.25										24	16
D	One lane	3.35										24	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	631.874	-	-	-	-	-	-	0.210	0.300	0.210	-	-	-
1	B-A	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	-	0.180	0.180	0.090
1	B-C	586.403	0.077	0.195	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	B-D, offside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	C-B	649.248	0.215	0.215	0.308	-	-	-	-	-	-	-	-	-
1	D-A	655.574	-	-	-	-	-	-	0.218	-	0.086	-	-	-
1	D-B, nearside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-B, offside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-C	510.027	-	0.127	0.287	0.101	0.201	0.201	0.201	0.201	0.080	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	415.00	100.000
B	ONE HOUR	✓	18.00	100.000
C	ONE HOUR	✓	583.00	100.000
D	ONE HOUR	✓	140.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	2.000	383.000	30.000
	B	3.000	0.000	10.000	5.000
	C	448.000	4.000	0.000	131.000
	D	33.000	7.000	100.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.00	0.92	0.07
	B	0.17	0.00	0.56	0.28
	C	0.77	0.01	0.00	0.22
	D	0.24	0.05	0.71	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.05	9.80	0.05	A	16.52	24.78	3.78	9.14	0.04	3.78	9.14
A-BCD	0.09	5.13	0.17	A	51.28	76.92	10.42	8.13	0.12	10.42	8.13
A-B	-	-	-	-	1.71	2.57	-	-	-	-	-
A-C	-	-	-	-	327.82	491.73	-	-	-	-	-
D-ABC	0.42	17.07	0.72	C	128.47	192.70	44.80	13.95	0.50	44.81	13.95
C-D	-	-	-	-	120.21	180.31	-	-	-	-	-
C-A	-	-	-	-	411.09	616.64	-	-	-	-	-
C-B	0.01	6.63	0.01	A	3.67	5.51	0.59	6.41	0.01	0.59	6.41

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	13.55	3.39	13.42	0.00	431.25	0.031	0.00	0.03	8.613	A
A-BCD	35.87	8.97	35.58	0.00	738.10	0.049	0.00	0.07	5.124	A
A-B	1.44	0.36	1.44	0.00	-	-	-	-	-	-

A-C	275.13	68.78	275.13	0.00	-	-	-	-	-	-
D-ABC	105.40	26.35	104.08	0.00	420.44	0.251	0.00	0.33	11.334	B
C-D	98.62	24.66	98.62	0.00	-	-	-	-	-	-
C-A	337.28	84.32	337.28	0.00	-	-	-	-	-	-
C-B	3.01	0.75	2.99	0.00	579.85	0.005	0.00	0.01	6.240	A

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	16.18	4.05	16.15	0.00	413.01	0.039	0.03	0.04	9.071	A
A-BCD	48.83	12.21	48.70	0.00	766.12	0.064	0.07	0.11	5.020	A
A-B	1.68	0.42	1.68	0.00	-	-	-	-	-	-
A-C	322.56	80.64	322.56	0.00	-	-	-	-	-	-
D-ABC	125.86	31.46	125.35	0.00	397.15	0.317	0.33	0.45	13.219	B
C-D	117.77	29.44	117.77	0.00	-	-	-	-	-	-
C-A	402.74	100.69	402.74	0.00	-	-	-	-	-	-
C-B	3.60	0.90	3.59	0.00	566.30	0.006	0.01	0.01	6.396	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	19.82	4.95	19.77	0.00	387.27	0.051	0.04	0.05	9.794	A
A-BCD	68.97	17.24	68.73	0.00	800.82	0.086	0.11	0.16	4.919	A
A-B	2.02	0.50	2.02	0.00	-	-	-	-	-	-
A-C	385.94	96.48	385.94	0.00	-	-	-	-	-	-
D-ABC	154.14	38.54	153.12	0.00	364.78	0.423	0.45	0.71	16.923	C
C-D	144.23	36.06	144.23	0.00	-	-	-	-	-	-
C-A	493.26	123.31	493.26	0.00	-	-	-	-	-	-
C-B	4.40	1.10	4.40	0.00	547.65	0.008	0.01	0.01	6.626	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	19.82	4.95	19.82	0.00	387.20	0.051	0.05	0.05	9.798	A
A-BCD	69.06	17.27	69.06	0.00	800.93	0.086	0.16	0.17	4.924	A
A-B	2.01	0.50	2.01	0.00	-	-	-	-	-	-
A-C	385.85	96.46	385.85	0.00	-	-	-	-	-	-
D-ABC	154.14	38.54	154.10	0.00	364.73	0.423	0.71	0.72	17.075	C
C-D	144.23	36.06	144.23	0.00	-	-	-	-	-	-
C-A	493.26	123.31	493.26	0.00	-	-	-	-	-	-
C-B	4.40	1.10	4.40	0.00	547.59	0.008	0.01	0.01	6.626	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	16.18	4.05	16.23	0.00	412.90	0.039	0.05	0.04	9.078	A
A-BCD	48.94	12.24	49.17	0.00	766.28	0.064	0.17	0.11	5.023	A
A-B	1.68	0.42	1.68	0.00	-	-	-	-	-	-
A-C	322.45	80.61	322.45	0.00	-	-	-	-	-	-
D-ABC	125.86	31.46	126.84	0.00	397.07	0.317	0.72	0.47	13.369	B
C-D	117.77	29.44	117.77	0.00	-	-	-	-	-	-
C-A	402.74	100.69	402.74	0.00	-	-	-	-	-	-
C-B	3.60	0.90	3.60	0.00	566.21	0.006	0.01	0.01	6.398	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	13.55	3.39	13.59	0.00	431.13	0.031	0.04	0.03	8.623	A
A-BCD	36.01	9.00	36.15	0.00	738.23	0.049	0.11	0.07	5.129	A
A-B	1.44	0.36	1.44	0.00	-	-	-	-	-	-
A-C	274.99	68.75	274.99	0.00	-	-	-	-	-	-
D-ABC	105.40	26.35	105.93	0.00	420.33	0.251	0.47	0.34	11.471	B
C-D	98.62	24.66	98.62	0.00	-	-	-	-	-	-
C-A	337.28	84.32	337.28	0.00	-	-	-	-	-	-
C-B	3.01	0.75	3.02	0.00	579.74	0.005	0.01	0.01	6.243	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.46	0.03	8.613	A	A

A-BCD	1.08	0.07	5.124	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	4.68	0.31	11.334	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.08	0.01	6.240	A	A

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.59	0.04	9.071	A	A
A-BCD	1.59	0.11	5.020	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	6.56	0.44	13.219	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.09	0.01	6.396	A	A

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.78	0.05	9.794	A	A
A-BCD	2.48	0.17	4.919	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	10.07	0.67	16.923	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.12	0.01	6.626	A	A

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.80	0.05	9.798	A	A
A-BCD	2.51	0.17	4.924	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	10.74	0.72	17.075	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.12	0.01	6.626	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.63	0.04	9.078	A	A
A-BCD	1.63	0.11	5.023	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	7.45	0.50	13.369	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.10	0.01	6.398	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.50	0.03	8.623	A	A
A-BCD	1.12	0.07	5.129	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	5.29	0.35	11.471	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.08	0.01	6.243	A	A

(Default Analysis Set) - 2014 + Committed Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed Dev, AM	2014 + Committed Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D		21.52	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Camberwell Road N		Major
B	Boyson Road		Minor
C	A215 Camberwell Road S		Major
D	John Ruskin Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	9.30		0.00		2.20	100.00	✓	0.00
C	9.30		0.00		2.20	130.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.25										24	16
D	One lane	3.35										24	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	631.874	-	-	-	-	-	-	0.210	0.300	0.210	-	-	-

1	B-A	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	-	0.180	0.180	0.090
1	B-C	586.403	0.077	0.195	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	B-D, offside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	C-B	649.248	0.215	0.215	0.308	-	-	-	-	-	-	-	-	-
1	D-A	655.574	-	-	-	-	-	-	0.218	-	0.086	-	-	-
1	D-B, nearside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-B, offside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-C	510.027	-	0.127	0.287	0.101	0.201	0.201	0.201	0.201	0.080	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	448.00	100.000
B	ONE HOUR	✓	9.00	100.000
C	ONE HOUR	✓	840.00	100.000
D	ONE HOUR	✓	171.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	0.000	2.000	400.000	46.000
	B	1.000	0.000	6.000	2.000
	C	643.000	2.000	0.000	195.000
	D	34.000	5.000	132.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	0.00	0.00	0.89	0.10
	B	0.11	0.00	0.67	0.22
	C	0.77	0.00	0.00	0.23
	D	0.20	0.03	0.77	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To

		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.03	9.60	0.03	A	8.26	12.39	1.84	8.93	0.02	1.84	8.93
A-BCD	0.15	5.53	0.39	A	85.73	128.60	23.68	11.05	0.26	23.68	11.05
A-B	-	-	-	-	1.62	2.43	-	-	-	-	-
A-C	-	-	-	-	323.74	485.61	-	-	-	-	-
D-ABC	0.62	31.05	1.57	D	156.91	235.37	83.27	21.23	0.93	83.29	21.23
C-D	-	-	-	-	178.94	268.40	-	-	-	-	-
C-A	-	-	-	-	590.03	885.04	-	-	-	-	-
C-B	0.00	6.72	0.00	A	1.84	2.75	0.30	6.48	0.00	0.30	6.48

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.78	1.69	6.71	0.00	436.70	0.016	0.00	0.02	8.371	A
A-BCD	59.52	14.88	58.89	0.00	717.00	0.083	0.00	0.16	5.470	A
A-B	1.38	0.35	1.38	0.00	-	-	-	-	-	-
A-C	276.38	69.09	276.38	0.00	-	-	-	-	-	-
D-ABC	128.74	32.18	126.72	0.00	377.40	0.341	0.00	0.51	14.250	B
C-D	146.81	36.70	146.81	0.00	-	-	-	-	-	-
C-A	484.08	121.02	484.08	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.50	0.00	573.39	0.003	0.00	0.00	6.294	A

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.09	2.02	8.07	0.00	415.60	0.019	0.02	0.02	8.833	A
A-BCD	80.36	20.09	80.03	0.00	738.19	0.109	0.16	0.24	5.474	A
A-B	1.60	0.40	1.60	0.00	-	-	-	-	-	-
A-C	320.78	80.20	320.78	0.00	-	-	-	-	-	-
D-ABC	153.73	38.43	152.66	0.00	346.47	0.444	0.51	0.77	18.469	C
C-D	175.30	43.83	175.30	0.00	-	-	-	-	-	-
C-A	578.04	144.51	578.04	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	558.50	0.003	0.00	0.00	6.465	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.91	2.48	9.88	0.00	385.12	0.026	0.02	0.03	9.594	A
A-BCD	116.87	29.22	116.29	0.00	769.29	0.152	0.24	0.38	5.523	A
A-B	1.87	0.47	1.87	0.00	-	-	-	-	-	-
A-C	374.51	93.63	374.51	0.00	-	-	-	-	-	-
D-ABC	188.27	47.07	185.32	0.00	303.47	0.620	0.77	1.51	29.731	D
C-D	214.70	53.67	214.70	0.00	-	-	-	-	-	-
C-A	707.96	176.99	707.96	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	538.06	0.004	0.00	0.00	6.717	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.91	2.48	9.91	0.00	384.94	0.026	0.03	0.03	9.598	A
A-BCD	117.11	29.28	117.09	0.00	769.58	0.152	0.38	0.39	5.532	A
A-B	1.87	0.47	1.87	0.00	-	-	-	-	-	-

A-C	374.27	93.57	374.27	0.00	-	-	-	-	-	-
D-ABC	188.27	47.07	188.04	0.00	303.37	0.621	1.51	1.57	31.048	D
C-D	214.70	53.67	214.70	0.00	-	-	-	-	-	-
C-A	707.96	176.99	707.96	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	537.91	0.004	0.00	0.00	6.719	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.09	2.02	8.12	0.00	415.34	0.019	0.03	0.02	8.840	A
A-BCD	80.66	20.16	81.22	0.00	738.63	0.109	0.39	0.25	5.490	A
A-B	1.60	0.40	1.60	0.00	-	-	-	-	-	-
A-C	320.48	80.12	320.48	0.00	-	-	-	-	-	-
D-ABC	153.73	38.43	156.69	0.00	346.30	0.444	1.57	0.83	19.264	C
C-D	175.30	43.83	175.30	0.00	-	-	-	-	-	-
C-A	578.04	144.51	578.04	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	558.27	0.003	0.00	0.00	6.468	A

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.78	1.69	6.79	0.00	436.48	0.016	0.02	0.02	8.379	A
A-BCD	59.89	14.97	60.23	0.00	717.34	0.083	0.25	0.16	5.487	A
A-B	1.38	0.35	1.38	0.00	-	-	-	-	-	-
A-C	276.01	69.00	276.01	0.00	-	-	-	-	-	-
D-ABC	128.74	32.18	129.92	0.00	377.19	0.341	0.83	0.53	14.629	B
C-D	146.81	36.70	146.81	0.00	-	-	-	-	-	-
C-A	484.08	121.02	484.08	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.51	0.00	573.13	0.003	0.00	0.00	6.297	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.23	0.02	8.371	A	A
A-BCD	2.30	0.15	5.470	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	7.09	0.47	14.250	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.294	A	A

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.29	0.02	8.833	A	A
A-BCD	3.58	0.24	5.474	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	10.91	0.73	18.469	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.465	A	A

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.38	0.03	9.594	A	A
A-BCD	5.77	0.38	5.523	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	20.37	1.36	29.731	D	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.717	A	A

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.39	0.03	9.598	A	A

A-BCD	5.87	0.39	5.532	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	23.17	1.54	31.048	D	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.719	A	A

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.31	0.02	8.840	A	A
A-BCD	3.73	0.25	5.490	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	13.36	0.89	19.264	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.468	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.24	0.02	8.379	A	A
A-BCD	2.43	0.16	5.487	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	8.38	0.56	14.629	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.297	A	A

(Default Analysis Set) - 2014 + Committed Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed Dev, PM	2014 + Committed Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D		13.37	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Camberwell Road N		Major
B	Boyson Road		Minor
C	A215 Camberwell Road S		Major
D	John Ruskin Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	9.30		0.00		2.20	100.00	✓	0.00
C	9.30		0.00		2.20	130.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.25										24	16
D	One lane	3.35										24	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	631.874	-	-	-	-	-	-	0.210	0.300	0.210	-	-	-
1	B-A	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	-	0.180	0.180	0.090
1	B-C	586.403	0.077	0.195	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	B-D, offside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	C-B	649.248	0.215	0.215	0.308	-	-	-	-	-	-	-	-	-
1	D-A	655.574	-	-	-	-	-	-	0.218	-	0.086	-	-	-
1	D-B, nearside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-B, offside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-C	510.027	-	0.127	0.287	0.101	0.201	0.201	0.201	0.201	0.080	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	420.00	100.000
B	ONE HOUR	✓	18.00	100.000
C	ONE HOUR	✓	586.00	100.000
D	ONE HOUR	✓	141.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	2.000	388.000	30.000
	B	3.000	0.000	10.000	5.000
	C	451.000	4.000	0.000	131.000
	D	33.000	7.000	101.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.00	0.92	0.07
	B	0.17	0.00	0.56	0.28
	C	0.77	0.01	0.00	0.22
	D	0.23	0.05	0.72	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.05	9.84	0.05	A	16.52	24.78	3.79	9.17	0.04	3.79	9.17
A-BCD	0.09	5.12	0.17	A	51.68	77.52	10.48	8.11	0.12	10.48	8.11
A-B	-	-	-	-	1.71	2.57	-	-	-	-	-
A-C	-	-	-	-	332.01	498.02	-	-	-	-	-
D-ABC	0.43	17.30	0.73	C	129.38	194.08	45.55	14.08	0.51	45.56	14.08
C-D	-	-	-	-	120.21	180.31	-	-	-	-	-
C-A	-	-	-	-	413.85	620.77	-	-	-	-	-
C-B	0.01	6.64	0.01	A	3.67	5.51	0.59	6.42	0.01	0.59	6.42

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	13.55	3.39	13.42	0.00	430.34	0.031	0.00	0.03	8.632	A
A-BCD	36.07	9.02	35.78	0.00	740.18	0.049	0.00	0.07	5.110	A
A-B	1.44	0.36	1.44	0.00	-	-	-	-	-	-

A-C	278.69	69.67	278.69	0.00	-	-	-	-	-	-
D-ABC	106.15	26.54	104.82	0.00	419.30	0.253	0.00	0.33	11.401	B
C-D	98.62	24.66	98.62	0.00	-	-	-	-	-	-
C-A	339.54	84.88	339.54	0.00	-	-	-	-	-	-
C-B	3.01	0.75	2.99	0.00	579.04	0.005	0.00	0.01	6.248	A

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	16.18	4.05	16.15	0.00	411.90	0.039	0.03	0.04	9.096	A
A-BCD	49.19	12.30	49.06	0.00	768.79	0.064	0.07	0.11	5.002	A
A-B	1.68	0.42	1.68	0.00	-	-	-	-	-	-
A-C	326.69	81.67	326.69	0.00	-	-	-	-	-	-
D-ABC	126.76	31.69	126.24	0.00	395.82	0.320	0.33	0.46	13.322	B
C-D	117.77	29.44	117.77	0.00	-	-	-	-	-	-
C-A	405.44	101.36	405.44	0.00	-	-	-	-	-	-
C-B	3.60	0.90	3.59	0.00	565.33	0.006	0.01	0.01	6.407	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	19.82	4.95	19.77	0.00	385.88	0.051	0.04	0.05	9.831	A
A-BCD	69.59	17.40	69.36	0.00	804.13	0.087	0.11	0.17	4.901	A
A-B	2.01	0.50	2.01	0.00	-	-	-	-	-	-
A-C	390.82	97.70	390.82	0.00	-	-	-	-	-	-
D-ABC	155.24	38.81	154.20	0.00	363.19	0.427	0.46	0.72	17.136	C
C-D	144.23	36.06	144.23	0.00	-	-	-	-	-	-
C-A	496.56	124.14	496.56	0.00	-	-	-	-	-	-
C-B	4.40	1.10	4.40	0.00	546.46	0.008	0.01	0.01	6.640	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	19.82	4.95	19.82	0.00	385.81	0.051	0.05	0.05	9.835	A
A-BCD	69.69	17.42	69.68	0.00	804.24	0.087	0.17	0.17	4.904	A
A-B	2.01	0.50	2.01	0.00	-	-	-	-	-	-
A-C	390.73	97.68	390.73	0.00	-	-	-	-	-	-
D-ABC	155.24	38.81	155.20	0.00	363.14	0.428	0.72	0.73	17.302	C
C-D	144.23	36.06	144.23	0.00	-	-	-	-	-	-
C-A	496.56	124.14	496.56	0.00	-	-	-	-	-	-
C-B	4.40	1.10	4.40	0.00	546.40	0.008	0.01	0.01	6.641	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	16.18	4.05	16.23	0.00	411.79	0.039	0.05	0.04	9.101	A
A-BCD	49.31	12.33	49.54	0.00	768.95	0.064	0.17	0.11	5.009	A
A-B	1.68	0.42	1.68	0.00	-	-	-	-	-	-
A-C	326.58	81.64	326.58	0.00	-	-	-	-	-	-
D-ABC	126.76	31.69	127.77	0.00	395.74	0.320	0.73	0.48	13.484	B
C-D	117.77	29.44	117.77	0.00	-	-	-	-	-	-
C-A	405.44	101.36	405.44	0.00	-	-	-	-	-	-
C-B	3.60	0.90	3.60	0.00	565.24	0.006	0.01	0.01	6.409	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	13.55	3.39	13.59	0.00	430.21	0.032	0.04	0.03	8.643	A
A-BCD	36.21	9.05	36.35	0.00	740.30	0.049	0.11	0.07	5.115	A
A-B	1.44	0.36	1.44	0.00	-	-	-	-	-	-
A-C	278.55	69.64	278.55	0.00	-	-	-	-	-	-
D-ABC	106.15	26.54	106.70	0.00	419.19	0.253	0.48	0.34	11.540	B
C-D	98.62	24.66	98.62	0.00	-	-	-	-	-	-
C-A	339.54	84.88	339.54	0.00	-	-	-	-	-	-
C-B	3.01	0.75	3.02	0.00	578.93	0.005	0.01	0.01	6.252	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.47	0.03	8.632	A	A

A-BCD	1.08	0.07	5.110	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	4.74	0.32	11.401	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.08	0.01	6.248	A	A

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.59	0.04	9.096	A	A
A-BCD	1.60	0.11	5.002	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	6.66	0.44	13.322	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.09	0.01	6.407	A	A

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.78	0.05	9.831	A	A
A-BCD	2.50	0.17	4.901	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	10.26	0.68	17.136	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.12	0.01	6.640	A	A

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.81	0.05	9.835	A	A
A-BCD	2.53	0.17	4.904	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	10.96	0.73	17.302	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.12	0.01	6.641	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.64	0.04	9.101	A	A
A-BCD	1.64	0.11	5.009	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	7.57	0.50	13.484	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.10	0.01	6.409	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.50	0.03	8.643	A	A
A-BCD	1.12	0.07	5.115	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	5.37	0.36	11.540	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.08	0.01	6.252	A	A

(Default Analysis Set) - 2014 + Committed +

Proposed Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed + Proposed Dev, AM	2014 + Committed + Proposed Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D		22.16	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Camberwell Road N		Major
B	Boyson Road		Minor
C	A215 Camberwell Road S		Major
D	John Ruskin Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	9.30		0.00		2.20	100.00	✓	0.00
C	9.30		0.00		2.20	130.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.25										24	16
D	One lane	3.35										24	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	631.874	-	-	-	-	-	-	0.210	0.300	0.210	-	-	-
1	B-A	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	-	0.180	0.180	0.090
1	B-C	586.403	0.077	0.195	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	B-D, offside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	C-B	649.248	0.215	0.215	0.308	-	-	-	-	-	-	-	-	-
1	D-A	655.574	-	-	-	-	-	-	0.218	-	0.086	-	-	-
1	D-B, nearside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-B, offside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-C	510.027	-	0.127	0.287	0.101	0.201	0.201	0.201	0.201	0.080	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	456.00	100.000
B	ONE HOUR	✓	9.00	100.000
C	ONE HOUR	✓	849.00	100.000
D	ONE HOUR	✓	172.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	2.000	408.000	46.000
	B	1.000	0.000	6.000	2.000
	C	650.000	2.000	0.000	197.000
	D	34.000	5.000	133.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.00	0.89	0.10
	B	0.11	0.00	0.67	0.22
	C	0.77	0.00	0.00	0.23
	D	0.20	0.03	0.77	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000

	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.03	9.66	0.03	A	8.26	12.39	1.85	8.97	0.02	1.85	8.97
A-BCD	0.15	5.51	0.40	A	86.97	130.46	24.12	11.09	0.27	24.12	11.09
A-B	-	-	-	-	1.62	2.43	-	-	-	-	-
A-C	-	-	-	-	329.84	494.77	-	-	-	-	-
D-ABC	0.63	32.17	1.63	D	157.83	236.75	85.75	21.73	0.95	85.77	21.74
C-D	-	-	-	-	180.77	271.16	-	-	-	-	-
C-A	-	-	-	-	596.45	894.68	-	-	-	-	-
C-B	0.00	6.74	0.00	A	1.84	2.75	0.30	6.50	0.00	0.30	6.50

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.78	1.69	6.71	0.00	435.07	0.016	0.00	0.02	8.403	A
A-BCD	60.17	15.04	59.54	0.00	720.11	0.084	0.00	0.16	5.450	A
A-B	1.38	0.35	1.38	0.00	-	-	-	-	-	-
A-C	281.75	70.44	281.75	0.00	-	-	-	-	-	-
D-ABC	129.49	32.37	127.43	0.00	375.32	0.345	0.00	0.51	14.409	B
C-D	148.31	37.08	148.31	0.00	-	-	-	-	-	-
C-A	489.35	122.34	489.35	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.50	0.00	572.09	0.003	0.00	0.00	6.308	A

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.09	2.02	8.07	0.00	413.59	0.020	0.02	0.02	8.877	A
A-BCD	81.43	20.36	81.10	0.00	742.01	0.110	0.16	0.24	5.451	A
A-B	1.60	0.40	1.60	0.00	-	-	-	-	-	-
A-C	326.90	81.72	326.90	0.00	-	-	-	-	-	-
D-ABC	154.62	38.66	153.53	0.00	344.00	0.450	0.51	0.79	18.787	C
C-D	177.10	44.27	177.10	0.00	-	-	-	-	-	-
C-A	584.34	146.08	584.34	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	556.95	0.003	0.00	0.00	6.484	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.91	2.48	9.88	0.00	382.55	0.026	0.02	0.03	9.660	A
A-BCD	118.83	29.71	118.23	0.00	774.12	0.154	0.24	0.39	5.499	A
A-B	1.87	0.47	1.87	0.00	-	-	-	-	-	-
A-C	381.36	95.34	381.36	0.00	-	-	-	-	-	-
D-ABC	189.38	47.34	186.26	0.00	300.45	0.630	0.79	1.57	30.700	D
C-D	216.90	54.23	216.90	0.00	-	-	-	-	-	-
C-A	715.66	178.92	715.66	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	536.16	0.004	0.00	0.00	6.741	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.91	2.48	9.91	0.00	382.36	0.026	0.03	0.03	9.665	A
A-BCD	119.09	29.77	119.07	0.00	774.43	0.154	0.39	0.40	5.506	A
A-B	1.87	0.47	1.87	0.00	-	-	-	-	-	-
A-C	381.11	95.28	381.11	0.00	-	-	-	-	-	-
D-ABC	189.38	47.34	189.12	0.00	300.34	0.631	1.57	1.63	32.173	D
C-D	216.90	54.23	216.90	0.00	-	-	-	-	-	-
C-A	715.66	178.92	715.66	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	536.01	0.004	0.00	0.00	6.743	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	8.09	2.02	8.12	0.00	413.32	0.020	0.03	0.02	8.886	A
A-BCD	81.75	20.44	82.33	0.00	742.47	0.110	0.40	0.25	5.467	A
A-B	1.60	0.40	1.60	0.00	-	-	-	-	-	-
A-C	326.58	81.65	326.58	0.00	-	-	-	-	-	-
D-ABC	154.62	38.66	157.76	0.00	343.83	0.450	1.63	0.85	19.655	C
C-D	177.10	44.27	177.10	0.00	-	-	-	-	-	-
C-A	584.34	146.08	584.34	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	556.71	0.003	0.00	0.00	6.486	A

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.78	1.69	6.79	0.00	434.84	0.016	0.02	0.02	8.410	A
A-BCD	60.55	15.14	60.90	0.00	720.46	0.084	0.25	0.16	5.467	A
A-B	1.38	0.34	1.38	0.00	-	-	-	-	-	-
A-C	281.37	70.34	281.37	0.00	-	-	-	-	-	-
D-ABC	129.49	32.37	130.72	0.00	375.11	0.345	0.85	0.54	14.802	B
C-D	148.31	37.08	148.31	0.00	-	-	-	-	-	-
C-A	489.35	122.34	489.35	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.51	0.00	571.83	0.003	0.00	0.00	6.311	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.23	0.02	8.403	A	A
A-BCD	2.32	0.15	5.450	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	7.20	0.48	14.409	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.308	A	A

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.29	0.02	8.877	A	A
A-BCD	3.63	0.24	5.451	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	11.15	0.74	18.787	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.484	A	A

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.38	0.03	9.660	A	A
A-BCD	5.91	0.39	5.499	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	21.07	1.40	30.700	D	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.741	A	A

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.40	0.03	9.665	A	A
A-BCD	6.02	0.40	5.506	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	24.08	1.61	32.173	D	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.743	A	A

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.31	0.02	8.886	A	A
A-BCD	3.78	0.25	5.467	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	13.71	0.91	19.655	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.486	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.25	0.02	8.410	A	A
A-BCD	2.46	0.16	5.467	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	8.53	0.57	14.802	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.311	A	A

(Default Analysis Set) - 2014 + Committed + Proposed Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed + Proposed Dev, PM	2014 + Committed + Proposed Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D		13.54	B

Junction Network Options

Driving Side	Lighting

Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Camberwell Road N		Major
B	Boyson Road		Minor
C	A215 Camberwell Road S		Major
D	John Ruskin Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	9.30		0.00		2.20	100.00	✓	0.00
C	9.30		0.00		2.20	130.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.25										24	16
D	One lane	3.35										24	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	631.874	-	-	-	-	-	-	0.210	0.300	0.210	-	-	-
1	B-A	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	-	0.180	0.180	0.090
1	B-C	586.403	0.077	0.195	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	B-D, offside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	C-B	649.248	0.215	0.215	0.308	-	-	-	-	-	-	-	-	-
1	D-A	655.574	-	-	-	-	-	-	0.218	-	0.086	-	-	-
1	D-B, nearside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-B, offside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-C	510.027	-	0.127	0.287	0.101	0.201	0.201	0.201	0.201	0.080	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	430.00	100.000
B	ONE HOUR	✓	18.00	100.000
C	ONE HOUR	✓	591.00	100.000
D	ONE HOUR	✓	142.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	2.000	398.000	30.000
	B	3.000	0.000	10.000	5.000
	C	454.000	4.000	0.000	133.000
	D	33.000	7.000	102.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.00	0.93	0.07
	B	0.17	0.00	0.56	0.28
	C	0.77	0.01	0.00	0.23
	D	0.23	0.05	0.72	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.05	9.91	0.05	A	16.52	24.78	3.81	9.22	0.04	3.81	9.22
A-BCD	0.09	5.09	0.17	A	52.47	78.70	10.61	8.09	0.12	10.61	8.09
A-B	-	-	-	-	1.71	2.57	-	-	-	-	-
A-C	-	-	-	-	340.40	510.60	-	-	-	-	-
D-ABC	0.43	17.60	0.75	C	130.30	195.45	46.45	14.26	0.52	46.46	14.26
C-D	-	-	-	-	122.04	183.06	-	-	-	-	-
C-A	-	-	-	-	416.60	624.90	-	-	-	-	-
C-B	0.01	6.67	0.01	A	3.67	5.51	0.59	6.44	0.01	0.59	6.44

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	13.55	3.39	13.42	0.00	428.62	0.032	0.00	0.03	8.667	A
A-BCD	36.46	9.11	36.17	0.00	744.45	0.049	0.00	0.07	5.082	A
A-B	1.44	0.36	1.44	0.00	-	-	-	-	-	-
A-C	285.83	71.46	285.83	0.00	-	-	-	-	-	-
D-ABC	106.91	26.73	105.55	0.00	417.61	0.256	0.00	0.34	11.488	B
C-D	100.13	25.03	100.13	0.00	-	-	-	-	-	-
C-A	341.80	85.45	341.80	0.00	-	-	-	-	-	-
C-B	3.01	0.75	2.99	0.00	577.42	0.005	0.00	0.01	6.266	A

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	16.18	4.05	16.15	0.00	409.83	0.039	0.03	0.04	9.144	A
A-BCD	49.92	12.48	49.78	0.00	774.27	0.064	0.07	0.11	4.971	A
A-B	1.68	0.42	1.68	0.00	-	-	-	-	-	-
A-C	334.96	83.74	334.96	0.00	-	-	-	-	-	-
D-ABC	127.66	31.91	127.13	0.00	393.83	0.324	0.34	0.47	13.471	B
C-D	119.56	29.89	119.56	0.00	-	-	-	-	-	-
C-A	408.14	102.03	408.14	0.00	-	-	-	-	-	-
C-B	3.60	0.90	3.59	0.00	563.40	0.006	0.01	0.01	6.430	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	19.82	4.95	19.77	0.00	383.29	0.052	0.04	0.05	9.902	A
A-BCD	70.84	17.71	70.60	0.00	810.92	0.087	0.11	0.17	4.866	A
A-B	2.01	0.50	2.01	0.00	-	-	-	-	-	-
A-C	400.58	100.15	400.58	0.00	-	-	-	-	-	-
D-ABC	156.34	39.09	155.26	0.00	360.77	0.433	0.47	0.74	17.422	C
C-D	146.44	36.61	146.44	0.00	-	-	-	-	-	-
C-A	499.86	124.97	499.86	0.00	-	-	-	-	-	-
C-B	4.40	1.10	4.40	0.00	544.09	0.008	0.01	0.01	6.669	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	19.82	4.95	19.82	0.00	383.21	0.052	0.05	0.05	9.906	A
A-BCD	70.94	17.73	70.93	0.00	811.03	0.087	0.17	0.17	4.869	A
A-B	2.01	0.50	2.01	0.00	-	-	-	-	-	-
A-C	400.49	100.12	400.49	0.00	-	-	-	-	-	-
D-ABC	156.34	39.09	156.30	0.00	360.72	0.433	0.74	0.75	17.598	C
C-D	146.44	36.61	146.44	0.00	-	-	-	-	-	-
C-A	499.86	124.97	499.86	0.00	-	-	-	-	-	-
C-B	4.40	1.10	4.40	0.00	544.03	0.008	0.01	0.01	6.670	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	16.18	4.05	16.23	0.00	409.71	0.040	0.05	0.04	9.151	A
A-BCD	50.04	12.51	50.27	0.00	774.44	0.065	0.17	0.11	4.976	A
A-B	1.68	0.42	1.68	0.00	-	-	-	-	-	-
A-C	334.84	83.71	334.84	0.00	-	-	-	-	-	-
D-ABC	127.66	31.91	128.70	0.00	393.75	0.324	0.75	0.49	13.635	B
C-D	119.56	29.89	119.56	0.00	-	-	-	-	-	-
C-A	408.14	102.03	408.14	0.00	-	-	-	-	-	-
C-B	3.60	0.90	3.60	0.00	563.30	0.006	0.01	0.01	6.431	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	13.55	3.39	13.59	0.00	428.49	0.032	0.04	0.03	8.677	A
A-BCD	36.61	9.15	36.75	0.00	744.58	0.049	0.11	0.08	5.087	A
A-B	1.44	0.36	1.44	0.00	-	-	-	-	-	-
A-C	285.68	71.42	285.68	0.00	-	-	-	-	-	-
D-ABC	106.91	26.73	107.47	0.00	417.49	0.256	0.49	0.35	11.634	B
C-D	100.13	25.03	100.13	0.00	-	-	-	-	-	-
C-A	341.80	85.45	341.80	0.00	-	-	-	-	-	-
C-B	3.01	0.75	3.02	0.00	577.30	0.005	0.01	0.01	6.267	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.47	0.03	8.667	A	A
A-BCD	1.09	0.07	5.082	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	4.81	0.32	11.488	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.08	0.01	6.266	A	A

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.60	0.04	9.144	A	A
A-BCD	1.62	0.11	4.971	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	6.77	0.45	13.471	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.09	0.01	6.430	A	A

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.79	0.05	9.902	A	A
A-BCD	2.54	0.17	4.866	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	10.49	0.70	17.422	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.12	0.01	6.669	A	A

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.81	0.05	9.906	A	A
A-BCD	2.57	0.17	4.869	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	11.22	0.75	17.598	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.12	0.01	6.670	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.64	0.04	9.151	A	A
A-BCD	1.66	0.11	4.976	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	7.71	0.51	13.635	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.10	0.01	6.431	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.51	0.03	8.677	A	A
A-BCD	1.13	0.08	5.087	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	5.45	0.36	11.634	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-

C-B	0.08	0.01	6.267	A	A

(Default Analysis Set) - Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Sensitivity, AM	Sensitivity	AM		Varies by Arm	07:45	09:15	90	15				✓	✓	D5/1.08

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D		18.05	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Camberwell Road N		Major
B	Boyson Road		Minor
C	A215 Camberwell Road S		Major
D	John Ruskin Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	9.30		0.00		2.20	100.00	✓	0.00
C	9.30		0.00		2.20	130.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.25										24	16
D	One lane	3.35										24	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	631.874	-	-	-	-	-	-	0.210	0.300	0.210	-	-	-
1	B-A	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	-	0.180	0.180	0.090
1	B-C	586.403	0.077	0.195	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	B-D, offside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	C-B	649.248	0.215	0.215	0.308	-	-	-	-	-	-	-	-	-
1	D-A	655.574	-	-	-	-	-	-	0.218	-	0.086	-	-	-
1	D-B, nearside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-B, offside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-C	510.027	-	0.127	0.287	0.101	0.201	0.201	0.201	0.201	0.080	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000
D	DIRECT		N/A	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	0.000	1.394	284.411	32.066
	B	0.697	0.000	4.183	1.394
	C	453.106	1.394	0.000	137.326
	D	23.701	3.485	92.712	0.000

Turning Proportions (PCU) - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	0.00	0.00	0.89	0.10
	B	0.11	0.00	0.67	0.22
	C	0.77	0.00	0.00	0.23
	D	0.20	0.03	0.77	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:00-08:15)

		To			
		A	B	C	D
From	A	0.000	1.665	339.614	38.290
	B	0.832	0.000	4.994	1.665
	C	541.052	1.665	0.000	163.981
	D	28.301	4.162	110.708	0.000

Turning Proportions (PCU) - Junction 1 - (08:00-08:15)

		To

		A	B	C	D
From	A	0.00	0.00	0.89	0.10
	B	0.11	0.00	0.67	0.22
	C	0.77	0.00	0.00	0.23
	D	0.20	0.03	0.77	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	0.000	2.039	415.941	46.895
	B	1.019	0.000	6.117	2.039
	C	662.651	2.039	0.000	200.834
	D	34.662	5.097	135.589	0.000

Turning Proportions (PCU) - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	0.00	0.00	0.89	0.10
	B	0.11	0.00	0.67	0.22
	C	0.77	0.00	0.00	0.23
	D	0.20	0.03	0.77	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	0.000	2.039	415.941	46.895
	B	1.019	0.000	6.117	2.039
	C	662.651	2.039	0.000	200.834
	D	34.662	5.097	135.589	0.000

Turning Proportions (PCU) - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	0.00	0.00	0.89	0.10
	B	0.11	0.00	0.67	0.22
	C	0.77	0.00	0.00	0.23
	D	0.20	0.03	0.77	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	0.000	1.665	339.614	38.290
	B	0.832	0.000	4.994	1.665
	C	541.052	1.665	0.000	163.981
	D	28.301	4.162	110.708	0.000

Turning Proportions (PCU) - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	0.00	0.00	0.89	0.10
	B	0.11	0.00	0.67	0.22
	C	0.77	0.00	0.00	0.23
	D	0.20	0.03	0.77	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	0.000	1.394	284.411	32.066
	B	0.697	0.000	4.183	1.394
	C	453.106	1.394	0.000	137.326
	D	23.701	3.485	92.712	0.000

Turning Proportions (PCU) - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	0.00	0.00	0.89	0.10
	B	0.11	0.00	0.67	0.22
	C	0.77	0.00	0.00	0.23
	D	0.20	0.03	0.77	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.02	9.33	0.02	A	7.65	11.47	1.67	8.73	0.02	1.67	8.73
A-BCD	0.13	5.48	0.33	A	75.78	113.67	20.04	10.58	0.22	20.04	10.58
A-B	-	-	-	-	1.52	2.28	-	-	-	-	-
A-C	-	-	-	-	310.14	465.21	-	-	-	-	-
D-ABC	0.55	25.15	1.19	D	146.14	219.21	67.30	18.42	0.75	67.32	18.43
C-D	-	-	-	-	167.38	251.07	-	-	-	-	-
C-A	-	-	-	-	552.27	828.40	-	-	-	-	-
C-B	0.00	6.64	0.00	A	1.70	2.55	0.27	6.41	0.00	0.27	6.41

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.27	1.57	6.22	0.00	443.01	0.014	0.00	0.01	8.240	A
A-BCD	53.26	13.32	52.73	0.00	712.17	0.075	0.00	0.13	5.458	A
A-B	1.29	0.32	1.29	0.00	-	-	-	-	-	-
A-C	263.32	65.83	263.32	0.00	-	-	-	-	-	-
D-ABC	119.90	29.97	118.14	0.00	387.16	0.310	0.00	0.44	13.297	B
C-D	137.33	34.33	137.33	0.00	-	-	-	-	-	-
C-A	453.11	113.28	453.11	0.00	-	-	-	-	-	-
C-B	1.39	0.35	1.38	0.00	577.81	0.002	0.00	0.00	6.244	A

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS

B-ACD	7.49	1.87	7.48	0.00	423.44	0.018	0.01	0.02	8.654	A
A-BCD	71.29	17.82	71.03	0.00	731.92	0.097	0.13	0.20	5.452	A
A-B	1.50	0.38	1.50	0.00	-	-	-	-	-	-
A-C	306.77	76.69	306.77	0.00	-	-	-	-	-	-
D-ABC	143.17	35.79	142.34	0.00	358.25	0.400	0.44	0.65	16.607	C
C-D	163.98	41.00	163.98	0.00	-	-	-	-	-	-
C-A	541.05	135.26	541.05	0.00	-	-	-	-	-	-
C-B	1.66	0.42	1.66	0.00	563.79	0.003	0.00	0.00	6.403	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.18	2.29	9.15	0.00	395.32	0.023	0.02	0.02	9.322	A
A-BCD	102.41	25.60	101.91	0.00	760.89	0.135	0.20	0.33	5.469	A
A-B	1.77	0.44	1.77	0.00	-	-	-	-	-	-
A-C	360.70	90.17	360.70	0.00	-	-	-	-	-	-
D-ABC	175.35	43.84	173.29	0.00	318.09	0.551	0.65	1.16	24.508	C
C-D	200.83	50.21	200.83	0.00	-	-	-	-	-	-
C-A	662.65	165.66	662.65	0.00	-	-	-	-	-	-
C-B	2.04	0.51	2.04	0.00	544.56	0.004	0.00	0.00	6.634	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	9.18	2.29	9.17	0.00	395.18	0.023	0.02	0.02	9.326	A
A-BCD	102.62	25.65	102.61	0.00	761.13	0.135	0.33	0.33	5.477	A
A-B	1.77	0.44	1.77	0.00	-	-	-	-	-	-
A-C	360.49	90.12	360.49	0.00	-	-	-	-	-	-
D-ABC	175.35	43.84	175.22	0.00	318.00	0.551	1.16	1.19	25.152	D
C-D	200.83	50.21	200.83	0.00	-	-	-	-	-	-
C-A	662.65	165.66	662.65	0.00	-	-	-	-	-	-
C-B	2.04	0.51	2.04	0.00	544.43	0.004	0.00	0.00	6.636	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	7.49	1.87	7.51	0.00	423.24	0.018	0.02	0.02	8.659	A
A-BCD	71.54	17.89	72.03	0.00	732.28	0.098	0.33	0.21	5.464	A
A-B	1.50	0.38	1.50	0.00	-	-	-	-	-	-
A-C	306.53	76.63	306.53	0.00	-	-	-	-	-	-
D-ABC	143.17	35.79	145.20	0.00	358.11	0.400	1.19	0.69	17.063	C
C-D	163.98	41.00	163.98	0.00	-	-	-	-	-	-
C-A	541.05	135.26	541.05	0.00	-	-	-	-	-	-
C-B	1.66	0.42	1.67	0.00	563.60	0.003	0.00	0.00	6.405	A

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	6.27	1.57	6.29	0.00	442.83	0.014	0.02	0.01	8.248	A
A-BCD	53.56	13.39	53.83	0.00	712.44	0.075	0.21	0.14	5.473	A
A-B	1.29	0.32	1.29	0.00	-	-	-	-	-	-
A-C	263.02	65.76	263.02	0.00	-	-	-	-	-	-
D-ABC	119.90	29.97	120.81	0.00	386.99	0.310	0.69	0.46	13.570	B
C-D	137.33	34.33	137.33	0.00	-	-	-	-	-	-
C-A	453.11	113.28	453.11	0.00	-	-	-	-	-	-
C-B	1.39	0.35	1.40	0.00	577.59	0.002	0.00	0.00	6.247	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.21	0.01	8.240	A	A
A-BCD	1.97	0.13	5.458	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	6.19	0.41	13.297	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.244	A	A

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.26	0.02	8.654	A	A
A-BCD	3.00	0.20	5.452	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	9.22	0.61	16.607	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.403	A	A

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.34	0.02	9.322	A	A
A-BCD	4.90	0.33	5.469	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	16.01	1.07	24.508	C	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.634	A	A

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.35	0.02	9.326	A	A
A-BCD	4.98	0.33	5.477	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	17.71	1.18	25.152	D	C
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.636	A	A

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.28	0.02	8.659	A	A
A-BCD	3.12	0.21	5.464	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	10.97	0.73	17.063	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.405	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.22	0.01	8.248	A	A
A-BCD	2.08	0.14	5.473	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	7.20	0.48	13.570	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.247	A	A

(Default Analysis Set) - Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Sensitivity, PM	Sensitivity	PM		Varies by Arm	16:45	18:15	90	15				✓	✓	D6/1.08

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	Crossroads	Two-way	A,B,C,D		12.41	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Camberwell Road N		Major
B	Boyson Road		Minor
C	A215 Camberwell Road S		Major
D	John Ruskin Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	9.30		0.00		2.20	100.00	✓	0.00
C	9.30		0.00		2.20	130.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.25										24	16
D	One lane	3.35										24	15

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	631.874	-	-	-	-	-	-	0.210	0.300	0.210	-	-	-
1	B-A	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	-	0.180	0.180	0.090
1	B-C	586.403	0.077	0.195	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	B-D, offside lane	456.213	0.071	0.180	0.180	-	-	-	0.113	0.257	0.113	-	-	-
1	C-B	649.248	0.215	0.215	0.308	-	-	-	-	-	-	-	-	-
1	D-A	655.574	-	-	-	-	-	-	0.218	-	0.086	-	-	-
1	D-B, nearside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-B, offside lane	510.027	0.127	0.127	0.287	-	-	-	0.201	0.201	0.080	-	-	-
1	D-C	510.027	-	0.127	0.287	0.101	0.201	0.201	0.201	0.201	0.080	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000
D	DIRECT		N/A	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 - (16:45-17:00)

		To			
		A	B	C	D
From	A	0.000	1.394	277.440	20.913
	B	2.091	0.000	6.971	3.485
	C	316.477	2.788	0.000	92.712
	D	23.004	4.880	71.103	0.000

Turning Proportions (PCU) - Junction 1 - (16:45-17:00)

		To			
		A	B	C	D
From	A	0.00	0.00	0.93	0.07
	B	0.17	0.00	0.56	0.28
	C	0.77	0.01	0.00	0.23
	D	0.23	0.05	0.72	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:00-17:15)

		To			
		A	B	C	D
From	A	0.000	1.665	331.291	24.972
	B	2.497	0.000	8.324	4.162
	C	377.904	3.330	0.000	110.708
	D	27.469	5.827	84.904	0.000

Turning Proportions (PCU) - Junction 1 - (17:00-17:15)

		To			
		A	B	C	D
From	A	0.00	0.00	0.93	0.07
	B	0.17	0.00	0.56	0.28
	C	0.77	0.01	0.00	0.23
	D	0.23	0.05	0.72	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:15-17:30)

		To			
		A	B	C	D
From	A	0.000	2.039	405.746	30.584
	B	3.058	0.000	10.195	5.097
	C	462.836	4.078	0.000	135.589
	D	33.642	7.136	103.985	0.000

Turning Proportions (PCU) - Junction 1 - (17:15-17:30)

		To			
		A	B	C	D
From	A	0.00	0.00	0.93	0.07
	B	0.17	0.00	0.56	0.28
	C	0.77	0.01	0.00	0.23
	D	0.23	0.05	0.72	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:30-17:45)

		To			
		A	B	C	D
From	A	0.000	2.039	405.746	30.584
	B	3.058	0.000	10.195	5.097
	C	462.836	4.078	0.000	135.589
	D	33.642	7.136	103.985	0.000

Turning Proportions (PCU) - Junction 1 - (17:30-17:45)

		To			
		A	B	C	D
From	A	0.00	0.00	0.93	0.07
	B	0.17	0.00	0.56	0.28
	C	0.77	0.01	0.00	0.23
	D	0.23	0.05	0.72	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	0.000	1.665	331.291	24.972
	B	2.497	0.000	8.324	4.162
	C	377.904	3.330	0.000	110.708
	D	27.469	5.827	84.904	0.000

Turning Proportions (PCU) - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	0.00	0.00	0.93	0.07
	B	0.17	0.00	0.56	0.28
	C	0.77	0.01	0.00	0.23
	D	0.23	0.05	0.72	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	0.000	1.394	277.440	20.913
	B	2.091	0.000	6.971	3.485
	C	316.477	2.788	0.000	92.712
	D	23.004	4.880	71.103	0.000

Turning Proportions (PCU) - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	0.00	0.00	0.93	0.07
	B	0.17	0.00	0.56	0.28
	C	0.77	0.01	0.00	0.23
	D	0.23	0.05	0.72	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000

	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.05	9.58	0.05	A	15.29	22.94	3.43	8.98	0.04	3.43	8.98
A-BCD	0.08	5.12	0.14	A	45.67	68.51	8.91	7.80	0.10	8.91	7.80
A-B	-	-	-	-	1.60	2.40	-	-	-	-	-
A-C	-	-	-	-	318.08	477.12	-	-	-	-	-
D-ABC	0.39	15.69	0.62	C	120.65	180.97	39.51	13.10	0.44	39.52	13.10
C-D	-	-	-	-	113.00	169.50	-	-	-	-	-
C-A	-	-	-	-	385.74	578.61	-	-	-	-	-
C-B	0.01	6.57	0.01	A	3.40	5.10	0.54	6.36	0.01	0.54	6.36

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	12.55	3.14	12.43	0.00	435.67	0.029	0.00	0.03	8.504	A
A-BCD	32.59	8.15	32.33	0.00	735.66	0.044	0.00	0.06	5.117	A
A-B	1.34	0.33	1.34	0.00	-	-	-	-	-	-
A-C	265.82	66.46	265.82	0.00	-	-	-	-	-	-
D-ABC	98.99	24.75	97.80	0.00	426.62	0.232	0.00	0.30	10.910	B
C-D	92.71	23.18	92.71	0.00	-	-	-	-	-	-
C-A	316.48	79.12	316.48	0.00	-	-	-	-	-	-
C-B	2.79	0.70	2.77	0.00	582.74	0.005	0.00	0.00	6.206	A

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	14.98	3.75	14.95	0.00	418.41	0.036	0.03	0.04	8.923	A
A-BCD	42.51	10.63	42.41	0.00	757.09	0.056	0.06	0.09	5.037	A
A-B	1.58	0.39	1.58	0.00	-	-	-	-	-	-
A-C	313.84	78.46	313.84	0.00	-	-	-	-	-	-
D-ABC	118.20	29.55	117.77	0.00	404.65	0.292	0.30	0.41	12.529	B
C-D	110.71	27.68	110.71	0.00	-	-	-	-	-	-
C-A	377.90	94.48	377.90	0.00	-	-	-	-	-	-
C-B	3.33	0.83	3.33	0.00	569.76	0.006	0.00	0.01	6.354	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	18.35	4.59	18.30	0.00	394.10	0.047	0.04	0.05	9.578	A
A-BCD	61.78	15.45	61.57	0.00	795.97	0.078	0.09	0.14	4.903	A

A-B	1.88	0.47	1.88	0.00	-	-	-	-	-	-
A-C	374.70	93.68	374.70	0.00	-	-	-	-	-	-
D-ABC	144.76	36.19	143.93	0.00	374.16	0.387	0.41	0.61	15.578	C
C-D	135.59	33.90	135.59	0.00	-	-	-	-	-	-
C-A	462.84	115.71	462.84	0.00	-	-	-	-	-	-
C-B	4.08	1.02	4.07	0.00	551.89	0.007	0.01	0.01	6.570	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	18.35	4.59	18.35	0.00	394.04	0.047	0.05	0.05	9.581	A
A-BCD	61.86	15.46	61.86	0.00	796.06	0.078	0.14	0.14	4.907	A
A-B	1.88	0.47	1.88	0.00	-	-	-	-	-	-
A-C	374.63	93.66	374.63	0.00	-	-	-	-	-	-
D-ABC	144.76	36.19	144.73	0.00	374.11	0.387	0.61	0.62	15.688	C
C-D	135.59	33.90	135.59	0.00	-	-	-	-	-	-
C-A	462.84	115.71	462.84	0.00	-	-	-	-	-	-
C-B	4.08	1.02	4.08	0.00	551.84	0.007	0.01	0.01	6.571	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	14.98	3.75	15.03	0.00	418.31	0.036	0.05	0.04	8.929	A
A-BCD	42.59	10.65	42.80	0.00	757.22	0.056	0.14	0.09	5.041	A
A-B	1.58	0.39	1.58	0.00	-	-	-	-	-	-
A-C	313.76	78.44	313.76	0.00	-	-	-	-	-	-
D-ABC	118.20	29.55	119.01	0.00	404.59	0.292	0.62	0.42	12.643	B
C-D	110.71	27.68	110.71	0.00	-	-	-	-	-	-
C-A	377.90	94.48	377.90	0.00	-	-	-	-	-	-
C-B	3.33	0.83	3.34	0.00	569.68	0.006	0.01	0.01	6.358	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	12.55	3.14	12.58	0.00	435.56	0.029	0.04	0.03	8.513	A
A-BCD	32.71	8.18	32.81	0.00	735.75	0.044	0.09	0.07	5.122	A
A-B	1.34	0.33	1.34	0.00	-	-	-	-	-	-
A-C	265.71	66.43	265.71	0.00	-	-	-	-	-	-
D-ABC	98.99	24.75	99.44	0.00	426.52	0.232	0.42	0.31	11.023	B
C-D	92.71	23.18	92.71	0.00	-	-	-	-	-	-
C-A	316.48	79.12	316.48	0.00	-	-	-	-	-	-
C-B	2.79	0.70	2.79	0.00	582.64	0.005	0.01	0.00	6.207	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.42	0.03	8.504	A	A
A-BCD	0.95	0.06	5.117	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	4.24	0.28	10.910	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.07	0.00	6.206	A	A

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.54	0.04	8.923	A	A
A-BCD	1.33	0.09	5.037	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	5.86	0.39	12.529	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.09	0.01	6.354	A	A

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service

B-ACD	0.71	0.05	9.578	A	A
A-BCD	2.12	0.14	4.903	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	8.77	0.58	15.578	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.11	0.01	6.570	A	A

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.73	0.05	9.581	A	A
A-BCD	2.15	0.14	4.907	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	9.29	0.62	15.688	C	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.11	0.01	6.571	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.58	0.04	8.929	A	A
A-BCD	1.36	0.09	5.041	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	6.59	0.44	12.643	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.09	0.01	6.358	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.46	0.03	8.513	A	A
A-BCD	0.99	0.07	5.122	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	4.77	0.32	11.023	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.07	0.00	6.207	A	A

Existing Junction Model

9. A215 Walworth Road / Fielding Street / Merrow Street;

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: Site 9 - A215 Walworth Road_Fielding Street.arc8
Path: N:\50600304 - Aylesbury Estate, Southwark\D Design and Analysis\Development\JUNCTIONS 8\Transport Assessment
Report generation date: 05/08/2014 09:06:05

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	Model - 2014 Base			
Stream B-ACD	0.76	12.57	0.43	B
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream A-D	0.01	7.03	0.01	A
Stream D-ABC	0.13	10.58	0.12	B
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	A

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

"D1 - 2014 Base, AM " model duration: 07:45 - 09:15
"D2 - 2014 Base, PM" model duration: 16:45 - 18:15
"D3 - 2014 + Committed Dev, AM" model duration: 07:45 - 09:15
"D4 - 2014 + Committed Dev, PM" model duration: 16:45 - 18:15
"D5 - 2014 + Committed + Proposed Dev, AM" model duration: 07:45 - 09:15
"D6 - 2014 + Committed + Proposed Dev, PM" model duration: 16:45 - 18:15
"D7 - Sensitivity, AM" model duration: 07:45 - 09:15
"D8 - Sensitivitiy, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 05/08/2014 09:05:59

File summary

File Description

Title	A215 Walworth Road / Fielding Street
Location	Aylesbury Estate, Southwark
Site Number	A215 Walworth Road / Fielding Street /Merrow Street
Date	09/06/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	50600304
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

Model - 2014 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Model	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, AM	2014 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
A215 Walworth Road / Fielding Street / Merrow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		12.16	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Walworth Road N		Major
B	Merrow Street		Minor
C	A15 Walworth Road S		Major
D	Fielding Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	12.50		0.00		2.20	0.00		
C	12.50		0.00		2.20	114.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										30	33
D	One lane	2.25										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	0.160	0.160	0.160	-	0.160	-	-
1	B-AD	528.625	0.069	0.175	-	-	-	0.110	0.249	0.110	0.069	0.175

1	B-C	676.971	0.074	0.188	-	-	-	-	-	-	0.074	0.188
1	C-B	639.982	0.178	0.178	-	-	-	-	-	-	0.178	0.178
1	D-A	577.087	-	-	-	0.160	0.063	0.160	-	0.063	-	-
1	D-BC	441.971	0.092	0.092	0.208	0.146	0.058	0.146	-	0.058	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR		200.00	100.000
B	ONE HOUR		200.00	100.000
C	ONE HOUR		200.00	100.000
D	ONE HOUR	✓	41.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	0.000	1.000	345.000	6.000
	B	77.000	0.000	40.000	0.000
	C	621.000	0.000	0.000	46.000
	D	6.000	0.000	35.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	0.00	0.00	0.98	0.02
	B	0.66	0.00	0.34	0.00
	C	0.93	0.00	0.00	0.07
	D	0.15	0.00	0.85	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.43	12.57	0.76	B	183.52	275.29	50.05	10.91	0.56	50.06	10.91
A-B	-	-	-	-	0.52	0.78	-	-	-	-	-
A-C	-	-	-	-	179.87	269.81	-	-	-	-	-
A-D	0.01	7.03	0.01	A	3.13	4.69	0.54	6.87	0.01	0.54	6.87
D-ABC	0.12	10.58	0.13	B	37.62	56.43	9.38	9.97	0.10	9.38	9.97
C-D	-	-	-	-	12.66	18.99	-	-	-	-	-
C-A	-	-	-	-	170.87	256.30	-	-	-	-	-
C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	150.57	37.64	148.99	0.00	527.17	0.286	0.00	0.39	9.482	A
A-B	0.43	0.11	0.43	0.00	-	-	-	-	-	-
A-C	147.58	36.89	147.58	0.00	-	-	-	-	-	-
A-D	2.57	0.64	2.55	0.00	534.14	0.005	0.00	0.00	6.771	A
D-ABC	30.87	7.72	30.54	0.00	408.52	0.076	0.00	0.08	9.517	A
C-D	10.38	2.60	10.38	0.00	-	-	-	-	-	-
C-A	140.19	35.05	140.19	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	608.97	0.000	0.00	0.00	0.000	A

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	179.80	44.95	179.28	0.00	518.48	0.347	0.39	0.52	10.613	B
A-B	0.51	0.13	0.51	0.00	-	-	-	-	-	-
A-C	176.22	44.06	176.22	0.00	-	-	-	-	-	-
A-D	3.06	0.77	3.06	0.00	526.25	0.006	0.00	0.01	6.880	A
D-ABC	36.86	9.21	36.78	0.00	398.80	0.092	0.08	0.10	9.941	A
C-D	12.40	3.10	12.40	0.00	-	-	-	-	-	-
C-A	167.40	41.85	167.40	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	602.91	0.000	0.00	0.00	0.000	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	220.20	55.05	219.29	0.00	506.49	0.435	0.52	0.75	12.493	B
A-B	0.63	0.16	0.63	0.00	-	-	-	-	-	-
A-C	215.83	53.96	215.83	0.00	-	-	-	-	-	-
A-D	3.75	0.94	3.75	0.00	515.51	0.007	0.01	0.01	7.033	A
D-ABC	45.14	11.29	45.02	0.00	385.52	0.117	0.10	0.13	10.569	B
C-D	15.19	3.80	15.19	0.00	-	-	-	-	-	-
C-A	205.02	51.25	205.02	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	594.57	0.000	0.00	0.00	0.000	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	220.20	55.05	220.17	0.00	506.47	0.435	0.75	0.76	12.570	B
A-B	0.63	0.16	0.63	0.00	-	-	-	-	-	-
A-C	215.83	53.96	215.83	0.00	-	-	-	-	-	-
A-D	3.75	0.94	3.75	0.00	515.41	0.007	0.01	0.01	7.035	A
D-ABC	45.14	11.29	45.14	0.00	385.42	0.117	0.13	0.13	10.578	B
C-D	15.19	3.80	15.19	0.00	-	-	-	-	-	-
C-A	205.02	51.25	205.02	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	594.56	0.000	0.00	0.00	0.000	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	179.80	44.95	180.68	0.00	518.45	0.347	0.76	0.54	10.685	B
A-B	0.51	0.13	0.51	0.00	-	-	-	-	-	-
A-C	176.22	44.06	176.22	0.00	-	-	-	-	-	-
A-D	3.06	0.77	3.07	0.00	526.09	0.006	0.01	0.01	6.884	A
D-ABC	36.86	9.21	36.97	0.00	398.66	0.092	0.13	0.10	9.958	A
C-D	12.40	3.10	12.40	0.00	-	-	-	-	-	-
C-A	167.40	41.85	167.40	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	602.88	0.000	0.00	0.00	0.000	A

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	150.57	37.64	151.11	0.00	527.11	0.286	0.54	0.41	9.588	A
A-B	0.43	0.11	0.43	0.00	-	-	-	-	-	-
A-C	147.58	36.89	147.58	0.00	-	-	-	-	-	-
A-D	2.57	0.64	2.57	0.00	533.92	0.005	0.01	0.00	6.774	A
D-ABC	30.87	7.72	30.95	0.00	408.31	0.076	0.10	0.08	9.541	A
C-D	10.38	2.60	10.38	0.00	-	-	-	-	-	-
C-A	140.19	35.05	140.19	0.00	-	-	-	-	-	-
C-B	0.00	0.00	0.00	0.00	608.91	0.000	0.00	0.00	0.000	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	5.63	0.38	9.482	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.07	0.00	6.771	A	A
D-ABC	1.16	0.08	9.517	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	7.57	0.50	10.613	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.09	0.01	6.880	A	A
D-ABC	1.47	0.10	9.941	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	10.79	0.72	12.493	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.11	0.01	7.033	A	A
D-ABC	1.91	0.13	10.569	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	11.35	0.76	12.570	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.11	0.01	7.035	A	A
D-ABC	1.97	0.13	10.578	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-

C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	8.42	0.56	10.685	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.09	0.01	6.884	A	A
D-ABC	1.59	0.11	9.958	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	6.28	0.42	9.588	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.07	0.00	6.774	A	A
D-ABC	1.27	0.08	9.541	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	0.000	A	A

Model - 2014 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Model	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, PM	2014 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
A215 Walworth Road / Fielding Street / Merrow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		10.25	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Walworth Road N		Major
B	Merrow Street		Minor
C	A15 Walworth Road S		Major

D	Fielding Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	12.50		0.00		2.20	0.00		
C	12.50		0.00		2.20	114.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										30	33
D	One lane	2.25										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	0.160	0.160	0.160	-	0.160	-	-
1	B-AD	528.625	0.069	0.175	-	-	-	0.110	0.249	0.110	0.069	0.175
1	B-C	676.971	0.074	0.188	-	-	-	-	-	-	0.074	0.188
1	C-B	639.982	0.178	0.178	-	-	-	-	-	-	0.178	0.178
1	D-A	577.087	-	-	-	0.160	0.063	0.160	-	0.063	-	-
1	D-BC	441.971	0.092	0.092	0.208	0.146	0.058	0.146	-	0.058	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	444.00	100.000
B	ONE HOUR	✓	69.00	100.000
C	ONE HOUR	✓	486.00	100.000
D	ONE HOUR	✓	39.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
	A	0.000	2.000	438.000	4.000

From	B	31.000	0.000	38.000	0.000
	C	452.000	2.000	0.000	32.000
	D	4.000	0.000	35.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.00	0.99	0.01
	B	0.45	0.00	0.55	0.00
	C	0.93	0.00	0.00	0.07
	D	0.10	0.00	0.90	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.16	9.19	0.19	A	63.32	94.97	13.39	8.46	0.15	13.39	8.46
A-B	-	-	-	-	1.84	2.75	-	-	-	-	-
A-C	-	-	-	-	401.92	602.87	-	-	-	-	-
A-D	0.01	7.51	0.01	A	3.67	5.51	0.67	7.26	0.01	0.67	7.26
D-ABC	0.13	12.59	0.15	B	35.79	53.68	10.29	11.50	0.11	10.29	11.50
C-D	-	-	-	-	29.36	44.05	-	-	-	-	-
C-A	-	-	-	-	414.76	622.14	-	-	-	-	-
C-B	0.00	6.61	0.00	A	1.84	2.75	0.29	6.41	0.00	0.29	6.41

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	51.95	12.99	51.50	0.00	510.80	0.102	0.00	0.11	7.831	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	329.75	82.44	329.75	0.00	-	-	-	-	-	-
A-D	3.01	0.75	2.99	0.00	512.12	0.006	0.00	0.01	7.070	A
D-ABC	29.36	7.34	29.02	0.00	368.21	0.080	0.00	0.09	10.602	B
C-D	24.09	6.02	24.09	0.00	-	-	-	-	-	-
C-A	340.29	85.07	340.29	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.50	0.00	576.38	0.003	0.00	0.00	6.261	A

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS

B-ACD	62.03	15.51	61.91	0.00	492.75	0.126	0.11	0.14	8.354	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	393.75	98.44	393.75	0.00	-	-	-	-	-	-
A-D	3.60	0.90	3.59	0.00	500.09	0.007	0.01	0.01	7.249	A
D-ABC	35.06	8.77	34.97	0.00	351.67	0.100	0.09	0.11	11.363	B
C-D	28.77	7.19	28.77	0.00	-	-	-	-	-	-
C-A	406.34	101.58	406.34	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	563.99	0.003	0.00	0.00	6.402	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	75.97	18.99	75.77	0.00	467.56	0.162	0.14	0.19	9.183	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	482.25	120.56	482.25	0.00	-	-	-	-	-	-
A-D	4.40	1.10	4.40	0.00	483.48	0.009	0.01	0.01	7.513	A
D-ABC	42.94	10.73	42.79	0.00	328.79	0.131	0.11	0.15	12.581	B
C-D	35.23	8.81	35.23	0.00	-	-	-	-	-	-
C-A	497.66	124.42	497.66	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	546.90	0.004	0.00	0.00	6.608	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	75.97	18.99	75.97	0.00	467.54	0.162	0.19	0.19	9.193	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	482.25	120.56	482.25	0.00	-	-	-	-	-	-
A-D	4.40	1.10	4.40	0.00	483.47	0.009	0.01	0.01	7.513	A
D-ABC	42.94	10.73	42.94	0.00	328.77	0.131	0.15	0.15	12.594	B
C-D	35.23	8.81	35.23	0.00	-	-	-	-	-	-
C-A	497.66	124.42	497.66	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	546.88	0.004	0.00	0.00	6.608	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	62.03	15.51	62.22	0.00	492.71	0.126	0.19	0.15	8.367	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	393.75	98.44	393.75	0.00	-	-	-	-	-	-
A-D	3.60	0.90	3.60	0.00	500.07	0.007	0.01	0.01	7.253	A
D-ABC	35.06	8.77	35.21	0.00	351.65	0.100	0.15	0.11	11.383	B
C-D	28.77	7.19	28.77	0.00	-	-	-	-	-	-
C-A	406.34	101.58	406.34	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	563.95	0.003	0.00	0.00	6.405	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	51.95	12.99	52.07	0.00	510.72	0.102	0.15	0.11	7.852	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	329.75	82.44	329.75	0.00	-	-	-	-	-	-
A-D	3.01	0.75	3.02	0.00	512.08	0.006	0.01	0.01	7.070	A
D-ABC	29.36	7.34	29.46	0.00	368.17	0.080	0.11	0.09	10.633	B
C-D	24.09	6.02	24.09	0.00	-	-	-	-	-	-
C-A	340.29	85.07	340.29	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.51	0.00	576.31	0.003	0.00	0.00	6.262	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.62	0.11	7.831	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.09	0.01	7.070	A	A
D-ABC	1.23	0.08	10.602	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.261	A	A

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.09	0.14	8.354	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.11	0.01	7.249	A	A
D-ABC	1.59	0.11	11.363	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.402	A	A

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.80	0.19	9.183	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.13	0.01	7.513	A	A
D-ABC	2.15	0.14	12.581	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.608	A	A

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.89	0.19	9.193	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.14	0.01	7.513	A	A
D-ABC	2.23	0.15	12.594	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.608	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.24	0.15	8.367	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.11	0.01	7.253	A	A
D-ABC	1.74	0.12	11.383	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.405	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.75	0.12	7.852	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.09	0.01	7.070	A	A
D-ABC	1.35	0.09	10.633	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.262	A	A

Model - 2014 + Committed Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Model	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed Dev, AM	2014 + Committed Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
A215 Walworth Road / Fielding Street / Merrow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		12.15	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Walworth Road N		Major
B	Merrow Street		Minor
C	A15 Walworth Road S		Major
D	Fielding Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	12.50		0.00		2.20	0.00		
C	12.50		0.00		2.20	114.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										30	33
D	One lane	2.25										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	0.160	0.160	0.160	-	0.160	-	-
1	B-AD	528.625	0.069	0.175	-	-	-	0.110	0.249	0.110	0.069	0.175
1	B-C	676.971	0.074	0.188	-	-	-	-	-	-	0.074	0.188
1	C-B	639.982	0.178	0.178	-	-	-	-	-	-	0.178	0.178
1	D-A	577.087	-	-	-	0.160	0.063	0.160	-	0.063	-	-
1	D-BC	441.971	0.092	0.092	0.208	0.146	0.058	0.146	-	0.058	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR		200.00	100.000
B	ONE HOUR		200.00	100.000
C	ONE HOUR		200.00	100.000
D	ONE HOUR	✓	41.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	1.000	346.000	6.000
	B	77.000	0.000	40.000	0.000
	C	631.000	1.000	0.000	46.000
	D	6.000	0.000	35.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.66	0.00	0.34	0.00
	C	0.93	0.00	0.00	0.07
	D	0.15	0.00	0.85	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

											Inclusive

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Average Queueing Delay (s)
B-ACD	0.43	12.57	0.76	B	183.52	275.29	50.06	10.91	0.56	50.07	10.91
A-B	-	-	-	-	0.52	0.78	-	-	-	-	-
A-C	-	-	-	-	179.88	269.83	-	-	-	-	-
A-D	0.01	7.03	0.01	A	3.12	4.68	0.54	6.87	0.01	0.54	6.87
D-ABC	0.12	10.58	0.13	B	37.62	56.43	9.38	9.97	0.10	9.38	9.97
C-D	-	-	-	-	12.45	18.68	-	-	-	-	-
C-A	-	-	-	-	170.80	256.20	-	-	-	-	-
C-B	0.00	6.06	0.00	A	0.27	0.41	0.04	5.96	0.00	0.04	5.96

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	150.57	37.64	148.99	0.00	527.14	0.286	0.00	0.39	9.482	A
A-B	0.43	0.11	0.43	0.00	-	-	-	-	-	-
A-C	147.58	36.90	147.58	0.00	-	-	-	-	-	-
A-D	2.56	0.64	2.54	0.00	534.18	0.005	0.00	0.00	6.770	A
D-ABC	30.87	7.72	30.54	0.00	408.54	0.076	0.00	0.08	9.516	A
C-D	10.22	2.55	10.22	0.00	-	-	-	-	-	-
C-A	140.13	35.03	140.13	0.00	-	-	-	-	-	-
C-B	0.22	0.06	0.22	0.00	608.97	0.000	0.00	0.00	5.913	A

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	179.80	44.95	179.28	0.00	518.45	0.347	0.39	0.52	10.614	B
A-B	0.51	0.13	0.51	0.00	-	-	-	-	-	-
A-C	176.23	44.06	176.23	0.00	-	-	-	-	-	-
A-D	3.06	0.76	3.05	0.00	526.29	0.006	0.00	0.01	6.879	A
D-ABC	36.86	9.21	36.78	0.00	398.82	0.092	0.08	0.10	9.941	A
C-D	12.20	3.05	12.20	0.00	-	-	-	-	-	-
C-A	167.33	41.83	167.33	0.00	-	-	-	-	-	-
C-B	0.27	0.07	0.26	0.00	602.91	0.000	0.00	0.00	5.973	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	220.20	55.05	219.29	0.00	506.45	0.435	0.52	0.75	12.494	B
A-B	0.62	0.16	0.62	0.00	-	-	-	-	-	-
A-C	215.84	53.96	215.84	0.00	-	-	-	-	-	-
A-D	3.74	0.94	3.74	0.00	515.56	0.007	0.01	0.01	7.032	A
D-ABC	45.14	11.29	45.02	0.00	385.54	0.117	0.10	0.13	10.569	B
C-D	14.94	3.74	14.94	0.00	-	-	-	-	-	-
C-A	204.94	51.23	204.94	0.00	-	-	-	-	-	-
C-B	0.32	0.08	0.32	0.00	594.57	0.001	0.00	0.00	6.057	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	220.20	55.05	220.17	0.00	506.43	0.435	0.75	0.76	12.571	B
A-B	0.62	0.16	0.62	0.00	-	-	-	-	-	-
A-C	215.84	53.96	215.84	0.00	-	-	-	-	-	-
A-D	3.74	0.94	3.74	0.00	515.46	0.007	0.01	0.01	7.034	A
D-ABC	45.14	11.29	45.14	0.00	385.45	0.117	0.13	0.13	10.578	B
C-D	14.94	3.74	14.94	0.00	-	-	-	-	-	-
C-A	204.94	51.23	204.94	0.00	-	-	-	-	-	-
C-B	0.32	0.08	0.32	0.00	594.55	0.001	0.00	0.00	6.057	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	179.80	44.95	180.68	0.00	518.41	0.347	0.76	0.54	10.688	B
A-B	0.51	0.13	0.51	0.00	-	-	-	-	-	-
A-C	176.23	44.06	176.23	0.00	-	-	-	-	-	-
A-D	3.06	0.76	3.06	0.00	526.14	0.006	0.01	0.01	6.881	A

D-ABC	36.86	9.21	36.97	0.00	398.68	0.092	0.13	0.10	9.957	A
C-D	12.20	3.05	12.20	0.00	-	-	-	-	-	-
C-A	167.33	41.83	167.33	0.00	-	-	-	-	-	-
C-B	0.27	0.07	0.27	0.00	602.87	0.000	0.00	0.00	5.975	A

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	150.57	37.64	151.11	0.00	527.08	0.286	0.54	0.41	9.590	A
A-B	0.43	0.11	0.43	0.00	-	-	-	-	-	-
A-C	147.58	36.90	147.58	0.00	-	-	-	-	-	-
A-D	2.56	0.64	2.56	0.00	533.95	0.005	0.01	0.00	6.776	A
D-ABC	30.87	7.72	30.95	0.00	408.32	0.076	0.10	0.08	9.543	A
C-D	10.22	2.55	10.22	0.00	-	-	-	-	-	-
C-A	140.13	35.03	140.13	0.00	-	-	-	-	-	-
C-B	0.22	0.06	0.22	0.00	608.91	0.000	0.00	0.00	5.916	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	5.63	0.38	9.482	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.07	0.00	6.770	A	A
D-ABC	1.16	0.08	9.516	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	5.913	A	A

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	7.57	0.50	10.614	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.09	0.01	6.879	A	A
D-ABC	1.47	0.10	9.941	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	5.973	A	A

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	10.79	0.72	12.494	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.11	0.01	7.032	A	A
D-ABC	1.91	0.13	10.569	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	6.057	A	A

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	11.35	0.76	12.571	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.11	0.01	7.034	A	A
D-ABC	1.97	0.13	10.578	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	6.057	A	A

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	8.42	0.56	10.688	B	B
A-B	-	-	-	-	-

A-C	-	-	-	-	-
A-D	0.09	0.01	6.881	A	A
D-ABC	1.59	0.11	9.957	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	5.975	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	6.28	0.42	9.590	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.07	0.00	6.776	A	A
D-ABC	1.27	0.08	9.543	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	5.916	A	A

Model - 2014 + Committed Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Model	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed Dev, PM	2014 + Committed Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
A215 Walworth Road / Fielding Street / Merrow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		10.29	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Walworth Road N		Major
B	Merrow Street		Minor
C	A15 Walworth Road S		Major
D	Fielding Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	12.50		0.00		2.20	0.00		
C	12.50		0.00		2.20	114.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										30	33
D	One lane	2.25										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	0.160	0.160	0.160	-	0.160	-	-
1	B-AD	528.625	0.069	0.175	-	-	-	0.110	0.249	0.110	0.069	0.175
1	B-C	676.971	0.074	0.188	-	-	-	-	-	-	0.074	0.188
1	C-B	639.982	0.178	0.178	-	-	-	-	-	-	0.178	0.178
1	D-A	577.087	-	-	-	0.160	0.063	0.160	-	0.063	-	-
1	D-BC	441.971	0.092	0.092	0.208	0.146	0.058	0.146	-	0.058	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	449.00	100.000
B	ONE HOUR	✓	69.00	100.000
C	ONE HOUR	✓	489.00	100.000
D	ONE HOUR	✓	39.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	2.000	443.000	4.000
	B	31.000	0.000	38.000	0.000
	C	455.000	2.000	0.000	32.000
	D	4.000	0.000	35.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To				
		A	B	C	D

From	A	0.00	0.00	0.99	0.01
	B	0.45	0.00	0.55	0.00
	C	0.93	0.00	0.00	0.07
	D	0.10	0.00	0.90	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.16	9.22	0.19	A	63.32	94.97	13.43	8.48	0.15	13.43	8.48
A-B	-	-	-	-	1.84	2.75	-	-	-	-	-
A-C	-	-	-	-	406.50	609.76	-	-	-	-	-
A-D	0.01	7.52	0.01	A	3.67	5.51	0.67	7.26	0.01	0.67	7.26
D-ABC	0.13	12.64	0.15	B	35.79	53.68	10.32	11.53	0.11	10.32	11.53
C-D	-	-	-	-	29.36	44.05	-	-	-	-	-
C-A	-	-	-	-	417.52	626.27	-	-	-	-	-
C-B	0.00	6.62	0.00	A	1.84	2.75	0.29	6.42	0.00	0.29	6.42

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	51.95	12.99	51.50	0.00	509.94	0.102	0.00	0.11	7.847	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	333.51	83.38	333.51	0.00	-	-	-	-	-	-
A-D	3.01	0.75	2.99	0.00	511.76	0.006	0.00	0.01	7.075	A
D-ABC	29.36	7.34	29.02	0.00	367.55	0.080	0.00	0.09	10.623	B
C-D	24.09	6.02	24.09	0.00	-	-	-	-	-	-
C-A	342.55	85.64	342.55	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.50	0.00	575.72	0.003	0.00	0.00	6.268	A

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	62.03	15.51	61.91	0.00	491.72	0.126	0.11	0.14	8.374	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	398.25	99.56	398.25	0.00	-	-	-	-	-	-
A-D	3.60	0.90	3.59	0.00	499.66	0.007	0.01	0.01	7.256	A
D-ABC	35.06	8.77	34.96	0.00	350.87	0.100	0.09	0.11	11.391	B
C-D	28.77	7.19	28.77	0.00	-	-	-	-	-	-
C-A	409.04	102.26	409.04	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	563.19	0.003	0.00	0.00	6.411	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	75.97	18.99	75.77	0.00	466.28	0.163	0.14	0.19	9.213	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	487.75	121.94	487.75	0.00	-	-	-	-	-	-
A-D	4.40	1.10	4.40	0.00	482.96	0.009	0.01	0.01	7.521	A
D-ABC	42.94	10.73	42.78	0.00	327.81	0.131	0.11	0.15	12.624	B
C-D	35.23	8.81	35.23	0.00	-	-	-	-	-	-
C-A	500.96	125.24	500.96	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	545.92	0.004	0.00	0.00	6.620	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	75.97	18.99	75.97	0.00	466.26	0.163	0.19	0.19	9.223	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	487.75	121.94	487.75	0.00	-	-	-	-	-	-
A-D	4.40	1.10	4.40	0.00	482.94	0.009	0.01	0.01	7.521	A
D-ABC	42.94	10.73	42.94	0.00	327.79	0.131	0.15	0.15	12.637	B
C-D	35.23	8.81	35.23	0.00	-	-	-	-	-	-
C-A	500.96	125.24	500.96	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	545.90	0.004	0.00	0.00	6.620	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	62.03	15.51	62.22	0.00	491.68	0.126	0.19	0.15	8.387	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	398.25	99.56	398.25	0.00	-	-	-	-	-	-
A-D	3.60	0.90	3.60	0.00	499.63	0.007	0.01	0.01	7.259	A
D-ABC	35.06	8.77	35.21	0.00	350.85	0.100	0.15	0.11	11.410	B
C-D	28.77	7.19	28.77	0.00	-	-	-	-	-	-
C-A	409.04	102.26	409.04	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	563.15	0.003	0.00	0.00	6.412	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	51.95	12.99	52.07	0.00	509.87	0.102	0.15	0.11	7.865	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	333.51	83.38	333.51	0.00	-	-	-	-	-	-
A-D	3.01	0.75	3.02	0.00	511.72	0.006	0.01	0.01	7.078	A
D-ABC	29.36	7.34	29.46	0.00	367.50	0.080	0.11	0.09	10.652	B
C-D	24.09	6.02	24.09	0.00	-	-	-	-	-	-
C-A	342.55	85.64	342.55	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.51	0.00	575.64	0.003	0.00	0.00	6.272	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.63	0.11	7.847	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.09	0.01	7.075	A	A
D-ABC	1.23	0.08	10.623	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.268	A	A

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.09	0.14	8.374	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.11	0.01	7.256	A	A
D-ABC	1.60	0.11	11.391	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-

C-B	0.05	0.00	6.411	A	A

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.81	0.19	9.213	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.13	0.01	7.521	A	A
D-ABC	2.16	0.14	12.624	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.620	A	A

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.90	0.19	9.223	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.14	0.01	7.521	A	A
D-ABC	2.24	0.15	12.637	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.620	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.25	0.15	8.387	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.11	0.01	7.259	A	A
D-ABC	1.74	0.12	11.410	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.412	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.76	0.12	7.865	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.09	0.01	7.078	A	A
D-ABC	1.36	0.09	10.652	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.272	A	A

Model - 2014 + Committed + Proposed Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Model	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed + Proposed Dev, AM	2014 + Committed + Proposed Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
A215 Walworth Road / Fielding Street / Merrow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		12.12	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Walworth Road N		Major
B	Merrow Street		Minor
C	A15 Walworth Road S		Major
D	Fielding Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	12.50		0.00		2.20	0.00		
C	12.50		0.00		2.20	114.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										30	33
D	One lane	2.25										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	0.160	0.160	0.160	-	0.160	-	-
1	B-AD	528.625	0.069	0.175	-	-	-	0.110	0.249	0.110	0.069	0.175
1	B-C	676.971	0.074	0.188	-	-	-	-	-	-	0.074	0.188
1	C-B	639.982	0.178	0.178	-	-	-	-	-	-	0.178	0.178
1	D-A	577.087	-	-	-	0.160	0.063	0.160	-	0.063	-	-
1	D-BC	441.971	0.092	0.092	0.208	0.146	0.058	0.146	-	0.058	-	-

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 Flows

Demand Set Data Options

Default	Vehicle Mix	Vehicle Mix	Vehicle Mix		PCU	Default	Estimate from	Turning	Turning	Turning

Vehicle Mix	Varies Over Time	Varies Over Turn	Varies Over Entry	Vehicle Mix Source	Factor for a HV (PCU)	Turning Proportions	entry/exit counts	Proportions Vary Over Time	Proportions Vary Over Turn	Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR		200.00	100.000
B	ONE HOUR		200.00	100.000
C	ONE HOUR		200.00	100.000
D	ONE HOUR	✓	41.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	1.000	353.000	6.000
	B	77.000	0.000	41.000	0.000
	C	639.000	1.000	0.000	46.000
	D	6.000	0.000	35.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.65	0.00	0.35	0.00
	C	0.93	0.00	0.00	0.07
	D	0.15	0.00	0.85	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.43	12.54	0.76	B	183.52	275.29	49.93	10.88	0.55	49.94	10.89
A-B	-	-	-	-	0.51	0.76	-	-	-	-	-
A-C	-	-	-	-	179.95	269.93	-	-	-	-	-
A-D	0.01	7.03	0.01	A	3.06	4.59	0.53	6.87	0.01	0.53	6.87
D-ABC	0.12	10.57	0.13	B	37.62	56.43	9.38	9.97	0.10	9.38	9.97

C-D	-	-	-	-	12.31	18.46	-	-	-	-	-
C-A	-	-	-	-	170.95	256.42	-	-	-	-	-
C-B	0.00	6.06	0.00	A	0.27	0.40	0.04	5.96	0.00	0.04	5.96

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	150.57	37.64	149.00	0.00	527.95	0.285	0.00	0.39	9.462	A
A-B	0.42	0.10	0.42	0.00	-	-	-	-	-	-
A-C	147.64	36.91	147.64	0.00	-	-	-	-	-	-
A-D	2.51	0.63	2.49	0.00	534.31	0.005	0.00	0.00	6.768	A
D-ABC	30.87	7.72	30.54	0.00	408.66	0.076	0.00	0.08	9.513	A
C-D	10.10	2.52	10.10	0.00	-	-	-	-	-	-
C-A	140.25	35.06	140.25	0.00	-	-	-	-	-	-
C-B	0.22	0.05	0.22	0.00	608.96	0.000	0.00	0.00	5.913	A

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	179.80	44.95	179.29	0.00	519.26	0.346	0.39	0.52	10.573	B
A-B	0.50	0.12	0.50	0.00	-	-	-	-	-	-
A-C	176.30	44.07	176.30	0.00	-	-	-	-	-	-
A-D	3.00	0.75	2.99	0.00	526.45	0.006	0.00	0.01	6.876	A
D-ABC	36.86	9.21	36.78	0.00	398.97	0.092	0.08	0.10	9.937	A
C-D	12.06	3.01	12.06	0.00	-	-	-	-	-	-
C-A	167.48	41.87	167.48	0.00	-	-	-	-	-	-
C-B	0.26	0.07	0.26	0.00	602.89	0.000	0.00	0.00	5.973	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	220.20	55.05	219.29	0.00	507.27	0.434	0.52	0.75	12.459	B
A-B	0.61	0.15	0.61	0.00	-	-	-	-	-	-
A-C	215.92	53.98	215.92	0.00	-	-	-	-	-	-
A-D	3.67	0.92	3.66	0.00	515.76	0.007	0.01	0.01	7.029	A
D-ABC	45.14	11.29	45.02	0.00	385.72	0.117	0.10	0.13	10.563	B
C-D	14.77	3.69	14.77	0.00	-	-	-	-	-	-
C-A	205.12	51.28	205.12	0.00	-	-	-	-	-	-
C-B	0.32	0.08	0.32	0.00	594.56	0.001	0.00	0.00	6.057	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	220.20	55.05	220.17	0.00	507.25	0.434	0.75	0.76	12.535	B
A-B	0.61	0.15	0.61	0.00	-	-	-	-	-	-
A-C	215.92	53.98	215.92	0.00	-	-	-	-	-	-
A-D	3.67	0.92	3.67	0.00	515.66	0.007	0.01	0.01	7.030	A
D-ABC	45.14	11.29	45.14	0.00	385.63	0.117	0.13	0.13	10.572	B
C-D	14.77	3.69	14.77	0.00	-	-	-	-	-	-
C-A	205.12	51.28	205.12	0.00	-	-	-	-	-	-
C-B	0.32	0.08	0.32	0.00	594.54	0.001	0.00	0.00	6.057	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	179.80	44.95	180.67	0.00	519.23	0.346	0.76	0.54	10.660	B
A-B	0.50	0.12	0.50	0.00	-	-	-	-	-	-
A-C	176.30	44.07	176.30	0.00	-	-	-	-	-	-
A-D	3.00	0.75	3.00	0.00	526.30	0.006	0.01	0.01	6.878	A
D-ABC	36.86	9.21	36.97	0.00	398.82	0.092	0.13	0.10	9.953	A
C-D	12.06	3.01	12.06	0.00	-	-	-	-	-	-
C-A	167.48	41.87	167.48	0.00	-	-	-	-	-	-
C-B	0.26	0.07	0.26	0.00	602.86	0.000	0.00	0.00	5.975	A

Main results: (09:00-09:15)

	Total Demand	Junction Arrivals	Entry Flow	Pedestrian Demand	Capacity		Start Queue	End Queue	Delay	

Stream	(PCU/hr)	(PCU)	(PCU/hr)	(Ped/hr)	(PCU/hr)	RFC	(PCU)	(PCU)	(s)	LOS
B-ACD	150.57	37.64	151.11	0.00	527.88	0.285	0.54	0.40	9.568	A
A-B	0.42	0.10	0.42	0.00	-	-	-	-	-	-
A-C	147.64	36.91	147.64	0.00	-	-	-	-	-	-
A-D	2.51	0.63	2.51	0.00	534.09	0.005	0.01	0.00	6.771	A
D-ABC	30.87	7.72	30.95	0.00	408.45	0.076	0.10	0.08	9.540	A
C-D	10.10	2.52	10.10	0.00	-	-	-	-	-	-
C-A	140.25	35.06	140.25	0.00	-	-	-	-	-	-
C-B	0.22	0.05	0.22	0.00	608.90	0.000	0.00	0.00	5.916	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	5.62	0.37	9.462	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.07	0.00	6.768	A	A
D-ABC	1.16	0.08	9.513	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	5.913	A	A

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	7.56	0.50	10.573	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.08	0.01	6.876	A	A
D-ABC	1.47	0.10	9.937	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	5.973	A	A

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	10.76	0.72	12.459	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.10	0.01	7.029	A	A
D-ABC	1.91	0.13	10.563	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	6.057	A	A

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	11.32	0.75	12.535	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.11	0.01	7.030	A	A
D-ABC	1.97	0.13	10.572	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	6.057	A	A

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	8.40	0.56	10.660	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.09	0.01	6.878	A	A
D-ABC	1.59	0.11	9.953	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	5.975	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	6.27	0.42	9.568	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.07	0.00	6.771	A	A
D-ABC	1.27	0.08	9.540	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	5.916	A	A

Model - 2014 + Committed + Proposed Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Model	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed + Proposed Dev, PM	2014 + Committed + Proposed Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
A215 Walworth Road / Fielding Street / Merrow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		10.33	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Walworth Road N		Major
B	Merrow Street		Minor
C	A15 Walworth Road S		Major
D	Fielding Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	12.50		0.00		2.20	0.00		
C	12.50		0.00		2.20	114.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										30	33
D	One lane	2.25										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	0.160	0.160	0.160	-	0.160	-	-
1	B-AD	528.625	0.069	0.175	-	-	-	0.110	0.249	0.110	0.069	0.175
1	B-C	676.971	0.074	0.188	-	-	-	-	-	-	0.074	0.188
1	C-B	639.982	0.178	0.178	-	-	-	-	-	-	0.178	0.178
1	D-A	577.087	-	-	-	0.160	0.063	0.160	-	0.063	-	-
1	D-BC	441.971	0.092	0.092	0.208	0.146	0.058	0.146	-	0.058	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	458.00	100.000
B	ONE HOUR	✓	70.00	100.000
C	ONE HOUR	✓	492.00	100.000
D	ONE HOUR	✓	39.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	0.000	2.000	452.000	4.000
	B	31.000	0.000	39.000	0.000
	C	458.000	2.000	0.000	32.000
	D	4.000	0.000	35.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	0.00	0.00	0.99	0.01
	B	0.44	0.00	0.56	0.00
	C	0.93	0.00	0.00	0.07
	D	0.10	0.00	0.90	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.17	9.27	0.20	A	64.23	96.35	13.67	8.51	0.15	13.67	8.51
A-B	-	-	-	-	1.84	2.75	-	-	-	-	-
A-C	-	-	-	-	414.76	622.14	-	-	-	-	-
A-D	0.01	7.53	0.01	A	3.67	5.51	0.67	7.27	0.01	0.67	7.27
D-ABC	0.13	12.70	0.15	B	35.79	53.68	10.36	11.58	0.12	10.36	11.58
C-D	-	-	-	-	29.36	44.05	-	-	-	-	-
C-A	-	-	-	-	420.27	630.40	-	-	-	-	-
C-B	0.00	6.64	0.00	A	1.84	2.75	0.30	6.44	0.00	0.30	6.44

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	52.70	13.17	52.24	0.00	509.72	0.103	0.00	0.11	7.861	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	340.29	85.07	340.29	0.00	-	-	-	-	-	-
A-D	3.01	0.75	2.99	0.00	511.40	0.006	0.00	0.01	7.080	A
D-ABC	29.36	7.34	29.02	0.00	366.62	0.080	0.00	0.09	10.652	B
C-D	24.09	6.02	24.09	0.00	-	-	-	-	-	-
C-A	344.81	86.20	344.81	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.50	0.00	574.51	0.003	0.00	0.00	6.281	A

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	62.93	15.73	62.80	0.00	491.25	0.128	0.11	0.15	8.399	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	406.34	101.58	406.34	0.00	-	-	-	-	-	-
A-D	3.60	0.90	3.59	0.00	499.23	0.007	0.01	0.01	7.262	A
D-ABC	35.06	8.77	34.96	0.00	349.76	0.100	0.09	0.11	11.432	B
C-D	28.77	7.19	28.77	0.00	-	-	-	-	-	-
C-A	411.73	102.93	411.73	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	561.75	0.003	0.00	0.00	6.428	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS

B-ACD	77.07	19.27	76.87	0.00	465.47	0.166	0.15	0.20	9.259	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	497.66	124.42	497.66	0.00	-	-	-	-	-	-
A-D	4.40	1.10	4.40	0.00	482.43	0.009	0.01	0.01	7.530	A
D-ABC	42.94	10.73	42.78	0.00	326.44	0.132	0.11	0.15	12.685	B
C-D	35.23	8.81	35.23	0.00	-	-	-	-	-	-
C-A	504.27	126.07	504.27	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	544.16	0.004	0.00	0.00	6.641	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	77.07	19.27	77.07	0.00	465.44	0.166	0.20	0.20	9.269	A
A-B	2.20	0.55	2.20	0.00	-	-	-	-	-	-
A-C	497.66	124.42	497.66	0.00	-	-	-	-	-	-
A-D	4.40	1.10	4.40	0.00	482.42	0.009	0.01	0.01	7.530	A
D-ABC	42.94	10.73	42.94	0.00	326.42	0.132	0.15	0.15	12.698	B
C-D	35.23	8.81	35.23	0.00	-	-	-	-	-	-
C-A	504.27	126.07	504.27	0.00	-	-	-	-	-	-
C-B	2.20	0.55	2.20	0.00	544.14	0.004	0.00	0.00	6.642	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	62.93	15.73	63.12	0.00	491.21	0.128	0.20	0.15	8.413	A
A-B	1.80	0.45	1.80	0.00	-	-	-	-	-	-
A-C	406.34	101.58	406.34	0.00	-	-	-	-	-	-
A-D	3.60	0.90	3.60	0.00	499.20	0.007	0.01	0.01	7.263	A
D-ABC	35.06	8.77	35.21	0.00	349.74	0.100	0.15	0.11	11.452	B
C-D	28.77	7.19	28.77	0.00	-	-	-	-	-	-
C-A	411.73	102.93	411.73	0.00	-	-	-	-	-	-
C-B	1.80	0.45	1.80	0.00	561.71	0.003	0.00	0.00	6.431	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	52.70	13.17	52.83	0.00	509.64	0.103	0.15	0.12	7.884	A
A-B	1.51	0.38	1.51	0.00	-	-	-	-	-	-
A-C	340.29	85.07	340.29	0.00	-	-	-	-	-	-
A-D	3.01	0.75	3.02	0.00	511.36	0.006	0.01	0.01	7.081	A
D-ABC	29.36	7.34	29.46	0.00	366.57	0.080	0.11	0.09	10.681	B
C-D	24.09	6.02	24.09	0.00	-	-	-	-	-	-
C-A	344.81	86.20	344.81	0.00	-	-	-	-	-	-
C-B	1.51	0.38	1.51	0.00	574.44	0.003	0.00	0.00	6.282	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.65	0.11	7.861	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.09	0.01	7.080	A	A
D-ABC	1.23	0.08	10.652	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.281	A	A

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.13	0.14	8.399	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.11	0.01	7.262	A	A
D-ABC	1.60	0.11	11.432	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.428	A	A

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.86	0.19	9.259	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.13	0.01	7.530	A	A
D-ABC	2.17	0.14	12.685	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.641	A	A

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.95	0.20	9.269	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.14	0.01	7.530	A	A
D-ABC	2.25	0.15	12.698	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.642	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.29	0.15	8.413	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.11	0.01	7.263	A	A
D-ABC	1.75	0.12	11.452	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.431	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.79	0.12	7.884	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.09	0.01	7.081	A	A
D-ABC	1.36	0.09	10.681	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.282	A	A

Model - Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Model	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Sensitivity, AM	Sensitivity	AM		Varies by Arm	07:45	09:15	90	15				✓	✓	D5/1.08

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
A215 Walworth Road / Fielding Street / Merrow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		11.38	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Walworth Road N		Major
B	Merrow Street		Minor
C	A15 Walworth Road S		Major
D	Fielding Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	12.50		0.00		2.20	0.00		
C	12.50		0.00		2.20	114.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										30	33
D	One lane	2.25										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	0.160	0.160	0.160	-	0.160	-	-
1	B-AD	528.625	0.069	0.175	-	-	-	0.110	0.249	0.110	0.069	0.175
1	B-C	676.971	0.074	0.188	-	-	-	-	-	-	0.074	0.188
1	C-B	639.982	0.178	0.178	-	-	-	-	-	-	0.178	0.178
1	D-A	577.087	-	-	-	0.160	0.063	0.160	-	0.063	-	-
1	D-BC	441.971	0.092	0.092	0.208	0.146	0.058	0.146	-	0.058	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000
D	DIRECT		N/A	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	0.000	0.387	136.706	2.324
	B	90.976	0.000	48.442	0.000
	C	129.865	0.203	0.000	9.349
	D	4.183	0.000	24.398	0.000

Turning Proportions (PCU) - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.65	0.00	0.35	0.00
	C	0.93	0.00	0.00	0.07
	D	0.15	0.00	0.85	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:00-08:15)

		To			
		A	B	C	D
From	A	0.000	0.462	163.241	2.775
	B	108.634	0.000	57.844	0.000
	C	155.072	0.243	0.000	11.163
	D	4.994	0.000	29.134	0.000

Turning Proportions (PCU) - Junction 1 - (08:00-08:15)

		To			
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.65	0.00	0.35	0.00
	C	0.93	0.00	0.00	0.07
	D	0.15	0.00	0.85	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	0.000	0.566	199.928	3.398
	B	133.049	0.000	70.844	0.000
	C	189.923	0.297	0.000	13.672
	D	6.117	0.000	35.681	0.000

Turning Proportions (PCU) - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.65	0.00	0.35	0.00
	C	0.93	0.00	0.00	0.07
	D	0.15	0.00	0.85	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	0.000	0.566	199.928	3.398
	B	133.049	0.000	70.844	0.000

	C	189.923	0.297	0.000	13.672
	D	6.117	0.000	35.681	0.000

Turning Proportions (PCU) - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.65	0.00	0.35	0.00
	C	0.93	0.00	0.00	0.07
	D	0.15	0.00	0.85	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	0.000	0.462	163.241	2.775
	B	108.634	0.000	57.844	0.000
	C	155.072	0.243	0.000	11.163
	D	4.994	0.000	29.134	0.000

Turning Proportions (PCU) - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.65	0.00	0.35	0.00
	C	0.93	0.00	0.00	0.07
	D	0.15	0.00	0.85	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	0.000	0.387	136.706	2.324
	B	90.976	0.000	48.442	0.000
	C	129.865	0.203	0.000	9.349
	D	4.183	0.000	24.398	0.000

Turning Proportions (PCU) - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	0.00	0.00	0.98	0.02
	B	0.65	0.00	0.35	0.00
	C	0.93	0.00	0.00	0.07
	D	0.15	0.00	0.85	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000

	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

		To			

		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.40	11.68	0.65	B	169.93	254.89	43.78	10.31	0.49	43.79	10.31
A-B	-	-	-	-	0.47	0.71	-	-	-	-	-
A-C	-	-	-	-	166.62	249.94	-	-	-	-	-
A-D	0.01	6.97	0.01	A	2.83	4.25	0.48	6.81	0.01	0.48	6.81
D-ABC	0.11	10.31	0.12	B	34.84	52.25	8.50	9.77	0.09	8.50	9.77
C-D	-	-	-	-	11.39	17.09	-	-	-	-	-
C-A	-	-	-	-	158.29	237.43	-	-	-	-	-
C-B	0.00	6.02	0.00	A	0.25	0.37	0.04	5.94	0.00	0.04	5.94

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	139.42	34.85	138.01	0.00	531.24	0.262	0.00	0.35	9.127	A
A-B	0.39	0.10	0.39	0.00	-	-	-	-	-	-
A-C	136.71	34.18	136.71	0.00	-	-	-	-	-	-
A-D	2.32	0.58	2.31	0.00	537.25	0.004	0.00	0.00	6.729	A
D-ABC	28.58	7.15	28.29	0.00	412.30	0.069	0.00	0.07	9.368	A
C-D	9.35	2.34	9.35	0.00	-	-	-	-	-	-
C-A	129.87	32.47	129.87	0.00	-	-	-	-	-	-
C-B	0.20	0.05	0.20	0.00	611.26	0.000	0.00	0.00	5.890	A

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	166.48	41.62	166.04	0.00	523.20	0.318	0.35	0.46	10.067	B
A-B	0.46	0.12	0.46	0.00	-	-	-	-	-	-
A-C	163.24	40.81	163.24	0.00	-	-	-	-	-	-
A-D	2.77	0.69	2.77	0.00	529.98	0.005	0.00	0.01	6.827	A
D-ABC	34.13	8.53	34.06	0.00	403.33	0.085	0.07	0.09	9.745	A
C-D	11.16	2.79	11.16	0.00	-	-	-	-	-	-
C-A	155.07	38.77	155.07	0.00	-	-	-	-	-	-
C-B	0.24	0.06	0.24	0.00	605.64	0.000	0.00	0.00	5.945	A

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	203.89	50.97	203.14	0.00	512.12	0.398	0.46	0.65	11.622	B
A-B	0.57	0.14	0.57	0.00	-	-	-	-	-	-
A-C	199.93	49.98	199.93	0.00	-	-	-	-	-	-
A-D	3.40	0.85	3.39	0.00	520.08	0.007	0.01	0.01	6.966	A
D-ABC	41.80	10.45	41.69	0.00	391.07	0.107	0.09	0.12	10.300	B
C-D	13.67	3.42	13.67	0.00	-	-	-	-	-	-
C-A	189.92	47.48	189.92	0.00	-	-	-	-	-	-
C-B	0.30	0.07	0.30	0.00	597.92	0.001	0.00	0.00	6.023	A

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	203.89	50.97	203.87	0.00	512.10	0.398	0.65	0.65	11.677	B
A-B	0.57	0.14	0.57	0.00	-	-	-	-	-	-
A-C	199.93	49.98	199.93	0.00	-	-	-	-	-	-

A-D	3.40	0.85	3.40	0.00	520.00	0.007	0.01	0.01	6.967	A
D-ABC	41.80	10.45	41.80	0.00	391.00	0.107	0.12	0.12	10.308	B
C-D	13.67	3.42	13.67	0.00	-	-	-	-	-	-
C-A	189.92	47.48	189.92	0.00	-	-	-	-	-	-
C-B	0.30	0.07	0.30	0.00	597.91	0.001	0.00	0.00	6.023	A

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	166.48	41.62	167.20	0.00	523.17	0.318	0.65	0.47	10.133	B
A-B	0.46	0.12	0.46	0.00	-	-	-	-	-	-
A-C	163.24	40.81	163.24	0.00	-	-	-	-	-	-
A-D	2.77	0.69	2.78	0.00	529.85	0.005	0.01	0.01	6.829	A
D-ABC	34.13	8.53	34.23	0.00	403.21	0.085	0.12	0.09	9.758	A
C-D	11.16	2.79	11.16	0.00	-	-	-	-	-	-
C-A	155.07	38.77	155.07	0.00	-	-	-	-	-	-
C-B	0.24	0.06	0.24	0.00	605.62	0.000	0.00	0.00	5.948	A

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	139.42	34.85	139.87	0.00	531.18	0.262	0.47	0.36	9.212	A
A-B	0.39	0.10	0.39	0.00	-	-	-	-	-	-
A-C	136.71	34.18	136.71	0.00	-	-	-	-	-	-
A-D	2.32	0.58	2.33	0.00	537.05	0.004	0.01	0.00	6.734	A
D-ABC	28.58	7.15	28.65	0.00	412.11	0.069	0.09	0.08	9.391	A
C-D	9.35	2.34	9.35	0.00	-	-	-	-	-	-
C-A	129.87	32.47	129.87	0.00	-	-	-	-	-	-
C-B	0.20	0.05	0.20	0.00	611.21	0.000	0.00	0.00	5.891	A

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	5.03	0.34	9.127	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.06	0.00	6.729	A	A
D-ABC	1.06	0.07	9.368	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	5.890	A	A

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	6.68	0.45	10.067	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.08	0.01	6.827	A	A
D-ABC	1.34	0.09	9.745	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	5.945	A	A

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	9.34	0.62	11.622	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.10	0.01	6.966	A	A
D-ABC	1.73	0.12	10.300	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	6.023	A	A

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	9.78	0.65	11.677	B	B

A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.10	0.01	6.967	A	A
D-ABC	1.78	0.12	10.308	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	6.023	A	A

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	7.37	0.49	10.133	B	B
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.08	0.01	6.829	A	A
D-ABC	1.44	0.10	9.758	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.01	0.00	5.948	A	A

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	5.57	0.37	9.212	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.07	0.00	6.734	A	A
D-ABC	1.16	0.08	9.391	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.00	0.00	5.891	A	A

Model - Sensitivitiy, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
Model	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Sensitivitiy, PM	Sensitivitiy	PM		Varies by Arm	16:45	18:15	90	15				✓	✓	D6/1.08

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
A215 Walworth Road / Fielding Street / Merrow Street	OS-NS Stagger (UK RL Stagger)	Two-way	A,B,C,D		9.91	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A215 Walworth Road N		Major
B	Merrow Street		Minor
C	A15 Walworth Road S		Major
D	Fielding Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	12.50		0.00		2.20	0.00		
C	12.50		0.00		2.20	114.00		

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										30	33
D	One lane	2.25										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
1	A-D	573.963	-	-	-	0.160	0.160	0.160	-	0.160	-	-
1	B-AD	528.625	0.069	0.175	-	-	-	0.110	0.249	0.110	0.069	0.175
1	B-C	676.971	0.074	0.188	-	-	-	-	-	-	0.074	0.188
1	C-B	639.982	0.178	0.178	-	-	-	-	-	-	0.178	0.178
1	D-A	577.087	-	-	-	0.160	0.063	0.160	-	0.063	-	-
1	D-BC	441.971	0.092	0.092	0.208	0.146	0.058	0.146	-	0.058	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000
D	DIRECT		N/A	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 - (16:45-17:00)

		To			
		A	B	C	D
From	A	0.000	1.394	315.083	2.788
	B	21.610	0.000	27.186	0.000
	C	319.265	1.394	0.000	22.307
	D	2.788	0.000	24.398	0.000

Turning Proportions (PCU) - Junction 1 - (16:45-17:00)

		To			
		A	B	C	D
From	A	0.00	0.00	0.99	0.01
	B	0.44	0.00	0.56	0.00
	C	0.93	0.00	0.00	0.07
	D	0.10	0.00	0.90	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:00-17:15)

		To			
		A	B	C	D
From	A	0.000	1.665	376.240	3.330
	B	25.804	0.000	32.463	0.000
	C	381.234	1.665	0.000	26.636
	D	3.330	0.000	29.134	0.000

Turning Proportions (PCU) - Junction 1 - (17:00-17:15)

		To			
		A	B	C	D
From	A	0.00	0.00	0.99	0.01
	B	0.44	0.00	0.56	0.00
	C	0.93	0.00	0.00	0.07
	D	0.10	0.00	0.90	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:15-17:30)

		To			
		A	B	C	D
From	A	0.000	2.039	460.797	4.078
	B	31.603	0.000	39.759	0.000
	C	466.914	2.039	0.000	32.623
	D	4.078	0.000	35.681	0.000

Turning Proportions (PCU) - Junction 1 - (17:15-17:30)

		To			
		A	B	C	D
From	A	0.00	0.00	0.99	0.01
	B	0.44	0.00	0.56	0.00
	C	0.93	0.00	0.00	0.07
	D	0.10	0.00	0.90	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:30-17:45)

		To			
		A	B	C	D
From	A	0.000	2.039	460.797	4.078
	B	31.603	0.000	39.759	0.000
	C	466.914	2.039	0.000	32.623
	D	4.078	0.000	35.681	0.000

Turning Proportions (PCU) - Junction 1 - (17:30-17:45)

		To			
		A	B	C	D
From	A	0.00	0.00	0.99	0.01
	B	0.44	0.00	0.56	0.00
	C	0.93	0.00	0.00	0.07
	D	0.10	0.00	0.90	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	0.000	1.665	376.240	3.330
	B	25.804	0.000	32.463	0.000

	C	381.234	1.665	0.000	26.636
	D	3.330	0.000	29.134	0.000

Turning Proportions (PCU) - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	0.00	0.00	0.99	0.01
	B	0.44	0.00	0.56	0.00
	C	0.93	0.00	0.00	0.07
	D	0.10	0.00	0.90	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	0.000	1.394	315.083	2.788
	B	21.610	0.000	27.186	0.000
	C	319.265	1.394	0.000	22.307
	D	2.788	0.000	24.398	0.000

Turning Proportions (PCU) - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	0.00	0.00	0.99	0.01
	B	0.44	0.00	0.56	0.00
	C	0.93	0.00	0.00	0.07
	D	0.10	0.00	0.90	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000

	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.15	8.90	0.18	A	59.48	89.21	12.25	8.24	0.14	12.25	8.24
A-B	-	-	-	-	1.70	2.55	-	-	-	-	-

A-C	-	-	-	-	384.04	576.06	-	-	-	-	-
A-D	0.01	7.42	0.01	A	3.40	5.10	0.61	7.18	0.01	0.61	7.18
D-ABC	0.12	12.16	0.13	B	33.14	49.70	9.26	11.18	0.10	9.26	11.18
C-D	-	-	-	-	27.19	40.78	-	-	-	-	-
C-A	-	-	-	-	389.14	583.71	-	-	-	-	-
C-B	0.00	6.55	0.00	A	1.70	2.55	0.27	6.36	0.00	0.27	6.36

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	48.80	12.20	48.38	0.00	516.69	0.094	0.00	0.10	7.681	A
A-B	1.39	0.35	1.39	0.00	-	-	-	-	-	-
A-C	315.08	78.77	315.08	0.00	-	-	-	-	-	-
A-D	2.79	0.70	2.77	0.00	516.04	0.005	0.00	0.01	7.013	A
D-ABC	27.19	6.80	26.88	0.00	373.03	0.073	0.00	0.08	10.390	B
C-D	22.31	5.58	22.31	0.00	-	-	-	-	-	-
C-A	319.27	79.82	319.27	0.00	-	-	-	-	-	-
C-B	1.39	0.35	1.38	0.00	579.36	0.002	0.00	0.00	6.228	A

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	58.27	14.57	58.16	0.00	499.67	0.117	0.10	0.13	8.152	A
A-B	1.66	0.42	1.66	0.00	-	-	-	-	-	-
A-C	376.24	94.06	376.24	0.00	-	-	-	-	-	-
A-D	3.33	0.83	3.32	0.00	504.76	0.007	0.01	0.01	7.178	A
D-ABC	32.46	8.12	32.38	0.00	357.43	0.091	0.08	0.10	11.073	B
C-D	26.64	6.66	26.64	0.00	-	-	-	-	-	-
C-A	381.23	95.31	381.23	0.00	-	-	-	-	-	-
C-B	1.66	0.42	1.66	0.00	567.54	0.003	0.00	0.00	6.361	A

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	71.36	17.84	71.19	0.00	475.92	0.150	0.13	0.17	8.891	A
A-B	2.04	0.51	2.04	0.00	-	-	-	-	-	-
A-C	460.80	115.20	460.80	0.00	-	-	-	-	-	-
A-D	4.08	1.02	4.07	0.00	489.21	0.008	0.01	0.01	7.419	A
D-ABC	39.76	9.94	39.62	0.00	335.86	0.118	0.10	0.13	12.147	B
C-D	32.62	8.16	32.62	0.00	-	-	-	-	-	-
C-A	466.91	116.73	466.91	0.00	-	-	-	-	-	-
C-B	2.04	0.51	2.04	0.00	551.26	0.004	0.00	0.00	6.553	A

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	71.36	17.84	71.36	0.00	475.90	0.150	0.17	0.18	8.898	A
A-B	2.04	0.51	2.04	0.00	-	-	-	-	-	-
A-C	460.80	115.20	460.80	0.00	-	-	-	-	-	-
A-D	4.08	1.02	4.08	0.00	489.20	0.008	0.01	0.01	7.419	A
D-ABC	39.76	9.94	39.76	0.00	335.85	0.118	0.13	0.13	12.157	B
C-D	32.62	8.16	32.62	0.00	-	-	-	-	-	-
C-A	466.91	116.73	466.91	0.00	-	-	-	-	-	-
C-B	2.04	0.51	2.04	0.00	551.24	0.004	0.00	0.00	6.554	A

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	58.27	14.57	58.44	0.00	499.63	0.117	0.18	0.13	8.164	A
A-B	1.66	0.42	1.66	0.00	-	-	-	-	-	-
A-C	376.24	94.06	376.24	0.00	-	-	-	-	-	-
A-D	3.33	0.83	3.34	0.00	504.74	0.007	0.01	0.01	7.178	A
D-ABC	32.46	8.12	32.59	0.00	357.41	0.091	0.13	0.10	11.089	B
C-D	26.64	6.66	26.64	0.00	-	-	-	-	-	-
C-A	381.23	95.31	381.23	0.00	-	-	-	-	-	-
C-B	1.66	0.42	1.67	0.00	567.51	0.003	0.00	0.00	6.363	A

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	48.80	12.20	48.91	0.00	516.62	0.094	0.13	0.11	7.700	A
A-B	1.39	0.35	1.39	0.00	-	-	-	-	-	-
A-C	315.08	78.77	315.08	0.00	-	-	-	-	-	-
A-D	2.79	0.70	2.79	0.00	516.00	0.005	0.01	0.01	7.016	A
D-ABC	27.19	6.80	27.27	0.00	372.99	0.073	0.10	0.08	10.417	B
C-D	22.31	5.58	22.31	0.00	-	-	-	-	-	-
C-A	319.27	79.82	319.27	0.00	-	-	-	-	-	-
C-B	1.39	0.35	1.40	0.00	579.30	0.002	0.00	0.00	6.228	A

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.50	0.10	7.681	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.08	0.01	7.013	A	A
D-ABC	1.11	0.07	10.390	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.03	0.00	6.228	A	A

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.92	0.13	8.152	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.10	0.01	7.178	A	A
D-ABC	1.44	0.10	11.073	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.361	A	A

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.55	0.17	8.891	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.12	0.01	7.419	A	A
D-ABC	1.92	0.13	12.147	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.05	0.00	6.553	A	A

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.63	0.18	8.898	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.13	0.01	7.419	A	A
D-ABC	1.99	0.13	12.157	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.06	0.00	6.554	A	A

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	2.05	0.14	8.164	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.10	0.01	7.178	A	A
D-ABC	1.56	0.10	11.089	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-

C-B	0.05	0.00	6.363	A	A

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	1.61	0.11	7.700	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
A-D	0.08	0.01	7.016	A	A
D-ABC	1.23	0.08	10.417	B	B
C-D	-	-	-	-	-
C-A	-	-	-	-	-
C-B	0.04	0.00	6.228	A	A

Existing Junction Model

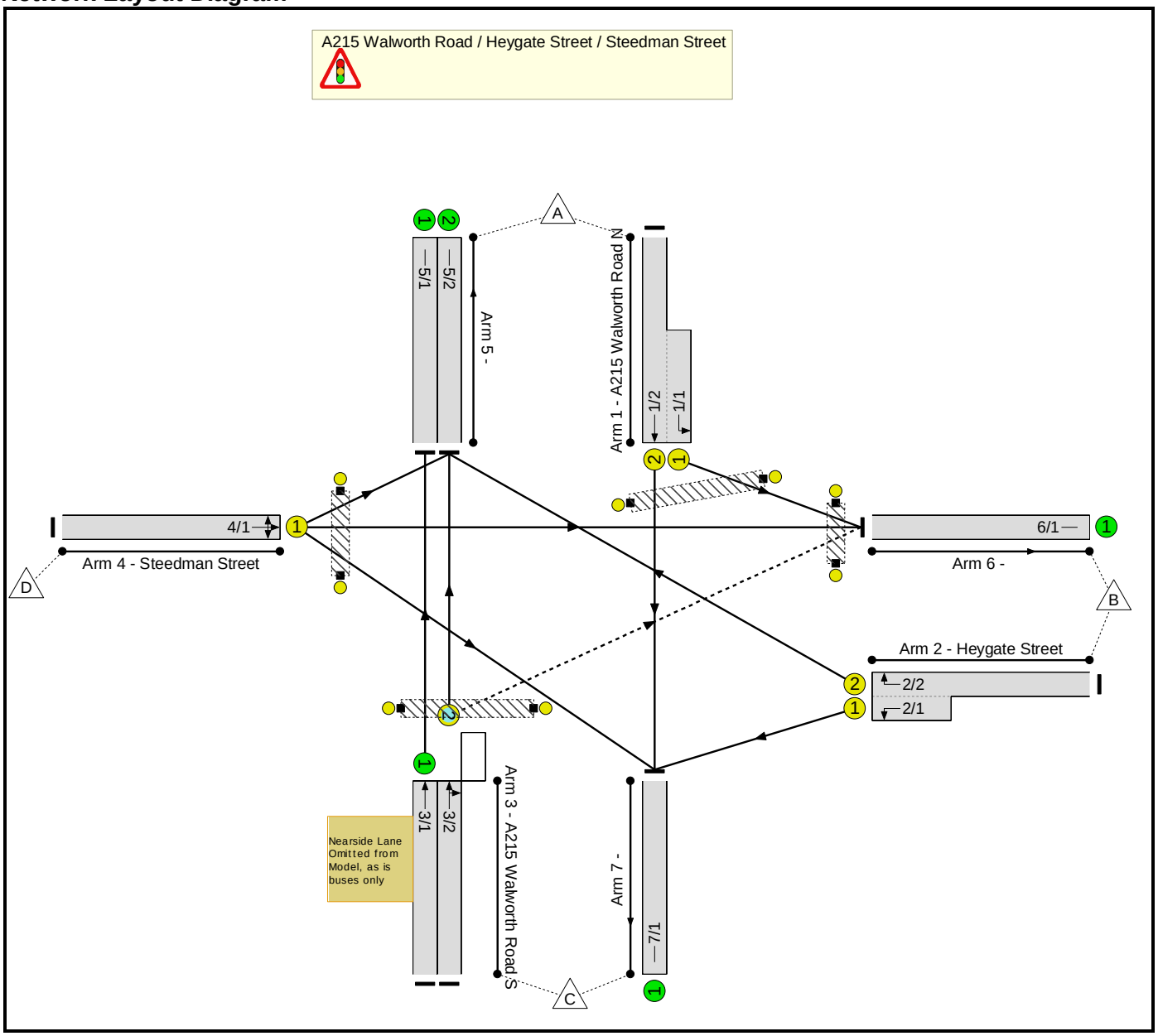
10. A215 Walworth Road / Heygate Street / Steedman Street;

Full Input Data And Results

User and Project Details

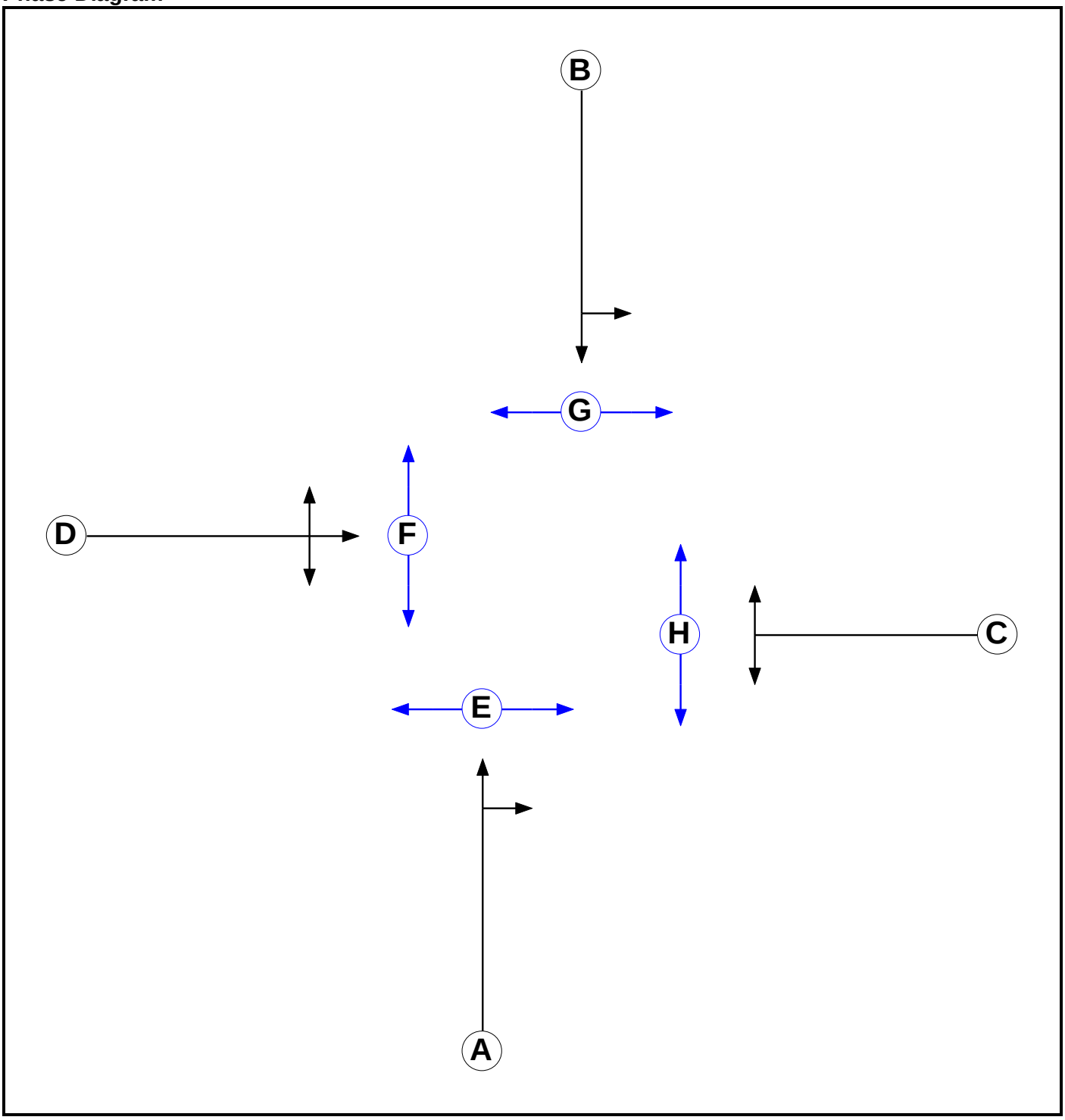
Project:	**Aylesbury Estate, Southwark**
Title:	**A215 Walworth Road / Heygate Street / Steedman Street**
Location:	
File name:	A215 Walworth Road_Heygate Street_Steedman Street Test.lsg3x
Author:	UKSXB076
Company:	WSP UK
Address:	
Notes:	

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	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		6	6

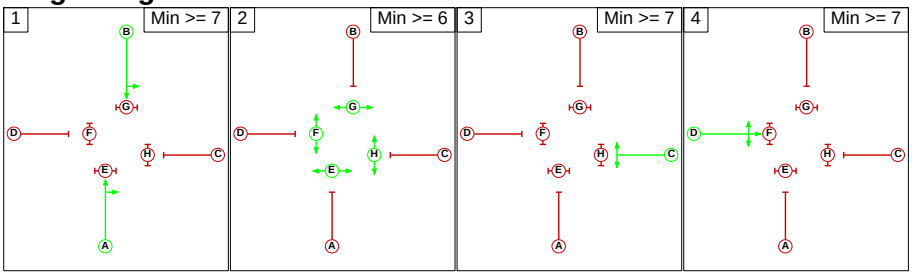
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		-	5	6	9	9	9	9
B	-		6	5	9	9	9	9
C	6	6		7	10	10	10	10
D	6	6	7		10	10	10	10
E	19	19	19	19		-	-	-
F	19	19	19	19	-		-	-
G	19	19	19	19	-	-		-
H	19	19	19	19	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	E F G H
3	C
4	D

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		9	6	6
	2	19		19	19
	3	6	10		7
	4	6	10	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A215 Walworth Road / Heygate Street / Steedman 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)
3/2 (A215 Walworth Road S)	6/1 (Right)	1439	0	1/1	1.09	All	3.00	3.00	0.50	3	2.00
				1/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: A215 Walworth Road / Heygate Street / Steedman 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 (A215 Walworth Road N)	U	B	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 6 Left	Inf
1/2 (A215 Walworth Road N)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 7 Ahead	Inf
2/1 (Heygate Street)	U	C	2	3	4.9	Geom	-	3.20	0.00	Y	Arm 7 Left	16.00
2/2 (Heygate Street)	U	C	2	3	60.0	Geom	-	3.35	0.00	N	Arm 5 Right	18.00
3/1 (A215 Walworth Road S)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/2 (A215 Walworth Road S)	O	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Ahead	Inf
											Arm 6 Right	12.00
4/1 (Steedman Street)	U	D	2	3	60.0	Geom	-	4.30	0.00	Y	Arm 5 Left	4.27
											Arm 6 Ahead	Inf
											Arm 7 Right	17.12
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	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: '2014 AM'	08:00	09:00	01:00	
2: '2014 PM'	17:00	18:00	01:00	
3: '2014 + COM DEV AM'	08:00	09:00	01:00	
4: '2014 + COM DEV PM'	17:00	18:00	01:00	
5: '2014 + COM DEV + PROP DEV AM'	08:00	09:00	01:00	
6: '2014 + COM DEV + PROP DEV PM'	17:00	18:00	01:00	
7: '2014 + COM DEV + PROP DEV AM with Sensitivity'	08:00	09:00	01:00	F5/1.08
8: '2014 + COM DEV + PROP DEV PM with Sensitivity'	17:00	18:00	01:00	F6/1.08

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	112	328	0	440
	B	285	0	14	0	299
	C	639	3	0	0	642
	D	21	8	6	0	35
	Tot.	945	123	348	0	1416

Traffic Lane Flows

Lane	Scenario 1: 2014 AM
Junction: A215 Walworth Road / Heygate Street / Steedman Street	
1/1 (short)	112
1/2 (with short)	440(In) 328(Out)
2/1 (short)	14
2/2 (with short)	299(In) 285(Out)
3/1	321
3/2	321
4/1	35
5/1	321
5/2	624
6/1	123
7/1	348

Full Input Data And Results

Lane Saturation Flows

Junction: A215 Walworth Road / Heygate Street / Steedman 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 (A215 Walworth Road N)	3.00	0.00	Y	Arm 6 Left	Inf	100.0 %	1915	1915
1/2 (A215 Walworth Road N)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
2/1 (Heygate Street)	3.20	0.00	Y	Arm 7 Left	16.00	100.0 %	1769	1769
2/2 (Heygate Street)	3.35	0.00	N	Arm 5 Right	18.00	100.0 %	1929	1929
3/1 (A215 Walworth Road S Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A215 Walworth Road S)	3.00	0.00	N	Arm 5 Ahead	Inf	99.1 %	2053	2053
				Arm 6 Right	12.00	0.9 %		
4/1 (Steedman Street)	4.30	0.00	Y	Arm 5 Left	4.27	60.0 %	1668	1668
				Arm 6 Ahead	Inf	22.9 %		
				Arm 7 Right	17.12	17.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	435	233	0	668
	B	223	0	40	0	263
	C	421	10	0	0	431
	D	32	28	15	0	75
	Tot.	676	473	288	0	1437

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2014 PM
Junction: A215 Walworth Road / Heygate Street / Steedman Street	
1/1 (short)	435
1/2 (with short)	668(In) 233(Out)
2/1 (short)	40
2/2 (with short)	263(In) 223(Out)
3/1	215
3/2	216
4/1	75
5/1	215
5/2	461
6/1	473
7/1	288

Lane Saturation Flows

Junction: A215 Walworth Road / Heygate Street / Steedman 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 (A215 Walworth Road N)	3.00	0.00	Y	Arm 6 Left	Inf	100.0 %	1915	1915
1/2 (A215 Walworth Road N)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
2/1 (Heygate Street)	3.20	0.00	Y	Arm 7 Left	16.00	100.0 %	1769	1769
2/2 (Heygate Street)	3.35	0.00	N	Arm 5 Right	18.00	100.0 %	1929	1929
3/1 (A215 Walworth Road S Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A215 Walworth Road S)	3.00	0.00	N	Arm 5 Ahead	Inf	95.4 %	2043	2043
				Arm 6 Right	12.00	4.6 %		
4/1 (Steedman Street)	4.30	0.00	Y	Arm 5 Left	4.27	42.7 %	1752	1752
				Arm 6 Ahead	Inf	37.3 %		
				Arm 7 Right	17.12	20.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2014 + COM DEV AM' (FG3: '2014 + COM DEV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	139	331	0	470
	B	297	0	17	0	314
	C	644	12	0	0	656
	D	21	8	6	0	35
	Tot.	962	159	354	0	1475

Traffic Lane Flows

Lane	Scenario 3: 2014 + COM DEV AM
Junction: A215 Walworth Road / Heygate Street / Steedman Street	
1/1 (short)	139
1/2 (with short)	470(In) 331(Out)
2/1 (short)	17
2/2 (with short)	314(In) 297(Out)
3/1	328
3/2	328
4/1	35
5/1	328
5/2	634
6/1	159
7/1	354

Full Input Data And Results

Lane Saturation Flows

Junction: A215 Walworth Road / Heygate Street / Steedman 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 (A215 Walworth Road N)	3.00	0.00	Y	Arm 6 Left	Inf	100.0 %	1915	1915
1/2 (A215 Walworth Road N)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
2/1 (Heygate Street)	3.20	0.00	Y	Arm 7 Left	16.00	100.0 %	1769	1769
2/2 (Heygate Street)	3.35	0.00	N	Arm 5 Right	18.00	100.0 %	1929	1929
3/1 (A215 Walworth Road S Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A215 Walworth Road S)	3.00	0.00	N	Arm 5 Ahead	Inf	96.3 %	2046	2046
				Arm 6 Right	12.00	3.7 %		
4/1 (Steedman Street)	4.30	0.00	Y	Arm 5 Left	4.27	60.0 %	1668	1668
				Arm 6 Ahead	Inf	22.9 %		
				Arm 7 Right	17.12	17.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2014 + COM DEV PM' (FG4: '2014 + COM DEV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	279	443	0	722
	B	248	0	50	0	298
	C	423	17	0	0	440
	D	32	28	15	0	75
	Tot.	703	324	508	0	1535

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2014 + COM DEV PM
Junction: A215 Walworth Road / Heygate Street / Steedman Street	
1/1 (short)	279
1/2 (with short)	722(In) 443(Out)
2/1 (short)	50
2/2 (with short)	298(In) 248(Out)
3/1	220
3/2	220
4/1	75
5/1	220
5/2	483
6/1	324
7/1	508

Lane Saturation Flows

Junction: A215 Walworth Road / Heygate Street / Steedman 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 (A215 Walworth Road N)	3.00	0.00	Y	Arm 6 Left	Inf	100.0 %	1915	1915
1/2 (A215 Walworth Road N)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
2/1 (Heygate Street)	3.20	0.00	Y	Arm 7 Left	16.00	100.0 %	1769	1769
2/2 (Heygate Street)	3.35	0.00	N	Arm 5 Right	18.00	100.0 %	1929	1929
3/1 (A215 Walworth Road S Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A215 Walworth Road S)	3.00	0.00	N	Arm 5 Ahead	Inf	92.3 %	2035	2035
				Arm 6 Right	12.00	7.7 %		
4/1 (Steedman Street)	4.30	0.00	Y	Arm 5 Left	4.27	42.7 %	1752	1752
				Arm 6 Ahead	Inf	37.3 %		
				Arm 7 Right	17.12	20.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2014 + COM DEV + PROP DEV AM' (FG5: '2014 + COM DEV + PROP DEV AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	139	336	1	476
	B	297	0	19	8	324
	C	650	13	0	0	663
	D	21	8	6	0	35
	Tot.	968	160	361	9	1498

Traffic Lane Flows

Lane	Scenario 5: 2014 + COM DEV + PROP DEV AM
Junction: A215 Walworth Road / Heygate Street / Steedman Street	
1/1 (short)	139
1/2 (with short)	475(In) 336(Out)
2/1 (short)	19
2/2 (with short)	316(In) 297(Out)
3/1	331
3/2	332
4/1	35
5/1	331
5/2	637
6/1	160
7/1	361

Full Input Data And Results

Lane Saturation Flows

Junction: A215 Walworth Road / Heygate Street / Steedman 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 (A215 Walworth Road N)	3.00	0.00	Y	Arm 6 Left	Inf	100.0 %	1915	1915
1/2 (A215 Walworth Road N)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
2/1 (Heygate Street)	3.20	0.00	Y	Arm 7 Left	16.00	100.0 %	1769	1769
2/2 (Heygate Street)	3.35	0.00	N	Arm 5 Right	18.00	100.0 %	1929	1929
3/1 (A215 Walworth Road S Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A215 Walworth Road S)	3.00	0.00	N	Arm 5 Ahead	Inf	96.1 %	2045	2045
				Arm 6 Right	12.00	3.9 %		
4/1 (Steedman Street)	4.30	0.00	Y	Arm 5 Left	4.27	60.0 %	1668	1668
				Arm 6 Ahead	Inf	22.9 %		
				Arm 7 Right	17.12	17.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2014 + COM DEV + PROP DEV PM' (FG6: '2014 + COM DEV + PROP DEV PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	279	445	5	729
	B	248	0	53	5	306
	C	424	18	0	0	442
	D	32	28	15	0	75
	Tot.	704	325	513	10	1552

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2014 + COM DEV + PROP DEV PM
Junction: A215 Walworth Road / Heygate Street / Steedman Street	
1/1 (short)	279
1/2 (with short)	724(In) 445(Out)
2/1 (short)	53
2/2 (with short)	301(In) 248(Out)
3/1	221
3/2	221
4/1	75
5/1	221
5/2	483
6/1	325
7/1	513

Lane Saturation Flows

Junction: A215 Walworth Road / Heygate Street / Steedman 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 (A215 Walworth Road N)	3.00	0.00	Y	Arm 6 Left	Inf	100.0 %	1915	1915
1/2 (A215 Walworth Road N)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
2/1 (Heygate Street)	3.20	0.00	Y	Arm 7 Left	16.00	100.0 %	1769	1769
2/2 (Heygate Street)	3.35	0.00	N	Arm 5 Right	18.00	100.0 %	1929	1929
3/1 (A215 Walworth Road S Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A215 Walworth Road S)	3.00	0.00	N	Arm 5 Ahead	Inf	91.9 %	2034	2034
				Arm 6 Right	12.00	8.1 %		
4/1 (Steedman Street)	4.30	0.00	Y	Arm 5 Left	4.27	42.7 %	1752	1752
				Arm 6 Ahead	Inf	37.3 %		
				Arm 7 Right	17.12	20.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'Sensitivity Test AM' (FG7: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	129	311	1	441
	B	275	0	18	7	300
	C	602	12	0	0	614
	D	19	7	6	0	32
	Tot.	896	148	335	8	1387

Traffic Lane Flows

Lane	Scenario 7: Sensitivity Test AM
Junction: A215 Walworth Road / Heygate Street / Steedman Street	
1/1 (short)	129
1/2 (with short)	440(In) 311(Out)
2/1 (short)	18
2/2 (with short)	293(In) 275(Out)
3/1	307
3/2	307
4/1	32
5/1	307
5/2	589
6/1	148
7/1	335

Full Input Data And Results

Lane Saturation Flows

Junction: A215 Walworth Road / Heygate Street / Steedman 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 (A215 Walworth Road N)	3.00	0.00	Y	Arm 6 Left	Inf	100.0 %	1915	1915
1/2 (A215 Walworth Road N)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
2/1 (Heygate Street)	3.20	0.00	Y	Arm 7 Left	16.00	100.0 %	1769	1769
2/2 (Heygate Street)	3.35	0.00	N	Arm 5 Right	18.00	100.0 %	1929	1929
3/1 (A215 Walworth Road S Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A215 Walworth Road S)	3.00	0.00	N	Arm 5 Ahead	Inf	96.1 %	2045	2045
				Arm 6 Right	12.00	3.9 %		
4/1 (Steedman Street)	4.30	0.00	Y	Arm 5 Left	4.27	59.4 %	1669	1669
				Arm 6 Ahead	Inf	21.9 %		
				Arm 7 Right	17.12	18.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'Sensitivity Test PM' (FG8: '2014 + COM DEV + PROP DEV PM with Sensitivity', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	258	412	5	675
	B	230	0	49	5	284
	C	393	17	0	0	410
	D	30	26	14	0	70
	Tot.	653	301	475	10	1439

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: Sensitivity Test PM
Junction: A215 Walworth Road / Heygate Street / Steedman Street	
1/1 (short)	258
1/2 (with short)	670(In) 412(Out)
2/1 (short)	49
2/2 (with short)	279(In) 230(Out)
3/1	205
3/2	205
4/1	70
5/1	205
5/2	448
6/1	301
7/1	475

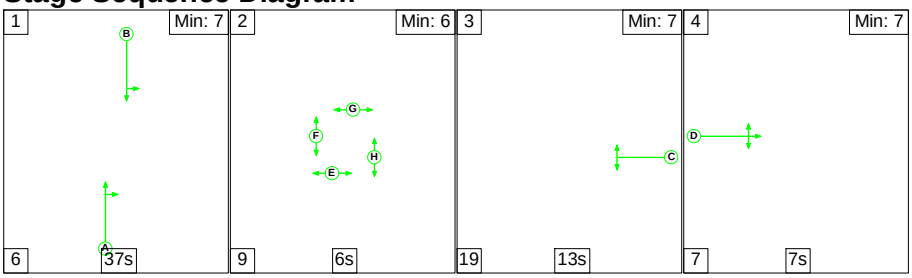
Lane Saturation Flows

Junction: A215 Walworth Road / Heygate Street / Steedman 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 (A215 Walworth Road N)	3.00	0.00	Y	Arm 6 Left	Inf	100.0 %	1915	1915
1/2 (A215 Walworth Road N)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
2/1 (Heygate Street)	3.20	0.00	Y	Arm 7 Left	16.00	100.0 %	1769	1769
2/2 (Heygate Street)	3.35	0.00	N	Arm 5 Right	18.00	100.0 %	1929	1929
3/1 (A215 Walworth Road S Lane 1)	Infinite Saturation Flow						Inf	Inf
3/2 (A215 Walworth Road S)	3.00	0.00	N	Arm 5 Ahead	Inf	91.7 %	2034	2034
				Arm 6 Right	12.00	8.3 %		
4/1 (Steedman Street)	4.30	0.00	Y	Arm 5 Left	4.27	42.9 %	1751	1751
				Arm 6 Ahead	Inf	37.1 %		
				Arm 7 Right	17.12	20.0 %		
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2014 AM' (FG1: '2014 AM', Plan 1: 'Network Control Plan 1')

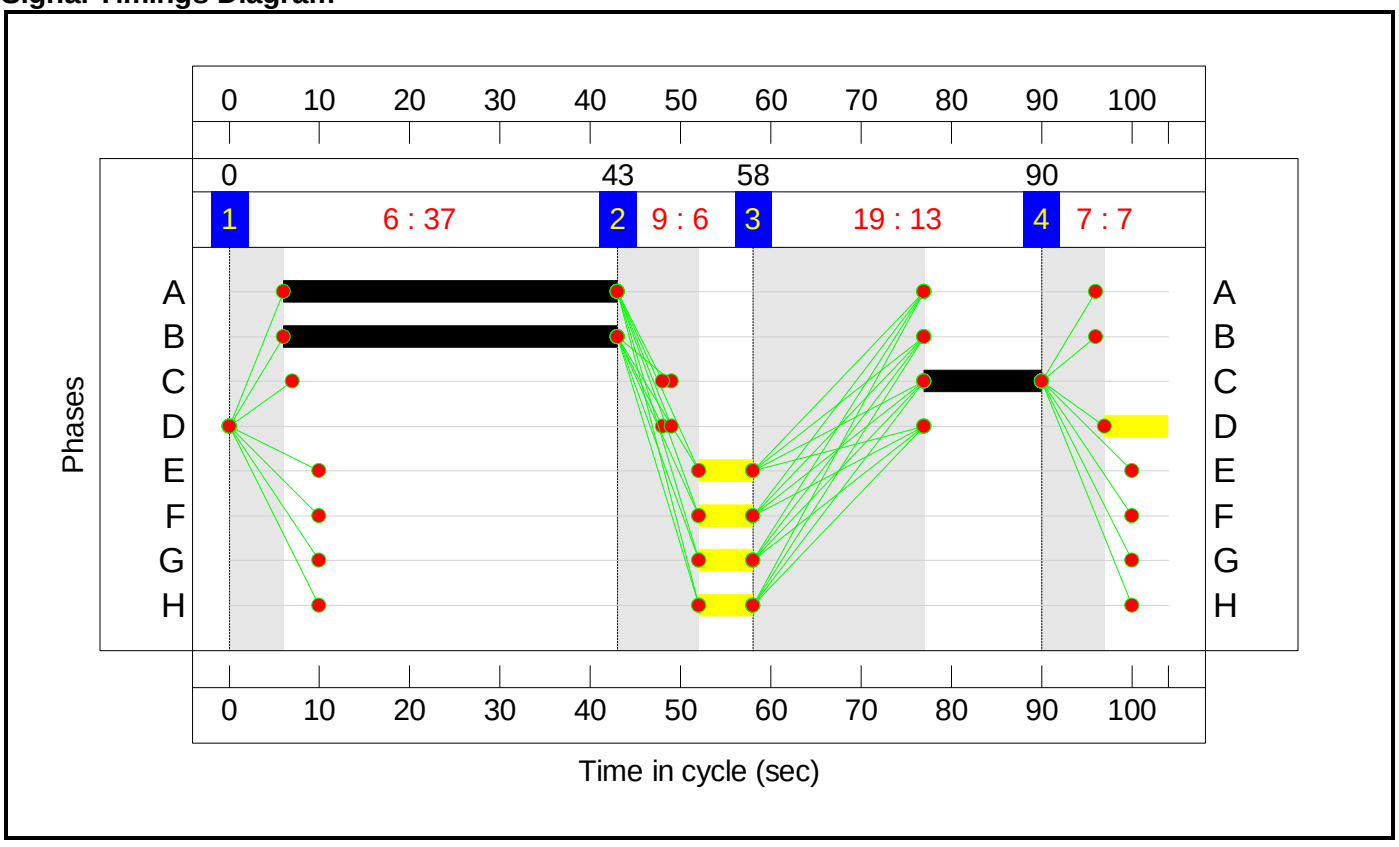
Stage Sequence Diagram



Stage Timings

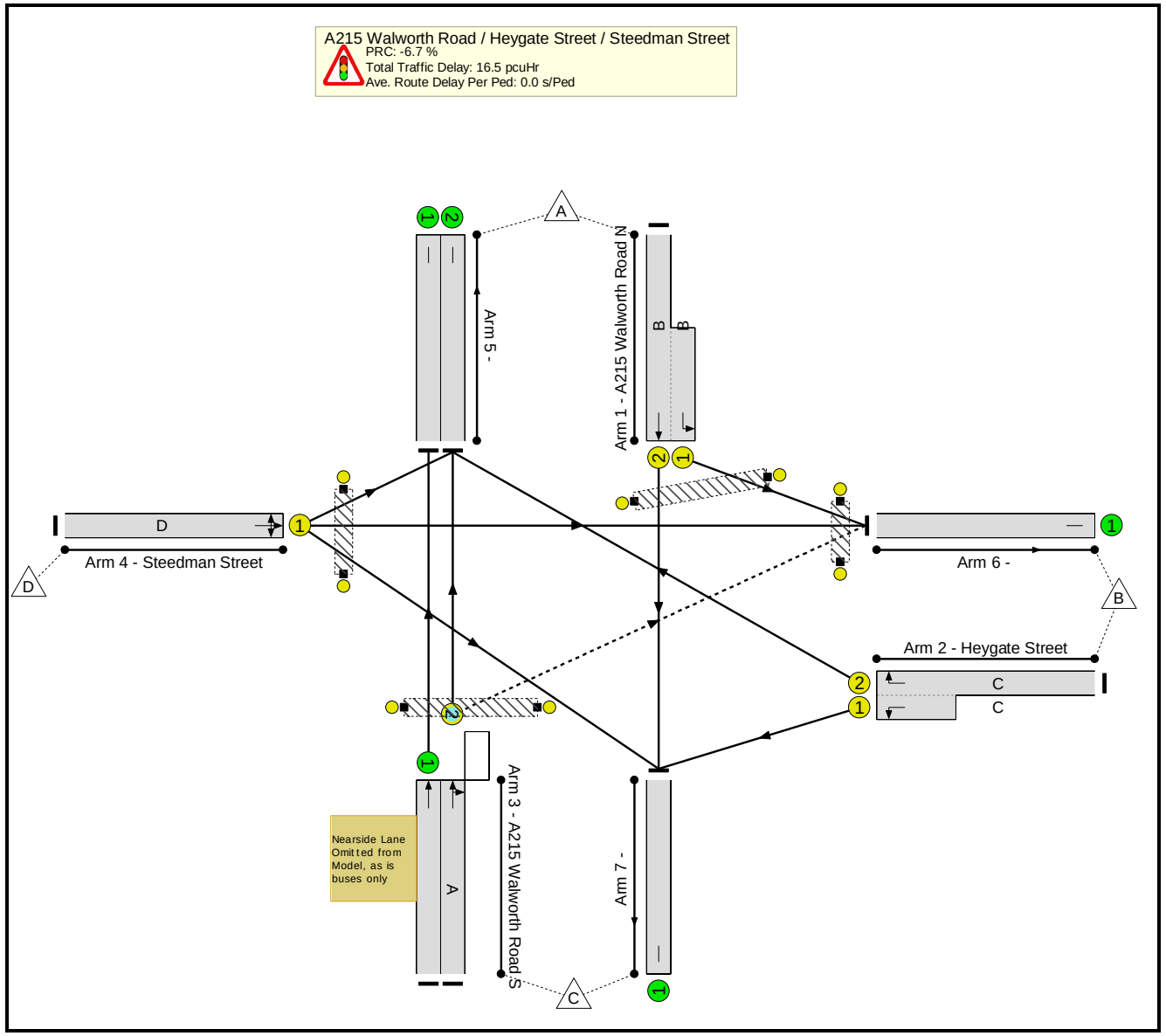
Stage	1	2	3	4
Duration	37	6	13	7
Change Point	0	43	58	90

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: A215 Walworth Road / Heygate Street / Steedman Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.0%**
A215 Walworth Road / Heygate Street / Steedman Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.0%**
1/2+1/1	A215 Walworth Road N Left Ahead	U	N/A	N/A	B		1	37	-	440	2055:1915	618+211	53.0 : 53.0%
2/2+2/1	Heygate Street Right Left	U	N/A	N/A	C		1	13	-	299	1929:1769	297+15	96.0 : 96.0%
3/1	A215 Walworth Road S Ahead	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
3/2	A215 Walworth Road S Ahead Right	O	N/A	N/A	A		1	37	-	321	2053	750	42.8%
4/1	Steedman Street Left Ahead Right	U	N/A	N/A	D		1	7	-	35	1668	128	27.3%
5/1		U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	624	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	348	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

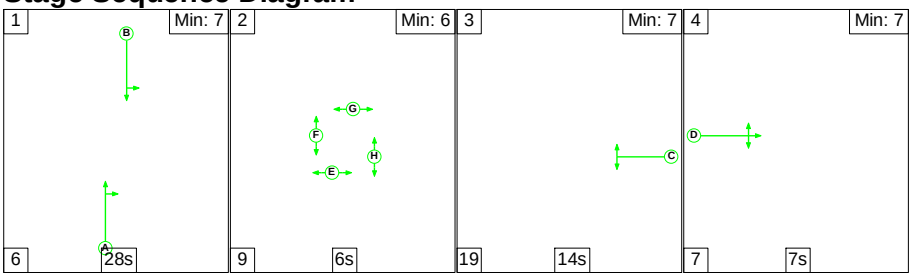
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**3**	**0**	**0**	**9.2**	**7.2**	**0.0**	**16.5**	**-**	**-**	**-**	**-**
A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**3**	**0**	**0**	**9.2**	**7.2**	**0.0**	**16.5**	**-**	**-**	**-**	**-**
1/2+1/1	440	440	-	-	-	3.0	0.6	-	3.5	28.9	7.2	0.6	7.8
2/2+2/1	299	299	-	-	-	3.6	6.1	-	9.7	116.9	8.2	6.1	14.3
3/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	321	321	3	0	0	2.2	0.4	0.0	2.6	29.1	7.0	0.4	7.3
4/1	35	35	-	-	-	0.4	0.2	-	0.6	64.5	1.0	0.2	1.1
5/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -6.7 Total Delay for Signalled Lanes (pcuHr): 16.46 Cycle Time (s): 104
PRC Over All Lanes (%): -6.7 Total Delay Over All Lanes(pcuHr): 16.46

Full Input Data And Results

Scenario 2: '2014 PM' (FG2: '2014 PM', Plan 1: 'Network Control Plan 1')

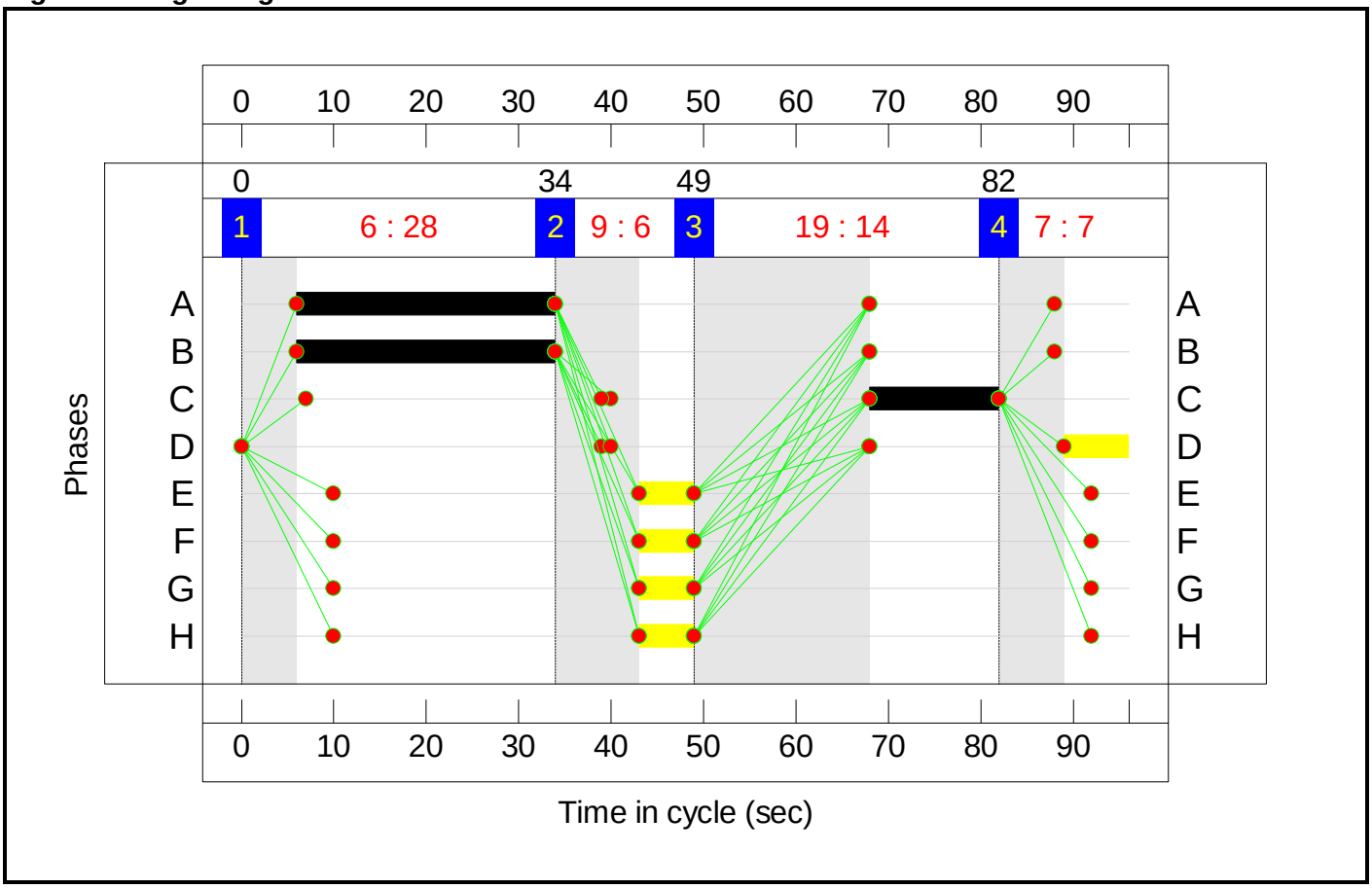
Stage Sequence Diagram



Stage Timings

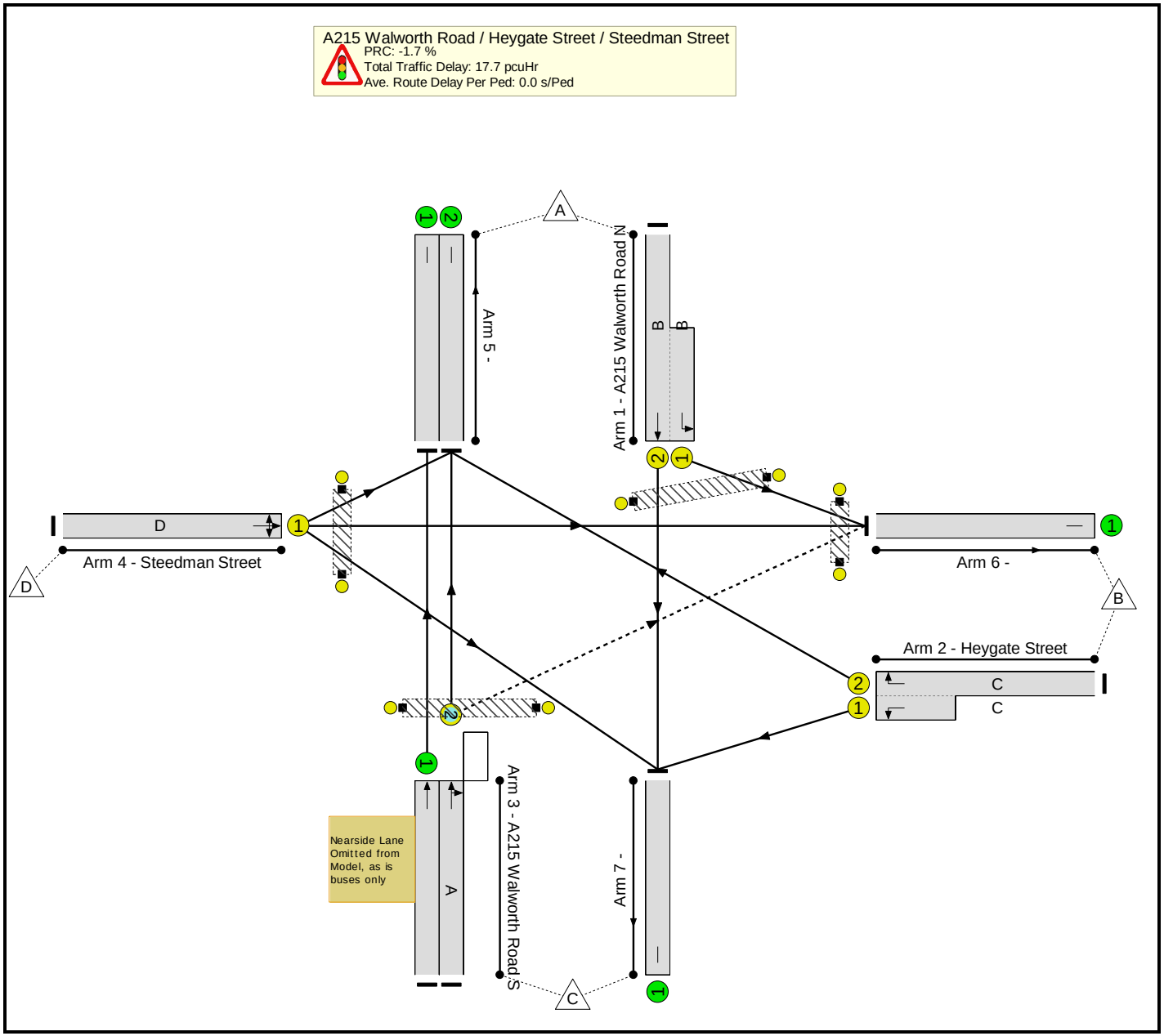
Stage	1	2	3	4
Duration	28	6	14	7
Change Point	0	34	49	82

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: A215 Walworth Road / Heygate Street / Steedman Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**
A215 Walworth Road / Heygate Street / Steedman Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**
1/2+1/1	A215 Walworth Road N Left Ahead	U	N/A	N/A	B		1	28	-	668	2055:1915	255+475	91.5 : 91.5%
2/2+2/1	Heygate Street Right Left	U	N/A	N/A	C		1	14	-	263	1929:1769	301+54	74.0 : 74.0%
3/1	A215 Walworth Road S Ahead	U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
3/2	A215 Walworth Road S Ahead Right	O	N/A	N/A	A		1	28	-	216	2043	617	35.0%
4/1	Steedman Street Left Ahead Right	U	N/A	N/A	D		1	7	-	75	1752	146	51.4%
5/1		U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	473	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	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: A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**10**	**0**	**0**	**10.8**	**6.8**	**0.0**	**17.7**	**-**	**-**	**-**	**-**
A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**10**	**0**	**0**	**10.8**	**6.8**	**0.0**	**17.7**	**-**	**-**	**-**	**-**
1/2+1/1	668	668	-	-	-	5.6	4.7	-	10.2	55.2	13.1	4.7	17.8
2/2+2/1	263	263	-	-	-	2.8	1.4	-	4.2	57.1	5.7	1.4	7.1
3/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	216	216	10	0	0	1.6	0.3	0.0	1.9	31.4	4.4	0.3	4.7
4/1	75	75	-	-	-	0.9	0.5	-	1.4	67.1	1.9	0.5	2.4
5/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

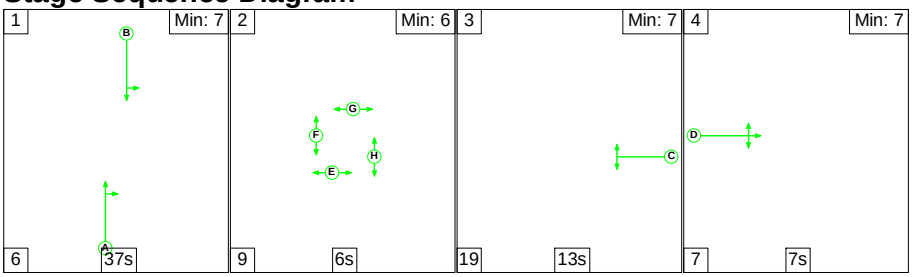
C1 PRC for Signalled Lanes (%): -1.7 Total Delay for Signalled Lanes (pcuHr): 17.70 Cycle Time (s): 96

PRC Over All Lanes (%): -1.7 Total Delay Over All Lanes(pcuHr): 17.70

Full Input Data And Results

Scenario 3: '2014 + COM DEV AM' (FG3: '2014 + COM DEV AM', Plan 1: 'Network Control Plan 1')

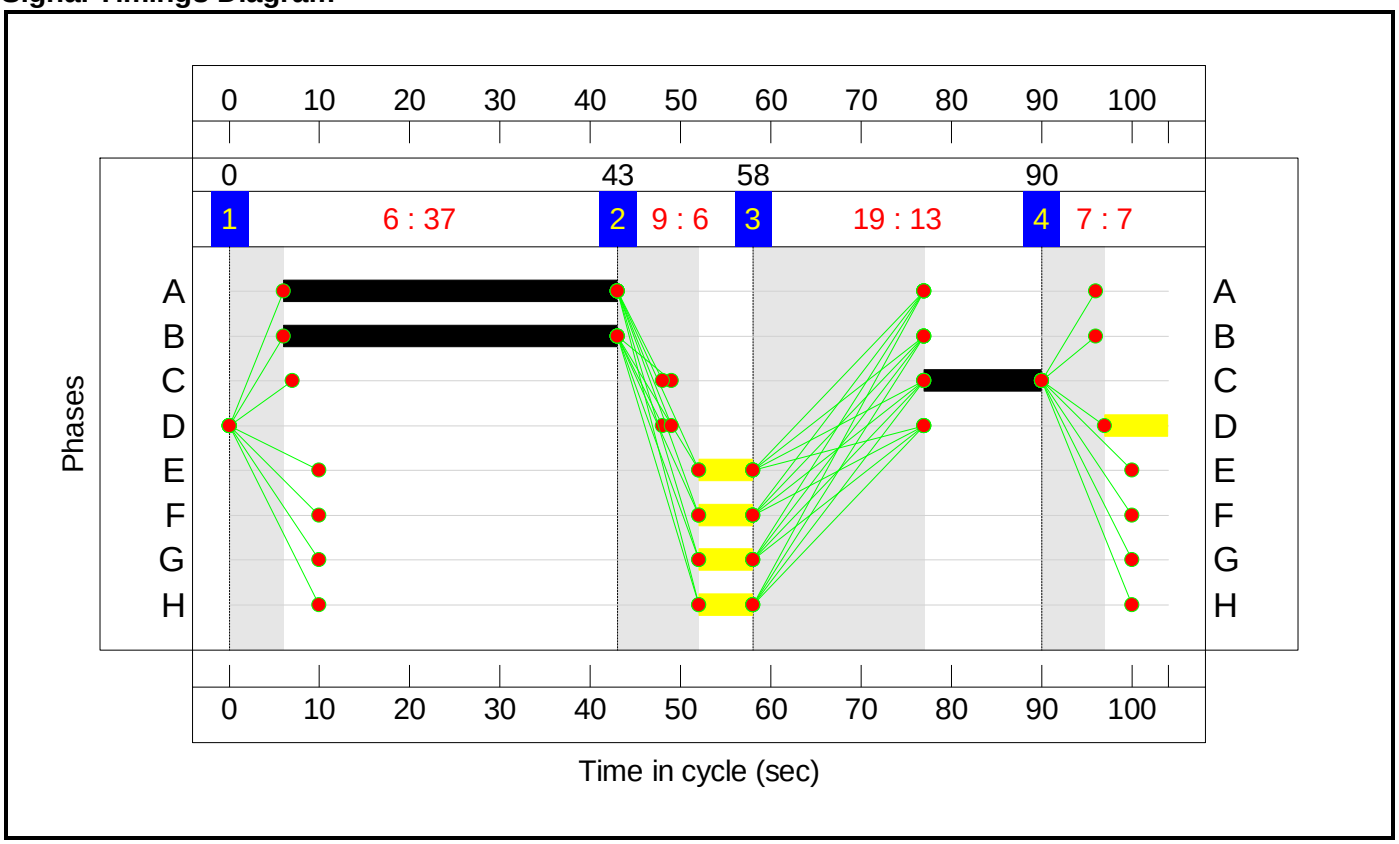
Stage Sequence Diagram



Stage Timings

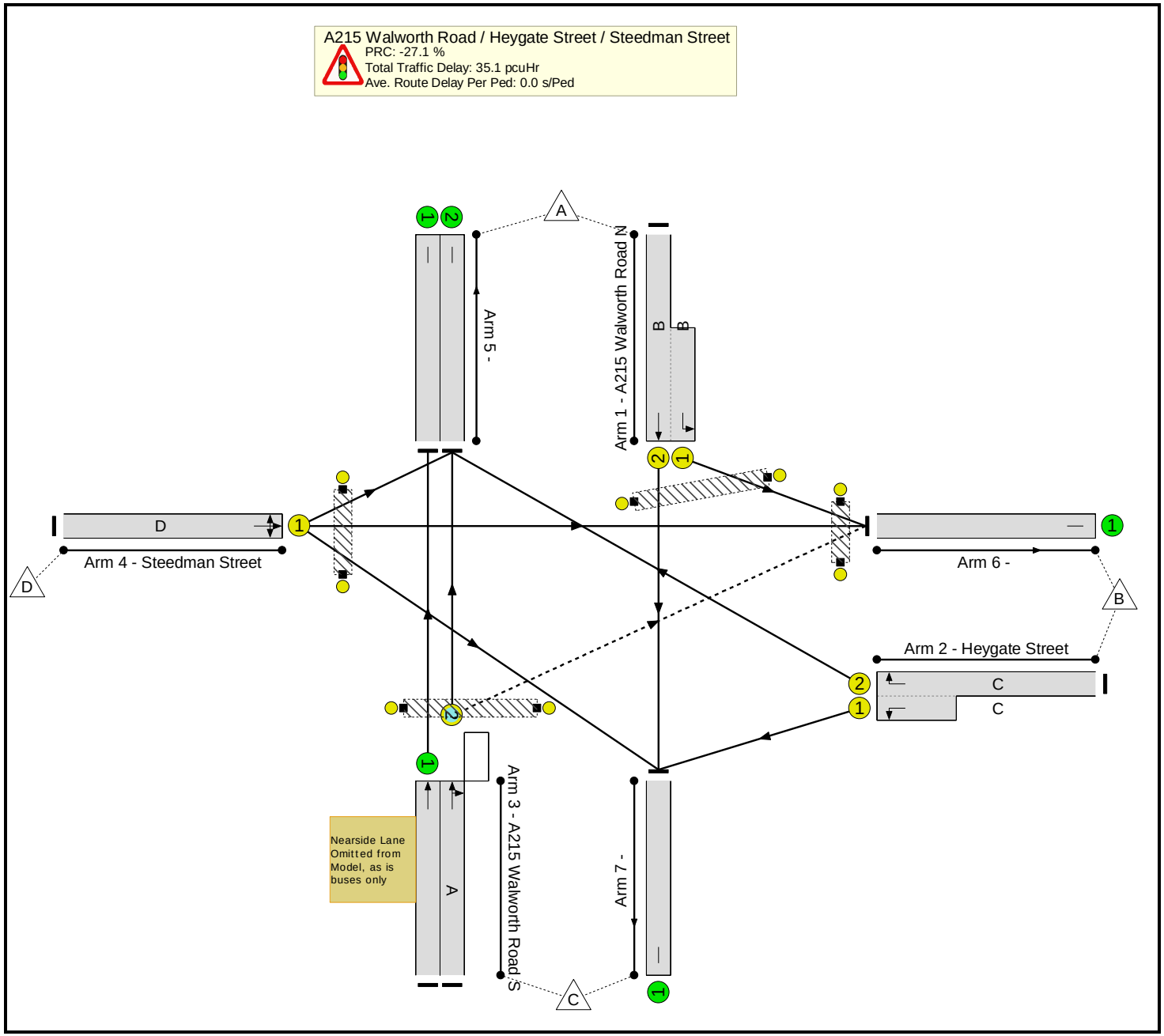
Stage	1	2	3	4
Duration	37	6	13	7
Change Point	0	43	58	90

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



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: A215 Walworth Road / Heygate Street / Steedman Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**114.4%**
A215 Walworth Road / Heygate Street / Steedman Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**114.4%**
1/2+1/1	A215 Walworth Road N Left Ahead	U	N/A	N/A	B		1	37	-	470	2055:1915	624+262	53.1 : 53.1%
2/2+2/1	Heygate Street Right Left	U	N/A	N/A	C		1	13	-	314	1929:1769	260+15	114.4 : 114.4%
3/1	A215 Walworth Road S Ahead	U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
3/2	A215 Walworth Road S Ahead Right	O	N/A	N/A	A		1	37	-	328	2046	787	41.7%
4/1	Steedman Street Left Ahead Right	U	N/A	N/A	D		1	7	-	35	1668	128	27.3%
5/1		U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	634	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	159	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

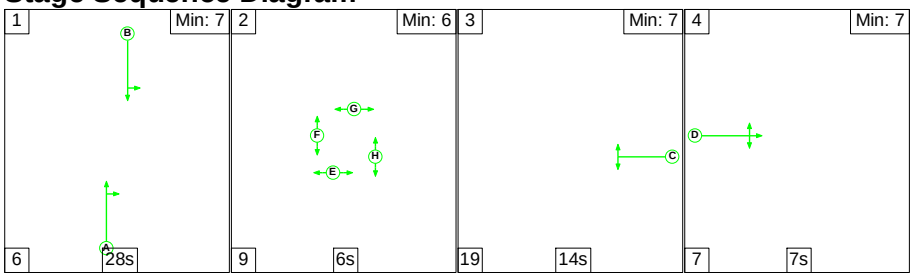
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**12**	**0**	**0**	**10.8**	**24.2**	**0.0**	**35.1**	**-**	**-**	**-**	**-**
A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**12**	**0**	**0**	**10.8**	**24.2**	**0.0**	**35.1**	**-**	**-**	**-**	**-**
1/2+1/1	470	470	-	-	-	3.0	0.6	-	3.5	27.1	7.0	0.6	7.6
2/2+2/1	314	275	-	-	-	5.3	23.1	-	28.4	325.4	10.2	23.1	33.3
3/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	328	328	12	0	0	2.1	0.4	0.0	2.5	27.5	6.9	0.4	7.3
4/1	35	35	-	-	-	0.4	0.2	-	0.6	64.5	1.0	0.2	1.1
5/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -27.1 Total Delay for Signalled Lanes (pcuHr): 35.06 Cycle Time (s): 104
PRC Over All Lanes (%): -27.1 Total Delay Over All Lanes(pcuHr): 35.06

Full Input Data And Results

Scenario 4: '2014 + COM DEV PM' (FG4: '2014 + COM DEV PM', Plan 1: 'Network Control Plan 1')

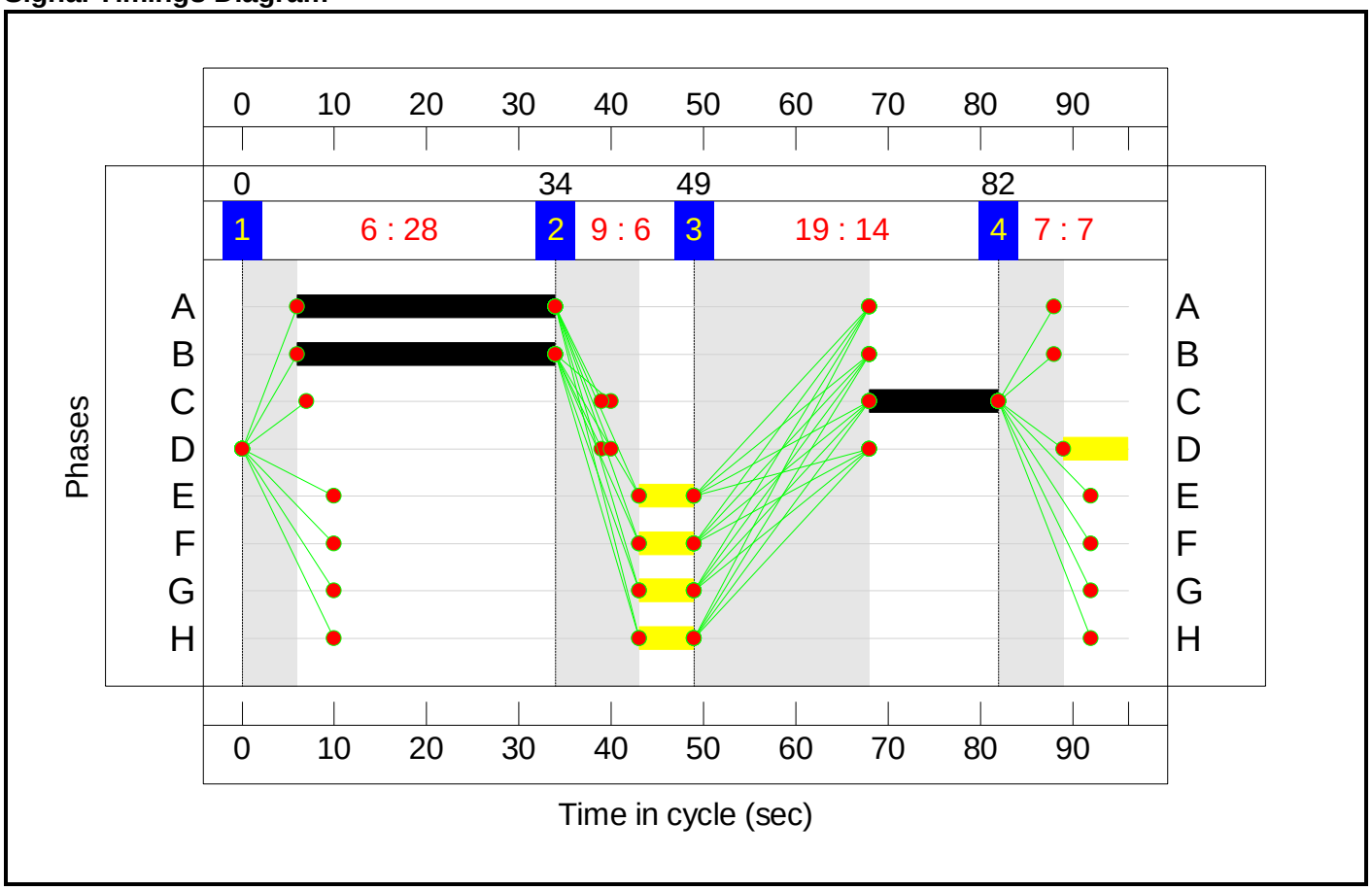
Stage Sequence Diagram



Stage Timings

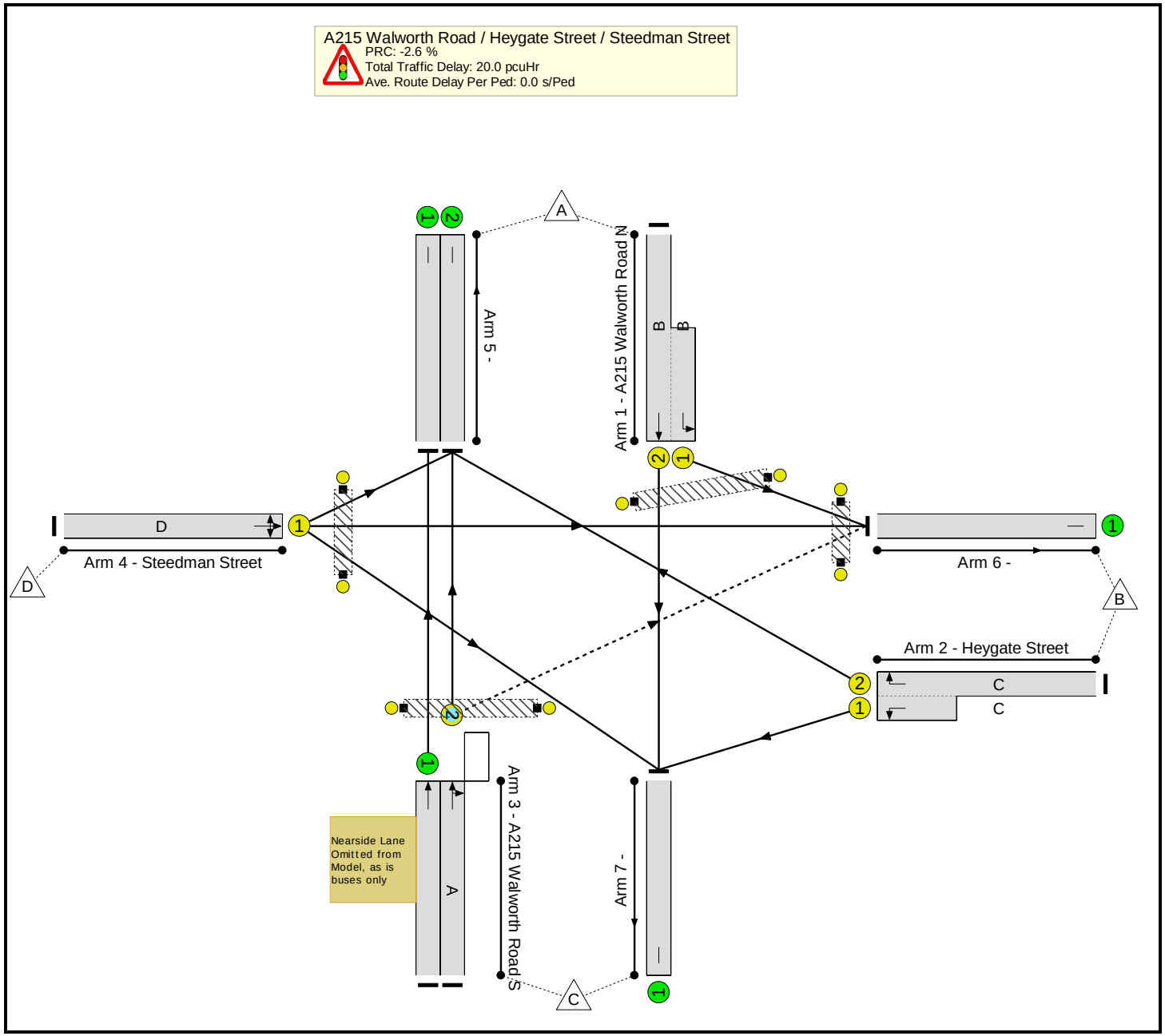
Stage	1	2	3	4
Duration	28	6	14	7
Change Point	0	34	49	82

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: A215 Walworth Road / Heygate Street / Steedman Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.4%**
A215 Walworth Road / Heygate Street / Steedman Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.4%**
1/2+1/1	A215 Walworth Road N Left Ahead	U	N/A	N/A	B		1	28	-	722	2055:1915	480+302	92.4 : 92.4%
2/2+2/1	Heygate Street Right Left	U	N/A	N/A	C		1	14	-	298	1929:1769	301+61	82.4 : 82.4%
3/1	A215 Walworth Road S Ahead	U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
3/2	A215 Walworth Road S Ahead Right	O	N/A	N/A	A		1	28	-	220	2035	615	35.8%
4/1	Steedman Street Left Ahead Right	U	N/A	N/A	D		1	7	-	75	1752	146	51.4%
5/1		U	N/A	N/A	-		-	-	-	220	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	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: A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**17**	**0**	**0**	**11.7**	**8.1**	**0.1**	**20.0**	**-**	**-**	**-**	**-**
A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**17**	**0**	**0**	**11.7**	**8.1**	**0.1**	**20.0**	**-**	**-**	**-**	**-**
1/2+1/1	722	722	-	-	-	6.0	5.2	-	11.2	55.8	13.8	5.2	19.0
2/2+2/1	298	298	-	-	-	3.2	2.2	-	5.4	65.2	6.6	2.2	8.8
3/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	220	220	17	0	0	1.6	0.3	0.1	2.0	32.2	4.6	0.3	4.9
4/1	75	75	-	-	-	0.9	0.5	-	1.4	67.1	1.9	0.5	2.4
5/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

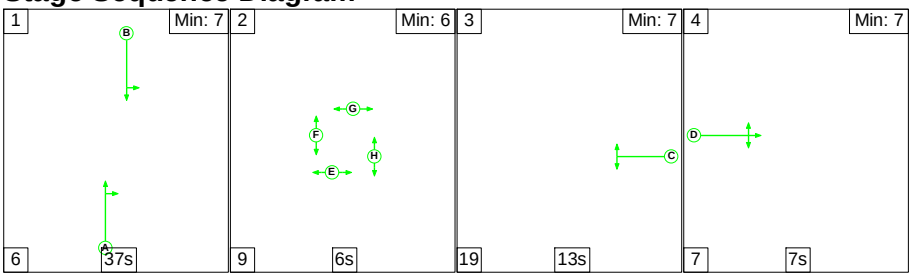
C1 PRC for Signalled Lanes (%): -2.6 Total Delay for Signalled Lanes (pcuHr): 19.95 Cycle Time (s): 96

PRC Over All Lanes (%): -2.6 Total Delay Over All Lanes(pcuHr): 19.95

Full Input Data And Results

Scenario 5: '2014 + COM DEV + PROP DEV AM' (FG5: '2014 + COM DEV + PROP DEV AM', Plan 1: 'Network Control Plan 1')

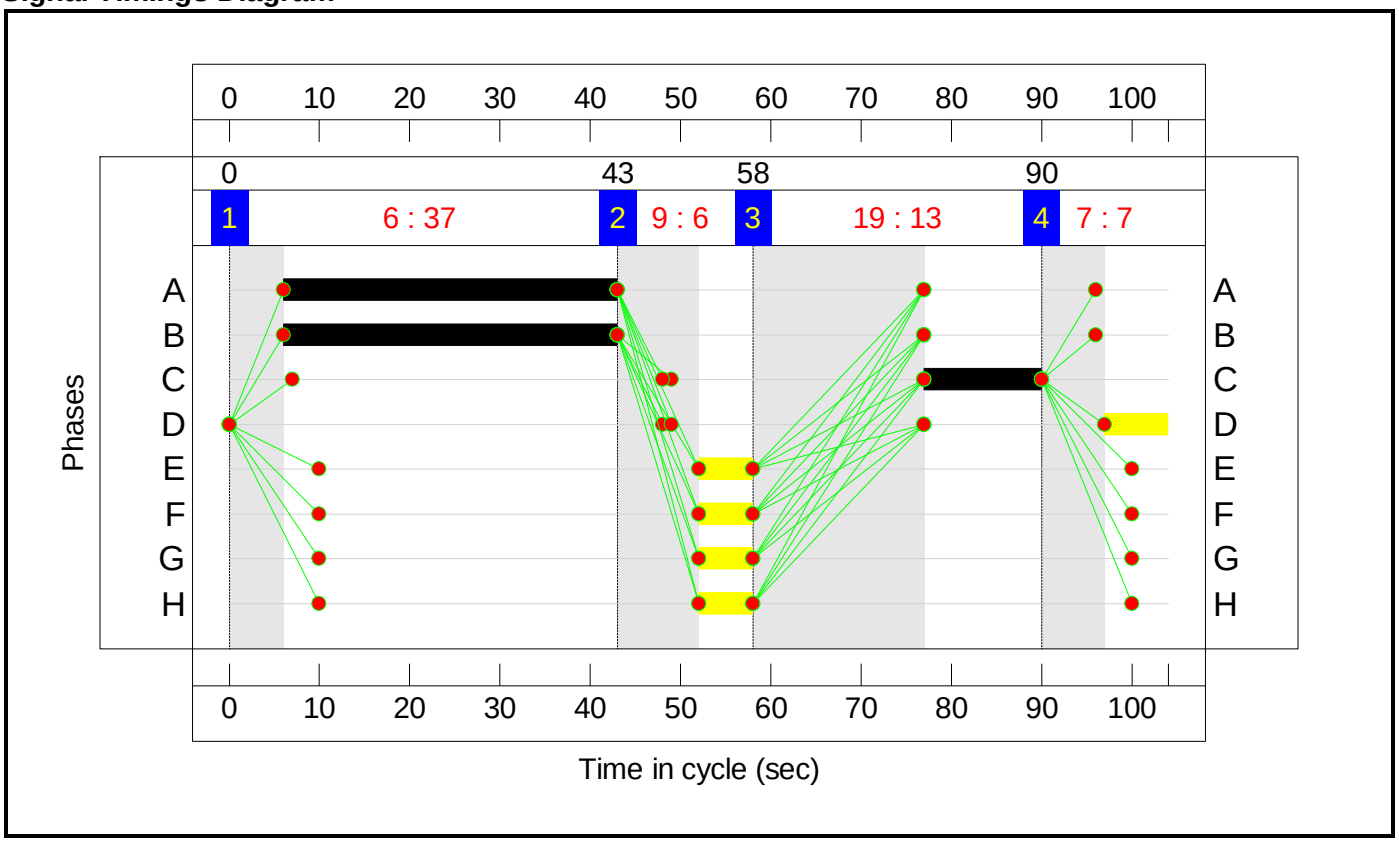
Stage Sequence Diagram



Stage Timings

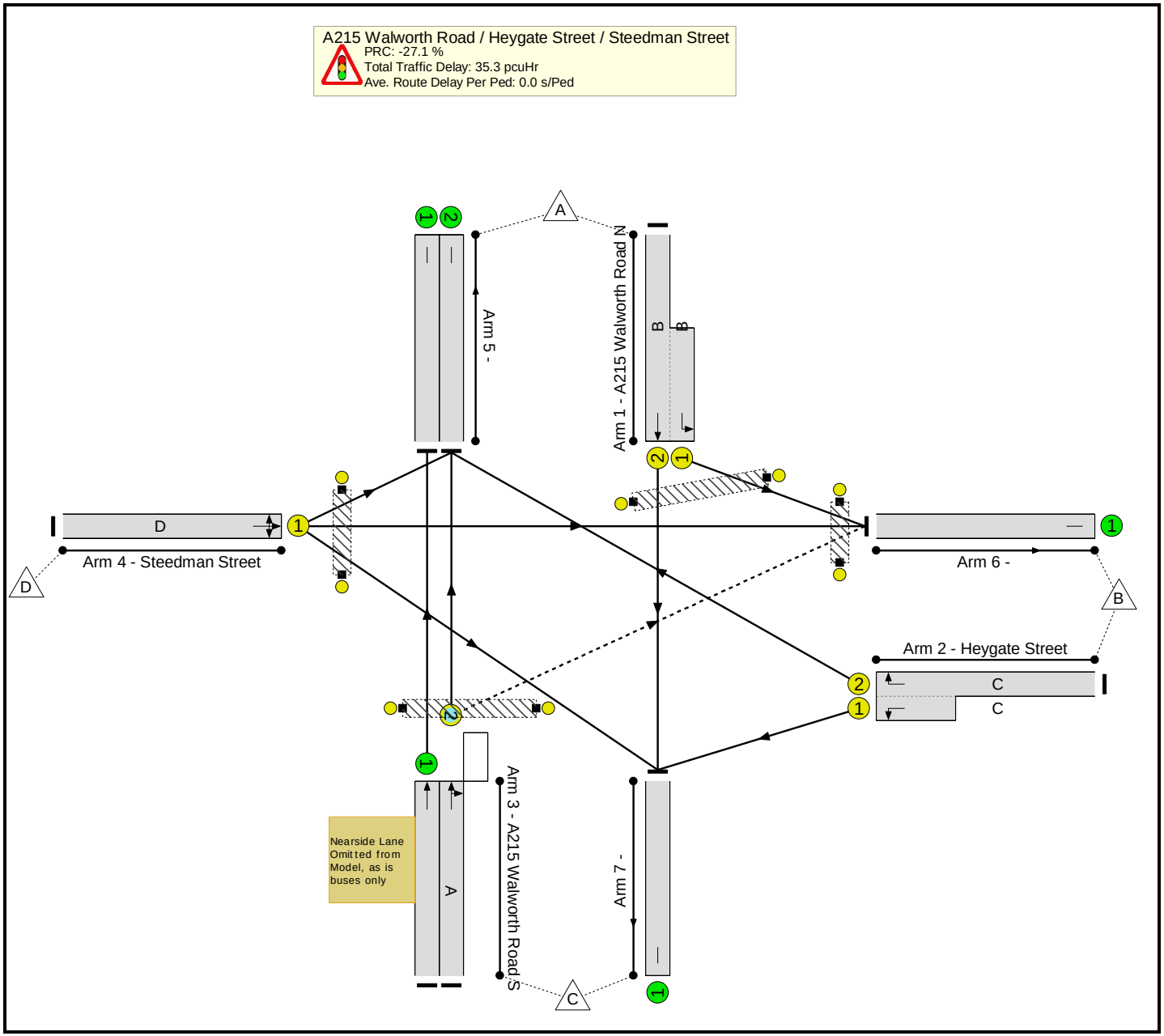
Stage	1	2	3	4
Duration	37	6	13	7
Change Point	0	43	58	90

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: A215 Walworth Road / Heygate Street / Steedman Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**114.4%**
A215 Walworth Road / Heygate Street / Steedman Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**114.4%**
1/2+1/1	A215 Walworth Road N Left Ahead	U	N/A	N/A	B		1	37	-	475	2055:1915	625+259	53.7 : 53.7%
2/2+2/1	Heygate Street Right Left	U	N/A	N/A	C		1	13	-	316	1929:1769	260+17	114.4 : 114.4%
3/1	A215 Walworth Road S Ahead	U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
3/2	A215 Walworth Road S Ahead Right	O	N/A	N/A	A		1	37	-	332	2045	787	42.2%
4/1	Steedman Street Left Ahead Right	U	N/A	N/A	D		1	7	-	35	1668	128	27.3%
5/1		U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	637	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

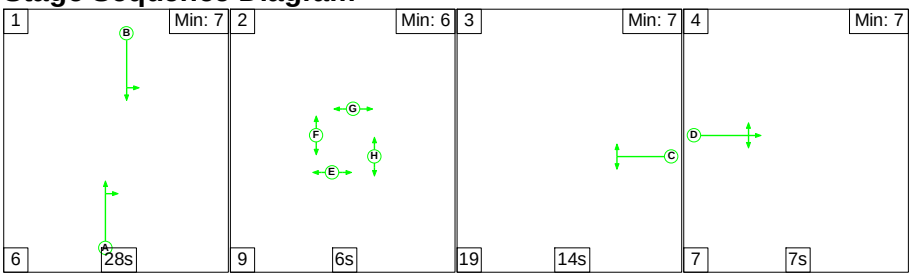
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**13**	**0**	**0**	**10.9**	**24.4**	**0.0**	**35.3**	**-**	**-**	**-**	**-**
A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**13**	**0**	**0**	**10.9**	**24.4**	**0.0**	**35.3**	**-**	**-**	**-**	**-**
1/2+1/1	475	475	-	-	-	3.0	0.6	-	3.6	27.3	7.3	0.6	7.8
2/2+2/1	316	276	-	-	-	5.3	23.3	-	28.5	325.1	10.2	23.3	33.5
3/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	332	332	13	0	0	2.2	0.4	0.0	2.5	27.7	7.0	0.4	7.4
4/1	35	35	-	-	-	0.4	0.2	-	0.6	64.5	1.0	0.2	1.1
5/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -27.1 Total Delay for Signalled Lanes (pcuHr): 35.31 Cycle Time (s): 104
PRC Over All Lanes (%): -27.1 Total Delay Over All Lanes(pcuHr): 35.31

Full Input Data And Results

Scenario 6: '2014 + COM DEV + PROP DEV PM' (FG6: '2014 + COM DEV + PROP DEV PM', Plan 1: 'Network Control Plan 1')

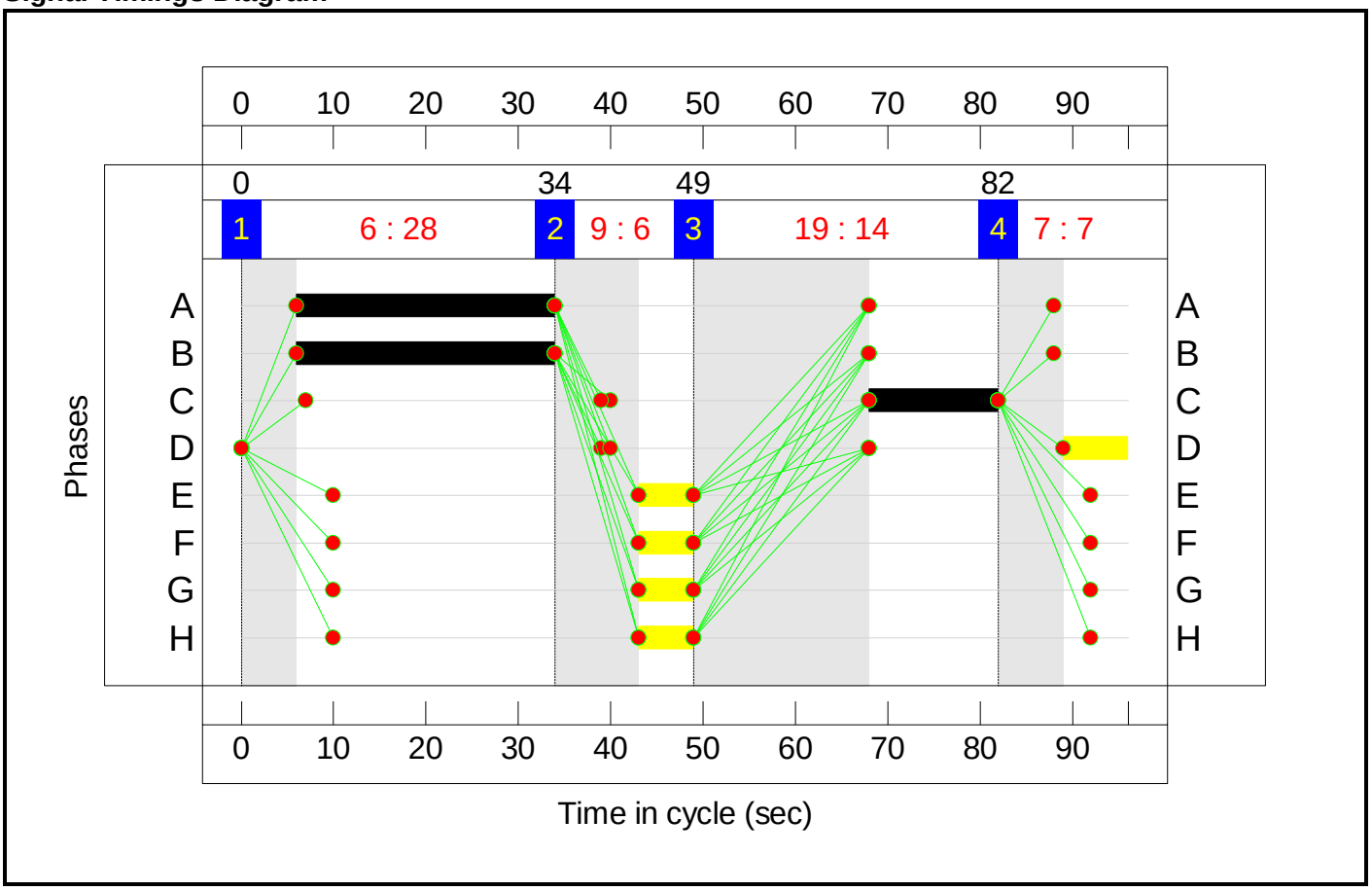
Stage Sequence Diagram



Stage Timings

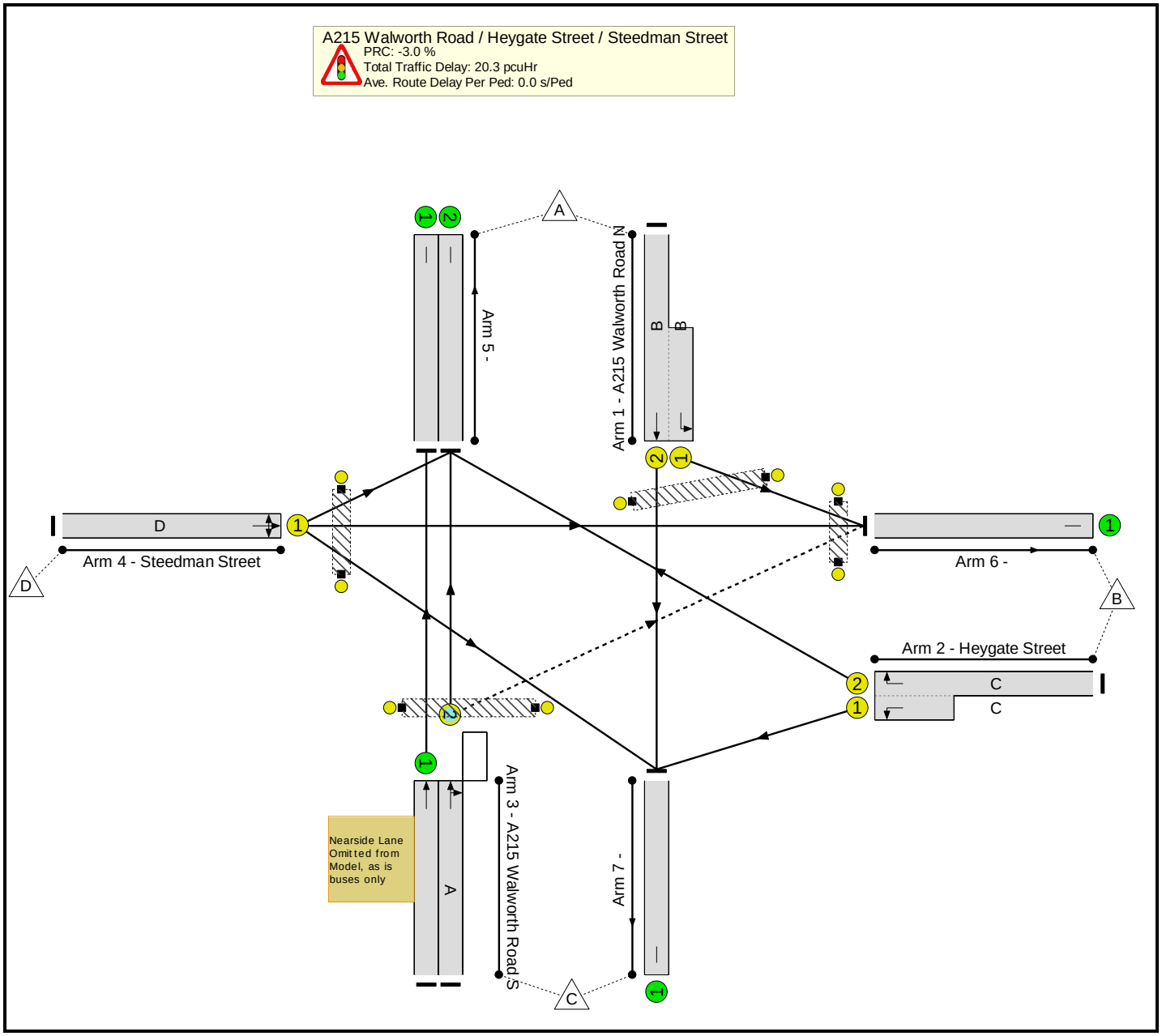
Stage	1	2	3	4
Duration	28	6	14	7
Change Point	0	34	49	82

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: A215 Walworth Road / Heygate Street / Steedman Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.7%**
A215 Walworth Road / Heygate Street / Steedman Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.7%**
1/2+1/1	A215 Walworth Road N Left Ahead	U	N/A	N/A	B		1	28	-	724	2055:1915	480+301	92.7 : 92.7%
2/2+2/1	Heygate Street Right Left	U	N/A	N/A	C		1	14	-	301	1929:1769	300+64	82.7 : 82.7%
3/1	A215 Walworth Road S Ahead	U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
3/2	A215 Walworth Road S Ahead Right	O	N/A	N/A	A		1	28	-	221	2034	614	36.0%
4/1	Steedman Street Left Ahead Right	U	N/A	N/A	D		1	7	-	75	1752	146	51.4%
5/1		U	N/A	N/A	-		-	-	-	221	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	513	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

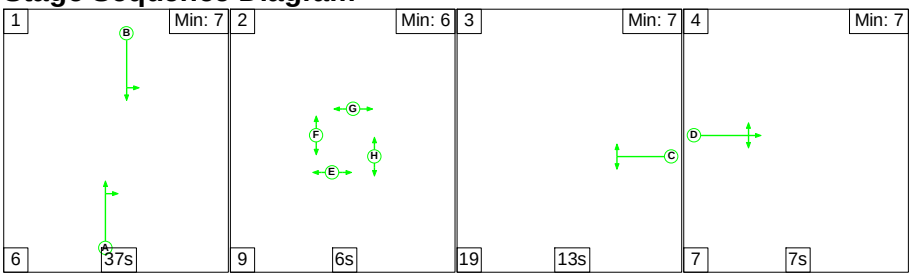
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**18**	**0**	**0**	**11.8**	**8.4**	**0.1**	**20.3**	**-**	**-**	**-**	**-**
A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**18**	**0**	**0**	**11.8**	**8.4**	**0.1**	**20.3**	**-**	**-**	**-**	**-**
1/2+1/1	724	724	-	-	-	6.1	5.3	-	11.4	56.7	13.9	5.3	19.3
2/2+2/1	301	301	-	-	-	3.2	2.2	-	5.5	65.5	6.6	2.2	8.9
3/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	221	221	18	0	0	1.6	0.3	0.1	2.0	32.3	4.6	0.3	4.9
4/1	75	75	-	-	-	0.9	0.5	-	1.4	67.1	1.9	0.5	2.4
5/1	221	221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	483	483	-	-	-	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
7/1	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -3.0 Total Delay for Signalled Lanes (pcuHr): 20.27 Cycle Time (s): 96
PRC Over All Lanes (%): -3.0 Total Delay Over All Lanes(pcuHr): 20.27

Full Input Data And Results

Scenario 7: 'Sensitivity Test AM' (FG7: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: 'Network Control Plan 1')

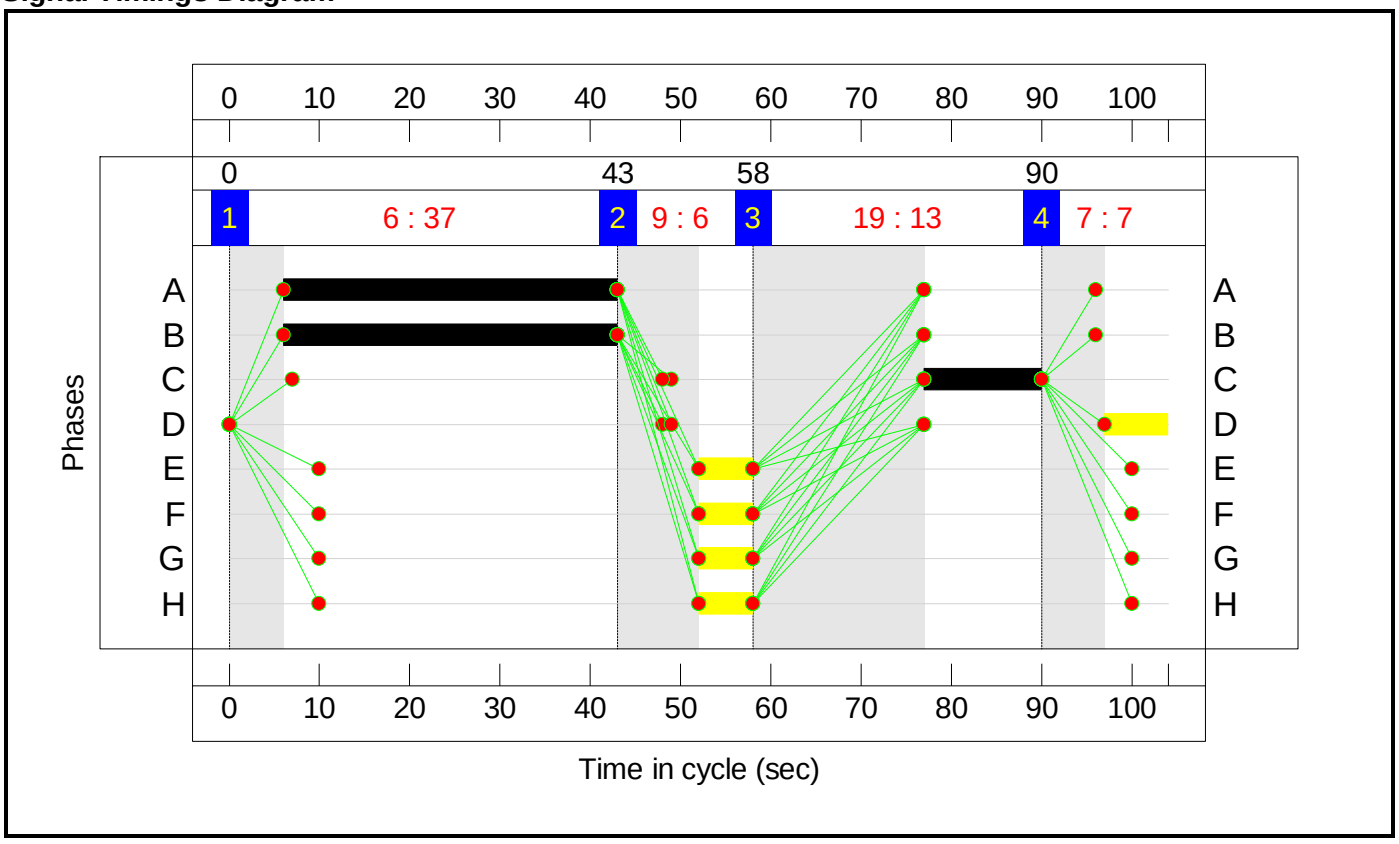
Stage Sequence Diagram



Stage Timings

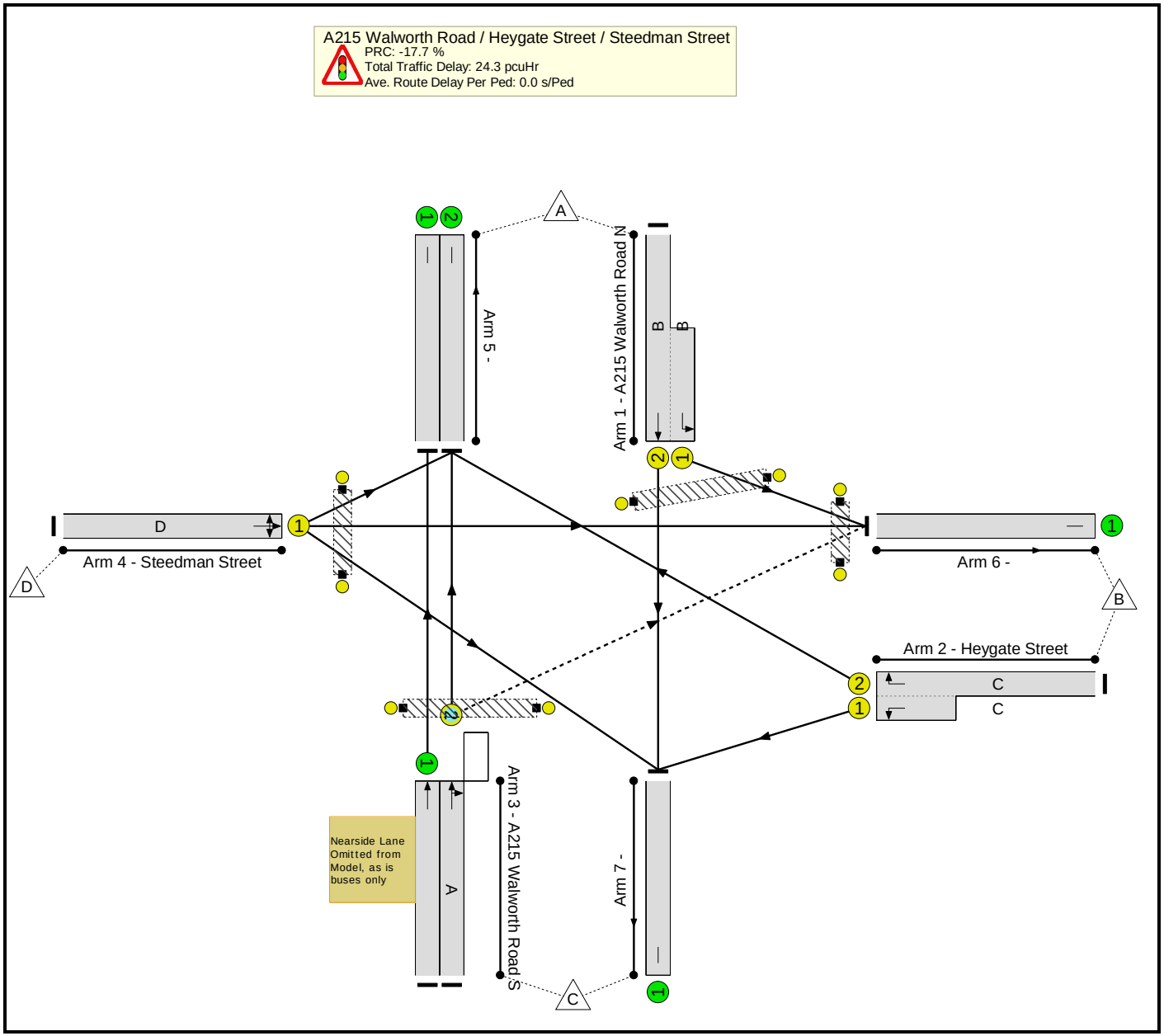
Stage	1	2	3	4
Duration	37	6	13	7
Change Point	0	43	58	90

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: A215 Walworth Road / Heygate Street / Steedman Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.9%**
A215 Walworth Road / Heygate Street / Steedman Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.9%**
1/2+1/1	A215 Walworth Road N Left Ahead	U	N/A	N/A	B		1	37	-	440	2055:1915	598+248	52.0 : 52.0%
2/2+2/1	Heygate Street Right Left	U	N/A	N/A	C		1	13	-	293	1929:1769	260+17	105.9 : 105.9%
3/1	A215 Walworth Road S Ahead	U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
3/2	A215 Walworth Road S Ahead Right	O	N/A	N/A	A		1	37	-	307	2045	747	41.1%
4/1	Steedman Street Left Ahead Right	U	N/A	N/A	D		1	7	-	32	1669	128	24.9%
5/1		U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	589	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	148	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%

Full Input Data And Results

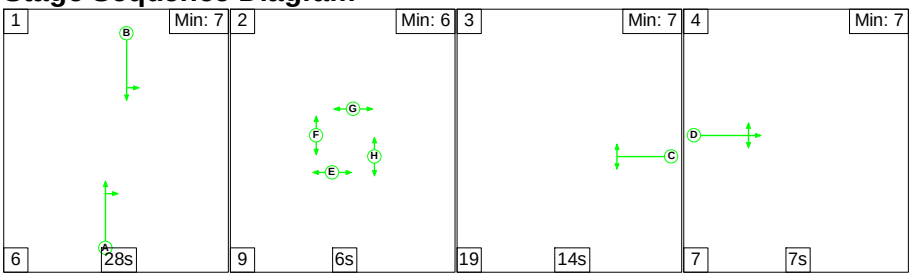
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**12**	**0**	**0**	**9.6**	**14.6**	**0.0**	**24.3**	**-**	**-**	**-**	**-**
A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**12**	**0**	**0**	**9.6**	**14.6**	**0.0**	**24.3**	**-**	**-**	**-**	**-**
1/2+1/1	440	440	-	-	-	2.9	0.5	-	3.5	28.5	6.7	0.5	7.2
2/2+2/1	293	277	-	-	-	4.2	13.6	-	17.8	218.3	8.7	13.6	22.3
3/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	307	307	12	0	0	2.1	0.3	0.0	2.5	28.9	6.6	0.3	6.9
4/1	32	32	-	-	-	0.4	0.2	-	0.6	63.8	0.9	0.2	1.0
5/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): -17.7 Total Delay for Signalled Lanes (pcuHr): 24.28 Cycle Time (s): 104
PRC Over All Lanes (%): -17.7 Total Delay Over All Lanes(pcuHr): 24.28

Full Input Data And Results

Scenario 8: 'Sensitivity Test PM' (FG8: '2014 + COM DEV + PROP DEV PM with Sensitivity', Plan 1: 'Network Control Plan 1')

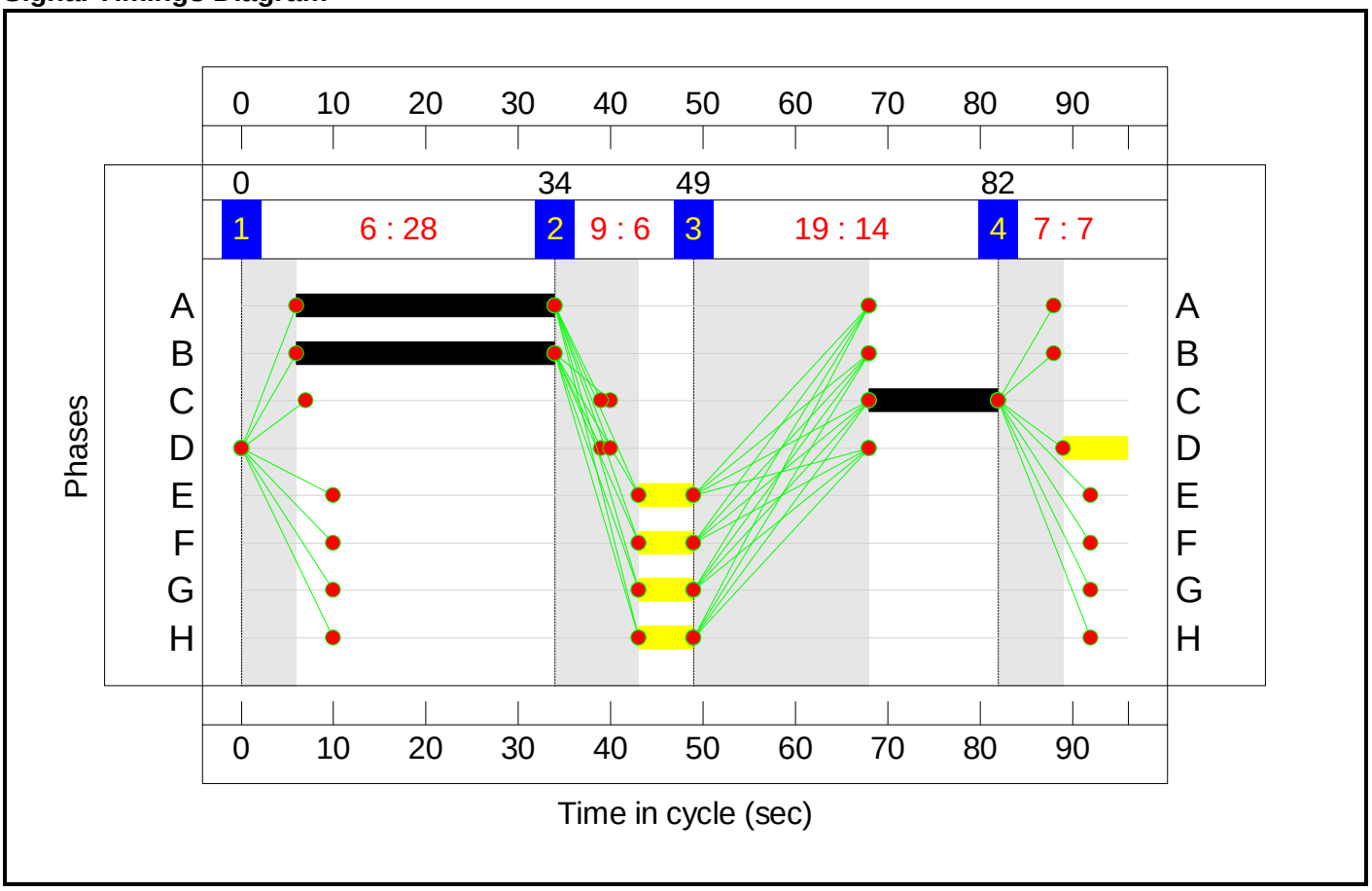
Stage Sequence Diagram



Stage Timings

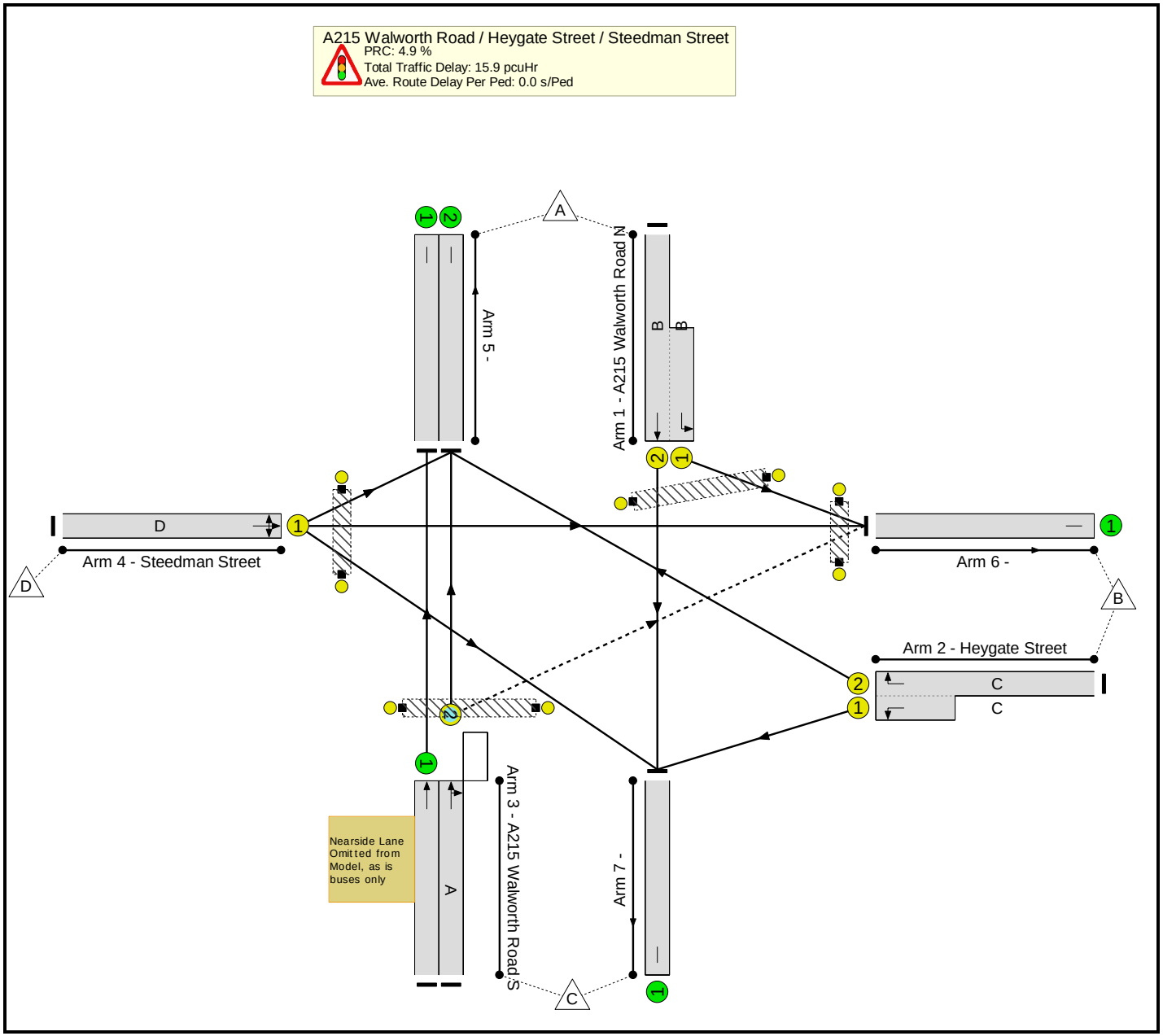
Stage	1	2	3	4
Duration	28	6	14	7
Change Point	0	34	49	82

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: A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**
A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**85.8%**
1/2+1/1	A215 Walworth Road N Left Ahead	U	N/A	N/A	B		1	28	-	670	2055:1915	480+301	85.8 : 85.8%
2/2+2/1	Heygate Street Right Left	U	N/A	N/A	C		1	14	-	279	1929:1769	300+64	76.7 : 76.7%
3/1	A215 Walworth Road S Ahead	U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
3/2	A215 Walworth Road S Ahead Right	O	N/A	N/A	A		1	28	-	205	2034	614	33.4%
4/1	Steedman Street Left Ahead Right	U	N/A	N/A	D		1	7	-	70	1751	146	48.0%
5/1		U	N/A	N/A	-		-	-	-	205	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	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: A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**17**	**0**	**0**	**10.7**	**5.2**	**0.1**	**15.9**	**-**	**-**	**-**	**-**
A215 Walworth Road / Heygate Street / Steedman Street	**-**	**-**	**17**	**0**	**0**	**10.7**	**5.2**	**0.1**	**15.9**	**-**	**-**	**-**	**-**
1/2+1/1	670	670	-	-	-	5.4	2.9	-	8.3	44.6	11.8	2.9	14.7
2/2+2/1	279	279	-	-	-	3.0	1.6	-	4.6	58.8	5.9	1.6	7.5
3/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2	205	205	17	0	0	1.5	0.3	0.1	1.8	31.7	4.2	0.3	4.5
4/1	70	70	-	-	-	0.8	0.5	-	1.3	65.5	1.8	0.5	2.2
5/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	448	448	-	-	-	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
7/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P4	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf

C1 PRC for Signalled Lanes (%): 4.9 Total Delay for Signalled Lanes (pcuHr): 15.93 Cycle Time (s): 96

PRC Over All Lanes (%): 4.9 Total Delay Over All Lanes(pcuHr): 15.93

Existing Junction Model

11. Heygate Street / Rodney Place;

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: Heygate Street_Rodney Place.arc8
Path: N:\50600304 - Aylesbury Estate, Southwark\D Design and Analysis\Development\JUNCTIONS 8\Transport Assessment
Report generation date: 04/08/2014 16:36:26

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2014			
Stream B-AC	0.23	9.09	0.19	A
Stream C-AB	0.96	10.01	0.49	B
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - 2014, AM " model duration: 07:45 - 09:15
"D2 - 2014, PM" model duration: 16:45 - 18:15
"D3 - 2014 + Committed Dev, AM" model duration: 07:45 - 09:15
"D4 - 2014 + Committed Dev, PM" model duration: 16:45 - 18:15
"D5 - 2014 + Committed + Proposed Dev, AM" model duration: 07:45 - 09:15
"D6 - 2014 + Committed + Proposed Dev, PM" model duration: 16:45 - 18:15
"D7 - Sensitivity, AM" model duration: 07:45 - 09:15
"D8 - Sensitivity, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 04/08/2014 16:36:22

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	27/06/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - 2014, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014, AM	2014	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		9.81	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Heygate Street		Major
B	Rodney Place		Minor
C	Rodney Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00	✓	2.20	250.00	✓	3.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										31	21

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	522.877	0.085	0.215	0.135	0.306
1	B-C	669.052	0.091	0.231	-	-
1	C-B	718.741	0.248	0.248	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	144.00	100.000
B	ONE HOUR	✓	85.00	100.000
C	ONE HOUR	✓	610.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	21.000	123.000
	B	30.000	0.000	55.000
	C	315.000	295.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.15	0.85
	B	0.35	0.00	0.65
	C	0.52	0.48	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.19	9.09	0.23	A	78.00	117.00	16.25	8.33	0.18	16.25	8.33
C-AB	0.49	10.01	0.96	B	279.68	419.51	62.25	8.90	0.69	62.26	8.90
C-A	-	-	-	-	280.07	420.11	-	-	-	-	-
A-B	-	-	-	-	19.27	28.90	-	-	-	-	-
A-C	-	-	-	-	112.87	169.30	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	63.99	16.00	63.45	0.00	531.87	0.120	0.00	0.14	7.677	A
C-AB	224.61	56.15	222.72	0.00	696.64	0.322	0.00	0.47	7.573	A
C-A	234.63	58.66	234.63	0.00	-	-	-	-	-	-
A-B	15.81	3.95	15.81	0.00	-	-	-	-	-	-
A-C	92.60	23.15	92.60	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	76.41	19.10	76.26	0.00	514.61	0.148	0.14	0.17	8.210	A
C-AB	271.50	67.88	270.85	0.00	696.61	0.390	0.47	0.63	8.443	A
C-A	276.88	69.22	276.88	0.00	-	-	-	-	-	-
A-B	18.88	4.72	18.88	0.00	-	-	-	-	-	-
A-C	110.57	27.64	110.57	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	93.59	23.40	93.34	0.00	489.78	0.191	0.17	0.23	9.075	A
C-AB	342.92	85.73	341.68	0.00	702.50	0.488	0.63	0.94	9.944	A
C-A	328.70	82.18	328.70	0.00	-	-	-	-	-	-
A-B	23.12	5.78	23.12	0.00	-	-	-	-	-	-
A-C	135.43	33.86	135.43	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	93.59	23.40	93.58	0.00	489.52	0.191	0.23	0.23	9.091	A
C-AB	342.92	85.73	342.87	0.00	702.50	0.488	0.94	0.96	10.009	B
C-A	328.70	82.18	328.70	0.00	-	-	-	-	-	-
A-B	23.12	5.78	23.12	0.00	-	-	-	-	-	-
A-C	135.43	33.86	135.43	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	76.41	19.10	76.65	0.00	514.24	0.149	0.23	0.18	8.232	A
C-AB	271.50	67.88	272.70	0.00	696.61	0.390	0.96	0.65	8.518	A
C-A	276.88	69.22	276.88	0.00	-	-	-	-	-	-
A-B	18.88	4.72	18.88	0.00	-	-	-	-	-	-
A-C	110.57	27.64	110.57	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	63.99	16.00	64.15	0.00	531.38	0.120	0.18	0.14	7.707	A
C-AB	224.61	56.15	225.29	0.00	696.64	0.322	0.65	0.48	7.651	A
C-A	234.63	58.66	234.63	0.00	-	-	-	-	-	-
A-B	15.81	3.95	15.81	0.00	-	-	-	-	-	-
A-C	92.60	23.15	92.60	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.96	0.13	7.677	A	A
C-AB	6.99	0.47	7.573	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-	Queueing Rate Of Delay (PCU-	Average Delay Per Arriving	Unsignalised Level Of	Signalised Level Of

	min)	min/min)	Vehicle (s)	Service	Service
B-AC	2.53	0.17	8.210	A	A
C-AB	9.51	0.63	8.443	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.41	0.23	9.075	A	A
C-AB	14.10	0.94	9.944	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.51	0.23	9.091	A	A
C-AB	14.48	0.97	10.009	B	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.72	0.18	8.232	A	A
C-AB	9.89	0.66	8.518	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.12	0.14	7.707	A	A
C-AB	7.28	0.49	7.651	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2014, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014, PM	2014	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		9.93	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Heygate Street		Major
B	Rodney Place		Minor
C	Rodney Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00	✓	2.20	250.00	✓	3.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										31	21

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	522.877	0.085	0.215	0.135	0.306
1	B-C	669.052	0.091	0.231	-	-
1	C-B	718.741	0.248	0.248	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	248.00	100.000
B	ONE HOUR	✓	156.00	100.000
C	ONE HOUR	✓	263.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	10.000	238.000
	B	79.000	0.000	77.000
	C	212.000	51.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.04	0.96
	B	0.51	0.00	0.49
	C	0.81	0.19	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.35	11.19	0.53	B	143.15	214.72	35.52	9.93	0.39	35.53	9.93
C-AB	0.09	6.05	0.09	A	46.80	70.21	6.86	5.87	0.08	6.86	5.87
C-A	-	-	-	-	194.53	291.79	-	-	-	-	-
A-B	-	-	-	-	9.18	13.76	-	-	-	-	-
A-C	-	-	-	-	218.39	327.59	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	117.44	29.36	116.30	0.00	523.18	0.224	0.00	0.29	8.823	A
C-AB	38.40	9.60	38.16	0.00	672.42	0.057	0.00	0.06	5.675	A
C-A	159.60	39.90	159.60	0.00	-	-	-	-	-	-
A-B	7.53	1.88	7.53	0.00	-	-	-	-	-	-
A-C	179.18	44.79	179.18	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	140.24	35.06	139.89	0.00	510.68	0.275	0.29	0.37	9.701	A

C-AB	45.85	11.46	45.80	0.00	663.45	0.069	0.06	0.07	5.828	A
C-A	190.58	47.64	190.58	0.00	-	-	-	-	-	-
A-B	8.99	2.25	8.99	0.00	-	-	-	-	-	-
A-C	213.96	53.49	213.96	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	171.76	42.94	171.15	0.00	493.31	0.348	0.37	0.52	11.153	B
C-AB	56.16	14.04	56.08	0.00	651.07	0.086	0.07	0.09	6.050	A
C-A	233.40	58.35	233.40	0.00	-	-	-	-	-	-
A-B	11.01	2.75	11.01	0.00	-	-	-	-	-	-
A-C	262.04	65.51	262.04	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	171.76	42.94	171.74	0.00	493.29	0.348	0.52	0.53	11.193	B
C-AB	56.16	14.04	56.16	0.00	651.07	0.086	0.09	0.09	6.050	A
C-A	233.40	58.35	233.40	0.00	-	-	-	-	-	-
A-B	11.01	2.75	11.01	0.00	-	-	-	-	-	-
A-C	262.04	65.51	262.04	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	140.24	35.06	140.82	0.00	510.65	0.275	0.53	0.38	9.749	A
C-AB	45.85	11.46	45.93	0.00	663.45	0.069	0.09	0.07	5.829	A
C-A	190.58	47.64	190.58	0.00	-	-	-	-	-	-
A-B	8.99	2.25	8.99	0.00	-	-	-	-	-	-
A-C	213.96	53.49	213.96	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	117.44	29.36	117.81	0.00	523.11	0.225	0.38	0.29	8.890	A
C-AB	38.40	9.60	38.45	0.00	672.42	0.057	0.07	0.06	5.678	A
C-A	159.60	39.90	159.60	0.00	-	-	-	-	-	-
A-B	7.53	1.88	7.53	0.00	-	-	-	-	-	-
A-C	179.18	44.79	179.18	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.11	0.27	8.823	A	A
C-AB	0.90	0.06	5.675	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.44	0.36	9.701	A	A
C-AB	1.11	0.07	5.828	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	7.58	0.51	11.153	B	B
C-AB	1.41	0.09	6.050	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	7.91	0.53	11.193	B	B
C-AB	1.42	0.09	6.050	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.96	0.40	9.749	A	A
C-AB	1.12	0.07	5.829	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.52	0.30	8.890	A	A
C-AB	0.91	0.06	5.678	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2014 + Committed Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed Dev, AM	2014 + Committed Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		10.12	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Heygate Street		Major
B	Rodney Place		Minor
C	Rodney Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00	✓	2.20	250.00	✓	3.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										31	21

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	522.877	0.085	0.215	0.135	0.306
1	B-C	669.052	0.091	0.231	-	-
1	C-B	718.741	0.248	0.248	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	170.00	100.000
B	ONE HOUR	✓	94.00	100.000
C	ONE HOUR	✓	612.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	45.000	125.000
	B	37.000	0.000	57.000
	C	316.000	296.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.39	0.00	0.61
	C	0.52	0.48	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.22	9.73	0.28	A	86.26	129.38	19.00	8.81	0.21	19.00	8.81
C-AB	0.50	10.24	0.98	B	281.11	421.66	63.73	9.07	0.71	63.74	9.07
C-A	-	-	-	-	280.47	420.71	-	-	-	-	-
A-B	-	-	-	-	41.29	61.94	-	-	-	-	-
A-C	-	-	-	-	114.70	172.05	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	70.77	17.69	70.14	0.00	519.00	0.136	0.00	0.16	8.009	A
C-AB	225.48	56.37	223.56	0.00	691.98	0.326	0.00	0.48	7.655	A
C-A	235.27	58.82	235.27	0.00	-	-	-	-	-	-
A-B	33.88	8.47	33.88	0.00	-	-	-	-	-	-
A-C	94.11	23.53	94.11	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	84.50	21.13	84.33	0.00	500.40	0.169	0.16	0.20	8.649	A
C-AB	272.73	68.18	272.06	0.00	691.26	0.395	0.48	0.65	8.574	A
C-A	277.45	69.36	277.45	0.00	-	-	-	-	-	-
A-B	40.45	10.11	40.45	0.00	-	-	-	-	-	-
A-C	112.37	28.09	112.37	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	103.50	25.87	103.20	0.00	473.73	0.218	0.20	0.28	9.707	A
C-AB	345.12	86.28	343.82	0.00	696.58	0.495	0.65	0.97	10.168	B
C-A	328.71	82.18	328.71	0.00	-	-	-	-	-	-
A-B	49.55	12.39	49.55	0.00	-	-	-	-	-	-
A-C	137.63	34.41	137.63	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	103.50	25.87	103.49	0.00	473.45	0.219	0.28	0.28	9.730	A

C-AB	345.12	86.28	345.07	0.00	696.58	0.495	0.97	0.98	10.240	B
C-A	328.71	82.18	328.71	0.00	-	-	-	-	-	-
A-B	49.55	12.39	49.55	0.00	-	-	-	-	-	-
A-C	137.63	34.41	137.63	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	84.50	21.13	84.79	0.00	499.99	0.169	0.28	0.21	8.676	A
C-AB	272.73	68.18	273.99	0.00	691.26	0.395	0.98	0.67	8.654	A
C-A	277.45	69.36	277.45	0.00	-	-	-	-	-	-
A-B	40.45	10.11	40.45	0.00	-	-	-	-	-	-
A-C	112.37	28.09	112.37	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	70.77	17.69	70.95	0.00	518.46	0.137	0.21	0.16	8.049	A
C-AB	225.48	56.37	226.18	0.00	691.98	0.326	0.67	0.49	7.742	A
C-A	235.27	58.82	235.27	0.00	-	-	-	-	-	-
A-B	33.88	8.47	33.88	0.00	-	-	-	-	-	-
A-C	94.11	23.53	94.11	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.26	0.15	8.009	A	A
C-AB	7.10	0.47	7.655	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.94	0.20	8.649	A	A
C-AB	9.70	0.65	8.574	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.02	0.27	9.707	A	A
C-AB	14.50	0.97	10.168	B	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.16	0.28	9.730	A	A
C-AB	14.92	0.99	10.240	B	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.17	0.21	8.676	A	A
C-AB	10.10	0.67	8.654	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.45	0.16	8.049	A	A
C-AB	7.40	0.49	7.742	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2014 + Committed Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed Dev, PM	2014 + Committed Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		10.51	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Heygate Street		Major
B	Rodney Place		Minor
C	Rodney Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00	✓	2.20	250.00	✓	3.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										31	21

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	522.877	0.085	0.215	0.135	0.306
1	B-C	669.052	0.091	0.231	-	-
1	C-B	718.741	0.248	0.248	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	294.00	100.000
B	ONE HOUR	✓	165.00	100.000
C	ONE HOUR	✓	266.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	55.000	239.000
	B	87.000	0.000	78.000
	C	213.000	53.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.19	0.81
	B	0.53	0.00	0.47
	C	0.80	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.38	11.90	0.59	B	151.41	227.11	39.42	10.41	0.44	39.43	10.42
C-AB	0.09	6.20	0.10	A	48.64	72.96	7.28	5.99	0.08	7.28	5.99
C-A	-	-	-	-	195.44	293.17	-	-	-	-	-
A-B	-	-	-	-	50.47	75.70	-	-	-	-	-
A-C	-	-	-	-	219.31	328.97	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	124.22	31.06	122.97	0.00	516.04	0.241	0.00	0.31	9.102	A
C-AB	39.90	9.98	39.65	0.00	663.83	0.060	0.00	0.06	5.764	A
C-A	160.36	40.09	160.36	0.00	-	-	-	-	-	-
A-B	41.41	10.35	41.41	0.00	-	-	-	-	-	-
A-C	179.93	44.98	179.93	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	148.33	37.08	147.93	0.00	502.73	0.295	0.31	0.41	10.135	B
C-AB	47.65	11.91	47.59	0.00	653.19	0.073	0.06	0.08	5.944	A
C-A	191.48	47.87	191.48	0.00	-	-	-	-	-	-
A-B	49.44	12.36	49.44	0.00	-	-	-	-	-	-
A-C	214.86	53.71	214.86	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	181.67	45.42	180.96	0.00	484.22	0.375	0.41	0.59	11.842	B
C-AB	58.37	14.59	58.28	0.00	638.52	0.091	0.08	0.10	6.204	A
C-A	234.50	58.63	234.50	0.00	-	-	-	-	-	-
A-B	60.56	15.14	60.56	0.00	-	-	-	-	-	-
A-C	263.14	65.79	263.14	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	181.67	45.42	181.65	0.00	484.20	0.375	0.59	0.59	11.896	B
C-AB	58.37	14.59	58.37	0.00	638.52	0.091	0.10	0.10	6.204	A
C-A	234.50	58.63	234.50	0.00	-	-	-	-	-	-
A-B	60.56	15.14	60.56	0.00	-	-	-	-	-	-
A-C	263.14	65.79	263.14	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	148.33	37.08	149.01	0.00	502.69	0.295	0.59	0.43	10.197	B
C-AB	47.65	11.91	47.74	0.00	653.19	0.073	0.10	0.08	5.946	A
C-A	191.48	47.87	191.48	0.00	-	-	-	-	-	-
A-B	49.44	12.36	49.44	0.00	-	-	-	-	-	-
A-C	214.86	53.71	214.86	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	124.22	31.06	124.64	0.00	515.98	0.241	0.43	0.32	9.210	A
C-AB	39.90	9.98	39.96	0.00	663.83	0.060	0.08	0.06	5.772	A

C-A	160.36	40.09	160.36	0.00	-	-	-	-	-	-
A-B	41.41	10.35	41.41	0.00	-	-	-	-	-	-
A-C	179.93	44.98	179.93	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.49	0.30	9.102	A	A
C-AB	0.95	0.06	5.764	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.00	0.40	10.135	B	B
C-AB	1.18	0.08	5.944	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	8.48	0.57	11.842	B	B
C-AB	1.50	0.10	6.204	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	8.88	0.59	11.896	B	B
C-AB	1.51	0.10	6.204	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.61	0.44	10.197	B	B
C-AB	1.19	0.08	5.946	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.96	0.33	9.210	A	A
C-AB	0.96	0.06	5.772	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2014 + Committed + Proposed Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed + Proposed Dev, AM	2014 + Committed + Proposed Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		10.26	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Heygate Street		Major
B	Rodney Place		Minor
C	Rodney Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00	✓	2.20	250.00	✓	3.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										31	21

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	522.877	0.085	0.215	0.135	0.306
1	B-C	669.052	0.091	0.231	-	-
1	C-B	718.741	0.248	0.248	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	170.00	100.000
B	ONE HOUR	✓	94.00	100.000
C	ONE HOUR	✓	621.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	45.000	125.000
	B	37.000	0.000	57.000
	C	320.000	301.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.39	0.00	0.61
	C	0.52	0.48	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.22	9.78	0.28	A	86.26	129.38	19.07	8.84	0.21	19.07	8.84
C-AB	0.50	10.40	1.02	B	286.48	429.72	65.76	9.18	0.73	65.77	9.18

C-A	-	-	-	-	283.36	425.04	-	-	-	-	-
A-B	-	-	-	-	41.29	61.94	-	-	-	-	-
A-C	-	-	-	-	114.70	172.05	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	70.77	17.69	70.14	0.00	517.96	0.137	0.00	0.16	8.027	A
C-AB	229.46	57.37	227.49	0.00	692.30	0.331	0.00	0.49	7.714	A
C-A	238.06	59.52	238.06	0.00	-	-	-	-	-	-
A-B	33.88	8.47	33.88	0.00	-	-	-	-	-	-
A-C	94.11	23.53	94.11	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	84.50	21.13	84.32	0.00	499.08	0.169	0.16	0.20	8.676	A
C-AB	277.77	69.44	277.08	0.00	691.93	0.401	0.49	0.67	8.663	A
C-A	280.49	70.12	280.49	0.00	-	-	-	-	-	-
A-B	40.45	10.11	40.45	0.00	-	-	-	-	-	-
A-C	112.37	28.09	112.37	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	103.50	25.87	103.19	0.00	471.98	0.219	0.20	0.28	9.753	A
C-AB	352.21	88.05	350.85	0.00	698.12	0.505	0.67	1.01	10.327	B
C-A	331.52	82.88	331.52	0.00	-	-	-	-	-	-
A-B	49.55	12.39	49.55	0.00	-	-	-	-	-	-
A-C	137.63	34.41	137.63	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	103.50	25.87	103.49	0.00	471.69	0.219	0.28	0.28	9.777	A
C-AB	352.21	88.05	352.16	0.00	698.12	0.505	1.01	1.02	10.404	B
C-A	331.52	82.88	331.52	0.00	-	-	-	-	-	-
A-B	49.55	12.39	49.55	0.00	-	-	-	-	-	-
A-C	137.63	34.41	137.63	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	84.50	21.13	84.80	0.00	498.65	0.169	0.28	0.21	8.706	A
C-AB	277.77	69.44	279.10	0.00	691.93	0.401	1.02	0.69	8.749	A
C-A	280.49	70.12	280.49	0.00	-	-	-	-	-	-
A-B	40.45	10.11	40.45	0.00	-	-	-	-	-	-
A-C	112.37	28.09	112.37	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	70.77	17.69	70.95	0.00	517.41	0.137	0.21	0.16	8.066	A
C-AB	229.46	57.37	230.20	0.00	692.30	0.331	0.69	0.50	7.804	A
C-A	238.06	59.52	238.06	0.00	-	-	-	-	-	-
A-B	33.88	8.47	33.88	0.00	-	-	-	-	-	-
A-C	94.11	23.53	94.11	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.26	0.15	8.027	A	A
C-AB	7.28	0.49	7.714	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.95	0.20	8.676	A	A
C-AB	9.99	0.67	8.663	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.03	0.27	9.753	A	A
C-AB	15.02	1.00	10.327	B	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.18	0.28	9.777	A	A
C-AB	15.47	1.03	10.404	B	B
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.18	0.21	8.706	A	A
C-AB	10.41	0.69	8.749	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.46	0.16	8.066	A	A
C-AB	7.60	0.51	7.804	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2014 + Committed + Proposed Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed	2014 + Committed			ONE										

+ Proposed Dev, PM	+ Proposed Dev	PM		HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		10.52	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Heygate Street		Major
B	Rodney Place		Minor
C	Rodney Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00	✓	2.20	250.00	✓	3.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										31	21

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	522.877	0.085	0.215	0.135	0.306
1	B-C	669.052	0.091	0.231	-	-
1	C-B	718.741	0.248	0.248	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	294.00	100.000
B	ONE HOUR	✓	165.00	100.000
C	ONE HOUR	✓	268.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	55.000	239.000
	B	87.000	0.000	78.000
	C	215.000	53.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.19	0.81
	B	0.53	0.00	0.47
	C	0.80	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.38	11.90	0.59	B	151.41	227.11	39.44	10.42	0.44	39.45	10.42
C-AB	0.09	6.20	0.10	A	48.64	72.96	7.28	5.99	0.08	7.28	5.99
C-A	-	-	-	-	197.28	295.92	-	-	-	-	-
A-B	-	-	-	-	50.47	75.70	-	-	-	-	-
A-C	-	-	-	-	219.31	328.97	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	124.22	31.06	122.97	0.00	515.90	0.241	0.00	0.31	9.133	A
C-AB	39.90	9.98	39.65	0.00	663.83	0.060	0.00	0.06	5.764	A
C-A	161.86	40.47	161.86	0.00	-	-	-	-	-	-
A-B	41.41	10.35	41.41	0.00	-	-	-	-	-	-
A-C	179.93	44.98	179.93	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	148.33	37.08	147.93	0.00	502.55	0.295	0.31	0.41	10.140	B
C-AB	47.65	11.91	47.59	0.00	653.19	0.073	0.06	0.08	5.944	A
C-A	193.28	48.32	193.28	0.00	-	-	-	-	-	-
A-B	49.44	12.36	49.44	0.00	-	-	-	-	-	-
A-C	214.86	53.71	214.86	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	181.67	45.42	180.96	0.00	484.00	0.375	0.41	0.59	11.850	B
C-AB	58.37	14.59	58.28	0.00	638.52	0.091	0.08	0.10	6.204	A
C-A	236.70	59.18	236.70	0.00	-	-	-	-	-	-
A-B	60.56	15.14	60.56	0.00	-	-	-	-	-	-
A-C	263.14	65.79	263.14	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	181.67	45.42	181.65	0.00	483.98	0.375	0.59	0.59	11.905	B
C-AB	58.37	14.59	58.37	0.00	638.52	0.091	0.10	0.10	6.204	A
C-A	236.70	59.18	236.70	0.00	-	-	-	-	-	-
A-B	60.56	15.14	60.56	0.00	-	-	-	-	-	-
A-C	263.14	65.79	263.14	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	148.33	37.08	149.01	0.00	502.52	0.295	0.59	0.43	10.202	B
C-AB	47.65	11.91	47.74	0.00	653.19	0.073	0.10	0.08	5.946	A
C-A	193.28	48.32	193.28	0.00	-	-	-	-	-	-
A-B	49.44	12.36	49.44	0.00	-	-	-	-	-	-
A-C	214.86	53.71	214.86	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	124.22	31.06	124.64	0.00	515.83	0.241	0.43	0.32	9.212	A
C-AB	39.90	9.98	39.96	0.00	663.83	0.060	0.08	0.06	5.770	A
C-A	161.86	40.47	161.86	0.00	-	-	-	-	-	-
A-B	41.41	10.35	41.41	0.00	-	-	-	-	-	-
A-C	179.93	44.98	179.93	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.49	0.30	9.133	A	A
C-AB	0.95	0.06	5.764	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.00	0.40	10.140	B	B
C-AB	1.18	0.08	5.944	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	8.49	0.57	11.850	B	B
C-AB	1.50	0.10	6.204	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	8.89	0.59	11.905	B	B
C-AB	1.51	0.10	6.204	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.61	0.44	10.202	B	B
C-AB	1.19	0.08	5.946	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.97	0.33	9.212	A	A
C-AB	0.96	0.06	5.770	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Sensitivity, AM	Sensitivity	AM		Varies by Arm	07:45	09:15	90	15				✓	✓	D5/1.08

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		9.55	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Heygate Street		Major
B	Rodney Place		Minor
C	Rodney Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.50		0.00	✓	2.20	250.00	✓	3.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										31	21

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	522.877	0.085	0.215	0.135	0.306
1	B-C	669.052	0.091	0.231	-	-
1	C-B	718.741	0.248	0.248	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 - (07:45-08:00)

		To		
		A	B	C
From	A	0.000	31.369	87.136
	B	25.792	0.000	39.734
	C	223.067	209.823	0.000

Turning Proportions (PCU) - Junction 1 - (07:45-08:00)

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.39	0.00	0.61
	C	0.52	0.48	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:00-08:15)

		To		
		A	B	C
From	A	0.000	37.457	104.049
	B	30.798	0.000	47.446
	C	266.364	250.549	0.000

Turning Proportions (PCU) - Junction 1 - (08:00-08:15)

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.39	0.00	0.61
	C	0.52	0.48	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:15-08:30)

		To		
		A	B	C
From	A	0.000	45.876	127.433
	B	37.720	0.000	58.109
	C	326.228	306.859	0.000

Turning Proportions (PCU) - Junction 1 - (08:15-08:30)

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.39	0.00	0.61
	C	0.52	0.48	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:30-08:45)

		To		
		A	B	C
From	A	0.000	45.876	127.433
	B	37.720	0.000	58.109
	C	326.228	306.859	0.000

Turning Proportions (PCU) - Junction 1 - (08:30-08:45)

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.39	0.00	0.61
	C	0.52	0.48	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:45-09:00)

		To		
		A	B	C
From	A	0.000	37.457	104.049
	B	30.798	0.000	47.446
	C	266.364	250.549	0.000

Turning Proportions (PCU) - Junction 1 - (08:45-09:00)

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.39	0.00	0.61
	C	0.52	0.48	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (09:00-09:15)

		To		
		A	B	C
From	A	0.000	31.369	87.136
	B	25.792	0.000	39.734
	C	223.067	209.823	0.000

Turning Proportions (PCU) - Junction 1 - (09:00-09:15)

		To		
		A	B	C
From	A	0.00	0.26	0.74
	B	0.39	0.00	0.61
	C	0.52	0.48	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.20	9.30	0.25	A	79.87	119.80	16.98	8.51	0.19	16.98	8.51
C-AB	0.46	9.63	0.86	A	262.61	393.91	56.67	8.63	0.63	56.68	8.63
C-A	-	-	-	-	265.02	397.53	-	-	-	-	-
A-B	-	-	-	-	38.23	57.35	-	-	-	-	-
A-C	-	-	-	-	106.21	159.31	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	65.53	16.38	64.96	0.00	524.81	0.125	0.00	0.14	7.819	A
C-AB	211.74	52.93	209.99	0.00	693.20	0.305	0.00	0.44	7.423	A
C-A	221.15	55.29	221.15	0.00	-	-	-	-	-	-
A-B	31.37	7.84	31.37	0.00	-	-	-	-	-	-
A-C	87.14	21.78	87.14	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	78.24	19.56	78.09	0.00	507.64	0.154	0.14	0.18	8.378	A
C-AB	255.35	63.84	254.78	0.00	691.69	0.369	0.44	0.58	8.229	A
C-A	261.56	65.39	261.56	0.00	-	-	-	-	-	-
A-B	37.46	9.36	37.46	0.00	-	-	-	-	-	-

A-C	104.05	26.01	104.05	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	95.83	23.96	95.57	0.00	483.14	0.198	0.18	0.24	9.283	A
C-AB	320.73	80.18	319.65	0.00	694.49	0.462	0.58	0.85	9.576	A
C-A	312.35	78.09	312.35	0.00	-	-	-	-	-	-
A-B	45.88	11.47	45.88	0.00	-	-	-	-	-	-
A-C	127.43	31.86	127.43	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	95.83	23.96	95.82	0.00	482.91	0.198	0.24	0.25	9.300	A
C-AB	320.73	80.18	320.70	0.00	694.49	0.462	0.85	0.86	9.631	A
C-A	312.35	78.09	312.35	0.00	-	-	-	-	-	-
A-B	45.88	11.47	45.88	0.00	-	-	-	-	-	-
A-C	127.43	31.86	127.43	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	78.24	19.56	78.49	0.00	507.30	0.154	0.25	0.18	8.401	A
C-AB	255.35	63.84	256.40	0.00	691.69	0.369	0.86	0.60	8.290	A
C-A	261.56	65.39	261.56	0.00	-	-	-	-	-	-
A-B	37.46	9.36	37.46	0.00	-	-	-	-	-	-
A-C	104.05	26.01	104.05	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	65.53	16.38	65.69	0.00	524.33	0.125	0.18	0.14	7.853	A
C-AB	211.74	52.93	212.34	0.00	693.20	0.305	0.60	0.45	7.498	A
C-A	221.15	55.29	221.15	0.00	-	-	-	-	-	-
A-B	31.37	7.84	31.37	0.00	-	-	-	-	-	-
A-C	87.14	21.78	87.14	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.04	0.14	7.819	A	A
C-AB	6.46	0.43	7.423	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.64	0.18	8.378	A	A
C-AB	8.72	0.58	8.229	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.56	0.24	9.283	A	A
C-AB	12.72	0.85	9.576	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.68	0.25	9.300	A	A

C-AB	13.03	0.87	9.631	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.84	0.19	8.401	A	A
C-AB	9.03	0.60	8.290	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.21	0.15	7.853	A	A
C-AB	6.72	0.45	7.498	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Sensitivity, PM	Sensitivity	PM		Varies by Arm	16:45	18:15	90	15				✓	✓	D6/1.08

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		9.91	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Heygate Street		Major
B	Rodney Place		Minor
C	Rodney Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)

C	8.50		0.00	✓	2.20	250.00	✓	3.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	3.50										31	21

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	522.877	0.085	0.215	0.135	0.306
1	B-C	669.052	0.091	0.231	-	-
1	C-B	718.741	0.248	0.248	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 - (16:45-17:00)

		To		
		A	B	C
From	A	0.000	38.340	166.603
	B	60.646	0.000	54.373
	C	149.873	36.946	0.000

Turning Proportions (PCU) - Junction 1 - (16:45-17:00)

		To		
		A	B	C
From	A	0.00	0.19	0.81
	B	0.53	0.00	0.47
	C	0.80	0.20	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:00-17:15)

		To		
		A	B	C
From	A	0.000	45.781	198.941
	B	72.418	0.000	64.926
	C	178.964	44.117	0.000

Turning Proportions (PCU) - Junction 1 - (17:00-17:15)

		To		
		A	B	C
From	A	0.00	0.19	0.81
	B	0.53	0.00	0.47
	C	0.80	0.20	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:15-17:30)

		To		
		A	B	C
From	A	0.000	56.070	243.652
	B	88.693	0.000	79.518
	C	219.185	54.032	0.000

Turning Proportions (PCU) - Junction 1 - (17:15-17:30)

		To		
		A	B	C
From	A	0.00	0.19	0.81
	B	0.53	0.00	0.47
	C	0.80	0.20	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:30-17:45)

		To		
		A	B	C
From	A	0.000	56.070	243.652
	B	88.693	0.000	79.518
	C	219.185	54.032	0.000

Turning Proportions (PCU) - Junction 1 - (17:30-17:45)

		To		
		A	B	C
From	A	0.00	0.19	0.81
	B	0.53	0.00	0.47
	C	0.80	0.20	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:45-18:00)

		To		
		A	B	C
From	A	0.000	45.781	198.941
	B	72.418	0.000	64.926
	C	178.964	44.117	0.000

Turning Proportions (PCU) - Junction 1 - (17:45-18:00)

		To		
		A	B	C
From	A	0.00	0.19	0.81
	B	0.53	0.00	0.47
	C	0.80	0.20	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (18:00-18:15)

		To		
		A	B	C
From	A	0.000	38.340	166.603
	B	60.646	0.000	54.373
	C	149.873	36.946	0.000

Turning Proportions (PCU) - Junction 1 - (18:00-18:15)

		To		
		A	B	C
From	A	0.00	0.19	0.81
	B	0.53	0.00	0.47
	C	0.80	0.20	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.34	11.13	0.52	B	140.19	210.29	34.68	9.90	0.39	34.69	9.90
C-AB	0.08	6.10	0.09	A	45.04	67.55	6.65	5.90	0.07	6.65	5.90
C-A	-	-	-	-	182.67	274.00	-	-	-	-	-
A-B	-	-	-	-	46.73	70.10	-	-	-	-	-
A-C	-	-	-	-	203.07	304.60	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	115.02	28.75	113.90	0.00	520.95	0.221	0.00	0.28	8.821	A
C-AB	36.95	9.24	36.71	0.00	667.89	0.055	0.00	0.06	5.702	A
C-A	149.87	37.47	149.87	0.00	-	-	-	-	-	-
A-B	38.34	9.58	38.34	0.00	-	-	-	-	-	-
A-C	166.60	41.65	166.60	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	137.34	34.34	137.00	0.00	508.63	0.270	0.28	0.36	9.678	A
C-AB	44.12	11.03	44.07	0.00	658.04	0.067	0.06	0.07	5.863	A
C-A	178.96	44.74	178.96	0.00	-	-	-	-	-	-
A-B	45.78	11.45	45.78	0.00	-	-	-	-	-	-
A-C	198.94	49.74	198.94	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	168.21	42.05	167.63	0.00	491.51	0.342	0.36	0.51	11.095	B
C-AB	54.04	13.51	53.96	0.00	644.44	0.084	0.07	0.09	6.096	A
C-A	219.17	54.79	219.17	0.00	-	-	-	-	-	-
A-B	56.07	14.02	56.07	0.00	-	-	-	-	-	-
A-C	243.65	60.91	243.65	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand	Junction Arrivals	Entry Flow	Pedestrian Demand	Capacity	RFC	Start Queue	End Queue	Delay	LOS

	(PCU/hr)	(PCU)	(PCU/hr)	(Ped/hr)	(PCU/hr)		(PCU)	(PCU)	(s)	
B-AC	168.21	42.05	168.19	0.00	491.50	0.342	0.51	0.52	11.132	B
C-AB	54.04	13.51	54.04	0.00	644.44	0.084	0.09	0.09	6.096	A
C-A	219.17	54.79	219.17	0.00	-	-	-	-	-	-
A-B	56.07	14.02	56.07	0.00	-	-	-	-	-	-
A-C	243.65	60.91	243.65	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	137.34	34.34	137.91	0.00	508.60	0.270	0.52	0.38	9.727	A
C-AB	44.12	11.03	44.20	0.00	658.04	0.067	0.09	0.07	5.867	A
C-A	178.96	44.74	178.96	0.00	-	-	-	-	-	-
A-B	45.78	11.45	45.78	0.00	-	-	-	-	-	-
A-C	198.94	49.74	198.94	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	115.02	28.75	115.37	0.00	520.89	0.221	0.38	0.29	8.886	A
C-AB	36.95	9.24	37.00	0.00	667.89	0.055	0.07	0.06	5.708	A
C-A	149.87	37.47	149.87	0.00	-	-	-	-	-	-
A-B	38.34	9.58	38.34	0.00	-	-	-	-	-	-
A-C	166.60	41.65	166.60	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.02	0.27	8.821	A	A
C-AB	0.87	0.06	5.702	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.31	0.35	9.678	A	A
C-AB	1.07	0.07	5.863	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	7.39	0.49	11.095	B	B
C-AB	1.37	0.09	6.096	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	7.71	0.51	11.132	B	B
C-AB	1.37	0.09	6.096	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.82	0.39	9.727	A	A
C-AB	1.08	0.07	5.867	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.43	0.30	8.886	A	A
C-AB	0.88	0.06	5.708	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Existing Junction Model

12. A201 New Kent Road / Rodney Place;

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: A201 New Kent Road_Rodney Place.arc8
Path: N:\50600304 - Aylesbury Estate, Southwark\D Design and Analysis\Development\JUNCTIONS 8\Transport Assessment
Report generation date: 04/08/2014 16:04:51

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2014			
Stream B-AC	3.13	42.71	0.77	E
Stream C-AB	0.00	0.00	0.00	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - 2014, AM " model duration: 07:45 - 09:15
"D2 - 2014, PM" model duration: 16:45 - 18:15
"D3 - 2014 + Committed Dev, AM" model duration: 07:45 - 09:15
"D4 - 2014 + Committed Dev, PM" model duration: 16:45 - 18:15
"D5 - 2014 + Committed + Proposed Dev, AM" model duration: 07:45 - 09:15
"D6 - 2014 + Committed + Proposed Dev, PM" model duration: 16:45 - 18:15
"D7 - Sensitivity Test, AM" model duration: 07:45 - 09:15
"D8 - Sensitivity Test, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 04/08/2014 16:04:47

File summary

File Description

Title	(untitled)
Location	
Site Number	
Date	27/06/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - 2014, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014, AM	2014	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		42.71	E

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A2 New Kent Road E		Major
B	Rodney Place		Minor
C	A2 New Kent Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.52	✓	2.00		2.20	0.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.50										27	14

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	489.462	0.076	0.192	0.121	0.274
1	B-C	601.075	0.082	0.207	-	-
1	C-B	573.963	0.198	0.198	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1062.00	100.000
B	ONE HOUR	✓	254.00	100.000
C	ONE HOUR	✓	1153.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	17.000	1045.000
	B	0.000	0.000	254.000
	C	1153.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.77	42.71	3.13	E	233.07	349.61	146.07	25.07	1.62	146.11	25.08
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	1058.01	1587.02	-	-	-	-	-
A-B	-	-	-	-	15.60	23.40	-	-	-	-	-
A-C	-	-	-	-	958.91	1438.37	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	191.22	47.81	188.20	0.00	436.89	0.438	0.00	0.76	14.322	B
C-AB	0.00	0.00	0.00	0.00	415.65	0.000	0.00	0.00	0.000	A
C-A	868.04	217.01	868.04	0.00	-	-	-	-	-	-
A-B	12.80	3.20	12.80	0.00	-	-	-	-	-	-
A-C	786.73	196.68	786.73	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	228.34	57.09	226.43	0.00	405.03	0.564	0.76	1.23	19.937	C
C-AB	0.00	0.00	0.00	0.00	384.93	0.000	0.00	0.00	0.000	A
C-A	1036.52	259.13	1036.52	0.00	-	-	-	-	-	-
A-B	15.28	3.82	15.28	0.00	-	-	-	-	-	-
A-C	939.43	234.86	939.43	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	279.66	69.91	272.95	0.00	360.96	0.775	1.23	2.91	38.249	E
C-AB	0.00	0.00	0.00	0.00	342.44	0.000	0.00	0.00	0.000	A
C-A	1269.48	317.37	1269.48	0.00	-	-	-	-	-	-
A-B	18.72	4.68	18.72	0.00	-	-	-	-	-	-
A-C	1150.57	287.64	1150.57	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	279.66	69.91	278.78	0.00	360.96	0.775	2.91	3.13	42.715	E
C-AB	0.00	0.00	0.00	0.00	342.44	0.000	0.00	0.00	0.000	A
C-A	1269.48	317.37	1269.48	0.00	-	-	-	-	-	-
A-B	18.72	4.68	18.72	0.00	-	-	-	-	-	-
A-C	1150.57	287.64	1150.57	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	228.34	57.09	235.44	0.00	405.03	0.564	3.13	1.36	22.025	C
C-AB	0.00	0.00	0.00	0.00	384.93	0.000	0.00	0.00	0.000	A
C-A	1036.52	259.13	1036.52	0.00	-	-	-	-	-	-
A-B	15.28	3.82	15.28	0.00	-	-	-	-	-	-
A-C	939.43	234.86	939.43	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	191.22	47.81	193.45	0.00	436.89	0.438	1.36	0.80	14.918	B
C-AB	0.00	0.00	0.00	0.00	415.65	0.000	0.00	0.00	0.000	A
C-A	868.04	217.01	868.04	0.00	-	-	-	-	-	-
A-B	12.80	3.20	12.80	0.00	-	-	-	-	-	-
A-C	786.73	196.68	786.73	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	10.54	0.70	14.322	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-	Queueing Rate Of Delay (PCU-	Average Delay Per Arriving	Unsignalised Level Of	Signalised Level Of

	min)	min/min)	Vehicle (s)	Service	Service
B-AC	17.22	1.15	19.937	C	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	37.17	2.48	38.249	E	D
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	45.61	3.04	42.715	E	D
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	22.78	1.52	22.025	C	C
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	12.75	0.85	14.918	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2014, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014, PM	2014	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		12.54	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A2 New Kent Road E		Major
B	Rodney Place		Minor
C	A2 New Kent Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.52	✓	2.00		2.20	0.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.50										27	14

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	489.462	0.076	0.192	0.121	0.274
1	B-C	601.075	0.082	0.207	-	-
1	C-B	573.963	0.198	0.198	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1054.00	100.000
B	ONE HOUR	✓	69.00	100.000
C	ONE HOUR	✓	1193.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	18.000	1036.000
	B	0.000	0.000	69.000
	C	1193.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.21	12.54	0.26	B	63.32	94.97	17.12	10.82	0.19	17.12	10.82
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	1094.72	1642.08	-	-	-	-	-
A-B	-	-	-	-	16.52	24.78	-	-	-	-	-
A-C	-	-	-	-	950.65	1425.98	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	51.95	12.99	51.42	0.00	438.24	0.119	0.00	0.13	9.295	A
C-AB	0.00	0.00	0.00	0.00	416.85	0.000	0.00	0.00	0.000	A
C-A	898.15	224.54	898.15	0.00	-	-	-	-	-	-
A-B	13.55	3.39	13.55	0.00	-	-	-	-	-	-
A-C	779.96	194.99	779.96	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	62.03	15.51	61.85	0.00	406.63	0.153	0.13	0.18	10.436	B

C-AB	0.00	0.00	0.00	0.00	386.35	0.000	0.00	0.00	0.000	A
C-A	1072.48	268.12	1072.48	0.00	-	-	-	-	-	-
A-B	16.18	4.05	16.18	0.00	-	-	-	-	-	-
A-C	931.34	232.84	931.34	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	75.97	18.99	75.64	0.00	362.93	0.209	0.18	0.26	12.521	B
C-AB	0.00	0.00	0.00	0.00	344.19	0.000	0.00	0.00	0.000	A
C-A	1313.52	328.38	1313.52	0.00	-	-	-	-	-	-
A-B	19.82	4.95	19.82	0.00	-	-	-	-	-	-
A-C	1140.66	285.16	1140.66	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	75.97	18.99	75.96	0.00	362.93	0.209	0.26	0.26	12.544	B
C-AB	0.00	0.00	0.00	0.00	344.19	0.000	0.00	0.00	0.000	A
C-A	1313.52	328.38	1313.52	0.00	-	-	-	-	-	-
A-B	19.82	4.95	19.82	0.00	-	-	-	-	-	-
A-C	1140.66	285.16	1140.66	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	62.03	15.51	62.35	0.00	406.63	0.153	0.26	0.18	10.467	B
C-AB	0.00	0.00	0.00	0.00	386.35	0.000	0.00	0.00	0.000	A
C-A	1072.48	268.12	1072.48	0.00	-	-	-	-	-	-
A-B	16.18	4.05	16.18	0.00	-	-	-	-	-	-
A-C	931.34	232.84	931.34	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	51.95	12.99	52.13	0.00	438.24	0.119	0.18	0.14	9.329	A
C-AB	0.00	0.00	0.00	0.00	416.85	0.000	0.00	0.00	0.000	A
C-A	898.15	224.54	898.15	0.00	-	-	-	-	-	-
A-B	13.55	3.39	13.55	0.00	-	-	-	-	-	-
A-C	779.96	194.99	779.96	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	1.91	0.13	9.295	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.59	0.17	10.436	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.76	0.25	12.521	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.92	0.26	12.544	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.83	0.19	10.467	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	2.10	0.14	9.329	A	A
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2014 + Committed Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed Dev, AM	2014 + Committed Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		72.94	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A2 New Kent Road E		Major
B	Rodney Place		Minor
C	A2 New Kent Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.52	✓	2.00		2.20	0.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.50										27	14

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	489.462	0.076	0.192	0.121	0.274
1	B-C	601.075	0.082	0.207	-	-
1	C-B	573.963	0.198	0.198	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1085.00	100.000
B	ONE HOUR	✓	288.00	100.000
C	ONE HOUR	✓	1176.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	27.000	1058.000
	B	0.000	0.000	288.000
	C	1176.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.89	72.94	5.94	F	264.27	396.41	232.51	35.19	2.58	232.59	35.20
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	1079.12	1618.68	-	-	-	-	-
A-B	-	-	-	-	24.78	37.16	-	-	-	-	-
A-C	-	-	-	-	970.84	1456.26	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	216.82	54.21	212.97	0.00	434.25	0.499	0.00	0.96	16.009	C
C-AB	0.00	0.00	0.00	0.00	412.23	0.000	0.00	0.00	0.000	A
C-A	885.35	221.34	885.35	0.00	-	-	-	-	-	-
A-B	20.33	5.08	20.33	0.00	-	-	-	-	-	-
A-C	796.52	199.13	796.52	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	258.91	64.73	255.99	0.00	401.86	0.644	0.96	1.69	24.185	C
C-AB	0.00	0.00	0.00	0.00	380.83	0.000	0.00	0.00	0.000	A
C-A	1057.20	264.30	1057.20	0.00	-	-	-	-	-	-
A-B	24.27	6.07	24.27	0.00	-	-	-	-	-	-
A-C	951.12	237.78	951.12	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	317.09	79.27	303.60	0.00	357.09	0.888	1.69	5.06	56.714	F
C-AB	0.00	0.00	0.00	0.00	337.43	0.000	0.00	0.00	0.000	A
C-A	1294.80	323.70	1294.80	0.00	-	-	-	-	-	-
A-B	29.73	7.43	29.73	0.00	-	-	-	-	-	-
A-C	1164.88	291.22	1164.88	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	317.09	79.27	313.60	0.00	357.09	0.888	5.06	5.94	72.935	F

C-AB	0.00	0.00	0.00	0.00	337.43	0.000	0.00	0.00	0.000	A
C-A	1294.80	323.70	1294.80	0.00	-	-	-	-	-	-
A-B	29.73	7.43	29.73	0.00	-	-	-	-	-	-
A-C	1164.88	291.22	1164.88	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	258.91	64.73	274.86	0.00	401.86	0.644	5.94	1.95	31.216	D
C-AB	0.00	0.00	0.00	0.00	380.83	0.000	0.00	0.00	0.000	A
C-A	1057.20	264.30	1057.20	0.00	-	-	-	-	-	-
A-B	24.27	6.07	24.27	0.00	-	-	-	-	-	-
A-C	951.12	237.78	951.12	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	216.82	54.21	220.50	0.00	434.25	0.499	1.95	1.03	17.115	C
C-AB	0.00	0.00	0.00	0.00	412.23	0.000	0.00	0.00	0.000	A
C-A	885.35	221.34	885.35	0.00	-	-	-	-	-	-
A-B	20.33	5.08	20.33	0.00	-	-	-	-	-	-
A-C	796.52	199.13	796.52	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	13.25	0.88	16.009	C	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	23.13	1.54	24.185	C	C
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	59.28	3.95	56.714	F	E
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	83.39	5.56	72.935	F	E
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	36.80	2.45	31.216	D	C
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	16.65	1.11	17.115	C	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2014 + Committed Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed Dev, PM	2014 + Committed Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		16.88	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A2 New Kent Road E		Major
B	Rodney Place		Minor
C	A2 New Kent Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.52	✓	2.00		2.20	0.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.50										27	14

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	489.462	0.076	0.192	0.121	0.274
1	B-C	601.075	0.082	0.207	-	-
1	C-B	573.963	0.198	0.198	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1080.00	100.000
B	ONE HOUR	✓	132.00	100.000
C	ONE HOUR	✓	1243.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	29.000	1051.000
	B	0.000	0.000	132.000
	C	1243.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.41	16.88	0.67	C	121.13	181.69	40.83	13.48	0.45	40.84	13.49
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	1140.60	1710.90	-	-	-	-	-
A-B	-	-	-	-	26.61	39.92	-	-	-	-	-
A-C	-	-	-	-	964.42	1446.62	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	99.38	24.84	98.21	0.00	435.21	0.228	0.00	0.29	10.647	B
C-AB	0.00	0.00	0.00	0.00	412.97	0.000	0.00	0.00	0.000	A
C-A	935.80	233.95	935.80	0.00	-	-	-	-	-	-
A-B	21.83	5.46	21.83	0.00	-	-	-	-	-	-
A-C	791.25	197.81	791.25	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	118.67	29.67	118.19	0.00	403.02	0.294	0.29	0.41	12.617	B
C-AB	0.00	0.00	0.00	0.00	381.72	0.000	0.00	0.00	0.000	A
C-A	1117.43	279.36	1117.43	0.00	-	-	-	-	-	-
A-B	26.07	6.52	26.07	0.00	-	-	-	-	-	-
A-C	944.83	236.21	944.83	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	145.33	36.33	144.33	0.00	358.51	0.405	0.41	0.66	16.727	C
C-AB	0.00	0.00	0.00	0.00	338.52	0.000	0.00	0.00	0.000	A
C-A	1368.57	342.14	1368.57	0.00	-	-	-	-	-	-
A-B	31.93	7.98	31.93	0.00	-	-	-	-	-	-
A-C	1157.17	289.29	1157.17	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	145.33	36.33	145.30	0.00	358.51	0.405	0.66	0.67	16.875	C
C-AB	0.00	0.00	0.00	0.00	338.52	0.000	0.00	0.00	0.000	A
C-A	1368.57	342.14	1368.57	0.00	-	-	-	-	-	-
A-B	31.93	7.98	31.93	0.00	-	-	-	-	-	-
A-C	1157.17	289.29	1157.17	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	118.67	29.67	119.65	0.00	403.02	0.294	0.67	0.43	12.747	B
C-AB	0.00	0.00	0.00	0.00	381.72	0.000	0.00	0.00	0.000	A
C-A	1117.43	279.36	1117.43	0.00	-	-	-	-	-	-
A-B	26.07	6.52	26.07	0.00	-	-	-	-	-	-
A-C	944.83	236.21	944.83	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	99.38	24.84	99.88	0.00	435.21	0.228	0.43	0.30	10.751	B
C-AB	0.00	0.00	0.00	0.00	412.97	0.000	0.00	0.00	0.000	A

C-A	935.80	233.95	935.80	0.00	-	-	-	-	-	-
A-B	21.83	5.46	21.83	0.00	-	-	-	-	-	-
A-C	791.25	197.81	791.25	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.16	0.28	10.647	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.91	0.39	12.617	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	9.39	0.63	16.727	C	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	10.02	0.67	16.875	C	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.68	0.45	12.747	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.67	0.31	10.751	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2014 + Committed + Proposed Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed + Proposed Dev, AM	2014 + Committed + Proposed Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		80.62	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A2 New Kent Road E		Major
B	Rodney Place		Minor
C	A2 New Kent Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.52	✓	2.00		2.20	0.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.50										27	14

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	489.462	0.076	0.192	0.121	0.274
1	B-C	601.075	0.082	0.207	-	-
1	C-B	573.963	0.198	0.198	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1085.00	100.000
B	ONE HOUR	✓	294.00	100.000
C	ONE HOUR	✓	1176.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	27.000	1058.000
	B	0.000	0.000	294.000
	C	1176.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.91	80.62	6.71	F	269.78	404.67	253.84	37.64	2.82	253.92	37.65
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00

C-A	-	-	-	-	1079.12	1618.68	-	-	-	-	-
A-B	-	-	-	-	24.78	37.16	-	-	-	-	-
A-C	-	-	-	-	970.84	1456.26	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	221.34	55.33	217.33	0.00	434.25	0.510	0.00	1.00	16.315	C
C-AB	0.00	0.00	0.00	0.00	412.23	0.000	0.00	0.00	0.000	A
C-A	885.35	221.34	885.35	0.00	-	-	-	-	-	-
A-B	20.33	5.08	20.33	0.00	-	-	-	-	-	-
A-C	796.52	199.13	796.52	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	264.30	66.07	261.17	0.00	401.86	0.658	1.00	1.79	25.018	D
C-AB	0.00	0.00	0.00	0.00	380.83	0.000	0.00	0.00	0.000	A
C-A	1057.20	264.30	1057.20	0.00	-	-	-	-	-	-
A-B	24.27	6.07	24.27	0.00	-	-	-	-	-	-
A-C	951.12	237.78	951.12	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	323.70	80.93	308.48	0.00	357.09	0.906	1.79	5.59	60.717	F
C-AB	0.00	0.00	0.00	0.00	337.43	0.000	0.00	0.00	0.000	A
C-A	1294.80	323.70	1294.80	0.00	-	-	-	-	-	-
A-B	29.73	7.43	29.73	0.00	-	-	-	-	-	-
A-C	1164.88	291.22	1164.88	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	323.70	80.93	319.23	0.00	357.09	0.906	5.59	6.71	80.624	F
C-AB	0.00	0.00	0.00	0.00	337.43	0.000	0.00	0.00	0.000	A
C-A	1294.80	323.70	1294.80	0.00	-	-	-	-	-	-
A-B	29.73	7.43	29.73	0.00	-	-	-	-	-	-
A-C	1164.88	291.22	1164.88	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	264.30	66.07	282.80	0.00	401.86	0.658	6.71	2.08	33.907	D
C-AB	0.00	0.00	0.00	0.00	380.83	0.000	0.00	0.00	0.000	A
C-A	1057.20	264.30	1057.20	0.00	-	-	-	-	-	-
A-B	24.27	6.07	24.27	0.00	-	-	-	-	-	-
A-C	951.12	237.78	951.12	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	221.34	55.33	225.37	0.00	434.25	0.510	2.08	1.08	17.546	C
C-AB	0.00	0.00	0.00	0.00	412.23	0.000	0.00	0.00	0.000	A
C-A	885.35	221.34	885.35	0.00	-	-	-	-	-	-
A-B	20.33	5.08	20.33	0.00	-	-	-	-	-	-
A-C	796.52	199.13	796.52	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	13.76	0.92	16.315	C	B
C-AB	0.00	0.00	0.000	A	A

C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	24.32	1.62	25.018	D	C
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	64.27	4.28	60.717	F	E
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	93.25	6.22	80.624	F	F
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	40.81	2.72	33.907	D	C
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	17.43	1.16	17.546	C	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - 2014 + Committed + Proposed Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed	2014 + Committed			ONE										

+ Proposed Dev, PM	+ Proposed Dev	PM		HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		16.96	C

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A2 New Kent Road E		Major
B	Rodney Place		Minor
C	A2 New Kent Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.52	✓	2.00		2.20	0.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.50										27	14

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	489.462	0.076	0.192	0.121	0.274
1	B-C	601.075	0.082	0.207	-	-
1	C-B	573.963	0.198	0.198	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	1080.00	100.000
B	ONE HOUR	✓	133.00	100.000
C	ONE HOUR	✓	1243.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	29.000	1051.000
	B	0.000	0.000	133.000
	C	1243.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.41	16.96	0.68	C	122.04	183.06	41.30	13.54	0.46	41.30	13.54
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	1140.60	1710.90	-	-	-	-	-
A-B	-	-	-	-	26.61	39.92	-	-	-	-	-
A-C	-	-	-	-	964.42	1446.62	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	100.13	25.03	98.95	0.00	435.21	0.230	0.00	0.29	10.669	B
C-AB	0.00	0.00	0.00	0.00	412.97	0.000	0.00	0.00	0.000	A
C-A	935.80	233.95	935.80	0.00	-	-	-	-	-	-
A-B	21.83	5.46	21.83	0.00	-	-	-	-	-	-
A-C	791.25	197.81	791.25	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	119.56	29.89	119.09	0.00	403.02	0.297	0.29	0.41	12.657	B
C-AB	0.00	0.00	0.00	0.00	381.72	0.000	0.00	0.00	0.000	A
C-A	1117.43	279.36	1117.43	0.00	-	-	-	-	-	-
A-B	26.07	6.52	26.07	0.00	-	-	-	-	-	-
A-C	944.83	236.21	944.83	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	146.44	36.61	145.41	0.00	358.51	0.408	0.41	0.67	16.810	C
C-AB	0.00	0.00	0.00	0.00	338.52	0.000	0.00	0.00	0.000	A
C-A	1368.57	342.14	1368.57	0.00	-	-	-	-	-	-
A-B	31.93	7.98	31.93	0.00	-	-	-	-	-	-
A-C	1157.17	289.29	1157.17	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	146.44	36.61	146.40	0.00	358.51	0.408	0.67	0.68	16.963	C
C-AB	0.00	0.00	0.00	0.00	338.52	0.000	0.00	0.00	0.000	A
C-A	1368.57	342.14	1368.57	0.00	-	-	-	-	-	-
A-B	31.93	7.98	31.93	0.00	-	-	-	-	-	-
A-C	1157.17	289.29	1157.17	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	119.56	29.89	120.56	0.00	403.02	0.297	0.68	0.43	12.791	B
C-AB	0.00	0.00	0.00	0.00	381.72	0.000	0.00	0.00	0.000	A
C-A	1117.43	279.36	1117.43	0.00	-	-	-	-	-	-
A-B	26.07	6.52	26.07	0.00	-	-	-	-	-	-
A-C	944.83	236.21	944.83	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	100.13	25.03	100.64	0.00	435.21	0.230	0.43	0.30	10.777	B
C-AB	0.00	0.00	0.00	0.00	412.97	0.000	0.00	0.00	0.000	A
C-A	935.80	233.95	935.80	0.00	-	-	-	-	-	-
A-B	21.83	5.46	21.83	0.00	-	-	-	-	-	-
A-C	791.25	197.81	791.25	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.20	0.28	10.669	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.98	0.40	12.657	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	9.51	0.63	16.810	C	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	10.14	0.68	16.963	C	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	6.76	0.45	12.791	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.72	0.31	10.777	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - Sensitivity Test, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Sensitivity Test, AM	Sensitivity Test	AM		Varies by Arm	07:45	09:15	90	15				✓	✓	D5/1.08

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		45.48	E

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A2 New Kent Road E		Major
B	Rodney Place		Minor
C	A2 New Kent Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	8.52	✓	2.00		2.20	0.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.50										27	14

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	489.462	0.076	0.192	0.121	0.274
1	B-C	601.075	0.082	0.207	-	-
1	C-B	573.963	0.198	0.198	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 - (07:45-08:00)

		To		
		A	B	C
From	A	0.000	18.821	737.517
	B	0.000	0.000	204.943
	C	819.773	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (07:45-08:00)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:00-08:15)

		To		
		A	B	C
From	A	0.000	22.474	880.667
	B	0.000	0.000	244.722
	C	978.889	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:00-08:15)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:15-08:30)

		To		
		A	B	C
From	A	0.000	27.526	1078.592
	B	0.000	0.000	299.722
	C	1198.889	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:15-08:30)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:30-08:45)

		To		
		A	B	C
From	A	0.000	27.526	1078.592
	B	0.000	0.000	299.722
	C	1198.889	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:30-08:45)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:45-09:00)

		To		
		A	B	C
From	A	0.000	22.474	880.667
	B	0.000	0.000	244.722
	C	978.889	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:45-09:00)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (09:00-09:15)

		To		
		A	B	C
From	A	0.000	18.821	737.517
	B	0.000	0.000	204.943
	C	819.773	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (09:00-09:15)

		To		
		A	B	C
From	A	0.00	0.02	0.98
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.80	45.48	3.56	E	249.80	374.69	162.62	26.04	1.81	162.67	26.05
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	999.18	1498.78	-	-	-	-	-
A-B	-	-	-	-	22.94	34.41	-	-	-	-	-
A-C	-	-	-	-	898.93	1348.39	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	204.94	51.24	201.65	0.00	446.60	0.459	0.00	0.82	14.511	B
C-AB	0.00	0.00	0.00	0.00	424.21	0.000	0.00	0.00	0.000	A
C-A	819.77	204.94	819.77	0.00	-	-	-	-	-	-
A-B	18.82	4.71	18.82	0.00	-	-	-	-	-	-
A-C	737.52	184.38	737.52	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	244.72	61.18	242.60	0.00	416.62	0.587	0.82	1.35	20.428	C
C-AB	0.00	0.00	0.00	0.00	395.14	0.000	0.00	0.00	0.000	A
C-A	978.89	244.72	978.89	0.00	-	-	-	-	-	-
A-B	22.47	5.62	22.47	0.00	-	-	-	-	-	-

A-C	880.67	220.17	880.67	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	299.72	74.93	292.04	0.00	375.17	0.799	1.35	3.28	40.012	E
C-AB	0.00	0.00	0.00	0.00	354.95	0.000	0.00	0.00	0.000	A
C-A	1198.89	299.72	1198.89	0.00	-	-	-	-	-	-
A-B	27.53	6.88	27.53	0.00	-	-	-	-	-	-
A-C	1078.59	269.65	1078.59	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	299.72	74.93	298.60	0.00	375.17	0.799	3.28	3.56	45.480	E
C-AB	0.00	0.00	0.00	0.00	354.95	0.000	0.00	0.00	0.000	A
C-A	1198.89	299.72	1198.89	0.00	-	-	-	-	-	-
A-B	27.53	6.88	27.53	0.00	-	-	-	-	-	-
A-C	1078.59	269.65	1078.59	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	244.72	61.18	252.95	0.00	416.62	0.587	3.56	1.50	22.971	C
C-AB	0.00	0.00	0.00	0.00	395.14	0.000	0.00	0.00	0.000	A
C-A	978.89	244.72	978.89	0.00	-	-	-	-	-	-
A-B	22.47	5.62	22.47	0.00	-	-	-	-	-	-
A-C	880.67	220.17	880.67	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	204.94	51.24	207.45	0.00	446.60	0.459	1.50	0.87	15.207	C
C-AB	0.00	0.00	0.00	0.00	424.21	0.000	0.00	0.00	0.000	A
C-A	819.77	204.94	819.77	0.00	-	-	-	-	-	-
A-B	18.82	4.71	18.82	0.00	-	-	-	-	-	-
A-C	737.52	184.38	737.52	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	11.44	0.76	14.511	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	18.83	1.26	20.428	C	C
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	41.34	2.76	40.012	E	D
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	51.60	3.44	45.480	E	D

C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	25.47	1.70	22.971	C	C
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	13.94	0.93	15.207	C	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

(Default Analysis Set) - Sensitivity Test, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Sensitivity Test, PM	Sensitivity Test	PM		Varies by Arm	16:45	18:15	90	15				✓	✓	D6/1.08

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C		14.94	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	A2 New Kent Road E		Major
B	Rodney Place		Minor
C	A2 New Kent Road W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)

C	8.52	✓	2.00		2.20	0.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.50										27	14

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	489.462	0.076	0.192	0.121	0.274
1	B-C	601.075	0.082	0.207	-	-
1	C-B	573.963	0.198	0.198	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 - (16:45-17:00)

		To		
		A	B	C
From	A	0.000	20.215	732.637
	B	0.000	0.000	92.712
	C	866.477	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (16:45-17:00)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:00-17:15)

		To		
		A	B	C
From	A	0.000	24.139	874.840
	B	0.000	0.000	110.708
	C	1034.659	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (17:00-17:15)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:15-17:30)

		To		
		A	B	C
From	A	0.000	29.564	1071.456
	B	0.000	0.000	135.589
	C	1267.193	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (17:15-17:30)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:30-17:45)

		To		
		A	B	C
From	A	0.000	29.564	1071.456
	B	0.000	0.000	135.589
	C	1267.193	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (17:30-17:45)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:45-18:00)

		To		
		A	B	C
From	A	0.000	24.139	874.840
	B	0.000	0.000	110.708
	C	1034.659	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (17:45-18:00)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Turning Counts or Proportions (PCU/hr) - Junction 1 - (18:00-18:15)

		To		
		A	B	C
From	A	0.000	20.215	732.637
	B	0.000	0.000	92.712
	C	866.477	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (18:00-18:15)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.00	0.00	1.00
	C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-AC	0.36	14.94	0.56	B	113.00	169.50	34.82	12.33	0.39	34.82	12.33
C-AB	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-A	-	-	-	-	1056.11	1584.16	-	-	-	-	-
A-B	-	-	-	-	24.64	36.96	-	-	-	-	-
A-C	-	-	-	-	892.98	1339.47	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	92.71	23.18	91.68	0.00	447.50	0.207	0.00	0.26	10.088	B
C-AB	0.00	0.00	0.00	0.00	424.90	0.000	0.00	0.00	0.000	A
C-A	866.48	216.62	866.48	0.00	-	-	-	-	-	-
A-B	20.22	5.05	20.22	0.00	-	-	-	-	-	-
A-C	732.64	183.16	732.64	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	110.71	27.68	110.32	0.00	417.69	0.265	0.26	0.35	11.696	B
C-AB	0.00	0.00	0.00	0.00	395.96	0.000	0.00	0.00	0.000	A
C-A	1034.66	258.66	1034.66	0.00	-	-	-	-	-	-
A-B	24.14	6.03	24.14	0.00	-	-	-	-	-	-
A-C	874.84	218.71	874.84	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	135.59	33.90	134.81	0.00	376.48	0.360	0.35	0.55	14.847	B
C-AB	0.00	0.00	0.00	0.00	355.96	0.000	0.00	0.00	0.000	A
C-A	1267.19	316.80	1267.19	0.00	-	-	-	-	-	-
A-B	29.56	7.39	29.56	0.00	-	-	-	-	-	-
A-C	1071.46	267.86	1071.46	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand	Junction Arrivals	Entry Flow	Pedestrian Demand	Capacity	RFC	Start Queue	End Queue	Delay	LOS

	(PCU/hr)	(PCU)	(PCU/hr)	(Ped/hr)	(PCU/hr)		(PCU)	(PCU)	(s)	
B-AC	135.59	33.90	135.56	0.00	376.48	0.360	0.55	0.56	14.937	B
C-AB	0.00	0.00	0.00	0.00	355.96	0.000	0.00	0.00	0.000	A
C-A	1267.19	316.80	1267.19	0.00	-	-	-	-	-	-
A-B	29.56	7.39	29.56	0.00	-	-	-	-	-	-
A-C	1071.46	267.86	1071.46	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	110.71	27.68	111.46	0.00	417.69	0.265	0.56	0.37	11.784	B
C-AB	0.00	0.00	0.00	0.00	395.96	0.000	0.00	0.00	0.000	A
C-A	1034.66	258.66	1034.66	0.00	-	-	-	-	-	-
A-B	24.14	6.03	24.14	0.00	-	-	-	-	-	-
A-C	874.84	218.71	874.84	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-AC	92.71	23.18	93.12	0.00	447.50	0.207	0.37	0.26	10.171	B
C-AB	0.00	0.00	0.00	0.00	424.90	0.000	0.00	0.00	0.000	A
C-A	866.48	216.62	866.48	0.00	-	-	-	-	-	-
A-B	20.22	5.05	20.22	0.00	-	-	-	-	-	-
A-C	732.64	183.16	732.64	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	3.69	0.25	10.088	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.14	0.34	11.696	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	7.85	0.52	14.847	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	8.30	0.55	14.937	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	5.74	0.38	11.784	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-AC	4.11	0.27	10.171	B	B
C-AB	0.00	0.00	0.000	A	A
C-A	-	-	-	-	-
A-B	-	-	-	-	-
A-C	-	-	-	-	-

Existing Junction Model

13. Merrow Street / Portland Street;

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: Portland Street_Merrow Street.arc8
Path: N:\50600304 - Aylesbury Estate, Southwark\D Design and Analysis\Development\JUNCTIONS 8\Transport Assessment
Report generation date: 04/08/2014 17:06:54

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2014 Base			
Stream B-ACD	0.00	0.00	0.00	A
Stream A-BCD	0.11	5.77	0.08	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-
Stream D-ABC	0.00	0.00	0.00	A
Stream C-ABD	0.02	4.48	0.02	A
Stream C-D	-	-	-	-
Stream C-A	-	-	-	-

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

"D1 - 2014 Base, AM " model duration: 07:45 - 09:15
"D2 - 2014 Base, PM" model duration: 16:45 - 18:15
"D3 - 2014 + Committed Dev, AM" model duration: 07:45 - 09:15
"D4 - 2014 + Committed Dev, PM" model duration: 16:45 - 18:15
"D5 - 2014 + Committed + Proposed Dev, AM" model duration: 07:45 - 09:15
"D6 - 2014 + Committed + Proposed Dev, PM" model duration: 16:45 - 18:15
"D7 - Sensitivity, AM" model duration: 07:45 - 09:15
"D8 - Senstivity, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.2.316 at 04/08/2014 17:06:48

File summary

File Description

Title	Portland Street / Merrow Street
Location	Aylesbury Estate, Southwark
Site Number	
Date	04/07/2014
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - 2014 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, AM	2014 Base	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Portland Street / Merrow Street	Crossroads	Two-way	A,B,C,D		5.49	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Portland Street N		Major
B	Merrow Street E		Minor
C	Portland Street S		Major
D	Merrow Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.26		0.00		2.20	200.00	✓	0.00
C	6.26		0.00		2.20	200.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.20										0	0
D	One lane	2.20										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	689.785	-	-	-	-	-	-	0.264	0.377	0.264	-	-	-
1	B-A	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	-	0.200	0.200	0.100

1	B-C	573.963	0.087	0.220	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	B-D, offside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	C-B	689.785	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	573.963	-	-	-	-	-	-	0.220	-	0.087	-	-	-
1	D-B, nearside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	439.579	-	0.126	0.286	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	155.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	341.00	100.000
D	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	0.000	4.000	113.000	38.000
	B	0.000	0.000	0.000	0.000
	C	274.000	8.000	0.000	59.000
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	0.00	0.03	0.73	0.25
	B	0.25	0.25	0.25	0.25
	C	0.80	0.02	0.00	0.17
	D	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**

From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.08	5.77	0.11	A	41.53	62.30	7.46	7.18	0.08	7.46	7.18
A-B	-	-	-	-	3.44	5.16	-	-	-	-	-
A-C	-	-	-	-	97.25	145.88	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.02	4.48	0.02	A	11.25	16.87	1.37	4.86	0.02	1.37	4.86
C-D	-	-	-	-	53.45	80.17	-	-	-	-	-
C-A	-	-	-	-	248.21	372.32	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	417.07	0.000	0.00	0.00	0.000	A
A-BCD	32.79	8.20	32.54	0.00	678.82	0.048	0.00	0.06	5.569	A
A-B	2.87	0.72	2.87	0.00	-	-	-	-	-	-
A-C	81.04	20.26	81.04	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	403.33	0.000	0.00	0.00	0.000	A
C-ABD	8.50	2.13	8.46	0.00	812.42	0.010	0.00	0.01	4.477	A
C-D	43.98	10.99	43.98	0.00	-	-	-	-	-	-
C-A	204.24	51.06	204.24	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	407.18	0.000	0.00	0.00	0.000	A
A-BCD	40.33	10.08	40.26	0.00	677.41	0.060	0.06	0.08	5.650	A
A-B	3.39	0.85	3.39	0.00	-	-	-	-	-	-
A-C	95.63	23.91	95.63	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	390.83	0.000	0.00	0.00	0.000	A
C-ABD	10.82	2.71	10.81	0.00	836.00	0.013	0.01	0.01	4.362	A
C-D	52.40	13.10	52.40	0.00	-	-	-	-	-	-
C-A	243.33	60.83	243.33	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.46	0.000	0.00	0.00	0.000	A
A-BCD	51.45	12.86	51.34	0.00	675.81	0.076	0.08	0.11	5.765	A
A-B	4.08	1.02	4.08	0.00	-	-	-	-	-	-
A-C	115.13	28.78	115.13	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	373.58	0.000	0.00	0.00	0.000	A
C-ABD	14.41	3.60	14.39	0.00	868.29	0.017	0.01	0.02	4.215	A
C-D	63.97	15.99	63.97	0.00	-	-	-	-	-	-
C-A	297.07	74.27	297.07	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.43	0.000	0.00	0.00	0.000	A
A-BCD	51.47	12.87	51.47	0.00	675.82	0.076	0.11	0.11	5.769	A
A-B	4.07	1.02	4.07	0.00	-	-	-	-	-	-
A-C	115.12	28.78	115.12	0.00	-	-	-	-	-	-

D-ABC	0.00	0.00	0.00	0.00	373.55	0.000	0.00	0.00	0.000	A
C-ABD	14.42	3.60	14.42	0.00	868.26	0.017	0.02	0.02	4.215	A
C-D	63.97	15.99	63.97	0.00	-	-	-	-	-	-
C-A	297.06	74.27	297.06	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	407.14	0.000	0.00	0.00	0.000	A
A-BCD	40.35	10.09	40.45	0.00	677.43	0.060	0.11	0.08	5.653	A
A-B	3.38	0.85	3.38	0.00	-	-	-	-	-	-
A-C	95.61	23.90	95.61	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	390.79	0.000	0.00	0.00	0.000	A
C-ABD	10.83	2.71	10.85	0.00	835.96	0.013	0.02	0.01	4.362	A
C-D	52.40	13.10	52.40	0.00	-	-	-	-	-	-
C-A	243.33	60.83	243.33	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	417.00	0.000	0.00	0.00	0.000	A
A-BCD	32.83	8.21	32.90	0.00	678.83	0.048	0.08	0.06	5.576	A
A-B	2.87	0.72	2.87	0.00	-	-	-	-	-	-
A-C	81.00	20.25	81.00	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	403.24	0.000	0.00	0.00	0.000	A
C-ABD	8.52	2.13	8.53	0.00	812.33	0.010	0.01	0.01	4.480	A
C-D	43.98	10.99	43.98	0.00	-	-	-	-	-	-
C-A	204.23	51.06	204.23	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.92	0.06	5.569	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.17	0.01	4.477	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.19	0.08	5.650	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.22	0.01	4.362	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.60	0.11	5.765	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.29	0.02	4.215	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.61	0.11	5.769	A	A

A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.29	0.02	4.215	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.20	0.08	5.653	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.22	0.01	4.362	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.94	0.06	5.576	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.17	0.01	4.480	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2014 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 Base, PM	2014 Base	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Portland Street / Merrow Street	Crossroads	Two-way	A,B,C,D		5.09	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Portland Street N		Major
B	Merrow Street E		Minor
C	Portland Street S		Major
D	Merrow Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.26		0.00		2.20	200.00	✓	0.00
C	6.26		0.00		2.20	200.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.20										0	0
D	One lane	2.20										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	689.785	-	-	-	-	-	-	0.264	0.377	0.264	-	-	-
1	B-A	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	-	0.200	0.200	0.100
1	B-C	573.963	0.087	0.220	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	B-D, offside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	C-B	689.785	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	573.963	-	-	-	-	-	-	0.220	-	0.087	-	-	-
1	D-B, nearside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	439.579	-	0.126	0.286	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	208.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	149.00	100.000
D	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	2.000	169.000	37.000
	B	0.000	0.000	0.000	0.000
	C	105.000	4.000	0.000	40.000
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.01	0.81	0.18
	B	0.25	0.25	0.25	0.25
	C	0.70	0.03	0.00	0.27
	D	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.07	5.09	0.11	A	42.83	64.25	7.46	6.97	0.08	7.46	6.97
A-B	-	-	-	-	1.73	2.60	-	-	-	-	-
A-C	-	-	-	-	146.30	219.45	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.01	5.06	0.01	A	4.50	6.75	0.60	5.30	0.01	0.60	5.30
C-D	-	-	-	-	36.48	54.71	-	-	-	-	-
C-A	-	-	-	-	95.75	143.62	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	424.39	0.000	0.00	0.00	0.000	A
A-BCD	33.52	8.38	33.27	0.00	740.96	0.045	0.00	0.06	5.086	A
A-B	1.44	0.36	1.44	0.00	-	-	-	-	-	-

A-C	121.63	30.41	121.63	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	426.98	0.000	0.00	0.00	0.000	A
C-ABD	3.54	0.88	3.52	0.00	715.04	0.005	0.00	0.01	5.059	A
C-D	29.97	7.49	29.97	0.00	-	-	-	-	-	-
C-A	78.67	19.67	78.67	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	416.03	0.000	0.00	0.00	0.000	A
A-BCD	41.52	10.38	41.45	0.00	751.22	0.055	0.06	0.08	5.072	A
A-B	1.70	0.43	1.70	0.00	-	-	-	-	-	-
A-C	143.77	35.94	143.77	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	419.10	0.000	0.00	0.00	0.000	A
C-ABD	4.37	1.09	4.36	0.00	720.37	0.006	0.01	0.01	5.027	A
C-D	35.75	8.94	35.75	0.00	-	-	-	-	-	-
C-A	93.83	23.46	93.83	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	404.49	0.000	0.00	0.00	0.000	A
A-BCD	53.40	13.35	53.30	0.00	765.50	0.070	0.08	0.11	5.057	A
A-B	2.05	0.51	2.05	0.00	-	-	-	-	-	-
A-C	173.55	43.39	173.55	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	408.21	0.000	0.00	0.00	0.000	A
C-ABD	5.59	1.40	5.59	0.00	728.06	0.008	0.01	0.01	4.982	A
C-D	43.71	10.93	43.71	0.00	-	-	-	-	-	-
C-A	114.74	28.69	114.74	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	404.47	0.000	0.00	0.00	0.000	A
A-BCD	53.43	13.36	53.42	0.00	765.52	0.070	0.11	0.11	5.056	A
A-B	2.05	0.51	2.05	0.00	-	-	-	-	-	-
A-C	173.53	43.38	173.53	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	408.19	0.000	0.00	0.00	0.000	A
C-ABD	5.60	1.40	5.60	0.00	728.03	0.008	0.01	0.01	4.982	A
C-D	43.71	10.93	43.71	0.00	-	-	-	-	-	-
C-A	114.74	28.69	114.74	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	416.00	0.000	0.00	0.00	0.000	A
A-BCD	41.55	10.39	41.65	0.00	751.26	0.055	0.11	0.08	5.076	A
A-B	1.70	0.43	1.70	0.00	-	-	-	-	-	-
A-C	143.74	35.93	143.74	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	419.06	0.000	0.00	0.00	0.000	A
C-ABD	4.37	1.09	4.38	0.00	720.32	0.006	0.01	0.01	5.027	A
C-D	35.75	8.94	35.75	0.00	-	-	-	-	-	-
C-A	93.83	23.46	93.83	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	424.33	0.000	0.00	0.00	0.000	A
A-BCD	33.57	8.39	33.64	0.00	741.00	0.045	0.08	0.06	5.092	A
A-B	1.44	0.36	1.44	0.00	-	-	-	-	-	-
A-C	121.58	30.40	121.58	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	426.91	0.000	0.00	0.00	0.000	A
C-ABD	3.54	0.89	3.55	0.00	714.94	0.005	0.01	0.01	5.062	A
C-D	29.97	7.49	29.97	0.00	-	-	-	-	-	-
C-A	78.66	19.67	78.66	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A

A-BCD	0.93	0.06	5.086	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.08	0.01	5.059	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.19	0.08	5.072	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.10	0.01	5.027	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.59	0.11	5.057	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.12	0.01	4.982	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.60	0.11	5.056	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.12	0.01	4.982	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.21	0.08	5.076	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.10	0.01	5.027	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.95	0.06	5.092	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.08	0.01	5.062	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2014 + Committed Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed Dev, AM	2014 + Committed Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Portland Street / Merrow Street	Crossroads	Two-way	A,B,C,D		5.42	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Portland Street N		Major
B	Merrow Street E		Minor
C	Portland Street S		Major
D	Merrow Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.26		0.00		2.20	200.00	✓	0.00
C	6.26		0.00		2.20	200.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.20										0	0
D	One lane	2.20										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	689.785	-	-	-	-	-	-	0.264	0.377	0.264	-	-	-

1	B-A	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	-	0.200	0.200	0.100
1	B-C	573.963	0.087	0.220	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	B-D, offside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	C-B	689.785	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	573.963	-	-	-	-	-	-	0.220	-	0.087	-	-	-
1	D-B, nearside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	439.579	-	0.126	0.286	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	172.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	341.00	100.000
D	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	0.000	4.000	130.000	38.000
	B	0.000	0.000	0.000	0.000
	C	274.000	8.000	0.000	59.000
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	0.00	0.02	0.76	0.22
	B	0.25	0.25	0.25	0.25
	C	0.80	0.02	0.00	0.17
	D	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	**B**	**C**	**D**
From	**A**	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To

		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.08	5.67	0.11	A	42.54	63.81	7.77	7.30	0.09	7.77	7.30
A-B	-	-	-	-	3.44	5.16	-	-	-	-	-
A-C	-	-	-	-	111.85	167.77	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.02	4.49	0.02	A	11.28	16.92	1.38	4.88	0.02	1.38	4.88
C-D	-	-	-	-	53.44	80.16	-	-	-	-	-
C-A	-	-	-	-	248.19	372.28	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	414.42	0.000	0.00	0.00	0.000	A
A-BCD	33.41	8.35	33.16	0.00	687.13	0.049	0.00	0.06	5.504	A
A-B	2.87	0.72	2.87	0.00	-	-	-	-	-	-
A-C	93.21	23.30	93.21	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	401.92	0.000	0.00	0.00	0.000	A
C-ABD	8.51	2.13	8.47	0.00	809.50	0.011	0.00	0.01	4.494	A
C-D	43.98	10.99	43.98	0.00	-	-	-	-	-	-
C-A	204.23	51.06	204.23	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	404.00	0.000	0.00	0.00	0.000	A
A-BCD	41.26	10.31	41.18	0.00	687.42	0.060	0.06	0.08	5.572	A
A-B	3.38	0.85	3.38	0.00	-	-	-	-	-	-
A-C	109.98	27.50	109.98	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	389.15	0.000	0.00	0.00	0.000	A
C-ABD	10.84	2.71	10.83	0.00	832.62	0.013	0.01	0.01	4.380	A
C-D	52.39	13.10	52.39	0.00	-	-	-	-	-	-
C-A	243.31	60.83	243.31	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	389.56	0.000	0.00	0.00	0.000	A
A-BCD	52.91	13.23	52.80	0.00	688.20	0.077	0.08	0.11	5.666	A
A-B	4.07	1.02	4.07	0.00	-	-	-	-	-	-
A-C	132.39	33.10	132.39	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	371.50	0.000	0.00	0.00	0.000	A
C-ABD	14.46	3.61	14.44	0.00	864.31	0.017	0.01	0.02	4.235	A
C-D	63.96	15.99	63.96	0.00	-	-	-	-	-	-
C-A	297.03	74.26	297.03	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	389.54	0.000	0.00	0.00	0.000	A
A-BCD	52.93	13.23	52.93	0.00	688.22	0.077	0.11	0.11	5.668	A
A-B	4.07	1.02	4.07	0.00	-	-	-	-	-	-

A-C	132.37	33.09	132.37	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	371.47	0.000	0.00	0.00	0.000	A
C-ABD	14.46	3.62	14.46	0.00	864.29	0.017	0.02	0.02	4.235	A
C-D	63.96	15.99	63.96	0.00	-	-	-	-	-	-
C-A	297.03	74.26	297.03	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	403.96	0.000	0.00	0.00	0.000	A
A-BCD	41.28	10.32	41.39	0.00	687.45	0.060	0.11	0.08	5.576	A
A-B	3.38	0.85	3.38	0.00	-	-	-	-	-	-
A-C	109.96	27.49	109.96	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	389.10	0.000	0.00	0.00	0.000	A
C-ABD	10.85	2.71	10.87	0.00	832.58	0.013	0.02	0.01	4.380	A
C-D	52.39	13.10	52.39	0.00	-	-	-	-	-	-
C-A	243.31	60.83	243.31	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	414.35	0.000	0.00	0.00	0.000	A
A-BCD	33.46	8.37	33.54	0.00	687.15	0.049	0.08	0.07	5.510	A
A-B	2.87	0.72	2.87	0.00	-	-	-	-	-	-
A-C	93.16	23.29	93.16	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	401.84	0.000	0.00	0.00	0.000	A
C-ABD	8.53	2.13	8.54	0.00	809.41	0.011	0.01	0.01	4.494	A
C-D	43.97	10.99	43.97	0.00	-	-	-	-	-	-
C-A	204.22	51.05	204.22	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.95	0.06	5.504	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.17	0.01	4.494	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.24	0.08	5.572	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.22	0.01	4.380	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.67	0.11	5.666	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.29	0.02	4.235	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A

A-BCD	1.68	0.11	5.668	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.29	0.02	4.235	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.25	0.08	5.576	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.22	0.01	4.380	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.97	0.06	5.510	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.18	0.01	4.494	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2014 + Committed Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed Dev, PM	2014 + Committed Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Portland Street / Merrow Street	Crossroads	Two-way	A,B,C,D		5.10	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Portland Street N		Major
B	Merrow Street E		Minor
C	Portland Street S		Major
D	Merrow Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.26		0.00		2.20	200.00	✓	0.00
C	6.26		0.00		2.20	200.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.20										0	0
D	One lane	2.20										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	689.785	-	-	-	-	-	-	0.264	0.377	0.264	-	-	-
1	B-A	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	-	0.200	0.200	0.100
1	B-C	573.963	0.087	0.220	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	B-D, offside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	C-B	689.785	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	573.963	-	-	-	-	-	-	0.220	-	0.087	-	-	-
1	D-B, nearside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	439.579	-	0.126	0.286	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	209.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	166.00	100.000
D	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	2.000	170.000	37.000
	B	0.000	0.000	0.000	0.000
	C	122.000	4.000	0.000	40.000
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.01	0.81	0.18
	B	0.25	0.25	0.25	0.25
	C	0.73	0.02	0.00	0.24
	D	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.07	5.11	0.11	A	42.95	64.42	7.54	7.02	0.08	7.54	7.02
A-B	-	-	-	-	1.73	2.60	-	-	-	-	-
A-C	-	-	-	-	147.10	220.65	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.01	5.00	0.01	A	4.60	6.91	0.60	5.23	0.01	0.60	5.23
C-D	-	-	-	-	36.47	54.71	-	-	-	-	-
C-A	-	-	-	-	111.25	166.87	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	422.84	0.000	0.00	0.00	0.000	A
A-BCD	33.58	8.40	33.33	0.00	738.29	0.045	0.00	0.06	5.105	A
A-B	1.44	0.36	1.44	0.00	-	-	-	-	-	-

A-C	122.32	30.58	122.32	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	424.26	0.000	0.00	0.00	0.000	A
C-ABD	3.60	0.90	3.58	0.00	722.97	0.005	0.00	0.01	5.003	A
C-D	29.97	7.49	29.97	0.00	-	-	-	-	-	-
C-A	91.40	22.85	91.40	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	414.17	0.000	0.00	0.00	0.000	A
A-BCD	41.63	10.41	41.56	0.00	748.09	0.056	0.06	0.08	5.097	A
A-B	1.70	0.43	1.70	0.00	-	-	-	-	-	-
A-C	144.56	36.14	144.56	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	415.84	0.000	0.00	0.00	0.000	A
C-ABD	4.46	1.12	4.46	0.00	729.87	0.006	0.01	0.01	4.962	A
C-D	35.75	8.94	35.75	0.00	-	-	-	-	-	-
C-A	109.02	27.26	109.02	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	402.20	0.000	0.00	0.00	0.000	A
A-BCD	53.58	13.40	53.48	0.00	761.75	0.070	0.08	0.11	5.083	A
A-B	2.05	0.51	2.05	0.00	-	-	-	-	-	-
A-C	174.48	43.62	174.48	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	404.22	0.000	0.00	0.00	0.000	A
C-ABD	5.74	1.44	5.73	0.00	739.73	0.008	0.01	0.01	4.904	A
C-D	43.71	10.93	43.71	0.00	-	-	-	-	-	-
C-A	133.32	33.33	133.32	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	402.18	0.000	0.00	0.00	0.000	A
A-BCD	53.61	13.40	53.60	0.00	761.77	0.070	0.11	0.11	5.084	A
A-B	2.05	0.51	2.05	0.00	-	-	-	-	-	-
A-C	174.45	43.61	174.45	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	404.19	0.000	0.00	0.00	0.000	A
C-ABD	5.74	1.44	5.74	0.00	739.70	0.008	0.01	0.01	4.904	A
C-D	43.71	10.93	43.71	0.00	-	-	-	-	-	-
C-A	133.32	33.33	133.32	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	414.13	0.000	0.00	0.00	0.000	A
A-BCD	41.65	10.41	41.76	0.00	748.13	0.056	0.11	0.08	5.100	A
A-B	1.70	0.43	1.70	0.00	-	-	-	-	-	-
A-C	144.53	36.13	144.53	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	415.80	0.000	0.00	0.00	0.000	A
C-ABD	4.46	1.12	4.47	0.00	729.82	0.006	0.01	0.01	4.962	A
C-D	35.74	8.94	35.74	0.00	-	-	-	-	-	-
C-A	109.02	27.26	109.02	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	422.77	0.000	0.00	0.00	0.000	A
A-BCD	33.64	8.41	33.71	0.00	738.33	0.046	0.08	0.06	5.110	A
A-B	1.44	0.36	1.44	0.00	-	-	-	-	-	-
A-C	122.27	30.57	122.27	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	424.18	0.000	0.00	0.00	0.000	A
C-ABD	3.61	0.90	3.61	0.00	722.87	0.005	0.01	0.01	5.004	A
C-D	29.97	7.49	29.97	0.00	-	-	-	-	-	-
C-A	91.40	22.85	91.40	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A

A-BCD	0.93	0.06	5.105	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.08	0.01	5.003	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.21	0.08	5.097	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.10	0.01	4.962	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.61	0.11	5.083	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.13	0.01	4.904	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.62	0.11	5.084	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.13	0.01	4.904	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.22	0.08	5.100	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.10	0.01	4.962	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.96	0.06	5.110	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.08	0.01	5.004	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2014 + Committed +

Proposed Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed + Proposed Dev, AM	2014 + Committed + Proposed Dev	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Portland Street / Merrow Street	Crossroads	Two-way	A,B,C,D		5.43	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Portland Street N		Major
B	Merrow Street E		Minor
C	Portland Street S		Major
D	Merrow Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.26		0.00		2.20	200.00	✓	0.00
C	6.26		0.00		2.20	200.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.20										0	0
D	One lane	2.20										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	689.785	-	-	-	-	-	-	0.264	0.377	0.264	-	-	-
1	B-A	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	-	0.200	0.200	0.100
1	B-C	573.963	0.087	0.220	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	B-D, offside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	C-B	689.785	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	573.963	-	-	-	-	-	-	0.220	-	0.087	-	-	-
1	D-B, nearside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	439.579	-	0.126	0.286	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	178.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	351.00	100.000
D	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	4.000	135.000	39.000
	B	0.000	0.000	0.000	0.000
	C	283.000	8.000	0.000	60.000
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.02	0.76	0.22
	B	0.25	0.25	0.25	0.25
	C	0.81	0.02	0.00	0.17
	D	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000

	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.08	5.68	0.12	A	44.00	66.01	8.10	7.36	0.09	8.10	7.36
A-B	-	-	-	-	3.43	5.15	-	-	-	-	-
A-C	-	-	-	-	115.90	173.85	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.02	4.48	0.02	A	11.42	17.12	1.39	4.86	0.02	1.39	4.86
C-D	-	-	-	-	54.34	81.52	-	-	-	-	-
C-A	-	-	-	-	256.32	384.49	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	412.70	0.000	0.00	0.00	0.000	A
A-BCD	34.50	8.63	34.23	0.00	687.70	0.050	0.00	0.07	5.508	A
A-B	2.86	0.72	2.86	0.00	-	-	-	-	-	-
A-C	96.64	24.16	96.64	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	399.86	0.000	0.00	0.00	0.000	A
C-ABD	8.60	2.15	8.55	0.00	812.97	0.011	0.00	0.01	4.475	A
C-D	44.72	11.18	44.72	0.00	-	-	-	-	-	-
C-A	210.93	52.73	210.93	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	401.94	0.000	0.00	0.00	0.000	A
A-BCD	42.65	10.66	42.58	0.00	688.15	0.062	0.07	0.09	5.576	A
A-B	3.38	0.84	3.38	0.00	-	-	-	-	-	-
A-C	113.99	28.50	113.99	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	386.68	0.000	0.00	0.00	0.000	A
C-ABD	10.97	2.74	10.96	0.00	836.73	0.013	0.01	0.01	4.359	A
C-D	53.28	13.32	53.28	0.00	-	-	-	-	-	-
C-A	251.29	62.82	251.29	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	387.01	0.000	0.00	0.00	0.000	A
A-BCD	54.81	13.70	54.69	0.00	689.17	0.080	0.09	0.12	5.674	A
A-B	4.06	1.02	4.06	0.00	-	-	-	-	-	-
A-C	137.11	34.28	137.11	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	368.45	0.000	0.00	0.00	0.000	A
C-ABD	14.66	3.66	14.64	0.00	869.27	0.017	0.01	0.02	4.212	A
C-D	65.04	16.26	65.04	0.00	-	-	-	-	-	-
C-A	306.76	76.69	306.76	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	386.99	0.000	0.00	0.00	0.000	A
A-BCD	54.83	13.71	54.83	0.00	689.19	0.080	0.12	0.12	5.678	A
A-B	4.06	1.02	4.06	0.00	-	-	-	-	-	-
A-C	137.09	34.27	137.09	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	368.43	0.000	0.00	0.00	0.000	A
C-ABD	14.66	3.67	14.66	0.00	869.24	0.017	0.02	0.02	4.212	A
C-D	65.04	16.26	65.04	0.00	-	-	-	-	-	-
C-A	306.76	76.69	306.76	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	401.90	0.000	0.00	0.00	0.000	A
A-BCD	42.68	10.67	42.80	0.00	688.18	0.062	0.12	0.09	5.582	A
A-B	3.38	0.84	3.38	0.00	-	-	-	-	-	-
A-C	113.96	28.49	113.96	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	386.63	0.000	0.00	0.00	0.000	A
C-ABD	10.98	2.74	11.00	0.00	836.68	0.013	0.02	0.01	4.361	A
C-D	53.28	13.32	53.28	0.00	-	-	-	-	-	-
C-A	251.29	62.82	251.29	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	412.63	0.000	0.00	0.00	0.000	A
A-BCD	34.55	8.64	34.63	0.00	687.73	0.050	0.09	0.07	5.515	A
A-B	2.86	0.72	2.86	0.00	-	-	-	-	-	-
A-C	96.59	24.15	96.59	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	399.77	0.000	0.00	0.00	0.000	A
C-ABD	8.62	2.15	8.63	0.00	812.87	0.011	0.01	0.01	4.476	A
C-D	44.72	11.18	44.72	0.00	-	-	-	-	-	-
C-A	210.92	52.73	210.92	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.99	0.07	5.508	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.17	0.01	4.475	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.29	0.09	5.576	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.22	0.01	4.359	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.75	0.12	5.674	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.30	0.02	4.212	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.76	0.12	5.678	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.30	0.02	4.212	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.30	0.09	5.582	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.22	0.01	4.361	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.01	0.07	5.515	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.18	0.01	4.476	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - 2014 + Committed + Proposed Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
2014 + Committed + Proposed Dev, PM	2014 + Committed + Proposed Dev	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Portland Street / Merrow Street	Crossroads	Two-way	A,B,C,D		5.09	A

Junction Network Options

Driving Side	Lighting

Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Portland Street N		Major
B	Merrow Street E		Minor
C	Portland Street S		Major
D	Merrow Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.26		0.00		2.20	200.00	✓	0.00
C	6.26		0.00		2.20	200.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.20										0	0
D	One lane	2.20										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	689.785	-	-	-	-	-	-	0.264	0.377	0.264	-	-	-
1	B-A	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	-	0.200	0.200	0.100
1	B-C	573.963	0.087	0.220	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	B-D, offside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	C-B	689.785	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	573.963	-	-	-	-	-	-	0.220	-	0.087	-	-	-
1	D-B, nearside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	439.579	-	0.126	0.286	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	214.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	173.00	100.000
D	ONE HOUR	✓	0.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	2.000	175.000	37.000
	B	0.000	0.000	0.000	0.000
	C	128.000	4.000	0.000	41.000
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.00	0.01	0.82	0.17
	B	0.25	0.25	0.25	0.25
	C	0.74	0.02	0.00	0.24
	D	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.07	5.10	0.11	A	43.25	64.87	7.65	7.07	0.08	7.65	7.07
A-B	-	-	-	-	1.73	2.60	-	-	-	-	-
A-C	-	-	-	-	151.39	227.09	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.01	4.99	0.01	A	4.65	6.97	0.61	5.21	0.01	0.61	5.21
C-D	-	-	-	-	37.39	56.08	-	-	-	-	-
C-A	-	-	-	-	116.71	175.07	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	421.51	0.000	0.00	0.00	0.000	A
A-BCD	33.77	8.44	33.51	0.00	739.36	0.046	0.00	0.06	5.099	A
A-B	1.44	0.36	1.44	0.00	-	-	-	-	-	-
A-C	125.90	31.48	125.90	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	422.85	0.000	0.00	0.00	0.000	A
C-ABD	3.63	0.91	3.61	0.00	725.39	0.005	0.00	0.01	4.987	A
C-D	30.72	7.68	30.72	0.00	-	-	-	-	-	-
C-A	95.90	23.97	95.90	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	412.58	0.000	0.00	0.00	0.000	A
A-BCD	41.90	10.48	41.83	0.00	749.39	0.056	0.06	0.08	5.090	A
A-B	1.70	0.43	1.70	0.00	-	-	-	-	-	-
A-C	148.78	37.19	148.78	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	414.15	0.000	0.00	0.00	0.000	A
C-ABD	4.50	1.13	4.50	0.00	732.78	0.006	0.01	0.01	4.942	A
C-D	36.64	9.16	36.64	0.00	-	-	-	-	-	-
C-A	114.38	28.60	114.38	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	400.25	0.000	0.00	0.00	0.000	A
A-BCD	54.02	13.51	53.91	0.00	763.38	0.071	0.08	0.11	5.076	A
A-B	2.05	0.51	2.05	0.00	-	-	-	-	-	-
A-C	179.55	44.89	179.55	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	402.15	0.000	0.00	0.00	0.000	A
C-ABD	5.81	1.45	5.80	0.00	743.33	0.008	0.01	0.01	4.880	A
C-D	44.80	11.20	44.80	0.00	-	-	-	-	-	-
C-A	139.87	34.97	139.87	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	400.23	0.000	0.00	0.00	0.000	A
A-BCD	54.04	13.51	54.04	0.00	763.40	0.071	0.11	0.11	5.076	A
A-B	2.05	0.51	2.05	0.00	-	-	-	-	-	-
A-C	179.52	44.88	179.52	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	402.12	0.000	0.00	0.00	0.000	A
C-ABD	5.81	1.45	5.81	0.00	743.29	0.008	0.01	0.01	4.882	A
C-D	44.80	11.20	44.80	0.00	-	-	-	-	-	-
C-A	139.87	34.97	139.87	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	412.55	0.000	0.00	0.00	0.000	A
A-BCD	41.93	10.48	42.04	0.00	749.43	0.056	0.11	0.08	5.092	A
A-B	1.70	0.43	1.70	0.00	-	-	-	-	-	-
A-C	148.75	37.19	148.75	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	414.11	0.000	0.00	0.00	0.000	A
C-ABD	4.51	1.13	4.51	0.00	732.72	0.006	0.01	0.01	4.943	A
C-D	36.64	9.16	36.64	0.00	-	-	-	-	-	-
C-A	114.38	28.60	114.38	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	421.45	0.000	0.00	0.00	0.000	A
A-BCD	33.83	8.46	33.90	0.00	739.40	0.046	0.08	0.06	5.103	A
A-B	1.44	0.36	1.44	0.00	-	-	-	-	-	-
A-C	125.85	31.46	125.85	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	422.77	0.000	0.00	0.00	0.000	A
C-ABD	3.64	0.91	3.64	0.00	725.28	0.005	0.01	0.01	4.990	A
C-D	30.72	7.68	30.72	0.00	-	-	-	-	-	-
C-A	95.89	23.97	95.89	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.95	0.06	5.099	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.08	0.01	4.987	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.22	0.08	5.090	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.10	0.01	4.942	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.63	0.11	5.076	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.13	0.01	4.880	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.64	0.11	5.076	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.13	0.01	4.882	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.24	0.08	5.092	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.10	0.01	4.943	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.97	0.06	5.103	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.08	0.01	4.990	A	A
C-D	-	-	-	-	-

C-A	-	-	-	-	-	-

(Default Analysis Set) - Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Sensitivity, AM	Sensitivity	AM		Varies by Arm	07:45	09:15	90	15				✓	✓	D5/1.08

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Portland Street / Merrow Street	Crossroads	Two-way	A,B,C,D		5.41	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Portland Street N		Major
B	Merrow Street E		Minor
C	Portland Street S		Major
D	Merrow Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.26		0.00		2.20	200.00	✓	0.00
C	6.26		0.00		2.20	200.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.20										0	0
D	One lane	2.20										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	689.785	-	-	-	-	-	-	0.264	0.377	0.264	-	-	-
1	B-A	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	-	0.200	0.200	0.100
1	B-C	573.963	0.087	0.220	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	B-D, offside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	C-B	689.785	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	573.963	-	-	-	-	-	-	0.220	-	0.087	-	-	-
1	D-B, nearside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	439.579	-	0.126	0.286	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000
D	DIRECT		N/A	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	0.000	2.788	94.107	27.186
	B	0.000	0.000	0.000	0.000
	C	197.275	5.577	0.000	41.825
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	0.00	0.02	0.76	0.22
	B	0.25	0.25	0.25	0.25
	C	0.81	0.02	0.00	0.17
	D	0.25	0.25	0.25	0.25

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:00-08:15)

		To			
		A	B	C	D
From	A	0.000	3.330	112.372	32.463
	B	0.000	0.000	0.000	0.000
	C	235.566	6.659	0.000	49.943
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:00-08:15)

		To

		A	B	C	D
From	A	0.00	0.02	0.76	0.22
	B	0.25	0.25	0.25	0.25
	C	0.81	0.02	0.00	0.17
	D	0.25	0.25	0.25	0.25

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	0.000	4.078	137.628	39.759
	B	0.000	0.000	0.000	0.000
	C	288.508	8.156	0.000	61.168
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	0.00	0.02	0.76	0.22
	B	0.25	0.25	0.25	0.25
	C	0.81	0.02	0.00	0.17
	D	0.25	0.25	0.25	0.25

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	0.000	4.078	137.628	39.759
	B	0.000	0.000	0.000	0.000
	C	288.508	8.156	0.000	61.168
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	0.00	0.02	0.76	0.22
	B	0.25	0.25	0.25	0.25
	C	0.81	0.02	0.00	0.17
	D	0.25	0.25	0.25	0.25

Turning Counts or Proportions (PCU/hr) - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	0.000	3.330	112.372	32.463
	B	0.000	0.000	0.000	0.000
	C	235.566	6.659	0.000	49.943
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	0.00	0.02	0.76	0.22
	B	0.25	0.25	0.25	0.25
	C	0.81	0.02	0.00	0.17
	D	0.25	0.25	0.25	0.25

Turning Counts or Proportions (PCU/hr) - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	0.000	2.788	94.107	27.186
	B	0.000	0.000	0.000	0.000
	C	197.275	5.577	0.000	41.825
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	0.00	0.02	0.76	0.22
	B	0.25	0.25	0.25	0.25
	C	0.81	0.02	0.00	0.17
	D	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (07:45-08:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:00-08:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:00-08:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:15-08:30)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:30-08:45)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (08:45-09:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (09:00-09:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.07	5.64	0.10	A	40.08	60.12	7.24	7.22	0.08	7.24	7.22
A-B	-	-	-	-	3.20	4.80	-	-	-	-	-
A-C	-	-	-	-	107.96	161.94	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.02	4.52	0.02	A	10.25	15.38	1.25	4.87	0.01	1.25	4.87
C-D	-	-	-	-	50.37	75.56	-	-	-	-	-
C-A	-	-	-	-	237.60	356.40	-	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	416.77	0.000	0.00	0.00	0.000	A
A-BCD	31.54	7.89	31.31	0.00	687.61	0.046	0.00	0.06	5.484	A
A-B	2.66	0.67	2.66	0.00	-	-	-	-	-	-
A-C	89.87	22.47	89.87	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	404.86	0.000	0.00	0.00	0.000	A
C-ABD	7.77	1.94	7.72	0.00	803.82	0.010	0.00	0.01	4.521	A
C-D	41.44	10.36	41.44	0.00	-	-	-	-	-	-
C-A	195.47	48.87	195.47	0.00	-	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS

B-ACD	0.00	0.00	0.00	0.00	406.83	0.000	0.00	0.00	0.000	A
A-BCD	38.89	9.72	38.82	0.00	687.92	0.057	0.06	0.08	5.546	A
A-B	3.14	0.79	3.14	0.00	-	-	-	-	-	-
A-C	106.13	26.53	106.13	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	392.66	0.000	0.00	0.00	0.000	A
C-ABD	9.87	2.47	9.85	0.00	825.90	0.012	0.01	0.01	4.411	A
C-D	49.38	12.35	49.38	0.00	-	-	-	-	-	-
C-A	232.92	58.23	232.92	0.00	-	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.05	0.000	0.00	0.00	0.000	A
A-BCD	49.76	12.44	49.66	0.00	688.70	0.072	0.08	0.10	5.633	A
A-B	3.79	0.95	3.79	0.00	-	-	-	-	-	-
A-C	127.91	31.98	127.91	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	375.82	0.000	0.00	0.00	0.000	A
C-ABD	13.11	3.28	13.09	0.00	856.20	0.015	0.01	0.02	4.269	A
C-D	60.30	15.08	60.30	0.00	-	-	-	-	-	-
C-A	284.42	71.11	284.42	0.00	-	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	393.03	0.000	0.00	0.00	0.000	A
A-BCD	49.78	12.45	49.78	0.00	688.72	0.072	0.10	0.10	5.637	A
A-B	3.79	0.95	3.79	0.00	-	-	-	-	-	-
A-C	127.89	31.97	127.89	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	375.80	0.000	0.00	0.00	0.000	A
C-ABD	13.11	3.28	13.11	0.00	856.18	0.015	0.02	0.02	4.271	A
C-D	60.30	15.08	60.30	0.00	-	-	-	-	-	-
C-A	284.42	71.10	284.42	0.00	-	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	406.79	0.000	0.00	0.00	0.000	A
A-BCD	38.91	9.73	39.01	0.00	687.94	0.057	0.10	0.08	5.551	A
A-B	3.14	0.79	3.14	0.00	-	-	-	-	-	-
A-C	106.11	26.53	106.11	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	392.62	0.000	0.00	0.00	0.000	A
C-ABD	9.87	2.47	9.89	0.00	825.85	0.012	0.02	0.01	4.413	A
C-D	49.38	12.35	49.38	0.00	-	-	-	-	-	-
C-A	232.92	58.23	232.92	0.00	-	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	416.70	0.000	0.00	0.00	0.000	A
A-BCD	31.59	7.90	31.66	0.00	687.62	0.046	0.08	0.06	5.488	A
A-B	2.66	0.67	2.66	0.00	-	-	-	-	-	-
A-C	89.83	22.46	89.83	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	404.78	0.000	0.00	0.00	0.000	A
C-ABD	7.78	1.95	7.79	0.00	803.74	0.010	0.01	0.01	4.524	A
C-D	41.44	10.36	41.44	0.00	-	-	-	-	-	-
C-A	195.46	48.86	195.46	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (07:45-08:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.89	0.06	5.484	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.16	0.01	4.521	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:00-08:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.15	0.08	5.546	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.20	0.01	4.411	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:15-08:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.55	0.10	5.633	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.26	0.02	4.269	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:30-08:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.56	0.10	5.637	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.27	0.02	4.271	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (08:45-09:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.17	0.08	5.551	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.20	0.01	4.413	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (09:00-09:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.91	0.06	5.488	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.16	0.01	4.524	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

(Default Analysis Set) - Senstivity, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Include In Report	Use Specific Demand Set(s)	Specific Demand Set(s)	Locked	Network Flow Scaling Factor (%)	Network Capacity Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A		✓				100.000	100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Results For Central Hour Only	Single Time Segment Only	Locked	Run Automatically	Use Relationship	Relationship
Senstivity, PM	Senstivity	PM		Varies by Arm	16:45	18:15	90	15				✓	✓	D6/1.08

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
Portland Street / Merrow Street	Crossroads	Two-way	A,B,C,D		5.10	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Portland Street N		Major
B	Merrow Street E		Minor
C	Portland Street S		Major
D	Merrow Street W		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
A	6.26		0.00		2.20	200.00	✓	0.00
C	6.26		0.00		2.20	200.00	✓	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)	Lane Width (Left) (m)	Lane Width (Right) (m)	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	2.20										0	0
D	One lane	2.20										0	0

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None
D	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
1	A-D	689.785	-	-	-	-	-	-	0.264	0.377	0.264	-	-	-
1	B-A	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	-	0.200	0.200	0.100
1	B-C	573.963	0.087	0.220	-	-	-	-	-	-	-	-	-	-
1	B-D, nearside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	B-D, offside lane	439.579	0.079	0.200	0.200	-	-	-	0.126	0.286	0.126	-	-	-
1	C-B	689.785	0.264	0.264	0.377	-	-	-	-	-	-	-	-	-
1	D-A	573.963	-	-	-	-	-	-	0.220	-	0.087	-	-	-
1	D-B, nearside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-B, offside lane	439.579	0.126	0.126	0.286	-	-	-	0.200	0.200	0.079	-	-	-
1	D-C	439.579	-	0.126	0.286	0.100	0.200	0.200	0.200	0.200	0.079	-	-	-

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓	✓	HV Percentages	2.00			✓	✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	DIRECT		N/A	100.000
B	DIRECT		N/A	100.000
C	DIRECT		N/A	100.000
D	DIRECT		N/A	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 - (16:45-17:00)

		To			
		A	B	C	D
From	A	0.000	1.394	121.990	25.792
	B	0.000	0.000	0.000	0.000
	C	89.227	2.788	0.000	28.581
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (16:45-17:00)

		To			
		A	B	C	D
From	A	0.00	0.01	0.82	0.17
	B	0.25	0.25	0.25	0.25
	C	0.74	0.02	0.00	0.24
	D	0.25	0.25	0.25	0.25

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:00-17:15)

		To			
		A	B	C	D
From	A	0.000	1.665	145.668	30.798
	B	0.000	0.000	0.000	0.000
	C	106.546	3.330	0.000	34.128
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (17:00-17:15)

		To			
		A	B	C	D
From	A	0.00	0.01	0.82	0.17
	B	0.25	0.25	0.25	0.25
	C	0.74	0.02	0.00	0.24
	D	0.25	0.25	0.25	0.25

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:15-17:30)

		To			
		A	B	C	D
From	A	0.000	2.039	178.406	37.720
	B	0.000	0.000	0.000	0.000
	C	130.491	4.078	0.000	41.798
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (17:15-17:30)

		To			
		A	B	C	D
From	A	0.00	0.01	0.82	0.17
	B	0.25	0.25	0.25	0.25
	C	0.74	0.02	0.00	0.24
	D	0.25	0.25	0.25	0.25

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:30-17:45)

		To			
		A	B	C	D
From	A	0.000	2.039	178.406	37.720
	B	0.000	0.000	0.000	0.000
	C	130.491	4.078	0.000	41.798
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (17:30-17:45)

		To			
		A	B	C	D
From	A	0.00	0.01	0.82	0.17
	B	0.25	0.25	0.25	0.25
	C	0.74	0.02	0.00	0.24
	D	0.25	0.25	0.25	0.25

Turning Counts or Proportions (PCU/hr) - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	0.000	1.665	145.668	30.798
	B	0.000	0.000	0.000	0.000
	C	106.546	3.330	0.000	34.128
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	0.00	0.01	0.82	0.17
	B	0.25	0.25	0.25	0.25
	C	0.74	0.02	0.00	0.24
	D	0.25	0.25	0.25	0.25

Turning Counts or Proportions (PCU/hr) - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	0.000	1.394	121.990	25.792
	B	0.000	0.000	0.000	0.000
	C	89.227	2.788	0.000	28.581
	D	0.000	0.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	0.00	0.01	0.82	0.17
	B	0.25	0.25	0.25	0.25
	C	0.74	0.02	0.00	0.24
	D	0.25	0.25	0.25	0.25

Vehicle Mix

Average PCU Per Vehicle - Junction 1 - (16:45-17:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (16:45-17:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:00-17:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:00-17:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:15-17:30)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:15-17:30)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:30-17:45)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:30-17:45)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (17:45-18:00)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000

	D	0.000	0.000	0.000	0.000

Average PCU Per Vehicle - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	1.000	1.000	1.000	1.000
	B	1.000	1.000	1.000	1.000
	C	1.000	1.000	1.000	1.000
	D	1.000	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 - (18:00-18:15)

		To			
		A	B	C	D
From	A	0.000	0.000	0.000	0.000
	B	0.000	0.000	0.000	0.000
	C	0.000	0.000	0.000	0.000
	D	0.000	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	Total Queueing Delay (PCU-min)	Average Queueing Delay (s)	Rate Of Queueing Delay (PCU-min/min)	Inclusive Total Queueing Delay (PCU-min)	Inclusive Average Queueing Delay (s)
B-ACD	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A-BCD	0.06	5.11	0.10	A	39.34	59.01	6.87	6.98	0.08	6.87	6.98
A-B	-	-	-	-	1.61	2.42	-	-	-	-	-
A-C	-	-	-	-	140.88	211.31	-	-	-	-	-
D-ABC	0.00	0.00	0.00	A	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C-ABD	0.01	5.00	0.01	A	4.23	6.34	0.55	5.21	0.01	0.55	5.21
C-D	-	-	-	-	34.63	51.95	-	-	-	-	-
C-A	-	-	-	-	108.13	162.19	-	-	-	-	-

Main Results for each time segment

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	424.90	0.000	0.00	0.00	0.000	A
A-BCD	30.83	7.71	30.60	0.00	735.57	0.042	0.00	0.06	5.105	A
A-B	1.34	0.33	1.34	0.00	-	-	-	-	-	-
A-C	117.01	29.25	117.01	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	426.14	0.000	0.00	0.00	0.000	A
C-ABD	3.32	0.83	3.30	0.00	722.58	0.005	0.00	0.00	5.004	A
C-D	28.45	7.11	28.45	0.00	-	-	-	-	-	-
C-A	88.83	22.21	88.83	0.00	-	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	416.64	0.000	0.00	0.00	0.000	A
A-BCD	38.14	9.54	38.08	0.00	744.81	0.051	0.06	0.07	5.096	A
A-B	1.58	0.40	1.58	0.00	-	-	-	-	-	-
A-C	138.40	34.60	138.40	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	418.10	0.000	0.00	0.00	0.000	A
C-ABD	4.10	1.03	4.10	0.00	729.36	0.006	0.00	0.01	4.963	A
C-D	33.94	8.49	33.94	0.00	-	-	-	-	-	-
C-A	105.96	26.49	105.96	0.00	-	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	405.23	0.000	0.00	0.00	0.000	A
A-BCD	49.00	12.25	48.90	0.00	757.71	0.065	0.07	0.10	5.081	A

A-B	1.91	0.48	1.91	0.00	-	-	-	-	-	-
A-C	167.26	41.81	167.26	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	407.00	0.000	0.00	0.00	0.000	A
C-ABD	5.27	1.32	5.26	0.00	739.04	0.007	0.01	0.01	4.905	A
C-D	41.51	10.38	41.51	0.00	-	-	-	-	-	-
C-A	129.59	32.40	129.59	0.00	-	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	405.22	0.000	0.00	0.00	0.000	A
A-BCD	49.01	12.25	49.01	0.00	757.73	0.065	0.10	0.10	5.082	A
A-B	1.91	0.48	1.91	0.00	-	-	-	-	-	-
A-C	167.24	41.81	167.24	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	406.98	0.000	0.00	0.00	0.000	A
C-ABD	5.27	1.32	5.27	0.00	739.01	0.007	0.01	0.01	4.907	A
C-D	41.51	10.38	41.51	0.00	-	-	-	-	-	-
C-A	129.59	32.40	129.59	0.00	-	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	416.61	0.000	0.00	0.00	0.000	A
A-BCD	38.17	9.54	38.26	0.00	744.84	0.051	0.10	0.07	5.098	A
A-B	1.58	0.40	1.58	0.00	-	-	-	-	-	-
A-C	138.38	34.59	138.38	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	418.06	0.000	0.00	0.00	0.000	A
C-ABD	4.10	1.03	4.11	0.00	729.31	0.006	0.01	0.01	4.963	A
C-D	33.94	8.49	33.94	0.00	-	-	-	-	-	-
C-A	105.96	26.49	105.96	0.00	-	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	Start Queue (PCU)	End Queue (PCU)	Delay (s)	LOS
B-ACD	0.00	0.00	0.00	0.00	424.84	0.000	0.00	0.00	0.000	A
A-BCD	30.87	7.72	30.94	0.00	735.60	0.042	0.07	0.06	5.109	A
A-B	1.34	0.33	1.34	0.00	-	-	-	-	-	-
A-C	116.96	29.24	116.96	0.00	-	-	-	-	-	-
D-ABC	0.00	0.00	0.00	0.00	426.07	0.000	0.00	0.00	0.000	A
C-ABD	3.32	0.83	3.32	0.00	722.48	0.005	0.01	0.00	5.005	A
C-D	28.45	7.11	28.45	0.00	-	-	-	-	-	-
C-A	88.82	22.21	88.82	0.00	-	-	-	-	-	-

Queueing Delay Results for each time segment

Queueing Delay results: (16:45-17:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.85	0.06	5.105	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.07	0.00	5.004	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:00-17:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.10	0.07	5.096	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.09	0.01	4.963	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:15-17:30)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service

B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.46	0.10	5.081	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.11	0.01	4.905	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:30-17:45)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.47	0.10	5.082	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.11	0.01	4.907	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (17:45-18:00)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	1.11	0.07	5.098	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.09	0.01	4.963	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Queueing Delay results: (18:00-18:15)

Stream	Queueing Total Delay (PCU-min)	Queueing Rate Of Delay (PCU-min/min)	Average Delay Per Arriving Vehicle (s)	Unsignalised Level Of Service	Signalised Level Of Service
B-ACD	0.00	0.00	0.000	A	A
A-BCD	0.87	0.06	5.109	A	A
A-B	-	-	-	-	-
A-C	-	-	-	-	-
D-ABC	0.00	0.00	0.000	A	A
C-ABD	0.07	0.00	5.005	A	A
C-D	-	-	-	-	-
C-A	-	-	-	-	-

Appendix I – TRICS / TRAVL Output

Residential - Per Bedroom (Arrivals)

Name	Bedrooms	Surveyed	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Chelsea Bridge Wharf	1786	Car Driver (alone)	16		12	30	15	15	5	9	2	36	11		13	7	5	1	18	1	10	18	6	35	13	26	53	62	26	96						
Chelsea Bridge Wharf	1786	Car Driver (with pass)		9			2			6			5			5						18	23	23		4		20				4					
Chelsea Bridge Wharf	1786	Car Passenger	8	9			1			6			6								5		23	11		4		10				8				
Chelsea Bridge Wharf	1786	Motor Cycle	2	6	2	7	2	5	4					1				1	2	3	1	5	6	2	6	8	13	5	4	2	2	0				
Chelsea Bridge Wharf	1786	Pedal Cycle	2	17	5	8	6		2		3	2	2	2		3	1		1	1	2	3	1	2	3	9	7	2	1	4	1	1				
Chelsea Bridge Wharf	1786	Taxi		2	2	1	1	1	1	1					5	3	1	3	3	1	6	2	1	2	2	6	3	6	1	3	1	0				
Chelsea Bridge Wharf	1786	Taxi Occupants		0	0	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Chelsea Bridge Wharf	1786	Walk	83	125	188	146	75	48	66	47	55	34	66	95	90	61	70	79	39	105	73	79	45	97	108	98	106	49	71		82	25				
Discovery Dock	376	Car Driver (alone)	3		3	11	3	5	3	4	2	1	2	5	1	2	4		4	3	5		2	3	5	3	2	1	3	2						
Discovery Dock	376	Car Driver (with pass)												1		2				3		1	1			1		2		1						
Discovery Dock	376	Car Passenger												1		2				3		1	1			1		2		2						
Discovery Dock	376	Motor Cycle																										1								
Discovery Dock	376	Pedal Cycle																										2	1							
Discovery Dock	376	Taxi								2																										
Discovery Dock	376	Taxi Occupants								0																										
Discovery Dock	376	Walk	31	59	64	92	52	27	37	43	26	32	42	61	63	66	32	22	33	31	46	13	31	34	78	59	56	58	59	17	20	11	9	2		
Grand Union Village (Private)	587	All Car Drivers	11	61	57	16	32	31	50	11	15	10	16	10	8	8	8	1	7	14	20	29	48	27	49	40	36	25	22	32	16	31				
Grand Union Village (Private)	587	Car Passenger	0	13	18	0	10	6	13	5	0	6	23	6	7	10	0	0	0	13	3	9	0	0	0	6	12	13	6	4	0	0				
Grand Union Village (Private)	587	Coach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Union Village (Private)	587	Motor Cycle	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Union Village (Private)	587	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Union Village (Private)	587	Pedal Cycle	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0				
Grand Union Village (Private)	587	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	9	4	0	0	0	0	0	0	0	0	0	0				
Grand Union Village (Private)	587	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	9	4	0	0	0	0	0	0	0	0	0	0				
Grand Union Village (Private)	587	Walk/PT	15	27	42	27	8	10	7	7	10	11	23	19	39	16	29	24	45	32	46	30	45	26	27	47	35	11	19	8	23	5				
Grosvenor Waterside	529	Car Driver (alone)	2	5	5	3	8	9	6	15	6	4	4	4	8	3	5	8	7	5	4	4	4	6	10	5	9	6	7	9	6	2				
Grosvenor Waterside	529	Car Driver (with pass)		1	6	5	1	4	3	7	4	2	4	5	4	3	3	5	2		2	2	1		8	1	8	7	1	2	6					
Grosvenor Waterside	529	Car Passenger		2	6	8	2	4	1	8	4	2	5	6	5	3	3	5	2	2	3	2	1	1	9	1	8	9	2	4	8	2				
Grosvenor Waterside	529	Motor Cycle	1	1			1	2									2					1		1	1	3	2		2	2	1		1			
Grosvenor Waterside	529	Pedal Cycle	4			1		1			1		1	1				4		3	4	6	1	5	2	4	2	3	1	4	1					
Grosvenor Waterside	529	Taxi	3	1	8	8	4	2	1		2	1	1	1	8	2			1	3	3	3	4	6	4	1	1	2	9	6	10	1				
Grosvenor Waterside	529	Taxi Occupants	0	0	0	0	0	0	0		0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grosvenor Waterside	529	Walk	28	34	49	48	46	25	25	40	43	40	68	36	47	31	26	34	27	29	57	25	44	16	60	34	59	55	50	23	34	4	2	3	3	
Imperial Wharf (Aff & Priv)	2850	Bus	52	68	89	103	59	45	45	43	56	44	56	45	49	40	45	60	68	57	88	67	64	67	69	68	65	65	52	34	38	34				
Imperial Wharf (Aff & Priv)	2850	Car Driver (alone)	15	17	24	32	37	15	29	23	19	16	18	13	19	17	20	23	24	15	26	18	21	26	30	29	26	19	30	16	18	19				
Imperial Wharf (Aff & Priv)	2850	Car Driver (with pass)	6	9	12	20	2	3	2	9	5	3	4	9	8	2	5	7	16	11	12	12	10	11	13	8	12	10	4	6	8	9				
Imperial Wharf (Aff & Priv)	2850	Car Passenger	9	10	16	32	2	5	2	11	8	4	5	10	10	3	7	9	18	18	20	23	15	17	18	13	14	12	5	11	9	14				
Imperial Wharf (Aff & Priv)	2850	Motor Cycle		3		2	3				1				2		1			1	2	1				3	1	4	2	1	1					
Imperial Wharf (Aff & Priv)	2850	Pedal Cycle	6	2	3	6	5	1	1				2	2		1	3	1		2	2	5	5	5	1	3	1	2	1	1	1	4				
Imperial Wharf (Aff & Priv)	2850	Rail	20	23	30	47	17	17	18	17	22	19	21	19	19	17	18	22	25	23	34	19	20	24	23	22	25	20	20	12	14	13				
Imperial Wharf (Aff & Priv)	2850	Taxi					1					1								1		1		1	1	3		1		1						
Imperial Wharf (Aff & Priv)	2850	Taxi Occupants					0					0								0		0		0	0	0		0		0						
Imperial Wharf (Aff & Priv)	2850	Walk	48	63	130	125	68	53	58	63	53	73	98	67	44	71	46	63	71	57	116	61	70	77	89	71	84	75	58	35	17	37				
Merryweather Place	315	Bus	3	5	9	7	4	3	2	3	1	5	2	3	2	2	4	3	4	3	2	2	4	3	3	4	4	5	2	5	2	3				
Merryweather Place	315	Car Driver (alone)	0	1	2	1	1	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0				
Merryweather Place	315	Car Driver (with pass)	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0			
Merryweather Place	315	Car Passenger	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0			
Merryweather Place	315	DLR	7	15	26	22	15	9	8	11	4	13	8	13	8	10	13	10	11	12	8	11	12	12	16	16	13	18	11	19	9	10	0			
Merryweather Place	315	Pedal Cycle	0	1	3	2	2	1	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	2	1	1				
Merryweather Place	315	Rail			3																		2													
Merryweather Place	315	Walk	10	20	33	30	17	12	11	14	5	17	10	14	9	10	15	12	13	12	9	11	15	14	17	16	15	21	12	20	10	11	0			
Swainson Road	360	Car Driver (alone)		5		2	3														8	1	2								1					
Swainson Road	360	Car Driver (with pass)																	1									1	1							
Swainson Road	360	Car Passenger				5													1							4		1	1							
Swainson Road	360	Motor Cycle		5																		4														
Swainson Road	360	Pedal Cycle	2	5		5	2							8								5			5			8			1	2				
Swainson Road	360	Walk	12	25	51	17	15	8	15	16	10	12	13	12	12	11	7	18	24	19	8	9	14	29	32	21	38	31	42	27	12	12				

Name	Bedrooms	Surveyed	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Chelsea Bridge Wharf	1786	All Trips	111	168	209	192	102	69	78	69	60	72	90	98	108	79	77	84	63	111	97	125	105	172	132	155	182	154	103	105	86	38	0	0	0	0
Discovery Dock	376	All Trips	34	59	67	103	55	32	40	49	28	33	44	68	64	72	36	22	37	40	51	15	35	37	83	64	58	66	63	22	20	11	9	2	0	0
Grand Union Village (Private)	587	All Trips	26	101	122	46	55	47	70	23	25	27	62	35	54	34	37	25	54	73	87	76	94	58	77	93	83	49	47	44	39	36	0	0	0	0
Grosvenor Waterside	529	All Trips	38	44	74	73	62	47	36	70	60	49	83	53	72	42	39	56	39	42	73	43	55	35	94	49	89	82	72	50	66	9	3	3	3	0
Imperial Wharf (Aff & Priv)	2850	All Trips	156	195	304	367	193	140	155	166	164	160	204	165	151	151	145	185	222	185	300	207	205	228	244	220	228	208	172	117	106	130	0	0	0	0
Merryweather Place	315	All Trips	20	44	78	64	39	25	21	29	10	37	21	32	20	23	34	26	29	28	20	25	34	31	41	38	34	46	27	49	23	25	0	0	0	0
Swainson Road	360	All Trips	14	40	51	29	20	8	15	16	10	12	13	20	12	11	7	18	26	19	16	19	16	29	37	25	38	41	44	27	14	14	0	0	0	0

Name	Bedrooms	Surveyed	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Chelsea Bridge Wharf	1786	All Trips	0.062	0.094	0.117	0.108	0.057	0.039	0.044	0.039	0.034	0.040	0.050	0.055	0.060	0.044	0.043	0.047	0.035	0.062	0.054	0.070	0.059	0.096	0.074	0.087	0.102	0.086	0.058	0.059	0.048	0.021	0.000	0.000	0.000	0.000
Discovery Dock	376	All Trips	0.090	0.157	0.178	0.274	0.146	0.085	0.106	0.130	0.074	0.088	0.117	0.181	0.170	0.191	0.096	0.059	0.098	0.106	0.136	0.040	0.093	0.098	0.221	0.170	0.154	0.176	0.168	0.059	0.053	0.029	0.024	0.005	0.000	0.000
Grand Union Village (Private)	587	All Trips	0.044	0.172	0.208	0.078	0.094	0.080	0.119	0.039	0.043	0.046	0.106	0.060	0.092	0.058	0.063	0.043	0.092	0.124	0.148	0.129	0.160	0.099	0.131	0.158	0.141	0.083	0.080	0.075	0.066	0.061	0.000	0.000	0.000	0.000
Grosvenor Waterside	529	All Trips	0.072	0.083	0.140	0.138	0.117	0.089	0.068	0.132	0.113	0.093	0.157	0.100	0.136	0.079	0.074	0.106	0.074	0.079	0.138	0.081	0.104	0.066	0.178	0.093	0.168	0.155	0.136	0.095	0.125	0.017	0.006	0.006	0.006	0.000
Imperial Wharf (Aff & Priv)	2850	All Trips	0.055	0.068	0.107	0.129	0.068	0.049	0.054	0.058	0.058	0.056	0.072	0.058	0.053	0.053	0.051	0.065	0.078	0.065	0.105	0.073	0.072	0.080	0.086	0.077	0.080	0.073	0.060	0.041	0.037	0.046	0.000	0.000	0.000	0.000
Merryweather Place	315	All Trips	0.063	0.140	0.248	0.203	0.124	0.079	0.067	0.092	0.032	0.117	0.067	0.102	0.063	0.073	0.108	0.083	0.092	0.089	0.063	0.079	0.108	0.098	0.130	0.121	0.108	0.146	0.086	0.156	0.073	0.079	0.000	0.000	0.000	0.000
Swainson Road	360	All Trips	0.039	0.111	0.142	0.081	0.056	0.022	0.042	0.044	0.028	0.033	0.036	0.056	0.033	0.031	0.019	0.050	0.072	0.053	0.044	0.053	0.044	0.081	0.103	0.069	0.106	0.114	0.122	0.075	0.039	0.039	0.000	0.000	0.000	0.000

	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Weighted Average	0.059	0.096	0.133	0.128	0.077	0.054	0.061	0.062	0.052	0.057	0.076	0.069	0.071	0.061	0.055	0.061	0.069	0.073	0.095	0.075	0.080	0.087	0.104	0.095	0.105	0.095	0.078	0.061	0.052	0.039	0.002	0.001	0.000	0.000
Average	0.061	0.118	0.163	0.144	0.094	0.063	0.071	0.076	0.054	0.068	0.086	0.087	0.087	0.076	0.065	0.064	0.077	0.083	0.098	0.075	0.091	0.088	0.132	0.111	0.123	0.119	0.101	0.080	0.063	0.042	0.004	0.002	0.001	0.000

Residential - Per Bedroom (Departures)

Name	Bedrooms	Surveyed	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Chelsea Bridge Wharf	1786	Car Driver (alone)	16		10	27	11	15	5	6	2	20	5		6	7	3	1	11	1	5	7	0	12	6	4	17	21	8	28						
Chelsea Bridge Wharf	1786	Car Driver (with pass)		7			2			6			5			5						7	10	12		4		10				4				
Chelsea Bridge Wharf	1786	Car Passenger	8	7			1			6			5								5		10	0		4		0				0				
Chelsea Bridge Wharf	1786	Motor Cycle	1	5	2	7	2	4	3					1				0	1	2	1	1	3	0	1	0	4	0	2	1	2	0				
Chelsea Bridge Wharf	1786	Pedal Cycle	1	15	4	5	5		1		3	1	0	1			1	0		1	1	2	0	1	0	2	1	0	1	2	0	1				
Chelsea Bridge Wharf	1786	Taxi		2	2	1	1	0	1	1					1	1	1	0	0	1	2	0	0	0	0	2	0	1	0	1	0	0				
Chelsea Bridge Wharf	1786	Taxi Occupants		0	0	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Chelsea Bridge Wharf	1786	Walk	54	101	157	117	55	18	38	40	30	19	33	51	57	33	30	39	22	46	35	33	17	34	46	23	36	20	20		24	3			
Discovery Dock	376	Car Driver (with pass)												0		0				1		0	1			1		1		1					
Discovery Dock	376	Car Passenger												0		0				1		0	1			1		1		2					
Discovery Dock	376	Motor Cycle																										0							
Discovery Dock	376	Pedal Cycle																										0	1						
Discovery Dock	376	Taxi								1																									
Discovery Dock	376	Taxi Occupants								0																									
Discovery Dock	376	Walk	20	47	54	68	45	18	24	26	18	16	27	27	34	33	18	14	10	17	20	4	14	11	24	20	11	15	14	2	2	5	6	0	
Grand Union Village (Private)	587	All Car Drivers	9	54	51	15	13	15	27	4	6	2	5	5	0	6	0	0	3	7	9	16	16	6	31	12	18	14	6	6	6	5			
Grand Union Village (Private)	587	Car Passenger	0	13	18	0	10	6	13	5	0	6	23	3	0	7	0	0	0	6	0	0	0	0	0	0	0	7	3	4	0	0			
Grand Union Village (Private)	587	Coach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Union Village (Private)	587	Motor Cycle	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Union Village (Private)	587	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Union Village (Private)	587	Pedal Cycle	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Union Village (Private)	587	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Union Village (Private)	587	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Union Village (Private)	587	Walk/PT	9	18	29	17	4	8	5	6	8	7	12	7	30	3	25	18	26	7	20	13	27	9	0	24	5	0	8	1	8	3			
Grosvenor Waterside	529	Car Driver (alone)	1	1	3	2	4	6	3	8	3	3	2	2	3	2	3	6	4	3	1	3	1	0	0	1	6	3	4	5	3	2			
Grosvenor Waterside	529	Car Driver (with pass)		1	5	3	1	1	0	2	3	1	3	2	2	1	1	2	1		0	2	1		5	1	2	3	1	1	3				
Grosvenor Waterside	529	Car Passenger		2	5	5	1	1	0	2	3	1	4	3	2	1	1	2	1	2	0	2	1	1	5	1	2	3	1	3	4	0			
Grosvenor Waterside	529	Motor Cycle	1	1			1	2									0					0		1	0	0	2		1	0	0		1		
Grosvenor Waterside	529	Pedal Cycle	3			0		1			0		0	0				3		3	3	2	1	3	1	0	2	1	0	2	0				
Grosvenor Waterside	529	Taxi	1	0	3	3	2	1	1		1	0	0	1	3	1			1	2	1	2	3	3	2	0	1	2	5	4	5	1			
Grosvenor Waterside	529	Taxi Occupants	0	0	0	0	0	0	0		0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grosvenor Waterside	529	Walk	25	31	45	36	35	16	14	24	18	18	37	21	26	15	12	14	11	13	26	12	23	7	20	10	18	15	11	1	13	4	1	2	2
Imperial Wharf (Aff & Priv)	2850	Bus	35	52	73	72	33	30	24	24	34	24	24	21	20	21	26	38	32	22	30	29	25	28	29	28	28	22	17	12	14	12			
Imperial Wharf (Aff & Priv)	2850	Car Driver (alone)	13	13	20	22	22	11	12	11	17	9	12	6	9	9	13	11	14	7	8	8	9	10	16	12	14	7	12	9	8	5			
Imperial Wharf (Aff & Priv)	2850	Car Driver (with pass)	5	9	12	20	2	3	1	6	3	2	3	4	2	1	2	5	12	4	1	3	4	3	5	5	4	2	0	1	1	3			
Imperial Wharf (Aff & Priv)	2850	Car Passenger	8	10	16	32	2	5	1	7	6	2	4	4	2	2	3	6	12	4	1	5	4	5	5	9	4	3	0	1	1	3			
Imperial Wharf (Aff & Priv)	2850	Motor Cycle		3		2	3				1				1		1			0	0	0				1	0	0	0	1	0				
Imperial Wharf (Aff & Priv)	2850	Pedal Cycle	5	1	3	5	3	0	1				1	1		1	2	0		1	1	0	1	3	0	1	0	0	0	1	0	3			
Imperial Wharf (Aff & Priv)	2850	Rail	13	14	23	34	11	12	10	10	11	10	10	9	6	10	9	10	9	8	11	8	8	9	9	8	11	6	7	5	3	6			
Imperial Wharf (Aff & Priv)	2850	Taxi						1				1								0		0		0	0	1		0		0					
Imperial Wharf (Aff & Priv)	2850	Taxi Occupants						0				0								0		0		0	0	0		0		0					
Imperial Wharf (Aff & Priv)	2850	Walk	32	47	108	93	38	37	37	39	28	43	45	41	20	46	27	38	22	25	53	33	25	34	36	24	44	31	21	16	11	16			
Merryweather Place	315	Bus	2	5	8	6	2	2	2	2	0	4	1	1	1	1	2	2	2	1	1	0	2	1	0	1	2	2	0	1	1	1			
Merryweather Place	315	Car Driver (alone)	0	1	2	1	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Merryweather Place	315	Car Driver (with pass)	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Merryweather Place	315	Car Passenger	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Merryweather Place	315	DLR	5	12	20	17	7	5	5	5	1	9	3	4	3	4	7	5	4	3	2	2	5	3	1	3	5	6	1	4	3	3	0		
Merryweather Place	315	Pedal Cycle	0	1	2	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Merryweather Place	315	Rail			3																		0												
Merryweather Place	315	Walk	8	18	27	25	10	8	8	8	2	13	5	5	4	5	9	7	6	4	3	2	8	5	2	4	7	9	2	5	4	4	0		
Swainson Road	360	Car Driver (alone)		5		2	0														8	1	0								1				
Swainson Road	360	Car Driver (with pass)																	1									0	0						
Swainson Road	360	Car Passenger				5													1							4		0	0						
Swainson Road	360	Motor Cycle		5																		0													
Swainson Road	360	Pedal Cycle	2	5		5	2							8								1			0					0	0				
Swainson Road	360	Walk	12	23	45	13	12	5	12	6	7	6	7	8	4	4	4	4	10	7	0	1	7	5	12	4	4	17	14	7	5	5			

Name	Bedrooms	Surveyed	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Chelsea Bridge Wharf	1786	All Trips	80	137	175	157	77	37	48	59	35	40	48	53	64	47	34	40	35	51	49	50	40	59	53	39	58	52	31	32	26	8	0	0	0
Discovery Dock	376	All Trips	29	101	105	83	58	33	51	31	24	18	32	32	34	39	18	14	13	26	29	20	32	17	55	34	29	31	21	11	8	10	6	0	0	0
Grand Union Village (Private)	587	All Trips	10	32	55	22	23	20	21	19	11	16	37	12	33	12	28	24	30	16	21	16	28	9	0	25	11	10	15	10	11	5	0	0	0	0
Grosvenor Waterside	529	All Trips	65	87	131	119	73	52	39	52	59	44	68	48	53	39	40	59	46	42	60	49	54	43	62	40	55	46	36	23	39	17	2	2	2	0
Imperial Wharf (Aff & Priv)	2850	All Trips	78	102	190	214	83	71	64	75	66	71	76	66	41	70	59	72	71	50	76	57	53	65	71	62	79	51	40	35	25	37	0	0	0	0
Merryweather Place	315	All Trips	13	39	56	48	19	13	13	13	3	24	8	9	7	9	17	12	10	7	13	5	13	8	3	7	12	15	3	9	8	7	0	0	0	0
Swainson Road	360	All Trips	14	33	45	23	14	5	12	6	7	6	7	16	4	4	4	4	12	7	0	2	7	5	12	8	4	17	14	7	5	5	0	0	0	0

Name	Bedrooms	Surveyed	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Chelsea Bridge Wharf	1786	All Trips	0.045	0.077	0.098	0.088	0.043	0.021	0.027	0.033	0.020	0.022	0.027	0.030	0.036	0.026	0.019	0.022	0.020	0.029	0.027	0.028	0.022	0.033	0.030	0.022	0.032	0.029	0.017	0.018	0.015	0.004	0.000	0.000	0.000	0.000
Discovery Dock	376	All Trips	0.077	0.269	0.279	0.221	0.154	0.088	0.136	0.082	0.064	0.048	0.085	0.085	0.090	0.104	0.048	0.037	0.035	0.069	0.077	0.053	0.085	0.045	0.146	0.090	0.077	0.082	0.056	0.029	0.021	0.027	0.016	0.000	0.000	0.000
Grand Union Village (Private)	587	All Trips	0.017	0.055	0.094	0.037	0.039	0.034	0.036	0.032	0.019	0.027	0.063	0.020	0.056	0.020	0.048	0.041	0.051	0.027	0.036	0.027	0.048	0.015	0.000	0.043	0.019	0.017	0.026	0.017	0.019	0.009	0.000	0.000	0.000	0.000
Grosvenor Waterside	529	All Trips	0.123	0.164	0.248	0.225	0.138	0.098	0.074	0.098	0.112	0.083	0.129	0.091	0.100	0.074	0.076	0.112	0.087	0.079	0.113	0.093	0.102	0.081	0.117	0.076	0.104	0.087	0.068	0.043	0.074	0.032	0.004	0.004	0.004	0.000
Imperial Wharf (Aff & Priv)	2850	All Trips	0.027	0.036	0.067	0.075	0.029	0.025	0.022	0.026	0.023	0.025	0.027	0.023	0.014	0.025	0.021	0.025	0.025	0.018	0.027	0.020	0.019	0.023	0.025	0.022	0.028	0.018	0.014	0.012	0.009	0.013	0.000	0.000	0.000	0.000
Merryweather Place	315	All Trips	0.041	0.124	0.178	0.152	0.060	0.041	0.041	0.041	0.010	0.076	0.025	0.029	0.022	0.029	0.054	0.038	0.032	0.022	0.041	0.016	0.041	0.025	0.010	0.022	0.038	0.048	0.010	0.029	0.025	0.022	0.000	0.000	0.000	0.000
Swainson Road	360	All Trips	0.039	0.092	0.125	0.064	0.039	0.014	0.033	0.017	0.019	0.017	0.019	0.044	0.011	0.011	0.011	0.011	0.033	0.019	0.000	0.006	0.019	0.014	0.033	0.022	0.011	0.047	0.039	0.019	0.014	0.014	0.000	0.000	0.000	0.000

	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Weighted Average	0.042	0.078	0.111	0.098	0.051	0.034	0.036	0.037	0.030	0.032	0.041	0.035	0.035	0.032	0.029	0.033	0.032	0.029	0.036	0.029	0.033	0.030	0.038	0.032	0.036	0.033	0.024	0.019	0.018	0.013	0.001	0.000	0.000	0.000
Average	0.053	0.117	0.155	0.123	0.072	0.046	0.053	0.047	0.038	0.043	0.054	0.046	0.047	0.041	0.039	0.041	0.040	0.038	0.046	0.035	0.048	0.034	0.052	0.042	0.044	0.047	0.033	0.024	0.025	0.017	0.003	0.001	0.001	0.000

Person Trip Generation per Bedroom
Residential Sites

Trip Rates

	Arrivals	Departures	Total
08:00 - 09:00	0.052	0.209	0.262
17:00 - 18:00	0.103	0.064	0.167

Existing Development 5607 Bedrooms

	Arrivals	Departures	Total
08:00 - 09:00	291	1173	1466
17:00 - 18:00	576	357	935

Proposed Development 8178 Bedrooms

	Arrivals	Departures	Total
08:00 - 09:00	424	1711	2139
17:00 - 18:00	840	521	1363

Net Change

	Arrivals	Departures	Total
08:00 - 09:00	133	538	672
17:00 - 18:00	264	164	429

Per Dwelling

Existing Development

	Arrivals	Departures	Total
08:00 - 09:00	291	1137	1428
17:00 - 18:00	555	344	899

Proposed Development

	Arrivals	Departures	Total
08:00 - 09:00	389	1521	1911
17:00 - 18:00	743	460	1203

Net Change

	Arrivals	Departures	Total
08:00 - 09:00	98	384	482
17:00 - 18:00	188	116	304

Residential - Per Dwelling (Arrivals)

Name	Bedrooms	Surveyed	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Chelsea Bridge Wharf	893	Car Driver (alone)	16		12	30	15	15	5	9	2	36	11		13	7	5	1	18	1	10	18	6	35	13	26	53	62	26	96						
Chelsea Bridge Wharf	893	Car Driver (with pass)		9			2			6			5			5						18	23	23		4		20				4					
Chelsea Bridge Wharf	893	Car Passenger	8	9			1			6			6								5		23	11		4		10				8				
Chelsea Bridge Wharf	893	Motor Cycle	2	6	2	7	2	5	4					1				1	2	3	1	5	6	2	6	8	13	5	4	2	2	0				
Chelsea Bridge Wharf	893	Pedal Cycle	2	17	5	8	6		2		3	2	2	2		3	1		1	1	2	3	1	2	3	9	7	2	1	4	1	1				
Chelsea Bridge Wharf	893	Taxi		2	2	1	1	1	1	1					5	3	1	3	3	1	6	2	1	2	2	6	3	6	1	3	1	0				
Chelsea Bridge Wharf	893	Taxi Occupants		0	0	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Chelsea Bridge Wharf	893	Walk	83	125	188	146	75	48	66	47	55	34	66	95	90	61	70	79	39	105	73	79	45	97	108	98	106	49	71		82	25				
Discovery Dock	192	Car Driver (alone)	3		3	11	3	5	3	4	2	1	2	5	1	2	4		4	3	5		2	3	5	3	2	1	3	2						
Discovery Dock	192	Car Driver (with pass)												1		2				3		1	1			1		2		1						
Discovery Dock	192	Car Passenger												1		2				3		1	1			1		2		2						
Discovery Dock	192	Motor Cycle																										1								
Discovery Dock	192	Pedal Cycle																										2	1							
Discovery Dock	192	Taxi								2																										
Discovery Dock	192	Taxi Occupants								0																										
Discovery Dock	192	Walk	31	59	64	92	52	27	37	43	26	32	42	61	63	66	32	22	33	31	46	13	31	34	78	59	56	58	59	17	20	11	9	2		
Grand Union Village (Private)	253	All Car Drivers	11	61	57	16	32	31	50	11	15	10	16	10	8	8	8	1	7	14	20	29	48	27	49	40	36	25	22	32	16	31				
Grand Union Village (Private)	253	Car Passenger	0	13	18	0	10	6	13	5	0	6	23	6	7	10	0	0	0	13	3	9	0	0	0	6	12	13	6	4	0	0				
Grand Union Village (Private)	253	Coach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Union Village (Private)	253	Motor Cycle	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Union Village (Private)	253	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grand Union Village (Private)	253	Pedal Cycle	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0				
Grand Union Village (Private)	253	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	9	4	0	0	0	0	0	0	0	0	0	0				
Grand Union Village (Private)	253	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	9	4	0	0	0	0	0	0	0	0	0	0				
Grand Union Village (Private)	253	Walk/PT	15	27	42	27	8	10	7	7	10	11	23	19	39	16	29	24	45	32	46	30	45	26	27	47	35	11	19	8	23	5				
Grosvenor Waterside	295	Car Driver (alone)	2	5	5	3	8	9	6	15	6	4	4	4	8	3	5	8	7	5	4	4	4	6	10	5	9	6	7	9	6	2				
Grosvenor Waterside	295	Car Driver (with pass)		1	6	5	1	4	3	7	4	2	4	5	4	3	3	5	2		2	2	1		8	1	8	7	1	2	6					
Grosvenor Waterside	295	Car Passenger		2	6	8	2	4	1	8	4	2	5	6	5	3	3	5	2	2	3	2	1	1	9	1	8	9	2	4	8	2				
Grosvenor Waterside	295	Motor Cycle	1	1			1	2									2					1		1	1	3	2		2	2	1		1			
Grosvenor Waterside	295	Pedal Cycle	4			1		1			1		1	1				4		3	4	6	1	5	2	4	2	3	1	4	1					
Grosvenor Waterside	295	Taxi	3	1	8	8	4	2	1		2	1	1	1	8	2			1	3	3	3	4	6	4	1	1	2	9	6	10	1				
Grosvenor Waterside	295	Taxi Occupants	0	0	0	0	0	0	0		0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Grosvenor Waterside	295	Walk	28	34	49	48	46	25	25	40	43	40	68	36	47	31	26	34	27	29	57	25	44	16	60	34	59	55	50	23	34	4	2	3	3	
Imperial Wharf (Aff & Priv)	1263	Bus	52	68	89	103	59	45	45	43	56	44	56	45	49	40	45	60	68	57	88	67	64	67	69	68	65	65	52	34	38	34				
Imperial Wharf (Aff & Priv)	1263	Car Driver (alone)	15	17	24	32	37	15	29	23	19	16	18	13	19	17	20	23	24	15	26	18	21	26	30	29	26	19	30	16	18	19				
Imperial Wharf (Aff & Priv)	1263	Car Driver (with pass)	6	9	12	20	2	3	2	9	5	3	4	9	8	2	5	7	16	11	12	12	10	11	13	8	12	10	4	6	8	9				
Imperial Wharf (Aff & Priv)	1263	Car Passenger	9	10	16	32	2	5	2	11	8	4	5	10	10	3	7	9	18	18	20	23	15	17	18	13	14	12	5	11	9	14				
Imperial Wharf (Aff & Priv)	1263	Motor Cycle		3		2	3				1				2		1			1	2	1				3	1	4	2	1	1					
Imperial Wharf (Aff & Priv)	1263	Pedal Cycle	6	2	3	6	5	1	1				2	2		1	3	1		2	2	5	5	5	1	3	1	2	1	1	1	4				
Imperial Wharf (Aff & Priv)	1263	Rail	20	23	30	47	17	17	18	17	22	19	21	19	19	17	18	22	25	23	34	19	20	24	23	22	25	20	20	12	14	13				
Imperial Wharf (Aff & Priv)	1263	Taxi						1				1								1		1		1	1	3		1		1						
Imperial Wharf (Aff & Priv)	1263	Taxi Occupants						0				0								0		0		0	0	0		0		0						
Imperial Wharf (Aff & Priv)	1263	Walk	48	63	130	125	68	53	58	63	53	73	98	67	44	71	46	63	71	57	116	61	70	77	89	71	84	75	58	35	17	37				
Merryweather Place	226	Bus	3	5	9	7	4	3	2	3	1	5	2	3	2	2	4	3	4	3	2	2	4	3	3	4	4	5	2	5	2	3				
Merryweather Place	226	Car Driver (alone)	0	1	2	1	1	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	1	1	1	1	1	0	0	0			
Merryweather Place	226	Car Driver (with pass)	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0			
Merryweather Place	226	Car Passenger	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0			
Merryweather Place	226	DLR	7	15	26	22	15	9	8	11	4	13	8	13	8	10	13	10	11	12	8	11	12	12	16	16	13	18	11	19	9	10	0			
Merryweather Place	226	Pedal Cycle	0	1	3	2	2	1	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	2	1	1				
Merryweather Place	226	Rail			3																		2													
Merryweather Place	226	Walk	10	20	33	30	17	12	11	14	5	17	10	14	9	10	15	12	13	12	9	11	15	14	17	16	15	21	12	20	10	11	0			
Swainson Road	159	Car Driver (alone)		5		2	3														8	1	2								1					
Swainson Road	159	Car Driver (with pass)																	1									1	1							
Swainson Road	159	Car Passenger				5													1							4		1	1							
Swainson Road	159	Motor Cycle		5																		4														
Swainson Road	159	Pedal Cycle	2	5		5	2							8								5		5				8		1	2					
Swainson Road	159	Walk	12	25	51	17	15	8	15	16	10	12	13	12	12	11	7	18	24	19	8	9	14	29	32	21	38	31	42	27	12	12				

Name	Bedrooms	Surveyed	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Chelsea Bridge Wharf	893	All Trips	111	168	209	192	102	69	78	69	60	72	90	98	108	79	77	84	63	111	97	125	105	172	132	155	182	154	103	105	86	38	0	0	0	0
Discovery Dock	192	All Trips	34	59	67	103	55	32	40	49	28	33	44	68	64	72	36	22	37	40	51	15	35	37	83	64	58	66	63	22	20	11	9	2	0	0
Grand Union Village (Private)	253	All Trips	26	101	122	46	55	47	70	23	25	27	62	35	54	34	37	25	54	73	87	76	94	58	77	93	83	49	47	44	39	36	0	0	0	0
Grosvenor Waterside	295	All Trips	38	44	74	73	62	47	36	70	60	49	83	53	72	42	39	56	39	42	73	43	55	35	94	49	89	82	72	50	66	9	3	3	3	0
Imperial Wharf (Aff & Priv)	1263	All Trips	156	195	304	367	193	140	155	166	164	160	204	165	151	151	145	185	222	185	300	207	205	228	244	220	228	208	172	117	106	130	0	0	0	0
Merryweather Place	226	All Trips	20	44	78	64	39	25	21	29	10	37	21	32	20	23	34	26	29	28	20	25	34	31	41	38	34	46	27	49	23	25	0	0	0	0
Swainson Road	159	All Trips	14	40	51	29	20	8	15	16	10	12	13	20	12	11	7	18	26	19	16	19	16	29	37	25	38	41	44	27	14	14	0	0	0	0

Name	Bedrooms	Surveyed	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Chelsea Bridge Wharf	893	All Trips	0.124	0.188	0.234	0.215	0.114	0.077	0.087	0.077	0.067	0.081	0.101	0.110	0.121	0.088	0.086	0.094	0.071	0.124	0.109	0.140	0.118	0.193	0.148	0.174	0.204	0.172	0.115	0.118	0.096	0.043	0.000	0.000	0.000	0.000
Discovery Dock	192	All Trips	0.177	0.307	0.349	0.536	0.286	0.167	0.208	0.255	0.146	0.172	0.229	0.354	0.333	0.375	0.188	0.115	0.193	0.208	0.266	0.078	0.182	0.193	0.432	0.333	0.302	0.344	0.328	0.115	0.104	0.057	0.047	0.010	0.000	0.000
Grand Union Village (Private)	253	All Trips	0.103	0.399	0.482	0.182	0.217	0.186	0.277	0.091	0.099	0.107	0.245	0.138	0.213	0.134	0.146	0.099	0.213	0.289	0.344	0.300	0.372	0.229	0.304	0.368	0.328	0.194	0.186	0.174	0.154	0.142	0.000	0.000	0.000	0.000
Grosvenor Waterside	295	All Trips	0.129	0.149	0.251	0.247	0.210	0.159	0.122	0.237	0.203	0.166	0.281	0.180	0.244	0.142	0.132	0.190	0.132	0.142	0.247	0.146	0.186	0.119	0.319	0.166	0.302	0.278	0.244	0.169	0.224	0.031	0.010	0.010	0.010	0.000
Imperial Wharf (Aff & Priv)	1263	All Trips	0.124	0.154	0.241	0.291	0.153	0.111	0.123	0.131	0.130	0.127	0.162	0.131	0.120	0.120	0.115	0.146	0.176	0.146	0.238	0.164	0.162	0.181	0.193	0.174	0.181	0.165	0.136	0.093	0.084	0.103	0.000	0.000	0.000	0.000
Merryweather Place	226	All Trips	0.088	0.195	0.345	0.283	0.173	0.111	0.093	0.128	0.044	0.164	0.093	0.142	0.088	0.102	0.150	0.115	0.128	0.124	0.088	0.111	0.150	0.137	0.181	0.168	0.150	0.204	0.119	0.217	0.102	0.111	0.000	0.000	0.000	0.000
Swainson Road	159	All Trips	0.088	0.252	0.321	0.182	0.126	0.050	0.094	0.101	0.063	0.075	0.082	0.126	0.075	0.069	0.044	0.113	0.164	0.119	0.101	0.119	0.101	0.182	0.233	0.157	0.239	0.258	0.277	0.170	0.088	0.088	0.000	0.000	0.000	0.000

	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Weighted Average	0.122	0.198	0.276	0.266	0.160	0.112	0.126	0.129	0.109	0.119	0.158	0.144	0.147	0.126	0.114	0.127	0.143	0.152	0.196	0.155	0.166	0.180	0.216	0.196	0.217	0.197	0.161	0.126	0.108	0.080	0.004	0.002	0.001	0.000
Average	0.119	0.235	0.318	0.277	0.183	0.123	0.143	0.146	0.107	0.127	0.170	0.169	0.171	0.147	0.123	0.125	0.154	0.165	0.199	0.151	0.182	0.176	0.259	0.220	0.244	0.231	0.201	0.151	0.122	0.082	0.008	0.003	0.001	0.000

Residential - Per Dwelling (Departures)

Name	Bedrooms	Surveyed	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Chelsea Bridge Wharf	893	Car Driver (alone)	16		10	27	11	15	5	6	2	20	5		6	7	3	1	11	1	5	7	0	12	6	4	17	21	8	28						
Chelsea Bridge Wharf	893	Car Driver (with pass)		7			2			6			5			5						7	10	12		4		10				4				
Chelsea Bridge Wharf	893	Car Passenger	8	7			1			6			5								5		10	0		4		0				0				
Chelsea Bridge Wharf	893	Motor Cycle	1	5	2	7	2	4	3					1				0	1	2	1	1	3	0	1	0	4	0	2	1	2	0				
Chelsea Bridge Wharf	893	Pedal Cycle	1	15	4	5	5		1		3	1	0	1			1	0		1	1	2	0	1	0	2	1	0	1	2	0	1				
Chelsea Bridge Wharf	893	Taxi		2	2	1	1	0	1	1					1	1	1	0	0	1	2	0	0	0	0	2	0	1	0	1	0	0				
Chelsea Bridge Wharf	893	Taxi Occupants		0	0	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Chelsea Bridge Wharf	893	Walk	54	101	157	117	55	18	38	40	30	19	33	51	57	33	30	39	22	46	35	33	17	34	46	23	36	20	20		24	3			
Discovery Dock	192	Car Driver (with pass)												0		0				1		0	1			1		1		1					
Discovery Dock	192	Car Passenger												0		0				1		0	1			1		1		2					
Discovery Dock	192	Motor Cycle																										0							
Discovery Dock	192	Pedal Cycle																										0	1						
Discovery Dock	192	Taxi								1																									
Discovery Dock	192	Taxi Occupants								0																									
Discovery Dock	192	Walk	20	47	54	68	45	18	24	26	18	16	27	27	34	33	18	14	10	17	20	4	14	11	24	20	11	15	14	2	2	5	6	0	
Grand Union Village (Private)	253	All Car Drivers	9	54	51	15	13	15	27	4	6	2	5	5	0	6	0	0	3	7	9	16	16	6	31	12	18	14	6	6	6	5			
Grand Union Village (Private)	253	Car Passenger	0	13	18	0	10	6	13	5	0	6	23	3	0	7	0	0	0	6	0	0	0	0	0	0	0	7	3	4	0	0			
Grand Union Village (Private)	253	Coach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Union Village (Private)	253	Motor Cycle	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Union Village (Private)	253	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Union Village (Private)	253	Pedal Cycle	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Union Village (Private)	253	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Union Village (Private)	253	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grand Union Village (Private)	253	Walk/PT	9	18	29	17	4	8	5	6	8	7	12	7	30	3	25	18	26	7	20	13	27	9	0	24	5	0	8	1	8	3			
Grosvenor Waterside	295	Car Driver (alone)	1	1	3	2	4	6	3	8	3	3	2	2	3	2	3	6	4	3	1	3	1	0	0	1	6	3	4	5	3	2			
Grosvenor Waterside	295	Car Driver (with pass)		1	5	3	1	1	0	2	3	1	3	2	2	1	1	2	1		0	2	1		5	1	2	3	1	1	3				
Grosvenor Waterside	295	Car Passenger		2	5	5	1	1	0	2	3	1	4	3	2	1	1	2	1	2	0	2	1	1	5	1	2	3	1	3	4	0			
Grosvenor Waterside	295	Motor Cycle	1	1			1	2										0				0		1	0	0	2		1	0	0		1		
Grosvenor Waterside	295	Pedal Cycle	3			0		1		0			0	0		0			3		3	3	2	1	3	1	0	2	1	0	2	0				
Grosvenor Waterside	295	Taxi	1	0	3	3	2	1	1		1	0	0	1	3	1			1	2	1	2	3	3	2	0	1	2	5	4	5	1			
Grosvenor Waterside	295	Taxi Occupants	0	0	0	0	0	0	0		0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Grosvenor Waterside	295	Walk	25	31	45	36	35	16	14	24	18	18	37	21	26	15	12	14	11	13	26	12	23	7	20	10	18	15	11	1	13	4	1	2	2
Imperial Wharf (Aff & Priv)	1263	Bus	35	52	73	72	33	30	24	24	34	24	24	21	20	21	26	38	32	22	30	29	25	28	29	28	28	22	17	12	14	12			
Imperial Wharf (Aff & Priv)	1263	Car Driver (alone)	13	13	20	22	22	11	12	11	17	9	12	6	9	9	13	11	14	7	8	8	9	10	16	12	14	7	12	9	8	5			
Imperial Wharf (Aff & Priv)	1263	Car Driver (with pass)	5	9	12	20	2	3	1	6	3	2	3	4	2	1	2	5	12	4	1	3	4	3	5	5	4	2	0	1	1	3			
Imperial Wharf (Aff & Priv)	1263	Car Passenger	8	10	16	32	2	5	1	7	6	2	4	4	2	2	3	6	12	4	1	5	4	5	5	9	4	3	0	1	1	3			
Imperial Wharf (Aff & Priv)	1263	Motor Cycle		3		2	3				1				1		1			0	0	0				1	0	0	0	1	0				
Imperial Wharf (Aff & Priv)	1263	Pedal Cycle	5	1	3	5	3	0	1				1	1		1	2	0		1	1	0	1	3	0	1	0	0	0	1	0	3			
Imperial Wharf (Aff & Priv)	1263	Rail	13	14	23	34	11	12	10	10	11	10	10	9	6	10	9	10	9	8	11	8	8	9	9	8	11	6	7	5	3	6			
Imperial Wharf (Aff & Priv)	1263	Taxi						1				1								0		0		0	0	1		0		0					
Imperial Wharf (Aff & Priv)	1263	Taxi Occupants						0				0								0		0		0	0	0		0		0					
Imperial Wharf (Aff & Priv)	1263	Walk	32	47	108	93	38	37	37	39	28	43	45	41	20	46	27	38	22	25	53	33	25	34	36	24	44	31	21	16	11	16			
Merryweather Place	226	Bus	2	5	8	6	2	2	2	2	0	4	1	1	1	1	2	2	2	1	1	0	2	1	0	1	2	2	0	1	1	1			
Merryweather Place	226	Car Driver (alone)	0	1	2	1	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Merryweather Place	226	Car Driver (with pass)	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Merryweather Place	226	Car Passenger	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Merryweather Place	226	DLR	5	12	20	17	7	5	5	5	1	9	3	4	3	4	7	5	4	3	2	2	5	3	1	3	5	6	1	4	3	3	0		
Merryweather Place	226	Pedal Cycle	0	1	2	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Merryweather Place	226	Rail			3																		0												
Merryweather Place	226	Walk	8	18	27	25	10	8	8	8	2	13	5	5	4	5	9	7	6	4	3	2	8	5	2	4	7	9	2	5	4	4	0		
Swainson Road	159	Car Driver (alone)		5		2	0														8	1	0								1				
Swainson Road	159	Car Driver (with pass)																	1									0	0						
Swainson Road	159	Car Passenger				5													1							4		0	0						
Swainson Road	159	Motor Cycle		5																		0													
Swainson Road	159	Pedal Cycle	2	5		5	2							8								1			0			0		0	0				
Swainson Road	159	Walk	12	23	45	13	12	5	12	6	7	6	7	8	4	4	4	4	10	7	0	1	7	5	12	4	4	17	14	7	5	5			

Name	Bedrooms	Surveyed	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Chelsea Bridge Wharf	893	All Trips	80	137	175	157	77	37	48	59	35	40	48	53	64	47	34	40	35	51	49	50	40	59	53	39	58	52	31	32	26	8	0	0	0
Discovery Dock	192	All Trips	29	101	105	83	58	33	51	31	24	18	32	32	34	39	18	14	13	26	29	20	32	17	55	34	29	31	21	11	8	10	6	0	0	0
Grand Union Village (Private)	253	All Trips	10	32	55	22	23	20	21	19	11	16	37	12	33	12	28	24	30	16	21	16	28	9	0	25	11	10	15	10	11	5	0	0	0	0
Grosvenor Waterside	295	All Trips	65	87	131	119	73	52	39	52	59	44	68	48	53	39	40	59	46	42	60	49	54	43	62	40	55	46	36	23	39	17	2	2	2	0
Imperial Wharf (Aff & Priv)	1263	All Trips	78	102	190	214	83	71	64	75	66	71	76	66	41	70	59	72	71	50	76	57	53	65	71	62	79	51	40	35	25	37	0	0	0	0
Merryweather Place	226	All Trips	13	39	56	48	19	13	13	13	3	24	8	9	7	9	17	12	10	7	13	5	13	8	3	7	12	15	3	9	8	7	0	0	0	0
Swainson Road	159	All Trips	14	33	45	23	14	5	12	6	7	6	7	16	4	4	4	4	12	7	0	2	7	5	12	8	4	17	14	7	5	5	0	0	0	0

Name	Bedrooms	Surveyed	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Chelsea Bridge Wharf	893	All Trips	0.090	0.153	0.196	0.176	0.086	0.041	0.054	0.066	0.039	0.045	0.054	0.059	0.072	0.053	0.038	0.045	0.039	0.057	0.055	0.056	0.045	0.066	0.059	0.044	0.065	0.058	0.035	0.036	0.029	0.009	0.000	0.000	0.000	0.000
Discovery Dock	192	All Trips	0.151	0.526	0.547	0.432	0.302	0.172	0.266	0.161	0.125	0.094	0.167	0.167	0.177	0.203	0.094	0.073	0.068	0.135	0.151	0.104	0.167	0.089	0.286	0.177	0.151	0.161	0.109	0.057	0.042	0.052	0.031	0.000	0.000	0.000
Grand Union Village (Private)	253	All Trips	0.040	0.126	0.217	0.087	0.091	0.079	0.083	0.075	0.043	0.063	0.146	0.047	0.130	0.047	0.111	0.095	0.119	0.063	0.083	0.063	0.111	0.036	0.000	0.099	0.043	0.040	0.059	0.040	0.043	0.020	0.000	0.000	0.000	0.000
Grosvenor Waterside	295	All Trips	0.220	0.295	0.444	0.403	0.247	0.176	0.132	0.176	0.200	0.149	0.231	0.163	0.180	0.132	0.136	0.200	0.156	0.142	0.203	0.166	0.183	0.146	0.210	0.136	0.186	0.156	0.122	0.078	0.132	0.058	0.007	0.007	0.007	0.000
Imperial Wharf (Aff & Priv)	1263	All Trips	0.062	0.081	0.150	0.169	0.066	0.056	0.051	0.059	0.052	0.056	0.060	0.052	0.032	0.055	0.047	0.057	0.056	0.040	0.060	0.045	0.042	0.051	0.056	0.049	0.063	0.040	0.032	0.028	0.020	0.029	0.000	0.000	0.000	0.000
Merryweather Place	226	All Trips	0.058	0.173	0.248	0.212	0.084	0.058	0.058	0.058	0.013	0.106	0.035	0.040	0.031	0.040	0.075	0.053	0.044	0.031	0.058	0.022	0.058	0.035	0.013	0.031	0.053	0.066	0.013	0.040	0.035	0.031	0.000	0.000	0.000	0.000
Swainson Road	159	All Trips	0.088	0.208	0.283	0.145	0.088	0.031	0.075	0.038	0.044	0.038	0.044	0.101	0.025	0.025	0.025	0.025	0.075	0.044	0.000	0.013	0.044	0.031	0.075	0.050	0.025	0.107	0.088	0.044	0.031	0.031	0.000	0.000	0.000	0.000

	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00	19:00-19:30	19:30-20:00	20:00-20:30	20:30-21:00	21:00-21:30	21:30-22:00	22:00-22:30	22:30-23:00	23:00-23:30	23:30-24:00
Weighted Average	0.088	0.162	0.231	0.203	0.106	0.070	0.076	0.078	0.062	0.067	0.084	0.072	0.072	0.067	0.061	0.069	0.066	0.061	0.076	0.061	0.069	0.063	0.078	0.066	0.076	0.068	0.049	0.039	0.037	0.027	0.002	0.001	0.001	0.000
Average	0.101	0.223	0.298	0.232	0.138	0.088	0.103	0.091	0.074	0.079	0.105	0.090	0.092	0.079	0.075	0.078	0.080	0.073	0.087	0.067	0.093	0.065	0.100	0.084	0.084	0.090	0.065	0.046	0.048	0.033	0.005	0.001	0.001	0.000

Person Trip Generation per Dwelling
Residential Sites

Trip Rates

	Arrivals	Departures	Total
08:00 - 09:00	0.11	0.43	0.54
17:00 - 18:00	0.21	0.13	0.34

Retail (ARRIVALS)

Survey Code	Land Use	Name	Borough	Survey Date	PTAL	Area	Total Parking	GFA	RFA	Surveyed	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Bus	6	9	7	7	6	7	9	6	10	9	8	10	9	6	8	8	9	10	13	12	9	17
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Car Driver (alone)	1	1	1	1	1	1	1	1	2	1	2	1	1	1	1	1	1	1	1	1	1	2
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Motor Cycle	0	0	0	1	1	0	1	1	1	0	1	1	1	1	1	1	1	1	3	0	1	2
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Pedal Cycle	1	2	2	1	1	0	2	1	2	0	2	2	2	1	2	2	2	3	3	4	2	3
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Rail	1	1	0	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	2
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Taxi	1	0	0	0	0	0	1	0	0	1	1	0	1	0	0	1	1	0	0	0	1	2
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Underground	7	11	8	8	6	7	9	7	11	11	10	12	10	6	9	8	10	11	16	15	12	19
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Walk	47	79	58	52	42	52	63	49	74	76	66	80	64	44	63	56	67	72	110	92	72	125
Total Person Trip Rate											0.1422	0.2289	0.1689	0.1578	0.1289	0.1489	0.1933	0.1467	0.2244	0.2200	0.2022	0.2378	0.1978	0.1333	0.1889	0.1733	0.2044	0.2200	0.3267	0.2756	0.2200	0.3822
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Bus	4	3	4	2	2	3	2	3	4	5	7	6	4	4	4	5	6	6	5	11	14	18
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Car Driver (alone)	1	1	1	1	1	1	1	1	1	2	2	2	1	1	1	2	2	2	2	4	4	5
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Car Driver (with pass)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Car Passenger	0	0	1	0	0	0	0	0	0	1	1	1	1	0	0	1	1	1	1	1	2	2
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	DLR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Pedal Cycle	1	1	1	1	0	1	1	1	1	1	2	1	1	1	1	1	2	2	1	3	4	4
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Underground	2	2	3	1	1	2	2	2	3	5	5	4	3	2	2	3	4	4	3	9	11	13
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Walk	38	28	42	22	18	28	25	34	40	52	74	58	45	36	39	55	66	62	49	115	145	177
Total Person Trip Rate											0.1533	0.1167	0.1733	0.0900	0.0733	0.1167	0.1033	0.1367	0.1633	0.2200	0.3033	0.2400	0.1833	0.1467	0.1567	0.2233	0.2700	0.2567	0.2033	0.4800	0.6033	0.7333
1103	A1 - Supermarket	Sainsburys Local	KENSINGTON & CHELSEA	21/05/2013	6	Inner	0	205	135	Bus	20	0	32	5	0	4	0	6	5	6	9	12	0	0	5	0	0	0	0	40	5	0
1103	A1 - Supermarket	Sainsburys Local	KENSINGTON & CHELSEA	21/05/2013	6	Inner	0	205	135	Car Driver (alone)	20	27	0	0	17	0	0	0	3	4	6	5	0	0	0	0	0	0	0	4	3	0
1103	A1 - Supermarket	Sainsburys Local	KENSINGTON & CHELSEA	21/05/2013	6	Inner	0	205	135	HGV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1103	A1 - Supermarket	Sainsburys Local	KENSINGTON & CHELSEA	21/05/2013	6	Inner	0	205	135	Other	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1103	A1 - Supermarket	Sainsburys Local	KENSINGTON & CHELSEA	21/05/2013	6	Inner	0	205	135	Pedal Cycle	0	0	0	5	0	2	0	4	0	5	12	18	14	0	5	0	4	0	10	0	3	0
1103	A1 - Supermarket	Sainsburys Local	KENSINGTON & CHELSEA	21/05/2013	6	Inner	0	205	135	Walk	60	109	63	88	86	68	66	97	102	117	173	143	68	72	85	94	78	80	94	76	97	92
Total Person Trip Rate											0.4878	0.6634	0.4634	0.4878	0.5073	0.3659	0.3220	0.5220	0.5366	0.6439	0.9756	0.8683	0.4000	0.3512	0.4634	0.4585	0.4000	0.3902	0.5073	0.5854	0.5268	0.4488
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Bus	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Car Driver (alone)	12	5	26	2	6	3	2	11	2	7	10	3	4	23	6	5	5	6	4	6	24	16
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Car Driver (with pass)	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Car Passenger	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4	0	0	0
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Motor Cycle	0	4	0	0	0	0	0	0	8	4	0	0	0	4	0	0	0	0	0	6	0	0
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Pedal Cycle	0	0	0	0	6	0	0	1	0	4	5	0	0	0	0	11	1	6	0	0	6	8
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Rail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Walk	17	27	24	26	17	23	32	50	38	22	37	26	42	30	43	36	34	33	28	77	48	48
Total Person Trip Rate											0.0661	0.1002	0.1139	0.0638	0.0661	0.0592	0.0774	0.1412	0.1116	0.0843	0.1185	0.0661	0.1048	0.1298	0.1116	0.1185	0.1139	0.1048	0.0820	0.2027	0.1777	0.1640
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Bus	1	0	0	6	1	4	4	2	1	0	0	1	0	0	3	4	3	0	0	0	0	15
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Car Driver (alone)	1	0	0	0	0	4	0	2	2	0	4	1	2	1	3	2	3	3	0	5	12	15
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Car Driver (with pass)	1	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	5	0	0
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Car Passenger	2	0	0	0	0	1	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Motor Cycle	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Pedal Cycle	1	0	1	2	0	0	2	0	2	1	4	1	0	1	2	2	1	0	1	0	1	0
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Underground	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Walk	11	24	27	25	21	18	17	28	31	32	53	19	33	25	26	27	45	47	55	60	85	54
Total Person Trip Rate											0.0567	0.0800	0.0933	0.1100	0.0733	0.0900	0.0767	0.1100	0.1200	0.1300	0.2033	0.0833	0.1167	0.0900	0.1133	0.1167	0.1733	0.1667	0.1867	0.2333	0.3267	0.2800
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Bus	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Car Driver (alone)	12	5	1	2	6	3	3	11	0	7	10	3	0	22	5	5	5	6	4	7	24	16
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Car Driver (with pass)	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Car Passenger	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	4	0	0	0
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Motor Cycle	0	4	0	0	0	0	0	0	11	4	0	0	0	4	0	0	0	0	0	6	0	0
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Pedal Cycle	0	0	0	0	6	0	0	0	0	4	5	0	0	0	0	10	0	6	0	0	6	8
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Rail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Walk	17	27	49	26	17	23	38	50	39	22	37	26	46	30	39	37	34	33	28	76	48	47
Total Person Trip Rate											0.0150	0.0228	0.0259	0.0145	0.0150	0.0135	0.0213	0.0322	0.0259	0.0192	0.0270	0.0150	0.0239	0.0296	0.0249	0.0270	0.0259	0.0233	0.0187	0.0462	0.0405	0.0373
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Bus	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Car Driver (alone)	2	5	5	2	2	3	1	1	7	5	5	5	1	2	6	6	3	3	4	4	0	5
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Car Driver (with pass)	4	5	1	2	2	1	3	1	3	0	0	2	0	1	3	2	2	3	2	2	0	5
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Car Passenger	4	5	1	2	2	2	3	2	3	0	2	3	0	3	3	2	2	6	4	4	0	2
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	HGV	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Motor Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Other	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Pedal Cycle	0	5	0	2	0	0	3	0	0	0	2	2	1	0	0	0	0	3	0	0	0	4
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Rail	6	5	3	2	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Underground	0	5	3	3	0	2	0	2	2	2	5	6	4	12	6	7	3	3	7	5	8	5
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Walk	16	38	31	40	32	23	32	31	37	71	46	53	38	29	30	36	40	32	35	38	56	50
Total Person Trip Rate											0.0971	0.1943	0.1257	0.1571	0.1143	0.0886	0.1371	0.1086	0.1571	0.2229	0.1714	0.2029	0.1257	0.1343	0.1371	0.1514	0.1429	0.1429	0.1486	0.1514	0.1829	0.2200

892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Bus	2	14	5	0	0	2	0	0	3	2	0	8	6	5	0	2	4	2	4	4	11	3
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Car Driver (alone)	2	5	2	5	0	3	0	0	3	2	0	0	3	0	0	1	0	0	0	2	0	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Car Driver (with pass)	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Car Passenger	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	HGV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Motor Cycle	0	0	0	0	3	0	0	0	0	0	5	0	0	3	0	0	0	0	0	0	0	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Pedal Cycle	0	2	2	0	1	1	0	1	4	0	2	1	2	2	0	0	0	2	2	1	2	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Walk	47	30	47	56	46	58	55	64	78	68	142	84	69	58	66	40	62	61	45	61	90	95
Total Person Trip Rate											0.1063	0.1063	0.1167	0.1271	0.1042	0.1333	0.1146	0.1354	0.1833	0.1500	0.3104	0.1938	0.1792	0.1417	0.1375	0.0896	0.1375	0.1354	0.1063	0.1479	0.2146	0.2042
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Bus	11	4	3	6	6	3	4	0	13	0	2	6	5	2	3	19	7	9	19	5	15	28
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Car Driver (alone)	6	4	0	6	3	3	0	0	7	18	14	2	4	0	0	3	0	4	0	0	0	0
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Car Driver (with pass)	0	0	3	0	0	0	0	4	0	9	4	0	0	3	0	0	4	2	2	4	0	0
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Car Passenger	0	0	3	0	0	0	0	3	0	8	2	0	0	2	0	0	4	4	2	4	0	0
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Motor Cycle	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Pedal Cycle	0	4	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	8	4	0
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Underground	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Walk	40	23	34	23	43	26	34	34	25	25	34	34	16	39	48	52	54	38	52	42	58	22
Total Person Trip Rate											0.1541	0.0946	0.1162	0.1027	0.1405	0.0865	0.1027	0.1108	0.1270	0.1622	0.1514	0.1135	0.0676	0.1243	0.1378	0.2000	0.1865	0.1595	0.2027	0.1703	0.2081	0.1514
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Bus	0	0	0	2	0	0	0	0	19	0	0	0	0	0	0	4	0	0	0	0	8	7
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Car Driver (alone)	12	6	10	2	13	14	6	3	0	9	10	11	3	0	2	0	7	8	7	0	3	0
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Car Driver (with pass)	0	0	0	2	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	8	5	5
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Car Passenger	12	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	8	5	5
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Pedal Cycle	0	0	5	2	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	8	0	5
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Rail	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	8	0	0	0	0	22	23
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Underground	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Walk	24	20	12	16	26	27	38	20	44	39	52	27	23	30	14	21	35	45	29	34	19	16
Total Person Trip Rate											0.1667	0.0903	0.0938	0.0903	0.1354	0.1424	0.1528	0.0903	0.2361	0.1979	0.2153	0.1493	0.0903	0.1042	0.0556	0.1285	0.1458	0.1840	0.1250	0.2014	0.2153	0.2118
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Bus	6	0	1	12	0	0	0	0	0	1	0	0	11	0	0	1	14	13	0	0	0	13
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Car Driver (alone)	10	0	0	0	0	0	14	0	16	1	0	0	0	0	1	0	14	13	0	0	0	0
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Car Driver (with pass)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Pedal Cycle	7	0	0	18	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Underground	0	0	0	5	0	0	1	0	0	0	12	0	1	0	8	9	28	0	0	0	0	12
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Walk	50	76	60	52	40	37	70	78	111	236	214	158	108	67	76	73	129	89	99	117	122	136
Total Person Trip Rate											0.1789	0.1863	0.1495	0.2132	0.1103	0.1005	0.2083	0.1912	0.3113	0.5833	0.5539	0.3873	0.2941	0.1642	0.2083	0.2034	0.4534	0.2819	0.2426	0.2892	0.2990	0.4240
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Bus	7	3	4	5	16	7	8	14	14	5	9	5	7	3	7	7	20	4	3	7	6	20
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Car Driver (alone)	0	0	6	2	3	0	0	0	0	0	0	0	1	0	0	0	0	4	0	0	14	5
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Car Driver (with pass)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Car Passenger	0	0	6	1	3	0	0	2	4	1	0	0	0	0	0	0	4	0	0	0	0	0
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Motor Cycle	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Pedal Cycle	1	1	2	0	1	2	1	2	0	0	0	4	1	1	4	0	1	2	1	2	6	0
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Underground	7	31	12	3	1	0	0	0	11	0	0	4	0	4	4	3	0	12	4	4	9	14
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Walk	4	43	49	27	31	53	52	95	78	74	132	88	75	74	54	110	67	83	96	99	116	105
Total Person Trip Rate											0.0165	0.0645	0.0661	0.0314	0.0455	0.0512	0.0504	0.0934	0.0884	0.0661	0.1165	0.0835	0.0694	0.0678	0.0570	0.0992	0.0793	0.0868	0.0860	0.0926	0.1264	0.1190

TOTAL GFA = 6728

	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00
TOTAL TRIP RATE (ARRIVALS)	0.084	0.107	0.098	0.088	0.081	0.078	0.091	0.109	0.132	0.148	0.184	0.141	0.110	0.098	0.103	0.117	0.136	0.125	0.127	0.165	0.182	0.196

Retail (DEPARTURES)

Survey Code	Land Use	Name	Borough	Survey Date	PTAL	Area	Total Parking	GFA	RFA	Surveyed	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Bus	5	8	6	6	5	7	7	7	8	8	9	9	9	4	9	8	8	9	13	13	11	14
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Car Driver (alone)	1	1	1	1	0	1	1	1	2	1	1	1	1	0	1	1	2	1	1	1	1	2
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Motor Cycle	1	1	1	1	0	1	1	1	1	1	1	1	1	0	1	0	0	1	1	1	1	2
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Pedal Cycle	1	2	1	1	1	1	1	1	2	2	2	2	1	1	2	1	1	2	3	3	1	3
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Rail	1	1	0	1	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Taxi	1	1	1	1	0	1	1	1	1	1	2	1	1	0	1	1	1	1	1	1	1	2
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Underground	2	2	1	2	1	1	2	1	3	2	3	2	3	1	3	2	2	3	4	4	2	5
1087	A1 - Supermarket	M&S Simply Food	HAMMERSMITH & FULHAM	23/05/2012	6	Inner	0	450	350	Walk	50	77	60	57	41	57	61	62	75	71	79	87	83	41	85	69	71	86	107	104	90	124
Total Person Trip Rate											0.1378	0.2067	0.1578	0.1556	0.1067	0.1533	0.1644	0.1644	0.2044	0.1911	0.2156	0.2311	0.2222	0.1044	0.2267	0.1844	0.1911	0.2289	0.2889	0.2822	0.2378	0.3422
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Bus	2	2	2	1	1	1	2	3	2	3	3	3	2	2	2	2	3	3	2	5	8	9
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Car Driver (alone)	1	1	1	1	1	1	1	2	2	2	2	2	1	1	1	2	2	2	3	5	6
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Car Driver (with pass)	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	1	1	1	1	2	2
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Car Passenger	1	1	1	0	0	1	0	1	1	1	1	1	1	1	1	1	1	1	1	2	3	3
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	DLR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Pedal Cycle	1	1	1	1	0	1	0	1	1	1	2	1	1	1	1	1	2	2	1	2	4	4
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Underground	1	1	1	1	1	1	1	1	3	2	3	2	2	2	1	2	2	2	2	4	7	7
1045	A1 - Supermarket	Sainsburys Local	LAMBETH	22/11/2011	6	Inner	0	300	200	Walk	36	34	37	27	21	32	21	33	45	52	73	60	55	43	41	50	69	64	52	105	152	184
Total Person Trip Rate											0.1400	0.1333	0.1433	0.1033	0.0800	0.1233	0.0800	0.1300	0.1867	0.2033	0.2833	0.2333	0.2167	0.1667	0.1567	0.1933	0.2667	0.2500	0.2033	0.4100	0.6067	0.7200
1103	A1 - Supermarket	Sainsburys Local	KENSINGTON & CHELSEA	21/05/2013	6	Inner	0	205	135	Bus	22	0	28	11	0	4	18	7	7	11	17	12	0	20	5	0	0	0	0	39	5	0
1103	A1 - Supermarket	Sainsburys Local	KENSINGTON & CHELSEA	21/05/2013	6	Inner	0	205	135	Car Driver (alone)	1	49	0	0	17	0	0	0	4	4	5	5	0	0	0	0	0	0	0	4	3	0
1103	A1 - Supermarket	Sainsburys Local	KENSINGTON & CHELSEA	21/05/2013	6	Inner	0	205	135	HGV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1103	A1 - Supermarket	Sainsburys Local	KENSINGTON & CHELSEA	21/05/2013	6	Inner	0	205	135	Other	0	2	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1103	A1 - Supermarket	Sainsburys Local	KENSINGTON & CHELSEA	21/05/2013	6	Inner	0	205	135	Pedal Cycle	0	0	0	4	0	2	0	3	0	6	13	19	14	0	5	0	4	0	10	0	3	0
1103	A1 - Supermarket	Sainsburys Local	KENSINGTON & CHELSEA	21/05/2013	6	Inner	0	205	135	Walk	89	89	42	96	105	68	73	131	106	122	144	117	90	80	91	77	72	80	105	74	90	93
Total Person Trip Rate											0.5463	0.6829	0.3415	0.5512	0.5951	0.3707	0.4439	0.6878	0.5707	0.6976	0.8732	0.7463	0.5073	0.4878	0.4927	0.3756	0.3707	0.3902	0.5610	0.5707	0.4927	0.4537
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Bus	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	1	0	1	0
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Car Driver (alone)	7	5	8	2	6	7	3	12	5	6	5	4	10	11	11	13	9	4	7	6	7	31
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Car Driver (with pass)	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Car Passenger	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Motor Cycle	0	5	0	0	0	0	0	0	5	3	0	0	0	5	0	0	0	3	4	6	0	0
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Pedal Cycle	0	0	0	0	6	0	0	0	0	3	5	0	2	0	0	12	0	6	0	0	7	0
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Rail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1107	A1 - Supermarket	Sainsburys Local	MERTON	19/06/2013	6	Outer	0	439	258	Walk	19	20	47	27	19	26	46	47	43	27	32	21	37	36	35	30	30	32	32	63	61	38
Total Person Trip Rate											0.0592	0.0911	0.1321	0.0661	0.0706	0.0752	0.1116	0.1367	0.1230	0.0888	0.0957	0.0569	0.1116	0.1185	0.1071	0.1253	0.1071	0.1025	0.1002	0.1708	0.1731	0.1572
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Bus	3	0	0	7	1	0	0	0	2	4	0	0	2	1	2	0	1	0	0	1	0	0
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Car Driver (alone)	1	0	0	0	0	2	1	3	2	0	4	2	1	1	0	4	4	3	0	7	11	15
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Car Driver (with pass)	1	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Car Passenger	2	0	0	0	0	1	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Motor Cycle	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Pedal Cycle	1	1	1	2	0	0	2	0	2	1	2	2	0	1	2	1	1	0	1	0	2	1
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Underground	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
981	A1 - Supermarket	Sainsbury's	HAMMERSMITH & FULHAM	12/10/2010	2	Inner	0	300	270	Walk	11	23	26	23	25	23	18	28	23	38	44	22	27	27	28	35	36	47	50	60	81	83
Total Person Trip Rate											0.0633	0.0800	0.0900	0.1067	0.0867	0.0867	0.0700	0.1167	0.0967	0.1433	0.1867	0.0900	0.1067	0.1000	0.1067	0.1333	0.1400	0.1667	0.1700	0.2267	0.3133	0.3300
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Bus	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	1	0
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Car Driver (alone)	7	5	1	2	6	7	3	12	6	6	6	4	1	17	12	0	8	4	8	8	7	30
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Car Driver (with pass)	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Car Passenger	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Motor Cycle	0	5	0	0	0	0	0	0	5	3	0	0	0	6	0	0	0	3	4	7	0	0
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Pedal Cycle	0	0	0	0	6	0	0	0	0	3	6	0	0	0	0	12	0	6	0	0	7	0
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Rail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1123	A1 - Supermarket	Sainsburys	MERTON	20/11/2013	5	Outer	0	1928	1928	Walk	19	20	57	27	19	26	39	47	43	27	40	21	48	28	35	42	30	32	32	70	61	39
Total Person Trip Rate											0.0135	0.0207	0.0301	0.0150	0.0161	0.0171	0.0218	0.0311	0.0280	0.0202	0.0270	0.0130	0.0254	0.0270	0.0244	0.0280	0.0244	0.0233	0.0228	0.0441	0.0394	0.0358
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Bus	0	0	1	2	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Car Driver (alone)	2	4	1	1	2	2	2	1	2	2	5	5	1	4	3	5	3	2	3	3	3	2
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Car Driver (with pass)	1	3	1	1	2	1	0	1	2	2	2	2	0	1	0	1	0	0	2	1	0	0
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Car Passenger	1	3	2	2	3	1	0	2	3	2	5	3	0	2	0	2	0	0	3	2	0	0
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	HGV	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Motor Cycle	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Other	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Pedal Cycle	0	2	0	2	0	0	1	1	0	0	0	1	1	0	0	0	0	2	0	0	0	2
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Rail	4	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	5
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Underground	6	9	3	4	3	2	0	0	5	2	5	3	15	3	3	3	0	5	4	0	14	10
846	A1 - Supermarket	Tesco Express	RICHMOND UPON THAMES	02/02/2010	4	Outer	0	350	250	Walk	21	47	34	38	32	20	38	30	45	69	49	54	26	33	40	27	48	39	39	50	57	60
Total Person Trip Rate											0.1029	0.2000	0.1257	0.1571	0.1200	0.0771	0.1200	0.1029	0.1686	0.2200	0.1886	0.1943	0.1229	0.1229	0.1314	0.1086	0.1457	0.1371	0.1514	0.1600	0.2114	0.2257

892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Bus	4	12	2	2	5	2	0	0	12	3	0	2	13	2	0	3	3	2	11	7	11	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Car Driver (alone)	2	5	2	2	0	2	0	0	3	0	0	0	3	0	7	1	0	0	0	2	0	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Car Driver (with pass)	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Car Passenger	0	0	0	0	0	2	2	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	HGV	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Motor Cycle	0	0	0	0	3	0	0	0	0	0	6	0	0	2	0	0	0	0	0	0	0	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Pedal Cycle	0	1	2	1	1	0	0	1	4	0	1	2	3	2	1	0	0	3	2	0	3	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	2	0	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
892	A1 - Supermarket	Tesco Express	HAMMERSMITH & FULHAM	24/06/2010	4	Inner	0	480	240	Walk	49	36	44	30	33	51	56	73	81	80	139	84	73	38	68	46	66	71	36	50	100	90
Total Person Trip Rate											0.1146	0.1125	0.1063	0.0729	0.0875	0.1188	0.1229	0.1542	0.2083	0.1729	0.3042	0.1833	0.1917	0.1083	0.1583	0.1042	0.1438	0.1583	0.1021	0.1313	0.2375	0.1875
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Bus	16	8	3	0	0	4	6	0	3	1	0	2	0	0	7	0	8	0	6	4	10	0
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Car Driver (alone)	0	8	0	4	7	7	1	0	6	3	7	2	7	0	1	3	3	4	0	0	0	0
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Car Driver (with pass)	0	0	3	0	0	0	0	3	0	6	0	2	0	2	0	0	5	2	3	4	0	4
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Car Passenger	0	0	3	0	0	0	0	3	0	6	0	2	0	2	1	0	5	2	3	4	0	4
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Motor Cycle	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Pedal Cycle	0	4	0	2	0	0	0	0	1	0	0	0	0	0	0	3	0	2	0	8	5	0
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Underground	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1054	A1 - Supermarket	Tesco Express	LAMBETH	17/11/2011	5	Inner	16	370	270	Walk	37	20	35	24	49	15	35	27	31	32	41	33	34	37	38	60	59	54	67	42	67	52
Total Person Trip Rate											0.1432	0.1081	0.1189	0.0811	0.1514	0.0703	0.1135	0.0892	0.1135	0.1297	0.1297	0.1108	0.1108	0.1108	0.1270	0.1784	0.2162	0.1730	0.2135	0.1676	0.2216	0.1622
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Bus	0	0	0	0	0	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	5	19
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Car Driver (alone)	18	4	8	3	9	17	0	5	3	2	12	0	4	0	1	0	10	6	7	0	3	0
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Car Driver (with pass)	0	0	0	3	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	7	5	6
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Car Passenger	0	0	0	3	0	4	0	0	3	2	0	0	0	3	0	0	0	0	0	7	5	6
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Pedal Cycle	0	0	4	3	0	0	0	0	3	0	0	0	0	0	0	3	0	0	0	7	0	6
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Rail	25	0	7	0	24	0	0	16	0	4	0	0	0	0	1	0	0	0	0	0	5	6
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Underground	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1077	A1 - Supermarket	Tesco Express	BEXLEY	27/04/2012	4	Outer	0	288	288	Walk	2	28	14	23	4	17	41	9	53	36	49	43	26	29	17	33	28	36	37	37	38	22
Total Person Trip Rate											0.1563	0.1111	0.1146	0.1215	0.1285	0.1319	0.1424	0.1042	0.2361	0.1736	0.2118	0.1493	0.1042	0.1111	0.0660	0.1250	0.1319	0.1458	0.1528	0.2014	0.2118	0.2257
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Bus	7	0	0	0	0	0	0	0	0	10	80	0	1	0	0	8	0	0	1	16	0	0
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Car Driver (alone)	7	0	0	0	0	0	12	1	27	1	0	0	0	0	0	0	5	11	0	0	0	0
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Car Driver (with pass)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Pedal Cycle	7	0	0	0	8	4	0	0	0	0	23	0	0	0	1	0	0	0	0	0	0	0
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Underground	7	0	1	7	0	5	0	0	0	0	41	16	13	1	0	8	5	10	0	0	0	11
1078	A1 - Supermarket	Tesco Express	SOUTHWARK	09/05/2012	6	Inner	0	408	408	Walk	37	81	68	80	51	39	74	76	105	206	87	143	121	74	97	67	48	92	119	102	123	174
Total Person Trip Rate											0.1593	0.1985	0.1691	0.2132	0.1446	0.1176	0.2108	0.1887	0.3235	0.5319	0.5662	0.3897	0.3309	0.1838	0.2402	0.2034	0.1422	0.2770	0.2941	0.2892	0.3015	0.4534
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Bus	0	5	5	5	6	12	9	14	13	4	10	7	6	3	6	12	7	20	6	10	2	9
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Car Driver (alone)	0	0	5	2	2	0	0	0	0	0	2	0	1	0	0	0	0	2	0	0	8	9
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Car Driver (with pass)	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	2	0	0	1	0
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Car Passenger	0	0	0	2	0	2	0	2	7	2	1	2	5	0	0	0	0	4	0	0	2	0
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Motor Cycle	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Pedal Cycle	0	1	0	0	1	2	0	1	0	0	0	3	4	1	0	4	0	0	2	1	2	1
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Underground	0	28	10	5	0	2	0	0	13	4	1	2	1	5	0	0	1	8	10	5	7	7
889	A1 - Supermarket	Waitrose	WESTMINSTER	10/06/2010	6	Central	0	1210	1070	Walk	0	16	46	32	34	48	59	73	66	86	126	92	63	72	86	86	90	79	80	101	119	116
Total Person Trip Rate											0.0000	0.0413	0.0554	0.0380	0.0355	0.0545	0.0562	0.0744	0.0818	0.0793	0.1165	0.0876	0.0686	0.0669	0.0760	0.0843	0.0818	0.0950	0.0810	0.0967	0.1165	0.1182

TOTAL GFA = 6728

	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00
TOTAL TRIP RATE	0.080	0.105	0.094	0.088	0.083	0.080	0.095	0.111	0.134	0.146	0.179	0.135	0.122	0.097	0.112	0.110	0.115	0.127	0.132	0.159	0.183	0.196

RETAIL PERSON TRIP RATE

	Person Trip Rate (per sqm)		
	Arrivals	**Departures**	**Total**
AM Peak	0.191	0.185	0.376
PM Peak	0.293	0.291	0.583
Daily	3.792	3.788	7.580

Medical Centre (ARRIVALS)

Survey Code	Land Use	Name	Borough	Survey Date	PTAL	Area	Total Parking	GFA	Doctors	Consulting Rooms	Surveyed	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	All Car Drivers	12	10	14	9	7	11	9	12	3	2	1	3	4	9	4	12	4	5	3	1	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Car Passenger	5	6	6	4	3	4	7	3	2	0	0	0	2	6	5	5	1	2	1	0	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Coach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Motor Cycle	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Pedal Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Walk/PT	13	10	13	21	10	15	16	17	11	2	2	3	11	15	8	20	9	8	9	3	0	0
Total Person Trip Rate												0.0758	0.0657	0.0833	0.0859	0.0505	0.0758	0.0808	0.0808	0.0429	0.0101	0.0076	0.0152	0.0429	0.0783	0.0429	0.0934	0.0354	0.0379	0.0328	0.0101	0.0000	0.0000
516	D1 - Health Service	Heart of Hounslow (surgery only)	HOUNSLOW	16/01/2008	5	Outer	83	850	8	14	Car Driver (alone)	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
516	D1 - Health Service	Heart of Hounslow (surgery only)	HOUNSLOW	16/01/2008	5	Outer	83	850	8	14	Car Driver (with pass)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
516	D1 - Health Service	Heart of Hounslow (surgery only)	HOUNSLOW	16/01/2008	5	Outer	83	850	8	14	Car Passenger	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
516	D1 - Health Service	Heart of Hounslow (surgery only)	HOUNSLOW	16/01/2008	5	Outer	83	850	8	14	Pedal Cycle	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
516	D1 - Health Service	Heart of Hounslow (surgery only)	HOUNSLOW	16/01/2008	5	Outer	83	850	8	14	Walk	4	2	4	4	2	28	1	17	21	1	2	13	2	2	14	0	0	0	3	0	0	0
Total Person Trip Rate												0.0047	0.0035	0.0059	0.0071	0.0035	0.0341	0.0024	0.0200	0.0247	0.0012	0.0024	0.0153	0.0024	0.0024	0.0165	0.0000	0.0000	0.0000	0.0035	0.0000	0.0000	0.0000
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Bus	1	1	0	0	0	0	0	1	3	2	0	0	0	0	0	3	4	0	0	0	0	0
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Car Passenger	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Pedal Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Rail	2	1	0	0	0	0	0	1	0	0	0	0	1	0	1	1	0	1	0	1	0	0
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Taxi	0	0	0	0	0	0	1	0	0	0	0	0	1	3	0	1	0	0	0	0	0	0
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Underground	1	2	2	1	3	2	0	0	2	0	1	1	0	0	0	1	0	0	1	1	2	1
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Walk	2	4	4	8	10	4	10	4	20	6	2	12	5	8	8	5	7	7	2	12	4	1
Total Person Trip Rate												0.0024	0.0032	0.0024	0.0036	0.0057	0.0024	0.0045	0.0024	0.0101	0.0032	0.0012	0.0053	0.0028	0.0045	0.0041	0.0045	0.0045	0.0032	0.0016	0.0057	0.0024	0.0008

Total GFA= 3713

Total Trip Rate	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00
	0.0108	0.0100	0.0119	0.0132	0.0100	0.0175	0.0121	0.0148	0.0170	0.0035	0.0022	0.0086	0.0070	0.0119	0.0110	0.0129	0.0067	0.0062	0.0054	0.0048	0.0016	0.0005

Medical Centre (DEPARTURES)

Survey Code	Land Use	Name	Borough	Survey Date	PTAL	Area	Total Parking	GFA	Doctors	Consulting Rooms	Surveyed	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	All Car Drivers	1	6	15	7	7	10	8	21	9	3	0	1	5	7	2	9	8	9	4	7	2	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Car Passenger	1	4	4	4	4	2	4	8	3	0	0	0	4	2	5	3	4	3	2	2	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Coach	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Motor Cycle	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Pedal Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
428	D1 - Health Service	Crown Dale Medical Centre	LAMBETH	06/06/2005	2	Inner	30	396	8	5	Walk/PT	4	8	15	12	13	11	12	20	21	1	2	1	9	13	10	19	13	13	11	2	2	0
Total Person Trip Rate												0.0152	0.0455	0.0859	0.0581	0.0606	0.0581	0.0606	0.1263	0.0833	0.0101	0.0051	0.0051	0.0455	0.0556	0.0429	0.0783	0.0631	0.0631	0.0429	0.0278	0.0101	0.0000
516	D1 - Health Service	Heart of Hounslow (surgery only)	HOUNSLOW	16/01/2008	5	Outer	83	850	8	14	Car Driver (alone)	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
516	D1 - Health Service	Heart of Hounslow (surgery only)	HOUNSLOW	16/01/2008	5	Outer	83	850	8	14	Car Driver (with pass)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
516	D1 - Health Service	Heart of Hounslow (surgery only)	HOUNSLOW	16/01/2008	5	Outer	83	850	8	14	Car Passenger	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
516	D1 - Health Service	Heart of Hounslow (surgery only)	HOUNSLOW	16/01/2008	5	Outer	83	850	8	14	Pedal Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
516	D1 - Health Service	Heart of Hounslow (surgery only)	HOUNSLOW	16/01/2008	5	Outer	83	850	8	14	Walk	1	1	3	4	1	26	2	17	18	2	2	14	1	2	4	1	0	1	1	0	0	0
Total Person Trip Rate												0.0012	0.0024	0.0047	0.0071	0.0012	0.0318	0.0035	0.0200	0.0212	0.0024	0.0024	0.0165	0.0012	0.0024	0.0047	0.0012	0.0000	0.0024	0.0012	0.0000	0.0000	0.0000
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Bus	1	1	0	0	0	0	0	1	2	3	1	0	0	0	0	3	4	2	0	0	0	0
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Car Passenger	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Pedal Cycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Rail	1	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	1	0
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Taxi	0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Taxi Occupants	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Underground	0	2	2	1	1	3	0	0	1	0	1	2	0	0	0	3	0	2	2	1	2	4
520	D1 - Health Service	NHS Walk-in Centre	CITY OF LONDON	21/06/2007	6	Central	0	2467	1	4	Walk	1	4	4	4	7	7	12	9	11	10	8	3	3	6	10	4	9	7	6	8	6	4
Total Person Trip Rate												0.0012	0.0032	0.0024	0.0020	0.0036	0.0041	0.0053	0.0041	0.0057	0.0053	0.0041	0.0020	0.0020	0.0032	0.0045	0.0049	0.0053	0.0045	0.0041	0.0041	0.0036	0.0032

Total GFA 3713

Total Trip Rate	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00
	0.0027	0.0075	0.0119	0.0092	0.0092	0.0162	0.0108	0.0207	0.0175	0.0051	0.0038	0.0057	0.0065	0.0086	0.0086	0.0119	0.0102	0.0102	0.0075	0.0057	0.0035	0.0022

MEDICAL CENTRE PERSON TRIP RATE

	Person Trip Rate (per sqm)		
	Arrivals	**Departures**	**Total**
AM Peak	0.021	0.010	0.031
PM Peak	0.010	0.013	0.023
Daily	0.204	0.198	0.402

Day Nursery (ARRIVALS)

Survey Code	Land Use	Name	Borough	Survey Date	PTAL	Area	Total Parking	GFA	Students	Surveyed	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00
519	D1 - Day Nurseries	Avenue Nursery	HARINGEY	17/05/2007	3	Inner	0	290	85	Bus	0	0	1	7	2	0	0	0	0	0	0	0	0	0	0	0	4	2	0	2	3	0	0
519	D1 - Day Nurseries	Avenue Nursery	HARINGEY	17/05/2007	3	Inner	0	290	85	Car Driver (alone)	0	0	1	2	4	0	0	0	0	3	1	4	3	0	0	8	1	0	0	0	0	0	0	0
519	D1 - Day Nurseries	Avenue Nursery	HARINGEY	17/05/2007	3	Inner	0	290	85	Car Driver (with pass)	0	0	0	5	6	0	0	0	0	0	1	5	7	0	0	0	0	1	0	0	0	0	0	0
519	D1 - Day Nurseries	Avenue Nursery	HARINGEY	17/05/2007	3	Inner	0	290	85	Car Passenger	0	0	0	12	11	0	0	0	0	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0
519	D1 - Day Nurseries	Avenue Nursery	HARINGEY	17/05/2007	3	Inner	0	290	85	Pedal Cycle	0	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
519	D1 - Day Nurseries	Avenue Nursery	HARINGEY	17/05/2007	3	Inner	0	290	85	Underground	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
519	D1 - Day Nurseries	Avenue Nursery	HARINGEY	17/05/2007	3	Inner	0	290	85	Walk	0	0	1	36	46	2	0	1	1	18	6	22	18	0	1	10	3	9	4	0	14	5	0	0
Total Person Trip Rate											0.000	0.000	0.010	0.224	0.241	0.007	0.000	0.003	0.003	0.072	0.031	0.114	0.128	0.000	0.003	0.062	0.014	0.048	0.021	0.000	0.055	0.028	0.000	0.000
842	D1 - Day Nurseries	Bush Hill Park Day Nursery	ENFIELD	40219	3	Outer	0	546	53	Car Driver (alone)	4	2	2	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	1	2	4	0	0
842	D1 - Day Nurseries	Bush Hill Park Day Nursery	ENFIELD	40219	3	Outer	0	546	53	Car Driver (with pass)	0	3	3	3	2	2	1	0	1	1	0	1	1	0	0	0	0	0	0	1	1	0	0	0
842	D1 - Day Nurseries	Bush Hill Park Day Nursery	ENFIELD	40219	3	Outer	0	546	53	Car Passenger	0	4	4	3	2	4	1	0	2	1	0	1	2	0	0	0	0	0	0	1	1	0	0	0
842	D1 - Day Nurseries	Bush Hill Park Day Nursery	ENFIELD	40219	3	Outer	0	546	53	Walk	2	14	16	4	5	0	0	0	0	0	2	2	0	4	0	1	0	0	0	2	2	3	0	0
Total Person Trip Rate											0.011	0.042	0.046	0.018	0.016	0.011	0.004	0.000	0.005	0.004	0.005	0.009	0.005	0.009	0.000	0.002	0.000	0.000	0.000	0.009	0.011	0.013	0.000	0.000

TOTAL GFA = 836

TOTAL TRIP RATE	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00
	0.007	0.028	0.033	0.090	0.094	0.010	0.002	0.001	0.005	0.028	0.014	0.045	0.048	0.006	0.001	0.023	0.005	0.017	0.007	0.006	0.026	0.018	0.000	0.000

Day Nursery (DEPARTURES)

Survey Code	Land Use	Name	Borough	Survey Date	PTAL	Area	Total Parking	GFA	Students	Surveyed	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00
519	D1 - Day Nurseries	Avenue Nursery	HARINGEY	17/05/2007	3	Inner	0	290	85	Bus	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	10	0	9	3	0	0	0	0	0
519	D1 - Day Nurseries	Avenue Nursery	HARINGEY	17/05/2007	3	Inner	0	290	85	Car Driver (alone)	0	0	0	4	8	0	0	0	0	0	2	0	6	0	0	5	0	0	1	1	0	0	0	0
519	D1 - Day Nurseries	Avenue Nursery	HARINGEY	17/05/2007	3	Inner	0	290	85	Car Driver (with pass)	0	0	0	1	2	0	0	0	0	0	3	7	11	0	0	0	0	0	8	0	0	0	0	0
519	D1 - Day Nurseries	Avenue Nursery	HARINGEY	17/05/2007	3	Inner	0	290	85	Car Passenger	0	0	0	2	3	0	0	0	0	0	3	2	0	0	0	0	0	8	4	0	0	0	0	0
519	D1 - Day Nurseries	Avenue Nursery	HARINGEY	17/05/2007	3	Inner	0	290	85	Pedal Cycle	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
519	D1 - Day Nurseries	Avenue Nursery	HARINGEY	17/05/2007	3	Inner	0	290	85	Underground	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
519	D1 - Day Nurseries	Avenue Nursery	HARINGEY	17/05/2007	3	Inner	0	290	85	Walk	0	0	0	19	24	2	0	1	1	6	35	8	26	0	0	35	1	18	34	1	1	0	0	0
Trip Rate (All Persons)											0.000	0.000	0.000	0.110	0.134	0.007	0.000	0.003	0.003	0.021	0.155	0.059	0.148	0.000	0.000	0.172	0.003	0.121	0.172	0.010	0.003	0.000	0.000	0.000
842	D1 - Day Nurseries	Bush Hill Park Day Nursery	ENFIELD	10/02/2010	3	Outer	0	546	53	Car Driver (alone)	1	2	1	0	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0
842	D1 - Day Nurseries	Bush Hill Park Day Nursery	ENFIELD	10/02/2010	3	Outer	0	546	53	Car Driver (with pass)	0	1	1	2	0	1	1	1	0	1	1	2	0	1	1	1	1	0	1	4	0	0	0	0
842	D1 - Day Nurseries	Bush Hill Park Day Nursery	ENFIELD	10/02/2010	3	Outer	0	546	53	Car Passenger	0	1	1	2	0	1	1	2	0	2	3	4	0	2	0	0	0	0	1	2	0	1	0	0
842	D1 - Day Nurseries	Bush Hill Park Day Nursery	ENFIELD	10/02/2010	3	Outer	0	546	53	Walk	0	0	10	2	2	0	0	0	1	0	1	7	1	4	6	2	0	1	0	5	4	3	0	0
Trip Rate (All Persons)											0.002	0.007	0.024	0.011	0.011	0.004	0.004	0.005	0.004	0.005	0.009	0.026	0.002	0.013	0.013	0.005	0.002	0.002	0.004	0.026	0.007	0.007	0.000	0.000

TOTAL GFA = 836

TOTAL TRIP RATE	07:00-07:30	07:30-08:00	08:00-08:30	08:30-09:00	09:00-09:30	09:30-10:00	10:00-10:30	10:30-11:00	11:00-11:30	11:30-12:00	12:00-12:30	12:30-13:00	13:00-13:30	13:30-14:00	14:00-14:30	14:30-15:00	15:00-15:30	15:30-16:00	16:00-16:30	16:30-17:00	17:00-17:30	17:30-18:00	18:00-18:30	18:30-19:00
	0.001	0.005	0.016	0.045	0.054	0.005	0.002	0.005	0.004	0.011	0.060	0.037	0.053	0.008	0.008	0.063	0.002	0.043	0.062	0.020	0.006	0.005	0.000	0.000

DAY NURSERY PERSON TRIP RATE

	Person Trip Rate (per sqm)		
	Arrivals	**Departures**	**Total**
AM Peak	0.123	0.061	0.184
PM Peak	0.044	0.011	0.055
Daily	0.514	0.516	1.030

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
MULTI-MODAL VEHICLES

Selected regions and areas:
03 SOUTH WEST
BA BATH & NORTH EAST SOMERSET 2 days

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

Filtering Stage 2 selection:

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

Parameter: Gross floor area
Actual Range: 415 to 900 (units: sqm)
Range Selected by User: 210 to 900 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 22/11/07

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

Selected survey days:
Monday 1 days
Friday 1 days

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

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:
Edge of Town Centre 2

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

Selected Location Sub Categories:
Residential Zone 1
Built-Up Zone 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.

Filtering Stage 3 selection:

Use Class:
D2 2 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:
25,001 to 50,000 2 days

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

Population within 5 miles:
100,001 to 125,000 2 days

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

Car ownership within 5 miles:
1.1 to 1.5 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:
No 2 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.

LIST OF SITES relevant to selection parameters

1 BA-07-Q-01 COMMUNITY CENTRE BATH & NORTH EAST SOMERSET
SAINT MARKS ROAD

BATH
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 900 sqm
Survey date: FRIDAY 29/09/06 Survey Type: MANUAL

2 BA-07-Q-02 COMMUNITY CENTRE BATH & NORTH EAST SOMERSET
OFF THE A36

BATH
Edge of Town Centre
Residential Zone
Total Gross floor area: 415 sqm
Survey date: MONDAY 02/10/06 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DH-07-Q-01	Too few buses
EX-07-Q-01	Too few buses
TV-07-Q-01	Too few buses
WL-07-Q-01	Too few buses

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	900	0.111	1	900	0.111	1	900	0.222
08:00 - 09:00	2	658	0.380	2	658	0.228	2	658	0.608
09:00 - 10:00	2	658	1.065	2	658	0.532	2	658	1.597
10:00 - 11:00	2	658	0.532	2	658	0.228	2	658	0.760
11:00 - 12:00	2	658	0.152	2	658	0.837	2	658	0.989
12:00 - 13:00	2	658	0.684	2	658	0.456	2	658	1.140
13:00 - 14:00	2	658	0.380	2	658	0.304	2	658	0.684
14:00 - 15:00	2	658	0.076	2	658	0.152	2	658	0.228
15:00 - 16:00	2	658	0.913	2	658	1.445	2	658	2.358
16:00 - 17:00	2	658	0.000	2	658	0.000	2	658	0.000
17:00 - 18:00	2	658	0.684	2	658	0.608	2	658	1.292
18:00 - 19:00	2	658	0.913	2	658	0.684	2	658	1.597
19:00 - 20:00	2	658	0.532	2	658	0.380	2	658	0.912
20:00 - 21:00	2	658	0.000	2	658	0.304	2	658	0.304
21:00 - 22:00	1	415	0.482	1	415	0.964	1	415	1.446
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.904			7.233			14.137

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:	415 - 900 (units: sqm)
Survey date date range:	01/01/05 - 22/11/07
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	2	658	0.000	2	658	0.000	2	658	0.000
09:00 - 10:00	2	658	0.076	2	658	0.076	2	658	0.152
10:00 - 11:00	2	658	0.000	2	658	0.000	2	658	0.000
11:00 - 12:00	2	658	0.000	2	658	0.000	2	658	0.000
12:00 - 13:00	2	658	0.000	2	658	0.000	2	658	0.000
13:00 - 14:00	2	658	0.000	2	658	0.000	2	658	0.000
14:00 - 15:00	2	658	0.000	2	658	0.000	2	658	0.000
15:00 - 16:00	2	658	0.000	2	658	0.000	2	658	0.000
16:00 - 17:00	2	658	0.000	2	658	0.000	2	658	0.000
17:00 - 18:00	2	658	0.000	2	658	0.000	2	658	0.000
18:00 - 19:00	2	658	0.000	2	658	0.000	2	658	0.000
19:00 - 20:00	2	658	0.000	2	658	0.000	2	658	0.000
20:00 - 21:00	2	658	0.000	2	658	0.000	2	658	0.000
21:00 - 22:00	1	415	0.000	1	415	0.000	1	415	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.076			0.076			0.152

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:	415 - 900 (units: sqm)
Survey date date range:	01/01/05 - 22/11/07
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	2	658	0.000	2	658	0.000	2	658	0.000
09:00 - 10:00	2	658	0.000	2	658	0.000	2	658	0.000
10:00 - 11:00	2	658	0.000	2	658	0.000	2	658	0.000
11:00 - 12:00	2	658	0.000	2	658	0.000	2	658	0.000
12:00 - 13:00	2	658	0.000	2	658	0.000	2	658	0.000
13:00 - 14:00	2	658	0.000	2	658	0.000	2	658	0.000
14:00 - 15:00	2	658	0.000	2	658	0.000	2	658	0.000
15:00 - 16:00	2	658	0.000	2	658	0.000	2	658	0.000
16:00 - 17:00	2	658	0.000	2	658	0.000	2	658	0.000
17:00 - 18:00	2	658	0.000	2	658	0.000	2	658	0.000
18:00 - 19:00	2	658	0.000	2	658	0.000	2	658	0.000
19:00 - 20:00	2	658	0.000	2	658	0.000	2	658	0.000
20:00 - 21:00	2	658	0.000	2	658	0.000	2	658	0.000
21:00 - 22:00	1	415	0.000	1	415	0.000	1	415	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	415 - 900 (units: sqm)
Survey date date range:	01/01/05 - 22/11/07
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	2	658	0.000	2	658	0.000	2	658	0.000
09:00 - 10:00	2	658	0.000	2	658	0.000	2	658	0.000
10:00 - 11:00	2	658	0.000	2	658	0.000	2	658	0.000
11:00 - 12:00	2	658	0.000	2	658	0.000	2	658	0.000
12:00 - 13:00	2	658	0.000	2	658	0.000	2	658	0.000
13:00 - 14:00	2	658	0.000	2	658	0.000	2	658	0.000
14:00 - 15:00	2	658	0.000	2	658	0.000	2	658	0.000
15:00 - 16:00	2	658	0.000	2	658	0.000	2	658	0.000
16:00 - 17:00	2	658	0.000	2	658	0.000	2	658	0.000
17:00 - 18:00	2	658	0.000	2	658	0.000	2	658	0.000
18:00 - 19:00	2	658	0.000	2	658	0.000	2	658	0.000
19:00 - 20:00	2	658	0.000	2	658	0.000	2	658	0.000
20:00 - 21:00	2	658	0.000	2	658	0.000	2	658	0.000
21:00 - 22:00	1	415	0.000	1	415	0.000	1	415	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	415 - 900 (units: sqm)
Survey date date range:	01/01/05 - 22/11/07
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	2	658	0.000	2	658	0.000	2	658	0.000
09:00 - 10:00	2	658	0.000	2	658	0.000	2	658	0.000
10:00 - 11:00	2	658	0.000	2	658	0.000	2	658	0.000
11:00 - 12:00	2	658	0.152	2	658	0.076	2	658	0.228
12:00 - 13:00	2	658	0.000	2	658	0.076	2	658	0.076
13:00 - 14:00	2	658	0.000	2	658	0.000	2	658	0.000
14:00 - 15:00	2	658	0.000	2	658	0.000	2	658	0.000
15:00 - 16:00	2	658	0.000	2	658	0.000	2	658	0.000
16:00 - 17:00	2	658	0.000	2	658	0.000	2	658	0.000
17:00 - 18:00	2	658	0.000	2	658	0.000	2	658	0.000
18:00 - 19:00	2	658	0.076	2	658	0.000	2	658	0.076
19:00 - 20:00	2	658	0.000	2	658	0.000	2	658	0.000
20:00 - 21:00	2	658	0.000	2	658	0.076	2	658	0.076
21:00 - 22:00	1	415	0.000	1	415	0.000	1	415	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.228			0.228			0.456

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:	415 - 900 (units: sqm)
Survey date date range:	01/01/05 - 22/11/07
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	900	0.222	1	900	0.000	1	900	0.222
08:00 - 09:00	2	658	0.532	2	658	0.000	2	658	0.532
09:00 - 10:00	2	658	1.597	2	658	0.000	2	658	1.597
10:00 - 11:00	2	658	0.989	2	658	0.684	2	658	1.673
11:00 - 12:00	2	658	0.152	2	658	1.445	2	658	1.597
12:00 - 13:00	2	658	0.304	2	658	0.380	2	658	0.684
13:00 - 14:00	2	658	0.152	2	658	0.304	2	658	0.456
14:00 - 15:00	2	658	0.076	2	658	0.152	2	658	0.228
15:00 - 16:00	2	658	0.076	2	658	1.445	2	658	1.521
16:00 - 17:00	2	658	0.000	2	658	0.000	2	658	0.000
17:00 - 18:00	2	658	0.532	2	658	0.380	2	658	0.912
18:00 - 19:00	2	658	0.380	2	658	0.837	2	658	1.217
19:00 - 20:00	2	658	0.532	2	658	0.380	2	658	0.912
20:00 - 21:00	2	658	0.000	2	658	0.304	2	658	0.304
21:00 - 22:00	1	415	0.000	1	415	0.964	1	415	0.964
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.544			7.275			12.819

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:	415 - 900 (units: sqm)
Survey date date range:	01/01/05 - 22/11/07
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	900	0.556	1	900	0.222	1	900	0.778
08:00 - 09:00	2	658	0.304	2	658	0.913	2	658	1.217
09:00 - 10:00	2	658	1.901	2	658	0.152	2	658	2.053
10:00 - 11:00	2	658	1.445	2	658	0.989	2	658	2.434
11:00 - 12:00	2	658	0.076	2	658	0.989	2	658	1.065
12:00 - 13:00	2	658	0.456	2	658	0.228	2	658	0.684
13:00 - 14:00	2	658	0.076	2	658	0.152	2	658	0.228
14:00 - 15:00	2	658	0.076	2	658	0.076	2	658	0.152
15:00 - 16:00	2	658	1.065	2	658	0.913	2	658	1.978
16:00 - 17:00	2	658	0.152	2	658	0.456	2	658	0.608
17:00 - 18:00	2	658	0.760	2	658	0.380	2	658	1.140
18:00 - 19:00	2	658	0.380	2	658	0.304	2	658	0.684
19:00 - 20:00	2	658	0.152	2	658	0.076	2	658	0.228
20:00 - 21:00	2	658	0.000	2	658	0.152	2	658	0.152
21:00 - 22:00	1	415	0.000	1	415	1.446	1	415	1.446
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.399			7.448			14.847

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:	415 - 900 (units: sqm)
Survey date date range:	01/01/05 - 22/11/07
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	2	658	0.076	2	658	0.000	2	658	0.076
09:00 - 10:00	2	658	0.000	2	658	0.000	2	658	0.000
10:00 - 11:00	2	658	0.000	2	658	0.000	2	658	0.000
11:00 - 12:00	2	658	0.000	2	658	0.000	2	658	0.000
12:00 - 13:00	2	658	0.228	2	658	0.000	2	658	0.228
13:00 - 14:00	2	658	0.076	2	658	0.000	2	658	0.076
14:00 - 15:00	2	658	0.000	2	658	0.000	2	658	0.000
15:00 - 16:00	2	658	0.000	2	658	0.228	2	658	0.228
16:00 - 17:00	2	658	0.000	2	658	0.000	2	658	0.000
17:00 - 18:00	2	658	0.000	2	658	0.152	2	658	0.152
18:00 - 19:00	2	658	0.000	2	658	0.000	2	658	0.000
19:00 - 20:00	2	658	0.000	2	658	0.000	2	658	0.000
20:00 - 21:00	2	658	0.000	2	658	0.000	2	658	0.000
21:00 - 22:00	1	415	0.000	1	415	0.000	1	415	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.380			0.380			0.760

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:	415 - 900 (units: sqm)
Survey date date range:	01/01/05 - 22/11/07
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TRAIN PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	2	658	0.000	2	658	0.000	2	658	0.000
09:00 - 10:00	2	658	0.152	2	658	0.000	2	658	0.152
10:00 - 11:00	2	658	0.000	2	658	0.000	2	658	0.000
11:00 - 12:00	2	658	0.000	2	658	0.152	2	658	0.152
12:00 - 13:00	2	658	0.076	2	658	0.000	2	658	0.076
13:00 - 14:00	2	658	0.000	2	658	0.000	2	658	0.000
14:00 - 15:00	2	658	0.000	2	658	0.000	2	658	0.000
15:00 - 16:00	2	658	0.000	2	658	0.076	2	658	0.076
16:00 - 17:00	2	658	0.000	2	658	0.000	2	658	0.000
17:00 - 18:00	2	658	0.000	2	658	0.000	2	658	0.000
18:00 - 19:00	2	658	0.000	2	658	0.000	2	658	0.000
19:00 - 20:00	2	658	0.000	2	658	0.000	2	658	0.000
20:00 - 21:00	2	658	0.000	2	658	0.000	2	658	0.000
21:00 - 22:00	1	415	0.000	1	415	0.000	1	415	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.228			0.228			0.456

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:	415 - 900 (units: sqm)
Survey date date range:	01/01/05 - 22/11/07
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	2	658	0.000	2	658	0.000	2	658	0.000
09:00 - 10:00	2	658	0.000	2	658	0.000	2	658	0.000
10:00 - 11:00	2	658	0.000	2	658	0.000	2	658	0.000
11:00 - 12:00	2	658	0.000	2	658	0.000	2	658	0.000
12:00 - 13:00	2	658	0.000	2	658	0.000	2	658	0.000
13:00 - 14:00	2	658	0.000	2	658	0.000	2	658	0.000
14:00 - 15:00	2	658	0.000	2	658	0.000	2	658	0.000
15:00 - 16:00	2	658	0.000	2	658	0.000	2	658	0.000
16:00 - 17:00	2	658	0.000	2	658	0.000	2	658	0.000
17:00 - 18:00	2	658	0.000	2	658	0.000	2	658	0.000
18:00 - 19:00	2	658	0.000	2	658	0.000	2	658	0.000
19:00 - 20:00	2	658	0.000	2	658	0.000	2	658	0.000
20:00 - 21:00	2	658	0.000	2	658	0.000	2	658	0.000
21:00 - 22:00	1	415	0.000	1	415	0.000	1	415	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	415 - 900 (units: sqm)
Survey date date range:	01/01/05 - 22/11/07
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	900	0.000	1	900	0.000	1	900	0.000
08:00 - 09:00	2	658	0.076	2	658	0.000	2	658	0.076
09:00 - 10:00	2	658	0.152	2	658	0.000	2	658	0.152
10:00 - 11:00	2	658	0.000	2	658	0.000	2	658	0.000
11:00 - 12:00	2	658	0.000	2	658	0.152	2	658	0.152
12:00 - 13:00	2	658	0.304	2	658	0.000	2	658	0.304
13:00 - 14:00	2	658	0.076	2	658	0.000	2	658	0.076
14:00 - 15:00	2	658	0.000	2	658	0.000	2	658	0.000
15:00 - 16:00	2	658	0.000	2	658	0.304	2	658	0.304
16:00 - 17:00	2	658	0.000	2	658	0.000	2	658	0.000
17:00 - 18:00	2	658	0.000	2	658	0.152	2	658	0.152
18:00 - 19:00	2	658	0.000	2	658	0.000	2	658	0.000
19:00 - 20:00	2	658	0.000	2	658	0.000	2	658	0.000
20:00 - 21:00	2	658	0.000	2	658	0.000	2	658	0.000
21:00 - 22:00	1	415	0.000	1	415	0.000	1	415	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.608			0.608			1.216

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:	415 - 900 (units: sqm)
Survey date date range:	01/01/05 - 22/11/07
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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.

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	900	0.778	1	900	0.222	1	900	1.000
08:00 - 09:00	2	658	0.913	2	658	0.913	2	658	1.826
09:00 - 10:00	2	658	3.650	2	658	0.152	2	658	3.802
10:00 - 11:00	2	658	2.433	2	658	1.673	2	658	4.106
11:00 - 12:00	2	658	0.380	2	658	2.662	2	658	3.042
12:00 - 13:00	2	658	1.065	2	658	0.684	2	658	1.749
13:00 - 14:00	2	658	0.304	2	658	0.456	2	658	0.760
14:00 - 15:00	2	658	0.152	2	658	0.228	2	658	0.380
15:00 - 16:00	2	658	1.141	2	658	2.662	2	658	3.803
16:00 - 17:00	2	658	0.152	2	658	0.456	2	658	0.608
17:00 - 18:00	2	658	1.293	2	658	0.913	2	658	2.206
18:00 - 19:00	2	658	0.837	2	658	1.141	2	658	1.978
19:00 - 20:00	2	658	0.684	2	658	0.456	2	658	1.140
20:00 - 21:00	2	658	0.000	2	658	0.532	2	658	0.532
21:00 - 22:00	1	415	0.000	1	415	2.410	1	415	2.410
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.782			15.560			29.342

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:	415 - 900 (units: sqm)
Survey date date range:	01/01/05 - 22/11/07
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	CN	CAMDEN	1 days
	IS	ISLINGTON	1 days
	SK	SOUTHWARK	1 days

Filtering Stage 2 selection:

Parameter:	Gross floor area
Actual Range:	2371 to 5500 (units: sqm)
Range Selected by User:	408 to 17187 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 10/05/12

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	3

Filtering Stage 3 selection:

Use Class:

B1	4 days

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	2 days
101,000 or More	1 days

Population within 5 miles:

500,001 or More	4 days

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days

Travel Plan:

No	4 days

LIST OF SITES relevant to selection parameters

1 BT-02-A-02 OFFICE BRENT
WEMBLEY HILL ROAD

WEMBLEY
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 4750 sqm
Survey date: TUESDAY 22/06/10 Survey Type: MANUAL

2 CN-02-A-01 OFFICES CAMDEN
ELY PLACE
HOLBORN CIRCUS
HOLBORN
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 4062 sqm
Survey date: THURSDAY 23/10/08 Survey Type: MANUAL

3 IS-02-A-01 OFFICES ISLINGTON
ESSEX ROAD

ISLINGTON
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 5500 sqm
Survey date: FRIDAY 24/10/08 Survey Type: MANUAL

4 SK-02-A-02 OFFICES SOUTHWARK
ST OLAV'S COURT

ROTHERHITHE
Edge of Town Centre
Commercial Zone
Total Gross floor area: 2371 sqm
Survey date: MONDAY 20/10/08 Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4171	0.042	4	4171	0.024	4	4171	0.066
07:30 - 08:00	4	4171	0.192	4	4171	0.030	4	4171	0.222
08:00 - 08:30	4	4171	0.192	4	4171	0.042	4	4171	0.234
08:30 - 09:00	4	4171	0.180	4	4171	0.036	4	4171	0.216
09:00 - 09:30	4	4171	0.222	4	4171	0.078	4	4171	0.300
09:30 - 10:00	4	4171	0.264	4	4171	0.096	4	4171	0.360
10:00 - 10:30	4	4171	0.246	4	4171	0.108	4	4171	0.354
10:30 - 11:00	4	4171	0.126	4	4171	0.120	4	4171	0.246
11:00 - 11:30	4	4171	0.156	4	4171	0.156	4	4171	0.312
11:30 - 12:00	4	4171	0.090	4	4171	0.072	4	4171	0.162
12:00 - 12:30	4	4171	0.132	4	4171	0.156	4	4171	0.288
12:30 - 13:00	4	4171	0.144	4	4171	0.162	4	4171	0.306
13:00 - 13:30	4	4171	0.102	4	4171	0.138	4	4171	0.240
13:30 - 14:00	4	4171	0.072	4	4171	0.078	4	4171	0.150
14:00 - 14:30	4	4171	0.174	4	4171	0.126	4	4171	0.300
14:30 - 15:00	4	4171	0.150	4	4171	0.090	4	4171	0.240
15:00 - 15:30	4	4171	0.096	4	4171	0.132	4	4171	0.228
15:30 - 16:00	4	4171	0.090	4	4171	0.090	4	4171	0.180
16:00 - 16:30	4	4171	0.072	4	4171	0.186	4	4171	0.258
16:30 - 17:00	4	4171	0.072	4	4171	0.150	4	4171	0.222
17:00 - 17:30	4	4171	0.072	4	4171	0.228	4	4171	0.300
17:30 - 18:00	4	4171	0.048	4	4171	0.168	4	4171	0.216
18:00 - 18:30	4	4171	0.060	4	4171	0.192	4	4171	0.252
18:30 - 19:00	4	4171	0.012	4	4171	0.084	4	4171	0.096
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.006			2.742			5.748

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4171	0.006	4	4171	0.006	4	4171	0.012
07:30 - 08:00	4	4171	0.012	4	4171	0.012	4	4171	0.024
08:00 - 08:30	4	4171	0.006	4	4171	0.006	4	4171	0.012
08:30 - 09:00	4	4171	0.006	4	4171	0.006	4	4171	0.012
09:00 - 09:30	4	4171	0.012	4	4171	0.012	4	4171	0.024
09:30 - 10:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
10:00 - 10:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
10:30 - 11:00	4	4171	0.006	4	4171	0.006	4	4171	0.012
11:00 - 11:30	4	4171	0.018	4	4171	0.018	4	4171	0.036
11:30 - 12:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
12:00 - 12:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
12:30 - 13:00	4	4171	0.024	4	4171	0.024	4	4171	0.048
13:00 - 13:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
13:30 - 14:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
14:00 - 14:30	4	4171	0.012	4	4171	0.012	4	4171	0.024
14:30 - 15:00	4	4171	0.012	4	4171	0.012	4	4171	0.024
15:00 - 15:30	4	4171	0.012	4	4171	0.012	4	4171	0.024
15:30 - 16:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
16:00 - 16:30	4	4171	0.006	4	4171	0.006	4	4171	0.012
16:30 - 17:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
17:00 - 17:30	4	4171	0.006	4	4171	0.006	4	4171	0.012
17:30 - 18:00	4	4171	0.006	4	4171	0.006	4	4171	0.012
18:00 - 18:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
18:30 - 19:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.144			0.144			0.288

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
07:30 - 08:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
08:00 - 08:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
08:30 - 09:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
09:00 - 09:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
09:30 - 10:00	4	4171	0.006	4	4171	0.000	4	4171	0.006
10:00 - 10:30	4	4171	0.000	4	4171	0.006	4	4171	0.006
10:30 - 11:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
11:00 - 11:30	4	4171	0.006	4	4171	0.000	4	4171	0.006
11:30 - 12:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
12:00 - 12:30	4	4171	0.000	4	4171	0.006	4	4171	0.006
12:30 - 13:00	4	4171	0.006	4	4171	0.006	4	4171	0.012
13:00 - 13:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
13:30 - 14:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
14:00 - 14:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
14:30 - 15:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
15:00 - 15:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
15:30 - 16:00	4	4171	0.006	4	4171	0.006	4	4171	0.012
16:00 - 16:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
16:30 - 17:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
17:00 - 17:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
17:30 - 18:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
18:00 - 18:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
18:30 - 19:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.024			0.024			0.048

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
07:30 - 08:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
08:00 - 08:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
08:30 - 09:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
09:00 - 09:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
09:30 - 10:00	4	4171	0.006	4	4171	0.006	4	4171	0.012
10:00 - 10:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
10:30 - 11:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
11:00 - 11:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
11:30 - 12:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
12:00 - 12:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
12:30 - 13:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
13:00 - 13:30	4	4171	0.006	4	4171	0.006	4	4171	0.012
13:30 - 14:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
14:00 - 14:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
14:30 - 15:00	4	4171	0.006	4	4171	0.000	4	4171	0.006
15:00 - 15:30	4	4171	0.000	4	4171	0.006	4	4171	0.006
15:30 - 16:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
16:00 - 16:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
16:30 - 17:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
17:00 - 17:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
17:30 - 18:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
18:00 - 18:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
18:30 - 19:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.018			0.018			0.036

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4171	0.006	4	4171	0.000	4	4171	0.006
07:30 - 08:00	4	4171	0.024	4	4171	0.000	4	4171	0.024
08:00 - 08:30	4	4171	0.030	4	4171	0.000	4	4171	0.030
08:30 - 09:00	4	4171	0.024	4	4171	0.006	4	4171	0.030
09:00 - 09:30	4	4171	0.072	4	4171	0.000	4	4171	0.072
09:30 - 10:00	4	4171	0.054	4	4171	0.000	4	4171	0.054
10:00 - 10:30	4	4171	0.006	4	4171	0.018	4	4171	0.024
10:30 - 11:00	4	4171	0.006	4	4171	0.006	4	4171	0.012
11:00 - 11:30	4	4171	0.000	4	4171	0.006	4	4171	0.006
11:30 - 12:00	4	4171	0.012	4	4171	0.006	4	4171	0.018
12:00 - 12:30	4	4171	0.000	4	4171	0.006	4	4171	0.006
12:30 - 13:00	4	4171	0.012	4	4171	0.012	4	4171	0.024
13:00 - 13:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
13:30 - 14:00	4	4171	0.006	4	4171	0.006	4	4171	0.012
14:00 - 14:30	4	4171	0.006	4	4171	0.000	4	4171	0.006
14:30 - 15:00	4	4171	0.006	4	4171	0.000	4	4171	0.006
15:00 - 15:30	4	4171	0.012	4	4171	0.018	4	4171	0.030
15:30 - 16:00	4	4171	0.012	4	4171	0.018	4	4171	0.030
16:00 - 16:30	4	4171	0.006	4	4171	0.006	4	4171	0.012
16:30 - 17:00	4	4171	0.006	4	4171	0.000	4	4171	0.006
17:00 - 17:30	4	4171	0.006	4	4171	0.054	4	4171	0.060
17:30 - 18:00	4	4171	0.000	4	4171	0.042	4	4171	0.042
18:00 - 18:30	4	4171	0.006	4	4171	0.018	4	4171	0.024
18:30 - 19:00	4	4171	0.006	4	4171	0.036	4	4171	0.042
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.318			0.258			0.576

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4171	0.042	4	4171	0.024	4	4171	0.066
07:30 - 08:00	4	4171	0.210	4	4171	0.036	4	4171	0.246
08:00 - 08:30	4	4171	0.240	4	4171	0.060	4	4171	0.300
08:30 - 09:00	4	4171	0.192	4	4171	0.030	4	4171	0.222
09:00 - 09:30	4	4171	0.282	4	4171	0.090	4	4171	0.372
09:30 - 10:00	4	4171	0.318	4	4171	0.090	4	4171	0.408
10:00 - 10:30	4	4171	0.294	4	4171	0.126	4	4171	0.420
10:30 - 11:00	4	4171	0.156	4	4171	0.120	4	4171	0.276
11:00 - 11:30	4	4171	0.258	4	4171	0.228	4	4171	0.486
11:30 - 12:00	4	4171	0.114	4	4171	0.084	4	4171	0.198
12:00 - 12:30	4	4171	0.156	4	4171	0.192	4	4171	0.348
12:30 - 13:00	4	4171	0.204	4	4171	0.228	4	4171	0.432
13:00 - 13:30	4	4171	0.126	4	4171	0.162	4	4171	0.288
13:30 - 14:00	4	4171	0.084	4	4171	0.096	4	4171	0.180
14:00 - 14:30	4	4171	0.228	4	4171	0.150	4	4171	0.378
14:30 - 15:00	4	4171	0.174	4	4171	0.114	4	4171	0.288
15:00 - 15:30	4	4171	0.126	4	4171	0.186	4	4171	0.312
15:30 - 16:00	4	4171	0.126	4	4171	0.132	4	4171	0.258
16:00 - 16:30	4	4171	0.090	4	4171	0.228	4	4171	0.318
16:30 - 17:00	4	4171	0.090	4	4171	0.198	4	4171	0.288
17:00 - 17:30	4	4171	0.108	4	4171	0.318	4	4171	0.426
17:30 - 18:00	4	4171	0.054	4	4171	0.246	4	4171	0.300
18:00 - 18:30	4	4171	0.066	4	4171	0.264	4	4171	0.330
18:30 - 19:00	4	4171	0.012	4	4171	0.120	4	4171	0.132
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.750			3.522			7.272

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4171	0.018	4	4171	0.006	4	4171	0.024
07:30 - 08:00	4	4171	0.048	4	4171	0.006	4	4171	0.054
08:00 - 08:30	4	4171	0.090	4	4171	0.012	4	4171	0.102
08:30 - 09:00	4	4171	0.240	4	4171	0.054	4	4171	0.294
09:00 - 09:30	4	4171	0.222	4	4171	0.084	4	4171	0.306
09:30 - 10:00	4	4171	0.204	4	4171	0.114	4	4171	0.318
10:00 - 10:30	4	4171	0.162	4	4171	0.108	4	4171	0.270
10:30 - 11:00	4	4171	0.186	4	4171	0.186	4	4171	0.372
11:00 - 11:30	4	4171	0.132	4	4171	0.114	4	4171	0.246
11:30 - 12:00	4	4171	0.090	4	4171	0.198	4	4171	0.288
12:00 - 12:30	4	4171	0.432	4	4171	0.833	4	4171	1.265
12:30 - 13:00	4	4171	0.551	4	4171	0.815	4	4171	1.366
13:00 - 13:30	4	4171	0.821	4	4171	0.929	4	4171	1.750
13:30 - 14:00	4	4171	0.797	4	4171	0.468	4	4171	1.265
14:00 - 14:30	4	4171	0.533	4	4171	0.312	4	4171	0.845
14:30 - 15:00	4	4171	0.324	4	4171	0.114	4	4171	0.438
15:00 - 15:30	4	4171	0.234	4	4171	0.120	4	4171	0.354
15:30 - 16:00	4	4171	0.246	4	4171	0.240	4	4171	0.486
16:00 - 16:30	4	4171	0.174	4	4171	0.102	4	4171	0.276
16:30 - 17:00	4	4171	0.168	4	4171	0.090	4	4171	0.258
17:00 - 17:30	4	4171	0.102	4	4171	0.150	4	4171	0.252
17:30 - 18:00	4	4171	0.024	4	4171	0.192	4	4171	0.216
18:00 - 18:30	4	4171	0.030	4	4171	0.060	4	4171	0.090
18:30 - 19:00	4	4171	0.024	4	4171	0.036	4	4171	0.060
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.852			5.343			11.195

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4171	0.006	4	4171	0.000	4	4171	0.006
07:30 - 08:00	4	4171	0.024	4	4171	0.000	4	4171	0.024
08:00 - 08:30	4	4171	0.078	4	4171	0.012	4	4171	0.090
08:30 - 09:00	4	4171	0.264	4	4171	0.006	4	4171	0.270
09:00 - 09:30	4	4171	0.228	4	4171	0.012	4	4171	0.240
09:30 - 10:00	4	4171	0.204	4	4171	0.006	4	4171	0.210
10:00 - 10:30	4	4171	0.150	4	4171	0.060	4	4171	0.210
10:30 - 11:00	4	4171	0.138	4	4171	0.036	4	4171	0.174
11:00 - 11:30	4	4171	0.054	4	4171	0.048	4	4171	0.102
11:30 - 12:00	4	4171	0.078	4	4171	0.036	4	4171	0.114
12:00 - 12:30	4	4171	0.048	4	4171	0.084	4	4171	0.132
12:30 - 13:00	4	4171	0.036	4	4171	0.066	4	4171	0.102
13:00 - 13:30	4	4171	0.096	4	4171	0.090	4	4171	0.186
13:30 - 14:00	4	4171	0.066	4	4171	0.060	4	4171	0.126
14:00 - 14:30	4	4171	0.084	4	4171	0.060	4	4171	0.144
14:30 - 15:00	4	4171	0.102	4	4171	0.096	4	4171	0.198
15:00 - 15:30	4	4171	0.054	4	4171	0.054	4	4171	0.108
15:30 - 16:00	4	4171	0.036	4	4171	0.066	4	4171	0.102
16:00 - 16:30	4	4171	0.042	4	4171	0.180	4	4171	0.222
16:30 - 17:00	4	4171	0.000	4	4171	0.108	4	4171	0.108
17:00 - 17:30	4	4171	0.000	4	4171	0.210	4	4171	0.210
17:30 - 18:00	4	4171	0.006	4	4171	0.156	4	4171	0.162
18:00 - 18:30	4	4171	0.000	4	4171	0.090	4	4171	0.090
18:30 - 19:00	4	4171	0.000	4	4171	0.036	4	4171	0.036
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.794			1.572			3.366

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TRAIN PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4171	0.060	4	4171	0.006	4	4171	0.066
07:30 - 08:00	4	4171	0.162	4	4171	0.012	4	4171	0.174
08:00 - 08:30	4	4171	0.318	4	4171	0.000	4	4171	0.318
08:30 - 09:00	4	4171	0.563	4	4171	0.000	4	4171	0.563
09:00 - 09:30	4	4171	0.809	4	4171	0.018	4	4171	0.827
09:30 - 10:00	4	4171	0.402	4	4171	0.006	4	4171	0.408
10:00 - 10:30	4	4171	0.108	4	4171	0.018	4	4171	0.126
10:30 - 11:00	4	4171	0.084	4	4171	0.036	4	4171	0.120
11:00 - 11:30	4	4171	0.030	4	4171	0.030	4	4171	0.060
11:30 - 12:00	4	4171	0.048	4	4171	0.078	4	4171	0.126
12:00 - 12:30	4	4171	0.060	4	4171	0.042	4	4171	0.102
12:30 - 13:00	4	4171	0.048	4	4171	0.048	4	4171	0.096
13:00 - 13:30	4	4171	0.024	4	4171	0.012	4	4171	0.036
13:30 - 14:00	4	4171	0.054	4	4171	0.030	4	4171	0.084
14:00 - 14:30	4	4171	0.042	4	4171	0.078	4	4171	0.120
14:30 - 15:00	4	4171	0.024	4	4171	0.066	4	4171	0.090
15:00 - 15:30	4	4171	0.042	4	4171	0.042	4	4171	0.084
15:30 - 16:00	4	4171	0.060	4	4171	0.072	4	4171	0.132
16:00 - 16:30	4	4171	0.024	4	4171	0.180	4	4171	0.204
16:30 - 17:00	4	4171	0.054	4	4171	0.198	4	4171	0.252
17:00 - 17:30	4	4171	0.006	4	4171	0.450	4	4171	0.456
17:30 - 18:00	4	4171	0.000	4	4171	0.713	4	4171	0.713
18:00 - 18:30	4	4171	0.024	4	4171	0.480	4	4171	0.504
18:30 - 19:00	4	4171	0.006	4	4171	0.120	4	4171	0.126
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.052			2.735			5.787

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
07:30 - 08:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
08:00 - 08:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
08:30 - 09:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
09:00 - 09:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
09:30 - 10:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
10:00 - 10:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
10:30 - 11:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
11:00 - 11:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
11:30 - 12:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
12:00 - 12:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
12:30 - 13:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
13:00 - 13:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
13:30 - 14:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
14:00 - 14:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
14:30 - 15:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
15:00 - 15:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
15:30 - 16:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
16:00 - 16:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
16:30 - 17:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
17:00 - 17:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
17:30 - 18:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
18:00 - 18:30	4	4171	0.000	4	4171	0.000	4	4171	0.000
18:30 - 19:00	4	4171	0.000	4	4171	0.000	4	4171	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4171	0.066	4	4171	0.006	4	4171	0.072
07:30 - 08:00	4	4171	0.186	4	4171	0.012	4	4171	0.198
08:00 - 08:30	4	4171	0.396	4	4171	0.012	4	4171	0.408
08:30 - 09:00	4	4171	0.827	4	4171	0.006	4	4171	0.833
09:00 - 09:30	4	4171	1.037	4	4171	0.030	4	4171	1.067
09:30 - 10:00	4	4171	0.605	4	4171	0.012	4	4171	0.617
10:00 - 10:30	4	4171	0.258	4	4171	0.078	4	4171	0.336
10:30 - 11:00	4	4171	0.222	4	4171	0.072	4	4171	0.294
11:00 - 11:30	4	4171	0.084	4	4171	0.078	4	4171	0.162
11:30 - 12:00	4	4171	0.126	4	4171	0.114	4	4171	0.240
12:00 - 12:30	4	4171	0.108	4	4171	0.126	4	4171	0.234
12:30 - 13:00	4	4171	0.084	4	4171	0.114	4	4171	0.198
13:00 - 13:30	4	4171	0.120	4	4171	0.102	4	4171	0.222
13:30 - 14:00	4	4171	0.120	4	4171	0.090	4	4171	0.210
14:00 - 14:30	4	4171	0.126	4	4171	0.138	4	4171	0.264
14:30 - 15:00	4	4171	0.126	4	4171	0.162	4	4171	0.288
15:00 - 15:30	4	4171	0.096	4	4171	0.096	4	4171	0.192
15:30 - 16:00	4	4171	0.096	4	4171	0.138	4	4171	0.234
16:00 - 16:30	4	4171	0.066	4	4171	0.360	4	4171	0.426
16:30 - 17:00	4	4171	0.054	4	4171	0.306	4	4171	0.360
17:00 - 17:30	4	4171	0.006	4	4171	0.659	4	4171	0.665
17:30 - 18:00	4	4171	0.006	4	4171	0.869	4	4171	0.875
18:00 - 18:30	4	4171	0.024	4	4171	0.569	4	4171	0.593
18:30 - 19:00	4	4171	0.006	4	4171	0.156	4	4171	0.162
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.845			4.305			9.150

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4171	0.132	4	4171	0.036	4	4171	0.168
07:30 - 08:00	4	4171	0.468	4	4171	0.054	4	4171	0.522
08:00 - 08:30	4	4171	0.755	4	4171	0.084	4	4171	0.839
08:30 - 09:00	4	4171	1.283	4	4171	0.096	4	4171	1.379
09:00 - 09:30	4	4171	1.612	4	4171	0.204	4	4171	1.816
09:30 - 10:00	4	4171	1.181	4	4171	0.216	4	4171	1.397
10:00 - 10:30	4	4171	0.719	4	4171	0.330	4	4171	1.049
10:30 - 11:00	4	4171	0.569	4	4171	0.384	4	4171	0.953
11:00 - 11:30	4	4171	0.474	4	4171	0.426	4	4171	0.900
11:30 - 12:00	4	4171	0.342	4	4171	0.402	4	4171	0.744
12:00 - 12:30	4	4171	0.695	4	4171	1.157	4	4171	1.852
12:30 - 13:00	4	4171	0.851	4	4171	1.169	4	4171	2.020
13:00 - 13:30	4	4171	1.067	4	4171	1.193	4	4171	2.260
13:30 - 14:00	4	4171	1.007	4	4171	0.659	4	4171	1.666
14:00 - 14:30	4	4171	0.893	4	4171	0.599	4	4171	1.492
14:30 - 15:00	4	4171	0.629	4	4171	0.390	4	4171	1.019
15:00 - 15:30	4	4171	0.468	4	4171	0.420	4	4171	0.888
15:30 - 16:00	4	4171	0.480	4	4171	0.527	4	4171	1.007
16:00 - 16:30	4	4171	0.336	4	4171	0.695	4	4171	1.031
16:30 - 17:00	4	4171	0.318	4	4171	0.593	4	4171	0.911
17:00 - 17:30	4	4171	0.222	4	4171	1.181	4	4171	1.403
17:30 - 18:00	4	4171	0.084	4	4171	1.349	4	4171	1.433
18:00 - 18:30	4	4171	0.126	4	4171	0.911	4	4171	1.037
18:30 - 19:00	4	4171	0.048	4	4171	0.348	4	4171	0.396
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			14.759			13.423			28.182

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : F - SHELTERED ACCOMMODATION
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DC	DORSET	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KH	KINGSTON UPON HULL	1 days
	WY	WEST YORKSHIRE	1 days

Filtering Stage 2 selection:

Parameter:	Number of dwellings
Actual Range:	28 to 114 (units:)
Range Selected by User:	14 to 114 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 21/06/13

Selected survey days:

Tuesday	2 days
Thursday	2 days
Friday	1 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	2
No Sub Category	1

Filtering Stage 3 selection:

Use Class:

C3	5 days

Population within 1 mile:

25,001 to 50,000	5 days

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	3 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days

Filtering Stage 3 selection (Cont.):

Travel Plan:

No	5 days

LIST OF SITES relevant to selection parameters

1 DC-03-F-02 SHELTERED HOUSING DORSET
WILLOW PARK

POOLE
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwellings: 114
Survey date: THURSDAY 17/07/08 Survey Type: MANUAL

2 DS-03-F-01 SHELTERED HOUSING DERBYSHIRE
ST MICHAELS LANE

DERBY
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 40
Survey date: THURSDAY 25/06/09 Survey Type: MANUAL

3 KH-03-F-01 SHELTERED HOUSING KINGSTON UPON HULL
ELLIS STREET

KINGSTON-UPON-HULL
Edge of Town Centre
No Sub Category
Total Number of dwellings: 43
Survey date: TUESDAY 15/09/09 Survey Type: MANUAL

4 NT-03-F-01 SHELTERED HOUSING NOTTINGHAMSHIRE
BEAUMONT STREET
SNEINTON
NOTTINGHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 87
Survey date: FRIDAY 21/06/13 Survey Type: MANUAL

5 WY-03-F-01 SHELTERED HOUSING WEST YORKSHIRE
NORTH GRANGE ROAD
HEADINGLEY
LEEDS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: TUESDAY 15/06/10 Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KH-03-F-02	Too few buses
LE-03-F-01	Too few buses
SC-03-F-01	Too few buses
WK-03-F-01	Too few buses

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION
MULTI-MODAL 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	5	62	0.038	5	62	0.032	5	62	0.070
08:00 - 09:00	5	62	0.112	5	62	0.064	5	62	0.176
09:00 - 10:00	5	62	0.119	5	62	0.128	5	62	0.247
10:00 - 11:00	5	62	0.103	5	62	0.141	5	62	0.244
11:00 - 12:00	5	62	0.106	5	62	0.106	5	62	0.212
12:00 - 13:00	5	62	0.135	5	62	0.115	5	62	0.250
13:00 - 14:00	5	62	0.061	5	62	0.109	5	62	0.170
14:00 - 15:00	5	62	0.077	5	62	0.061	5	62	0.138
15:00 - 16:00	5	62	0.071	5	62	0.106	5	62	0.177
16:00 - 17:00	5	62	0.064	5	62	0.051	5	62	0.115
17:00 - 18:00	5	62	0.061	5	62	0.064	5	62	0.125
18:00 - 19:00	5	62	0.077	5	62	0.054	5	62	0.131
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.024			1.031			2.055

Parameter summary

Trip rate parameter range selected:	28 - 114 (units:)
Survey date date range:	01/01/05 - 21/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION
MULTI-MODAL TAXIS
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	5	62	0.003	5	62	0.003	5	62	0.006
08:00 - 09:00	5	62	0.003	5	62	0.003	5	62	0.006
09:00 - 10:00	5	62	0.026	5	62	0.029	5	62	0.055
10:00 - 11:00	5	62	0.013	5	62	0.013	5	62	0.026
11:00 - 12:00	5	62	0.010	5	62	0.010	5	62	0.020
12:00 - 13:00	5	62	0.016	5	62	0.013	5	62	0.029
13:00 - 14:00	5	62	0.010	5	62	0.010	5	62	0.020
14:00 - 15:00	5	62	0.019	5	62	0.019	5	62	0.038
15:00 - 16:00	5	62	0.016	5	62	0.016	5	62	0.032
16:00 - 17:00	5	62	0.000	5	62	0.000	5	62	0.000
17:00 - 18:00	5	62	0.006	5	62	0.006	5	62	0.012
18:00 - 19:00	5	62	0.010	5	62	0.010	5	62	0.020
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.132			0.264

Parameter summary

Trip rate parameter range selected:	28 - 114 (units:)
Survey date date range:	01/01/05 - 21/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION
MULTI-MODAL OGVS
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	5	62	0.003	5	62	0.003	5	62	0.006
08:00 - 09:00	5	62	0.000	5	62	0.000	5	62	0.000
09:00 - 10:00	5	62	0.000	5	62	0.000	5	62	0.000
10:00 - 11:00	5	62	0.000	5	62	0.000	5	62	0.000
11:00 - 12:00	5	62	0.000	5	62	0.000	5	62	0.000
12:00 - 13:00	5	62	0.000	5	62	0.000	5	62	0.000
13:00 - 14:00	5	62	0.000	5	62	0.000	5	62	0.000
14:00 - 15:00	5	62	0.003	5	62	0.000	5	62	0.003
15:00 - 16:00	5	62	0.003	5	62	0.003	5	62	0.006
16:00 - 17:00	5	62	0.000	5	62	0.000	5	62	0.000
17:00 - 18:00	5	62	0.003	5	62	0.000	5	62	0.003
18:00 - 19:00	5	62	0.000	5	62	0.003	5	62	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.009			0.021

Parameter summary

Trip rate parameter range selected:	28 - 114 (units:)
Survey date date range:	01/01/05 - 21/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION
MULTI-MODAL PSVS
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	5	62	0.000	5	62	0.000	5	62	0.000
08:00 - 09:00	5	62	0.000	5	62	0.000	5	62	0.000
09:00 - 10:00	5	62	0.003	5	62	0.003	5	62	0.006
10:00 - 11:00	5	62	0.006	5	62	0.003	5	62	0.009
11:00 - 12:00	5	62	0.003	5	62	0.003	5	62	0.006
12:00 - 13:00	5	62	0.006	5	62	0.003	5	62	0.009
13:00 - 14:00	5	62	0.000	5	62	0.000	5	62	0.000
14:00 - 15:00	5	62	0.000	5	62	0.000	5	62	0.000
15:00 - 16:00	5	62	0.003	5	62	0.003	5	62	0.006
16:00 - 17:00	5	62	0.000	5	62	0.000	5	62	0.000
17:00 - 18:00	5	62	0.003	5	62	0.003	5	62	0.006
18:00 - 19:00	5	62	0.000	5	62	0.000	5	62	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.018			0.042

Parameter summary

Trip rate parameter range selected:	28 - 114 (units:)
Survey date date range:	01/01/05 - 21/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION
MULTI-MODAL CYCLISTS
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	5	62	0.006	5	62	0.000	5	62	0.006
08:00 - 09:00	5	62	0.006	5	62	0.003	5	62	0.009
09:00 - 10:00	5	62	0.000	5	62	0.000	5	62	0.000
10:00 - 11:00	5	62	0.000	5	62	0.000	5	62	0.000
11:00 - 12:00	5	62	0.003	5	62	0.003	5	62	0.006
12:00 - 13:00	5	62	0.000	5	62	0.010	5	62	0.010
13:00 - 14:00	5	62	0.006	5	62	0.003	5	62	0.009
14:00 - 15:00	5	62	0.006	5	62	0.000	5	62	0.006
15:00 - 16:00	5	62	0.000	5	62	0.000	5	62	0.000
16:00 - 17:00	5	62	0.006	5	62	0.003	5	62	0.009
17:00 - 18:00	5	62	0.000	5	62	0.006	5	62	0.006
18:00 - 19:00	5	62	0.000	5	62	0.000	5	62	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.033			0.028			0.061

Parameter summary

Trip rate parameter range selected:	28 - 114 (units:)
Survey date date range:	01/01/05 - 21/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION
MULTI-MODAL VEHICLE OCCUPANTS
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	5	62	0.054	5	62	0.035	5	62	0.089
08:00 - 09:00	5	62	0.122	5	62	0.080	5	62	0.202
09:00 - 10:00	5	62	0.138	5	62	0.144	5	62	0.282
10:00 - 11:00	5	62	0.128	5	62	0.221	5	62	0.349
11:00 - 12:00	5	62	0.135	5	62	0.141	5	62	0.276
12:00 - 13:00	5	62	0.176	5	62	0.141	5	62	0.317
13:00 - 14:00	5	62	0.071	5	62	0.138	5	62	0.209
14:00 - 15:00	5	62	0.112	5	62	0.080	5	62	0.192
15:00 - 16:00	5	62	0.106	5	62	0.131	5	62	0.237
16:00 - 17:00	5	62	0.103	5	62	0.077	5	62	0.180
17:00 - 18:00	5	62	0.077	5	62	0.083	5	62	0.160
18:00 - 19:00	5	62	0.122	5	62	0.080	5	62	0.202
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.344			1.351			2.695

Parameter summary

Trip rate parameter range selected:	28 - 114 (units:)
Survey date date range:	01/01/05 - 21/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION
MULTI-MODAL PEDESTRIANS
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	5	62	0.029	5	62	0.035	5	62	0.064
08:00 - 09:00	5	62	0.038	5	62	0.048	5	62	0.086
09:00 - 10:00	5	62	0.054	5	62	0.103	5	62	0.157
10:00 - 11:00	5	62	0.064	5	62	0.087	5	62	0.151
11:00 - 12:00	5	62	0.087	5	62	0.042	5	62	0.129
12:00 - 13:00	5	62	0.026	5	62	0.058	5	62	0.084
13:00 - 14:00	5	62	0.061	5	62	0.087	5	62	0.148
14:00 - 15:00	5	62	0.064	5	62	0.029	5	62	0.093
15:00 - 16:00	5	62	0.058	5	62	0.071	5	62	0.129
16:00 - 17:00	5	62	0.074	5	62	0.064	5	62	0.138
17:00 - 18:00	5	62	0.038	5	62	0.035	5	62	0.073
18:00 - 19:00	5	62	0.026	5	62	0.016	5	62	0.042
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.619			0.675			1.294

Parameter summary

Trip rate parameter range selected:	28 - 114 (units:)
Survey date date range:	01/01/05 - 21/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION
MULTI-MODAL BUS/TRAM PASSENGERS
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	5	62	0.029	5	62	0.016	5	62	0.045
08:00 - 09:00	5	62	0.003	5	62	0.010	5	62	0.013
09:00 - 10:00	5	62	0.013	5	62	0.051	5	62	0.064
10:00 - 11:00	5	62	0.045	5	62	0.048	5	62	0.093
11:00 - 12:00	5	62	0.013	5	62	0.022	5	62	0.035
12:00 - 13:00	5	62	0.029	5	62	0.038	5	62	0.067
13:00 - 14:00	5	62	0.038	5	62	0.035	5	62	0.073
14:00 - 15:00	5	62	0.038	5	62	0.003	5	62	0.041
15:00 - 16:00	5	62	0.045	5	62	0.019	5	62	0.064
16:00 - 17:00	5	62	0.003	5	62	0.006	5	62	0.009
17:00 - 18:00	5	62	0.010	5	62	0.003	5	62	0.013
18:00 - 19:00	5	62	0.006	5	62	0.016	5	62	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.272			0.267			0.539

Parameter summary

Trip rate parameter range selected:	28 - 114 (units:)
Survey date date range:	01/01/05 - 21/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION
MULTI-MODAL TRAIN PASSENGERS
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	5	62	0.000	5	62	0.000	5	62	0.000
08:00 - 09:00	5	62	0.000	5	62	0.000	5	62	0.000
09:00 - 10:00	5	62	0.000	5	62	0.000	5	62	0.000
10:00 - 11:00	5	62	0.000	5	62	0.000	5	62	0.000
11:00 - 12:00	5	62	0.000	5	62	0.000	5	62	0.000
12:00 - 13:00	5	62	0.000	5	62	0.000	5	62	0.000
13:00 - 14:00	5	62	0.000	5	62	0.000	5	62	0.000
14:00 - 15:00	5	62	0.000	5	62	0.000	5	62	0.000
15:00 - 16:00	5	62	0.000	5	62	0.000	5	62	0.000
16:00 - 17:00	5	62	0.000	5	62	0.000	5	62	0.000
17:00 - 18:00	5	62	0.000	5	62	0.000	5	62	0.000
18:00 - 19:00	5	62	0.000	5	62	0.000	5	62	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

Parameter summary

Trip rate parameter range selected:	28 - 114 (units:)
Survey date date range:	01/01/05 - 21/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION
MULTI-MODAL COACH PASSENGERS
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	5	62	0.000	5	62	0.000	5	62	0.000
08:00 - 09:00	5	62	0.000	5	62	0.000	5	62	0.000
09:00 - 10:00	5	62	0.006	5	62	0.006	5	62	0.012
10:00 - 11:00	5	62	0.000	5	62	0.003	5	62	0.003
11:00 - 12:00	5	62	0.010	5	62	0.006	5	62	0.016
12:00 - 13:00	5	62	0.000	5	62	0.000	5	62	0.000
13:00 - 14:00	5	62	0.000	5	62	0.000	5	62	0.000
14:00 - 15:00	5	62	0.000	5	62	0.000	5	62	0.000
15:00 - 16:00	5	62	0.010	5	62	0.010	5	62	0.020
16:00 - 17:00	5	62	0.000	5	62	0.000	5	62	0.000
17:00 - 18:00	5	62	0.006	5	62	0.010	5	62	0.016
18:00 - 19:00	5	62	0.000	5	62	0.000	5	62	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.035			0.067

Parameter summary

Trip rate parameter range selected:	28 - 114 (units:)
Survey date date range:	01/01/05 - 21/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION
MULTI-MODAL PUBLIC TRANSPORT USERS
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	5	62	0.029	5	62	0.016	5	62	0.045
08:00 - 09:00	5	62	0.003	5	62	0.010	5	62	0.013
09:00 - 10:00	5	62	0.019	5	62	0.058	5	62	0.077
10:00 - 11:00	5	62	0.045	5	62	0.051	5	62	0.096
11:00 - 12:00	5	62	0.022	5	62	0.029	5	62	0.051
12:00 - 13:00	5	62	0.029	5	62	0.038	5	62	0.067
13:00 - 14:00	5	62	0.038	5	62	0.035	5	62	0.073
14:00 - 15:00	5	62	0.038	5	62	0.003	5	62	0.041
15:00 - 16:00	5	62	0.054	5	62	0.029	5	62	0.083
16:00 - 17:00	5	62	0.003	5	62	0.006	5	62	0.009
17:00 - 18:00	5	62	0.016	5	62	0.013	5	62	0.029
18:00 - 19:00	5	62	0.006	5	62	0.016	5	62	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.302			0.304			0.606

Parameter summary

Trip rate parameter range selected:	28 - 114 (units:)
Survey date date range:	01/01/05 - 21/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE
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	5	62	0.119	5	62	0.087	5	62	0.206
08:00 - 09:00	5	62	0.170	5	62	0.141	5	62	0.311
09:00 - 10:00	5	62	0.212	5	62	0.304	5	62	0.516
10:00 - 11:00	5	62	0.237	5	62	0.359	5	62	0.596
11:00 - 12:00	5	62	0.247	5	62	0.215	5	62	0.462
12:00 - 13:00	5	62	0.231	5	62	0.247	5	62	0.478
13:00 - 14:00	5	62	0.176	5	62	0.263	5	62	0.439
14:00 - 15:00	5	62	0.221	5	62	0.112	5	62	0.333
15:00 - 16:00	5	62	0.218	5	62	0.231	5	62	0.449
16:00 - 17:00	5	62	0.186	5	62	0.151	5	62	0.337
17:00 - 18:00	5	62	0.131	5	62	0.138	5	62	0.269
18:00 - 19:00	5	62	0.154	5	62	0.112	5	62	0.266
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.302			2.360			4.662

Parameter summary

Trip rate parameter range selected:	28 - 114 (units:)
Survey date date range:	01/01/05 - 21/06/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

Appendix J – LTDS Output

LTDS

AM Peak; Trip Origin Purpose = Home; Household Borough = LB Southwark

Mode	01 Usual workplace	02 Other work related	03 Education	04 Shopping and personal business	05 Leisure	06 Other (inc Escort/ Worship)	Total	% Mode Share
01 National Rail/Overground	7896	883	1399	277	1757	0	12212	12%
02 Underground/DLR	9630	1279	876	332	650	0	12767	13%
03 Bus (+sch/wk bus/coach/tram)	9821	1878	8184	2444	2446	2072	26844	27%
04 Taxi	0	0	0	418	0	0	418	0%
05 Other	174	0	0	0	0	0	174	0%
06 Car driver	3044	1530	0	1079	2153	2218	10024	10%
07 Car passenger	657	89	2550	254	914	793	5257	5%
08 Van/Lorry	97	248	0	0	0	0	345	0%
09 Motorcycle	1188	0	0	0	0	0	1188	1%
10 Cycle	3179	784	994	650	0	198	5805	6%
11 Walk	6784	754	6771	3725	2095	4790	24919	25%
N= 1220	42471	7444	20774	9178	10015	10072	99954	100%
% Mode Share	42%	7%	21%	9%	10%	10%	100%	

PM Peak; Trip Origin Purpose = Home; Household Borough = LB Southwark

Mode	01 Usual workplace	02 Other work related	03 Education	04 Shopping and personal business	05 Leisure	06 Other (inc Escort/ Worship)	Total	% Mode Share
01 National Rail/Overground	0	0	0	266	829	0	1095	3%
02 Underground/DLR	0	0	0	271	605	487	1362	4%
03 Bus (+sch/wk bus/coach/tram)	734	271	498	1109	1945	243	4800	13%
04 Taxi	0	0	0	0	915	0	915	3%
06 Car driver	552	226	97	1310	2304	2090	6579	18%
07 Car passenger	0	0	0	203	2355	604	3162	9%
10 Cycle	96	190	0	0	1485	0	1771	5%
11 Walk	513	394	92	5145	8485	1507	16136	45%
N= 288	1895	1082	687	8303	18922	4931	35820	100%
% Mode Share	5%	3%	2%	23%	53%	14%	100%	

AM Peak; Trip Destination Purpose = Home; Household Borough = LB Southwark

Mode	01 Usual workplace	02 Other work related	03 Education	04 Shopping and personal business	05 Leisure	06 Other (inc Escort/ Worship)	Total	% Mode Share
01 National Rail/Overground	0	0	0	165	0	0	165	1%
02 Underground/DLR	472	0	0	0	0	133	606	5%
03 Bus (+sch/wk bus/coach/tram)	292	199	0	887	370	739	2488	21%
06 Car driver	153	0	0	412	528	870	1964	17%
07 Car passenger	0	121	0	146	518	0	786	7%
10 Cycle	0	0	0	436	147	198	781	7%
11 Walk	180	0	0	1857	811	2159	5008	42%
N= 121	1097	320	0	3904	2375	4100	11797	100%
% Mode Share	9%	3%	0%	33%	20%	35%	100%	

PM Peak; Trip Destination Purpose = Home; Household Borough = LB Southwark

Mode	01 Usual workplace	02 Other work related	03 Education	04 Shopping and personal business	05 Leisure	06 Other (inc Escort/ Worship)	Total	% Mode Share
01 National Rail/Overground	5302	863	797	654	1861	0	9477	11%
02 Underground/DLR	4977	1487	820	998	990	198	9469	11%
03 Bus (+sch/wk bus/coach/tram)	7160	1667	2295	7790	4262	228	23401	26%
04 Taxi	116	0	0	0	0	0	116	0%
05 Other	174	0	0	0	0	0	174	0%
06 Car driver	2736	1110	0	2190	2597	1538	10170	11%
07 Car passenger	581	89	456	1056	2989	506	5676	6%
08 Van/Lorry	97	58	0	0	0	0	155	0%
09 Motorcycle	1334	0	0	232	0	0	1566	2%
10 Cycle	1963	1018	242	217	1823	0	5263	6%
11 Walk	2511	606	1510	6615	10224	2766	24232	27%
N= 986	26949	6898	6120	19750	24744	5236	89698	100%
% Mode Share	30%	8%	7%	22%	28%	6%	100%	

LTDS Mode Shares

Shopping

Mode of Travel	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
01 National Rail/Overground	3.0%	4.2%	3.2%	3.3%
02 Underground/DLR	3.6%	0.0%	3.3%	5.1%
03 Bus (+sch/wk bus/coach/tram)	26.6%	22.7%	13.4%	39.4%
04 Taxi	4.5%	0.0%	0.0%	0.0%
05 Other	0.0%	0.0%	0.0%	0.0%
06 Car driver	11.8%	10.6%	15.8%	11.1%
07 Car passenger	2.8%	3.8%	2.4%	5.3%
08 Van/Lorry	0.0%	0.0%	0.0%	0.0%
09 Motorcycle	0.0%	0.0%	0.0%	1.2%
10 Cycle	7.1%	11.2%	0.0%	1.1%
11 Walk	40.6%	47.6%	62.0%	33.5%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Education + Other

Mode of Travel	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
01 National Rail/Overground	4.5%	0.0%	0.0%	7.0%
02 Underground/DLR	2.8%	3.3%	8.7%	9.0%
03 Bus (+sch/wk bus/coach/tram)	33.2%	18.0%	13.2%	22.2%
04 Taxi	0.0%	0.0%	0.0%	0.0%
05 Other	0.0%	0.0%	0.0%	0.0%
06 Car driver	7.2%	21.2%	38.9%	13.5%
07 Car passenger	10.8%	0.0%	10.7%	8.5%
08 Van/Lorry	0.0%	0.0%	0.0%	0.0%
09 Motorcycle	0.0%	0.0%	0.0%	0.0%
10 Cycle	3.9%	4.8%	0.0%	2.1%
11 Walk	37.5%	52.7%	28.5%	37.7%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Leisure

Mode of Travel	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
01 National Rail/Overground	17.5%	0.0%	4.4%	7.5%
02 Underground/DLR	6.5%	0.0%	3.2%	4.0%
03 Bus (+sch/wk bus/coach/tram)	24.4%	15.6%	10.3%	17.2%
04 Taxi	0.0%	0.0%	4.8%	0.0%
05 Other	0.0%	0.0%	0.0%	0.0%
06 Car driver	21.5%	22.2%	12.2%	10.5%
07 Car passenger	9.1%	21.8%	12.4%	12.1%
08 Van/Lorry	0.0%	0.0%	0.0%	0.0%
09 Motorcycle	0.0%	0.0%	0.0%	0.0%
10 Cycle	0.0%	6.2%	7.8%	7.4%
11 Walk	20.9%	34.2%	44.8%	41.3%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

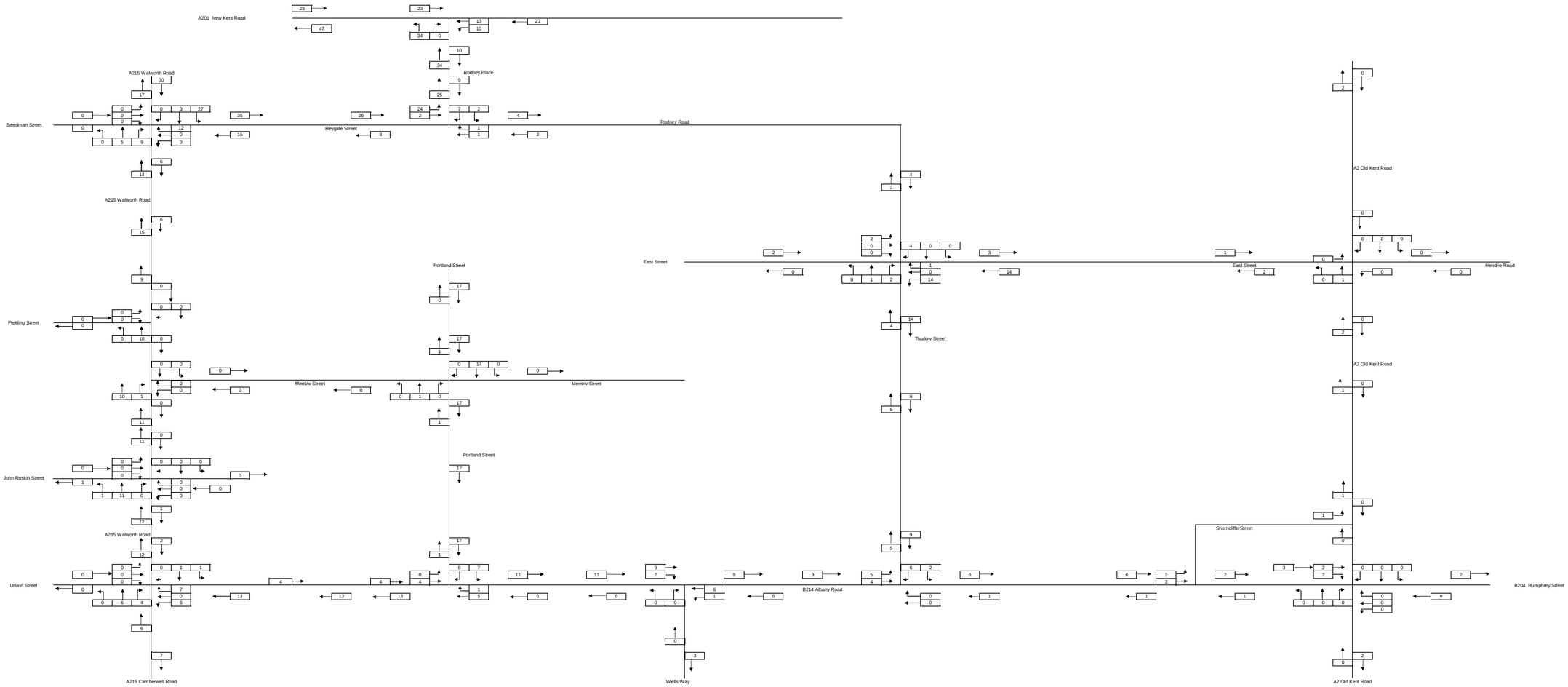
Work (census)

Mode of Travel	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
01 National Rail/Overground	8.6%	8.6%	8.6%	8.6%
02 Underground/DLR	9.3%	9.3%	9.3%	9.3%
03 Bus (+sch/wk bus/coach/tram)	19.8%	19.8%	19.8%	19.8%
04 Taxi	1.0%	1.0%	1.0%	1.0%
05 Other	0.4%	0.4%	0.4%	0.4%
06 Car driver	36.3%	36.3%	36.3%	36.3%
07 Car passenger	3.3%	3.3%	3.3%	3.3%
08 Van/Lorry	0.0%	0.0%	0.0%	0.0%
09 Motorcycle	2.3%	2.3%	2.3%	2.3%
10 Cycle	3.5%	3.5%	3.5%	3.5%
11 Walk	15.5%	15.5%	15.5%	15.5%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Residential

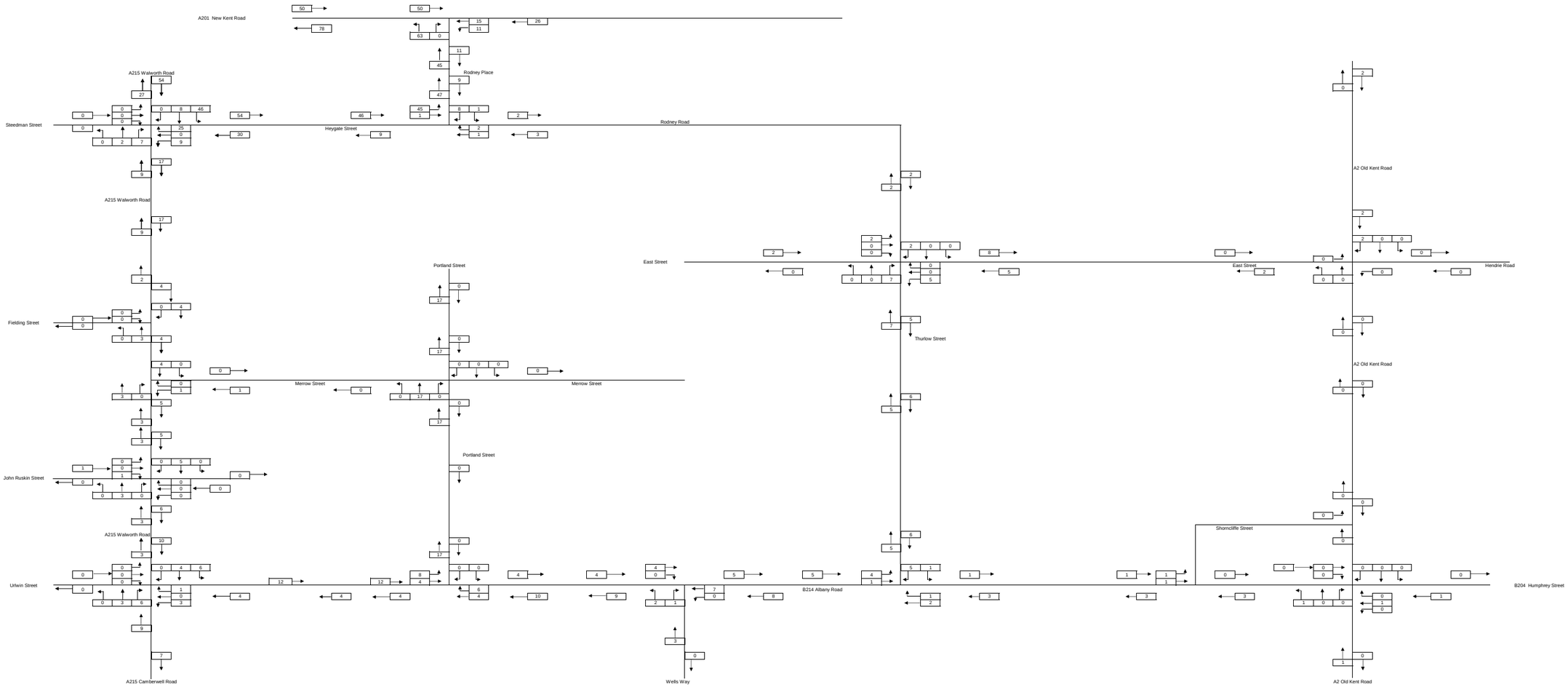
Mode of Travel	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
01 National Rail/Overground	8.6%	8.6%	8.6%	8.6%
02 Underground/DLR	9.3%	9.3%	9.3%	9.3%
03 Bus (+sch/wk bus/coach/tram)	19.8%	19.8%	19.8%	19.8%
04 Taxi	1.0%	1.0%	1.0%	1.0%
05 Other	0.4%	0.4%	0.4%	0.4%
06 Car driver	36.3%	36.3%	36.3%	36.3%
07 Car passenger	3.3%	3.3%	3.3%	3.3%
08 Van/Lorry	0.0%	0.0%	0.0%	0.0%
09 Motorcycle	2.3%	2.3%	2.3%	2.3%
10 Cycle	3.5%	3.5%	3.5%	3.5%
11 Walk	15.5%	15.5%	15.5%	15.5%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Appendix K – Proposed Traffic Flow Diagrams



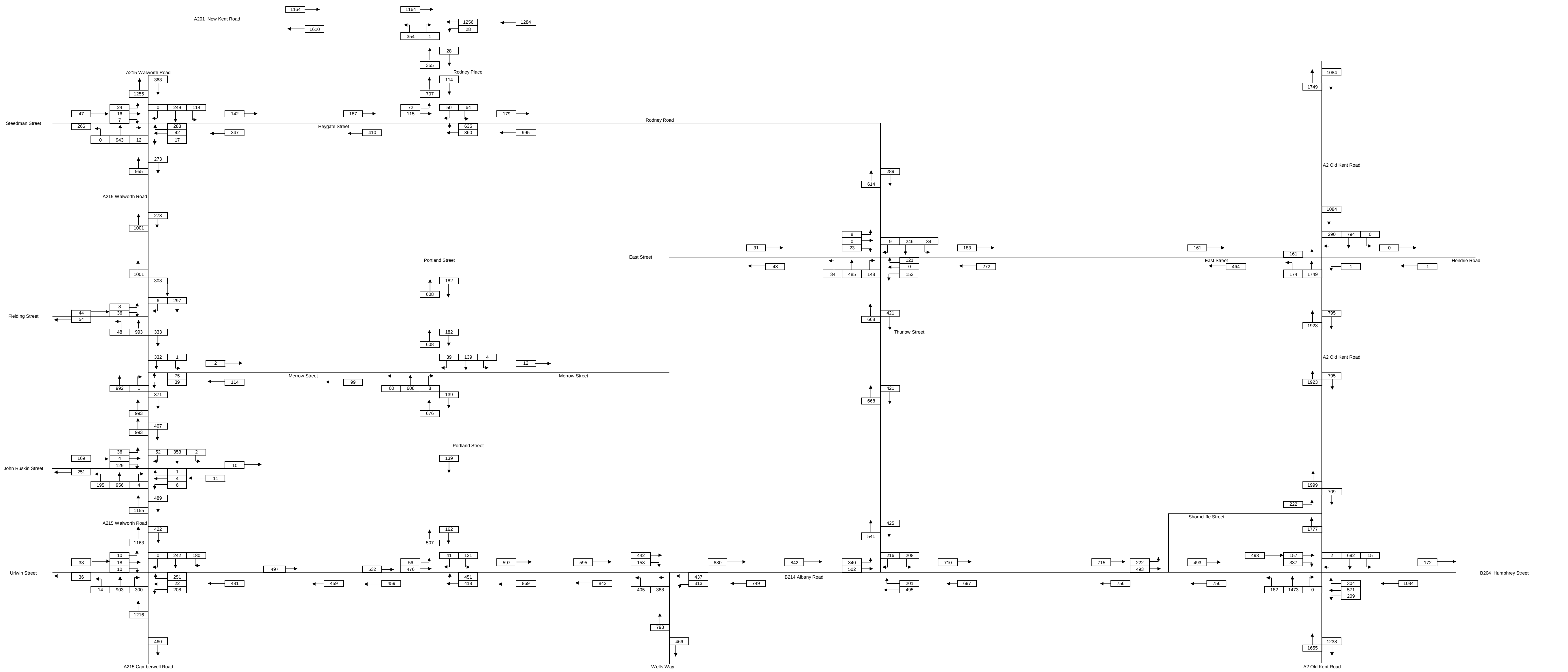
WSP

Aylesbury Estate, Southwark
Committed Development
All Vehicles
AM PEAK (08:00-09:00)

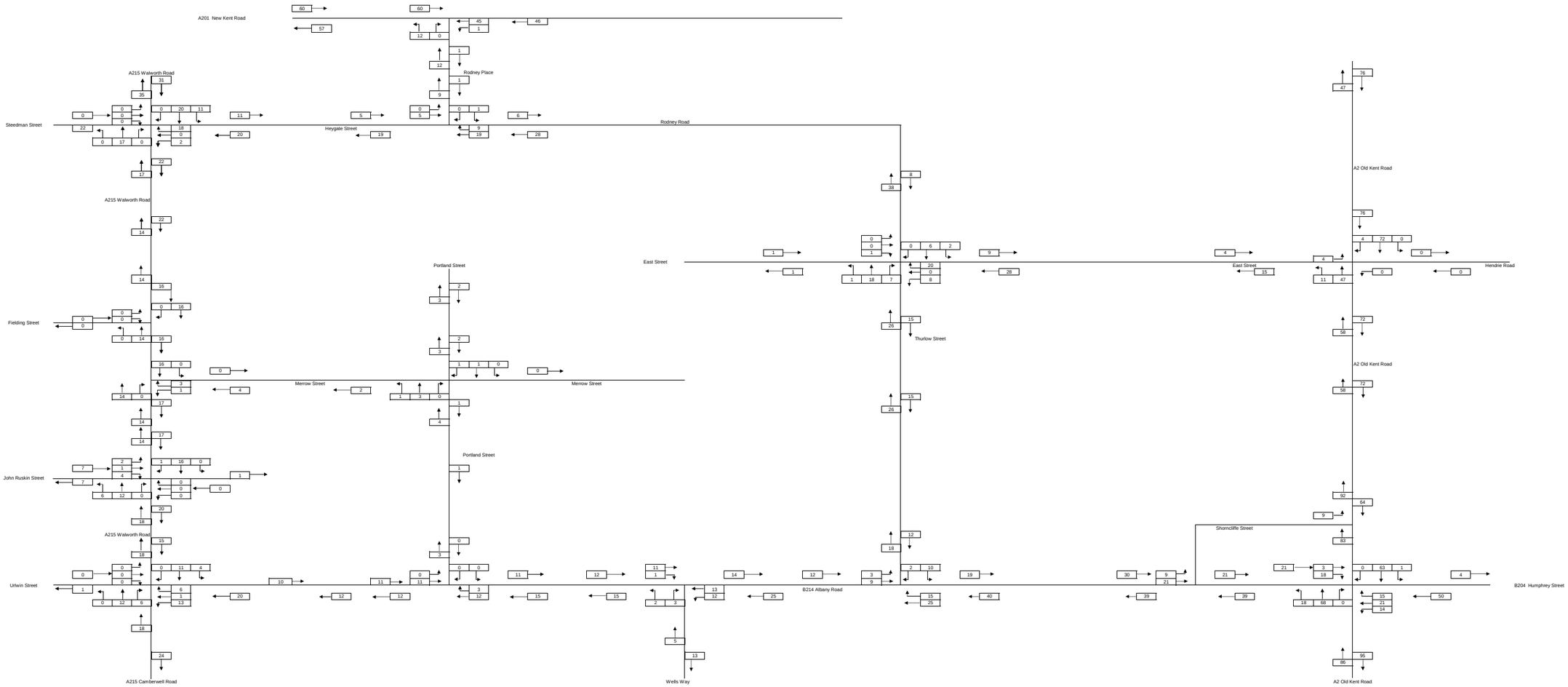


WSP

Aylesbury Estate, Southwark
Committed Development
All Vehicles
PM PEAK (17:00-18:00)

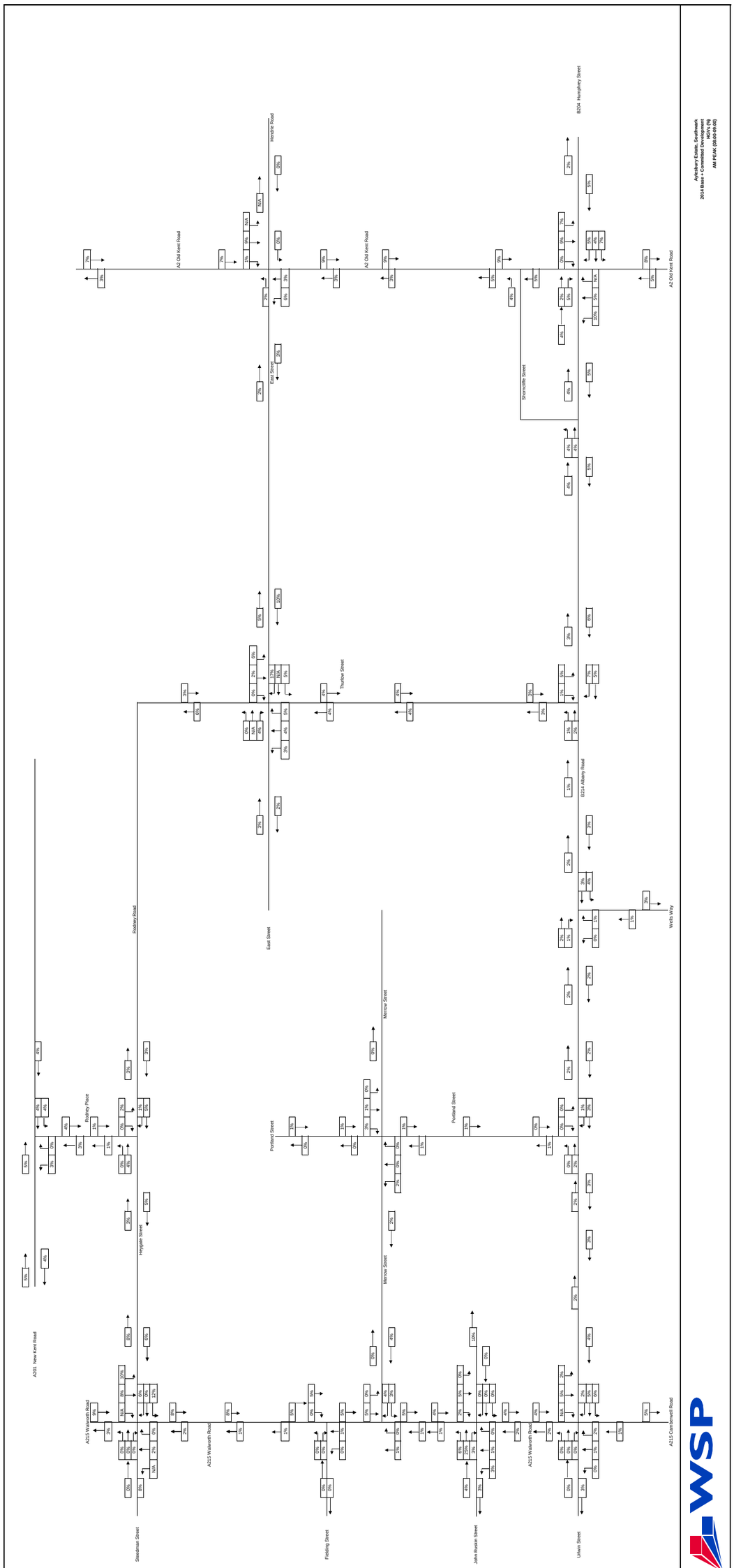


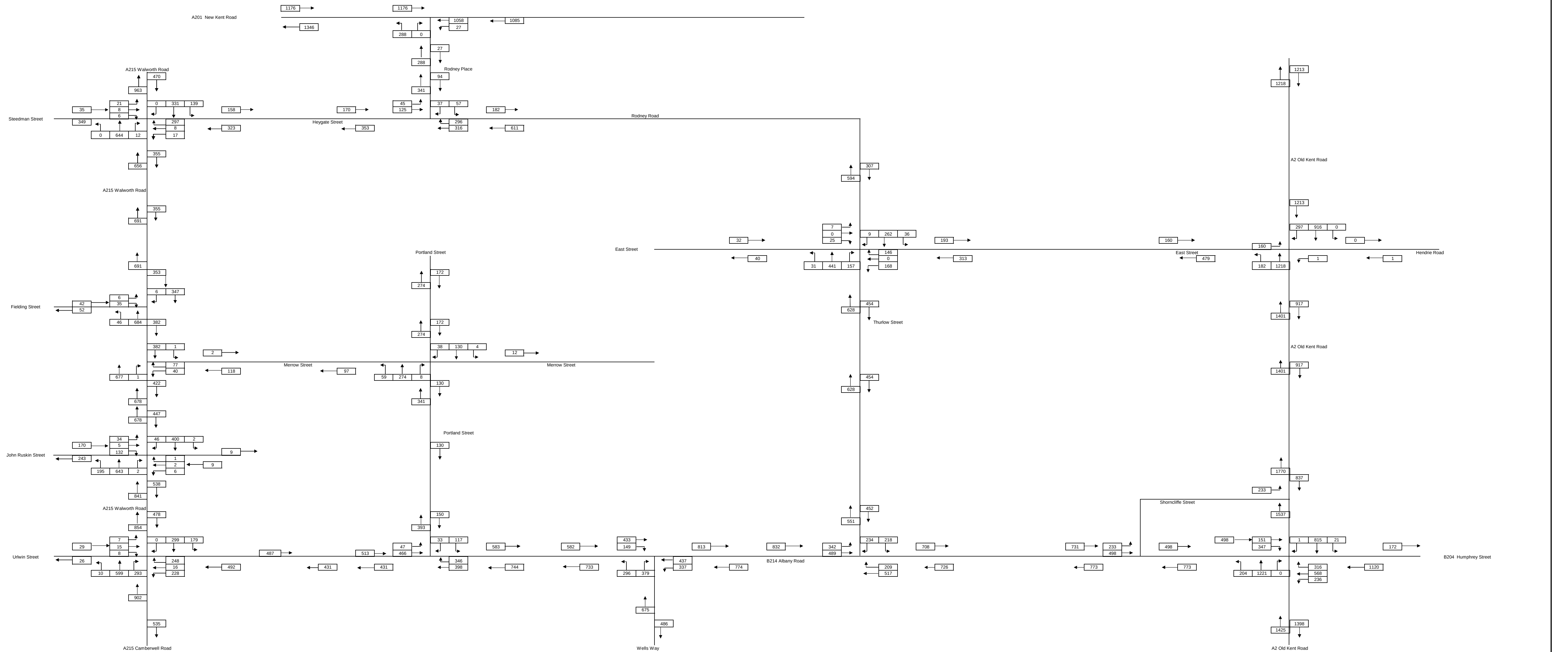
Aylesbury Estate, Southwark
2014 Base + Committed Development
All Vehicles
AM PEAK (08:00-09:00)



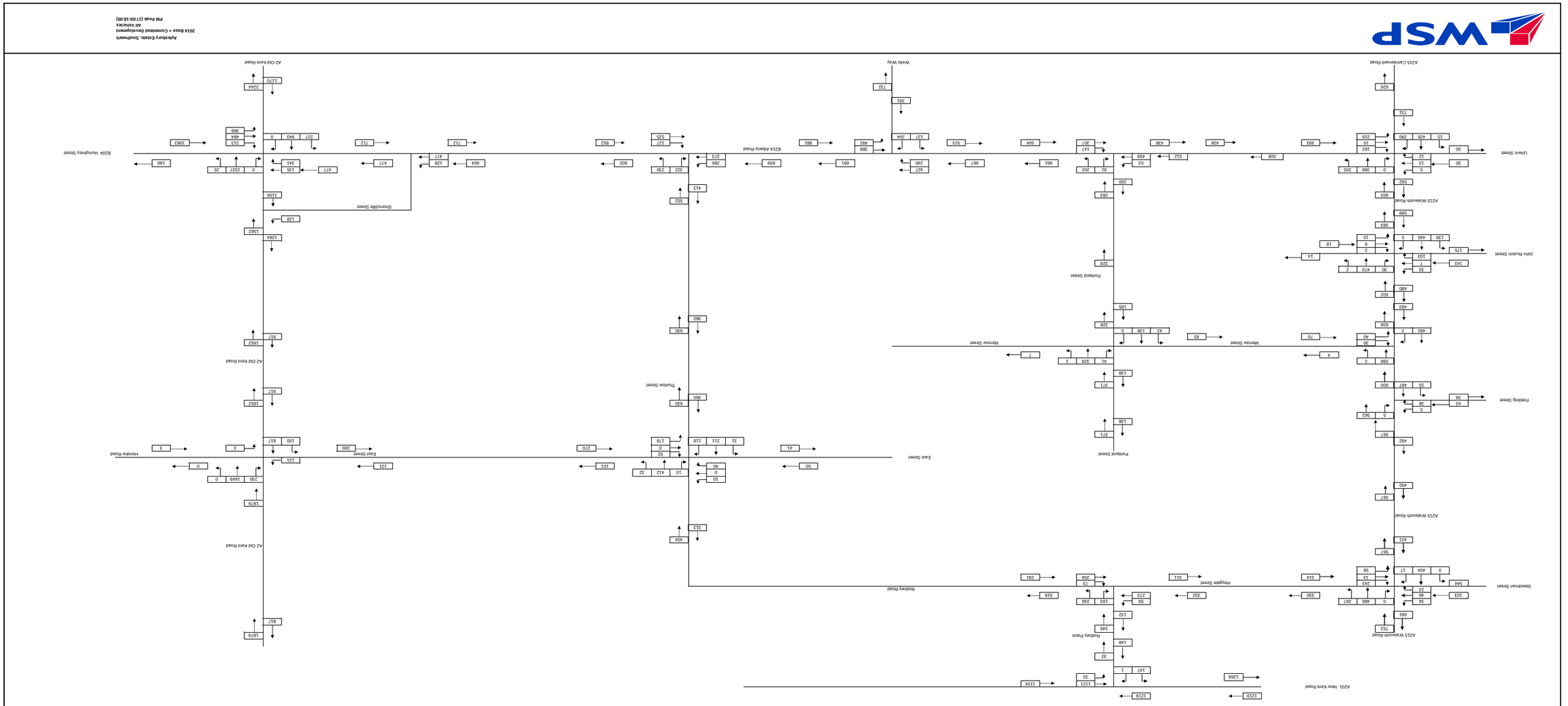
WSP

Aylesbury Estate, Southwark
2014 Base + Committed Development
HGVs
AM PEAK (08:00-09:00)


A201 New Kent Road
A2 Old Kent Road
A215 Walworth Road
Rodney Place
Rodney Road
Hewlett Road
Heygate Street
East Street
Thurlow Street
Shorncliffe Street
B204 Humphrey Street
Portland Street
Merrow Street
Wells Way
B214 Albany Road
Fielding Street
John Ruskin Street
Uhuru Street
A215 Camberwell Road
Aylesbury Estate, Southwark
2014 Base + Committed Development
HGVs (%)
AM PEAK (08:00-09:00)



Aylesbury Estate, Southwark
2014 Base + Committed Development
PCUs
AM PEAK (08:00-09:00)


A201 Nele Kelnt Road
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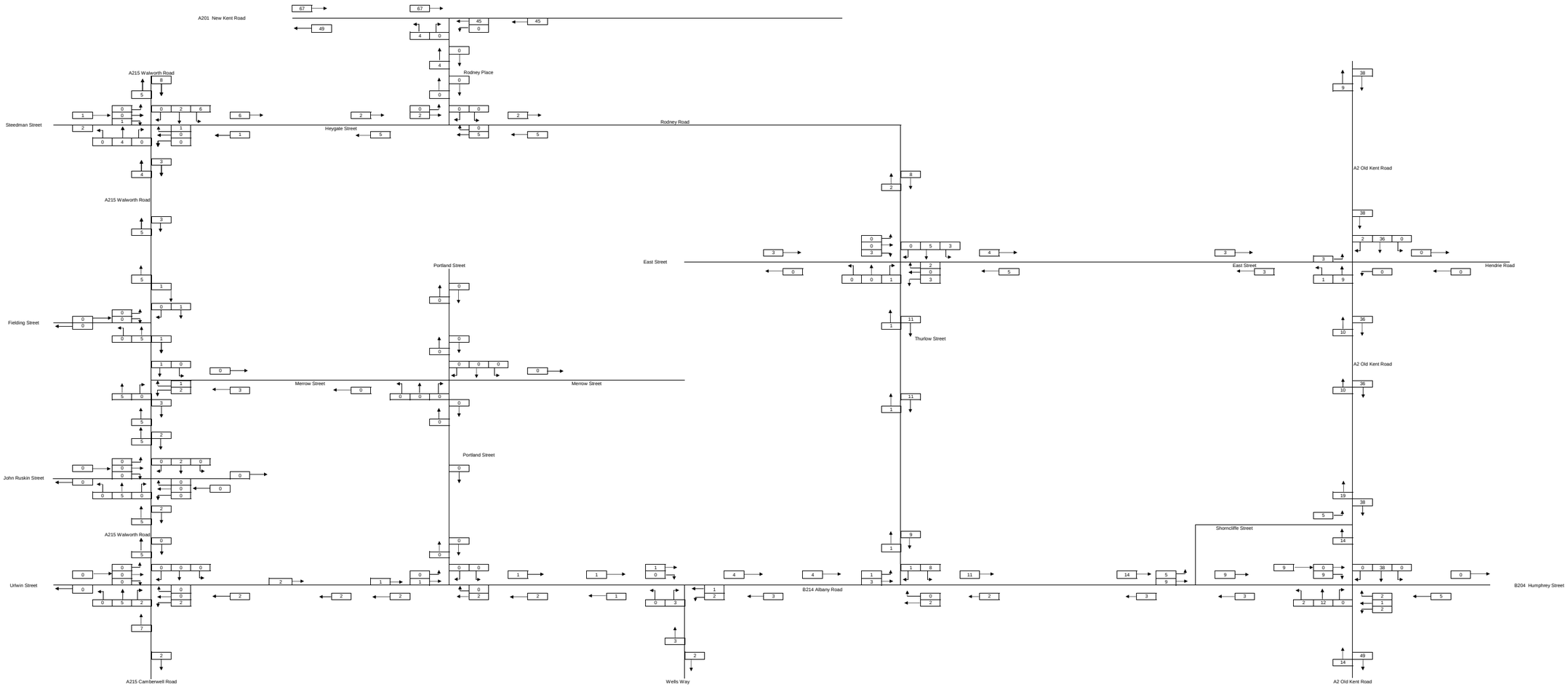
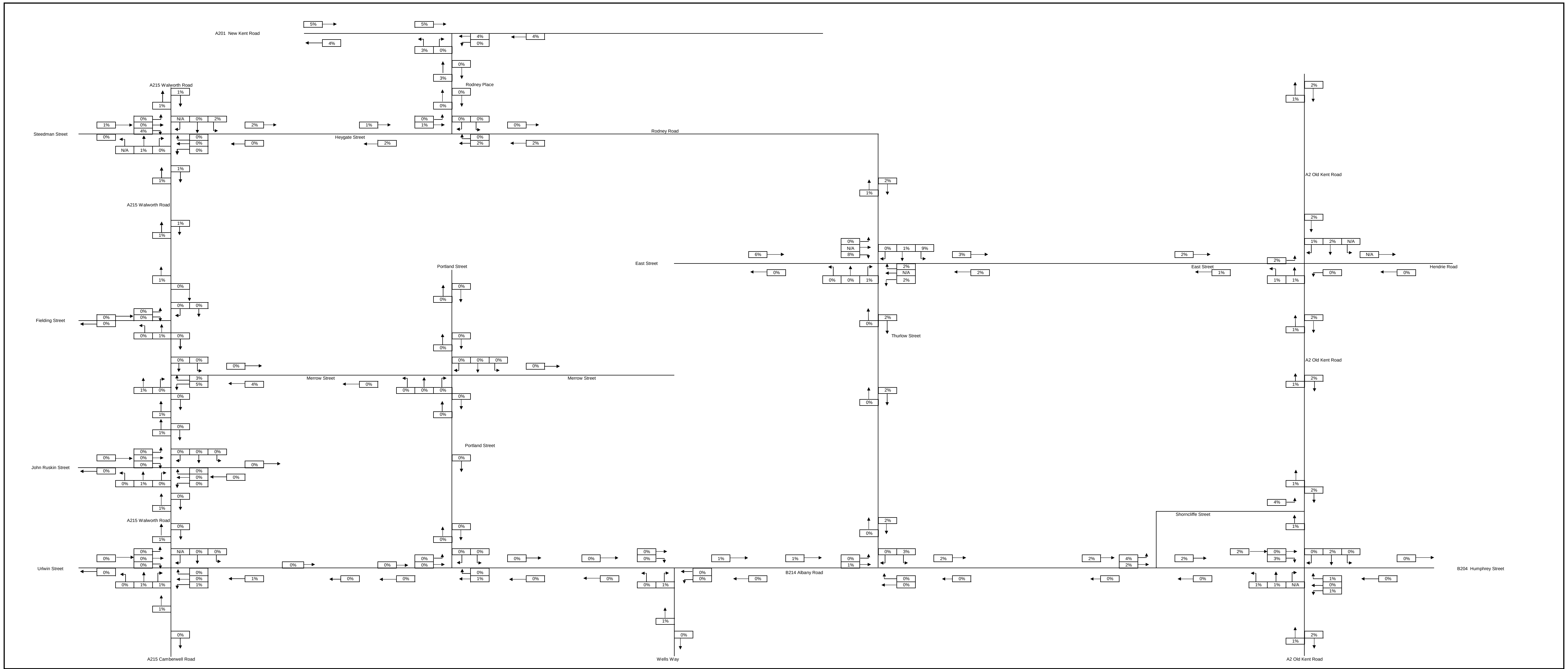
Sweetman Street
Hedgate Street
Rodney Place
Rodney Road
Portland Street
Metrow Street
Fielding Street
Thurlow Street
East Street
Herbine Road
B204 Haughley Street
Shorncliffe Street
B214 Albany Road
Portland Street
John Ruskin Street
Lilwin Street
A215 Wilworth Road
A2 Old Kent Road
Wells Way
A2 Old Kent Road
Afterbury Estate, Southwark
2014 Base + Committed Development
All Vehicles
PM Peak (17:00-18:00)

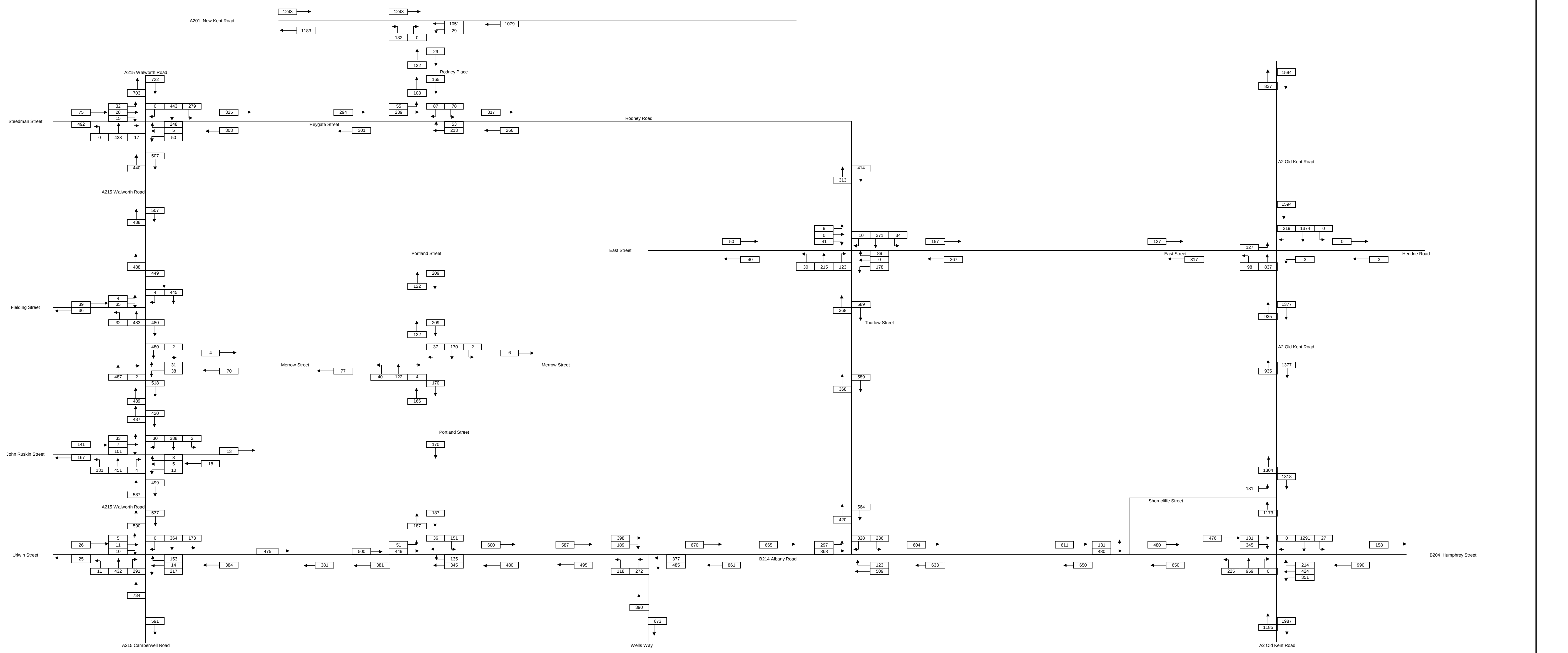


WSP

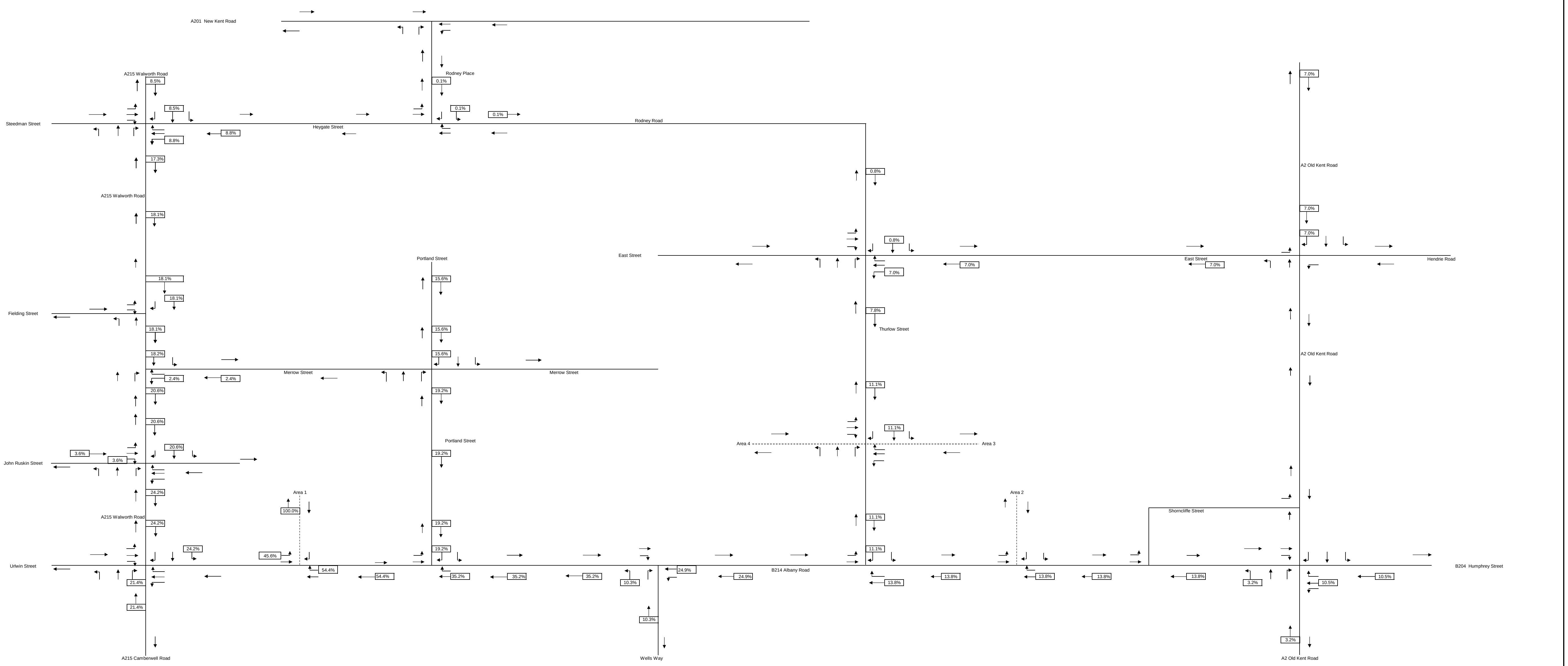
Aylesbury Estate, Southwark
2014 Base + Committed Development
HGVs
PM Peak (17:00-18:00)



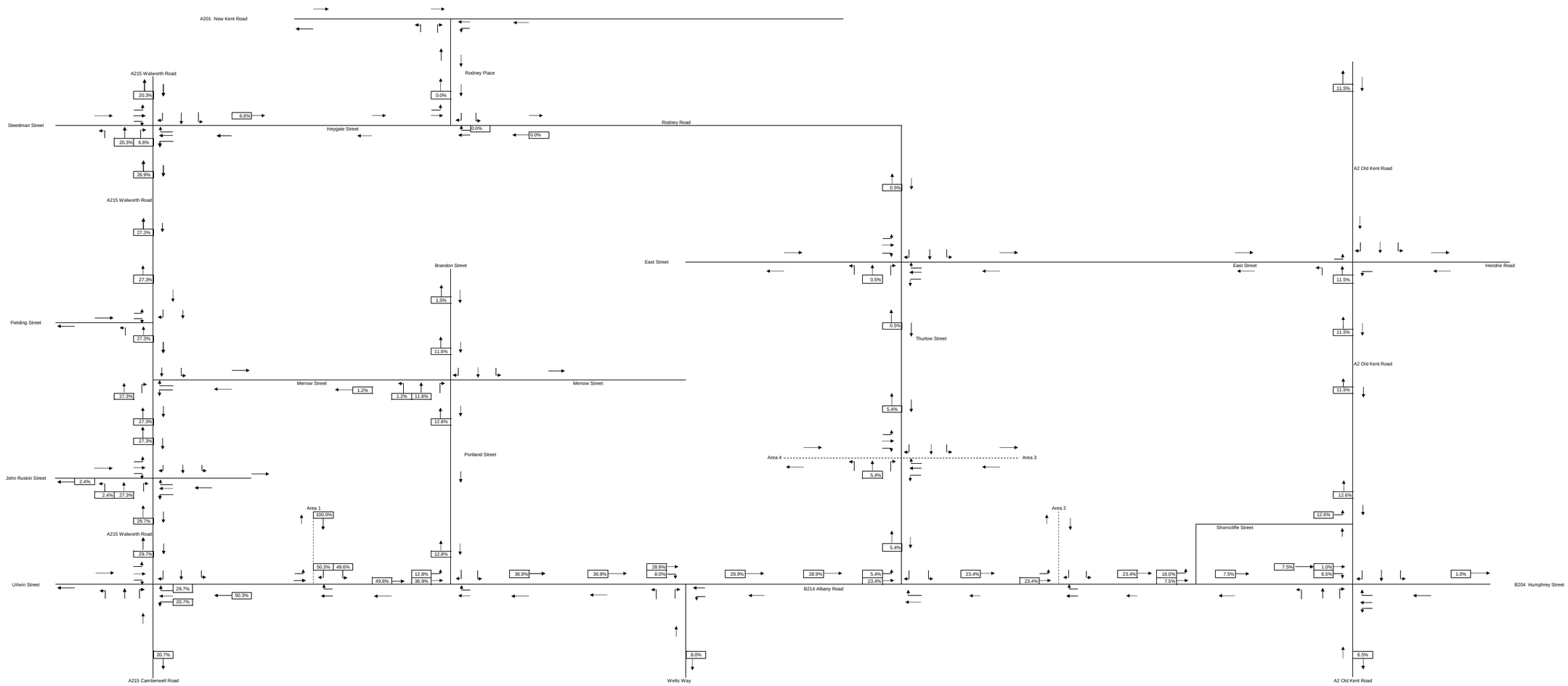
Aylesbury Estate, Southwark
2014 Base + Committed Development
HGVs (%)
PM Peak (17:00-18:00)


A201 New Kent Road
A215 Walworth Road
Rodney Place
Steedman Street
Heygate Street
Rodney Road
A2 Old Kent Road
A215 Walworth Road
East Street
Portland Street
Hendre Road
Fielding Street
Thurlow Street
Merrow Street
Merrow Street
Portland Street
John Ruskin Street
A215 Walworth Road
Shorncliffe Street
Urlwin Street
B214 Albany Road
B204 Humphrey Street
A215 Camberwell Road
Wells Way
A2 Old Kent Road

Aylesbury Estate, Southwark
2014 Base + Committed Development
PCUs
PM PEAK (17:00-18:00)



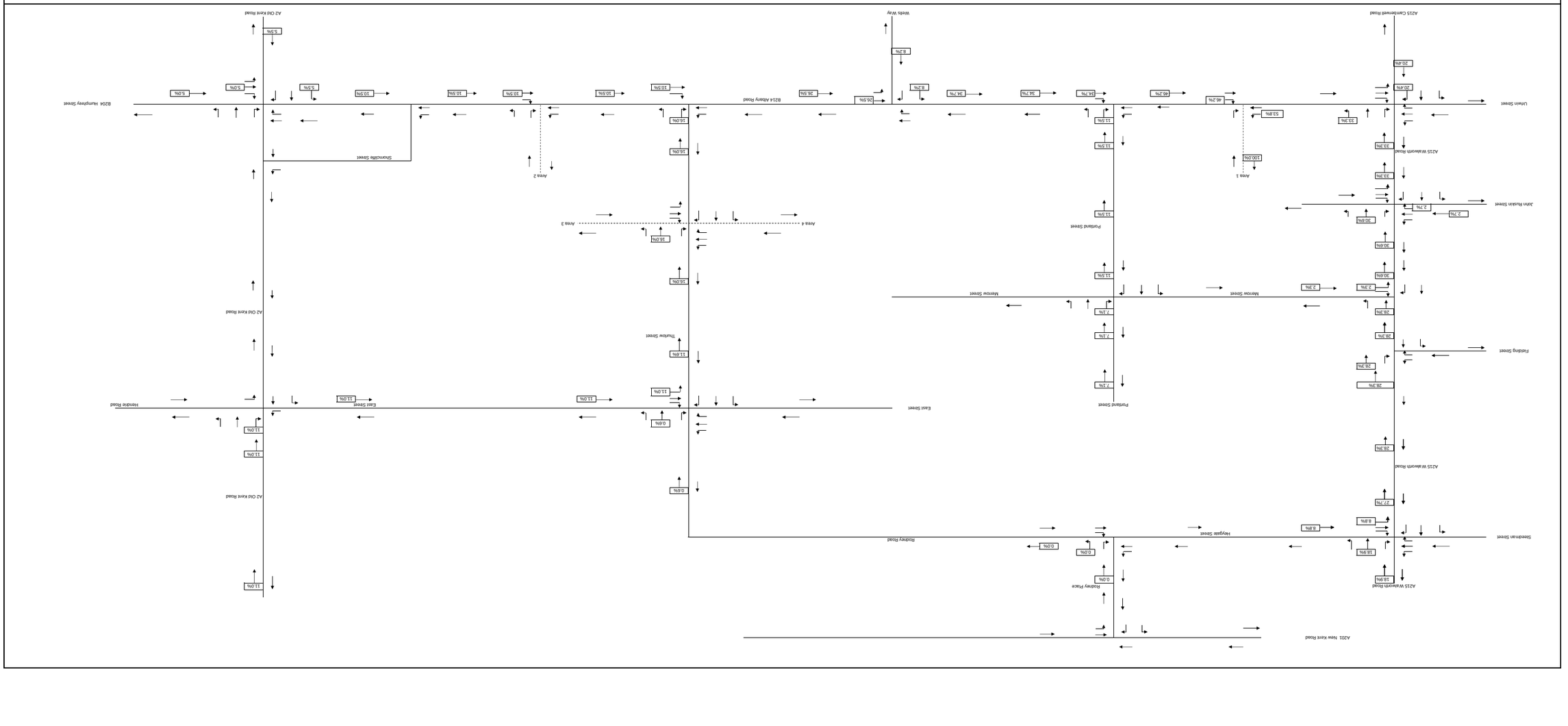
Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Extra Care Accommodation (Area 1)
AM Peak (08:00-09:00)

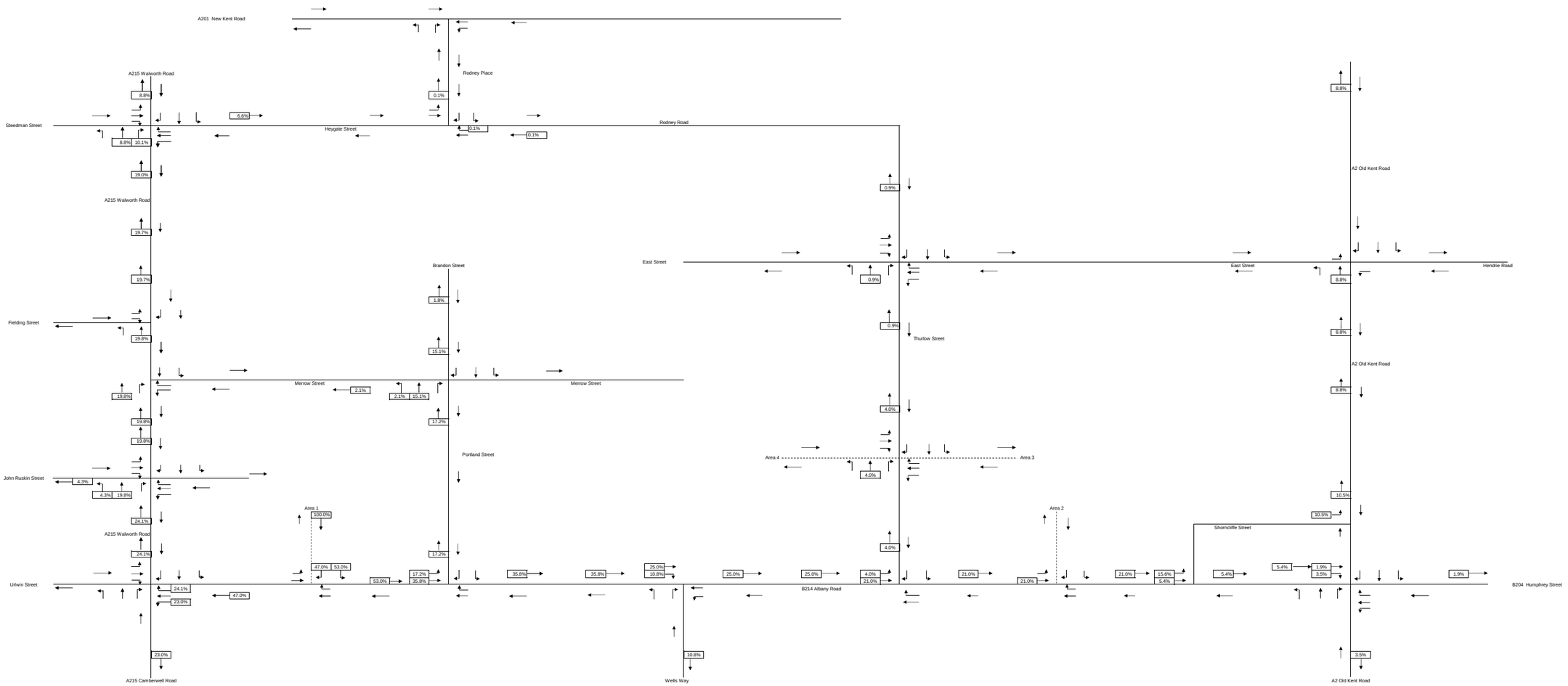


WSP

Aylesbury Estate Southwark
%Car Trip Distribution (Departures)
Extra Care Accommodation (Area 1)
AM Peak (08:00-09:00)

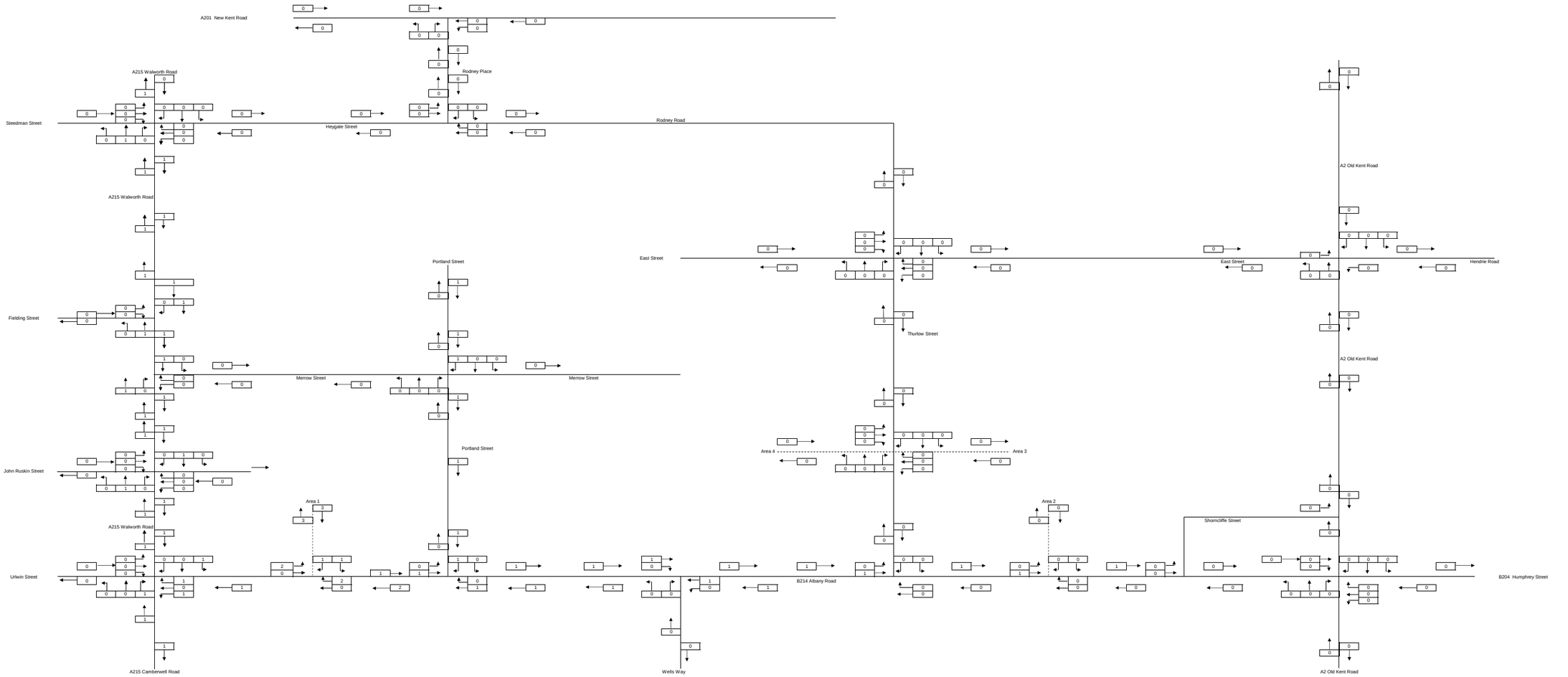
Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Extra Care Accommodation (Area 1)
PM Peak (17:00-18:00)





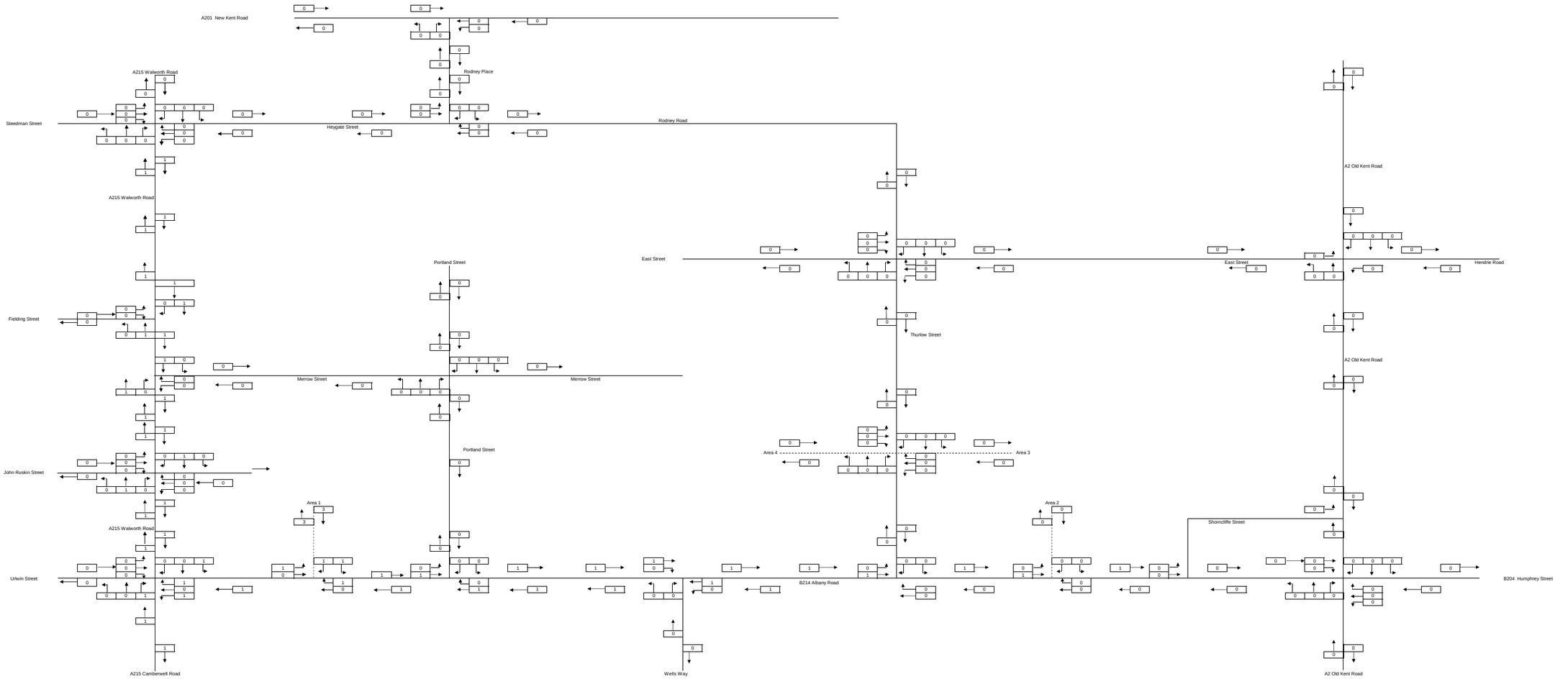
WSP

Aylesbury Estate Southwark
%Car Trip Distribution (Departures)
Extra Care Accommodation (Area 1)
PM Peak (17:00-18:00)



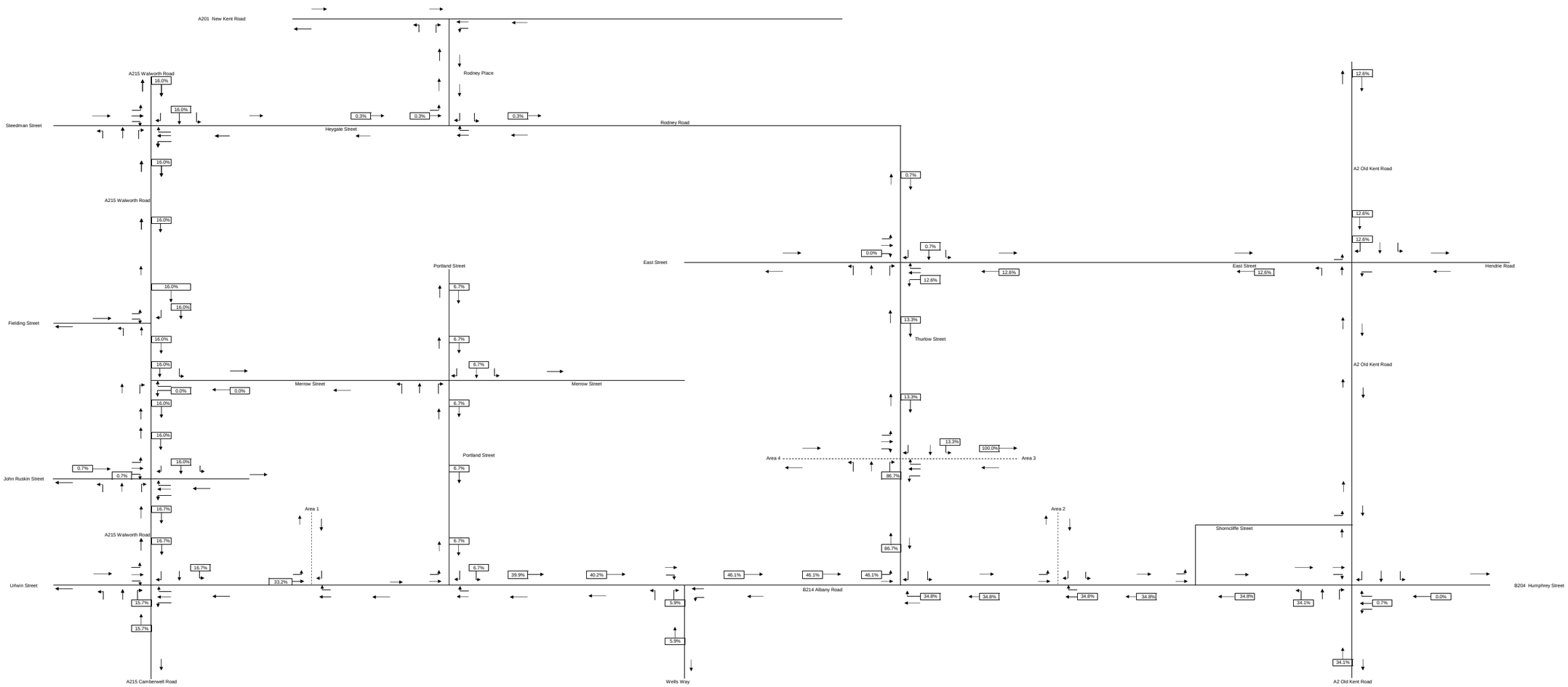
Arrivals	3
Departures	3

Aylesbury Estate Southwark
Car Trips
Extra Care Accommodation (Area 1)
AM Peak (08:00-09:00)

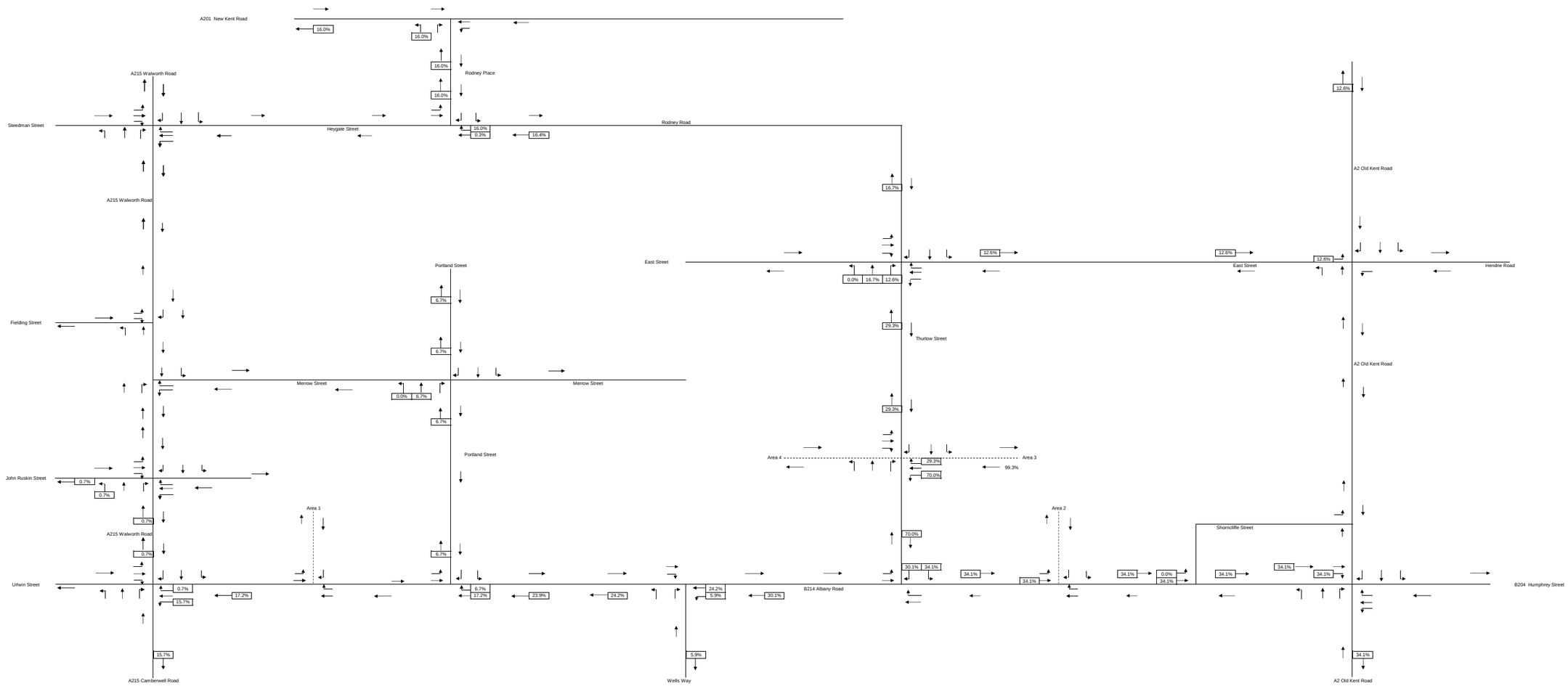


Arrivals	3
Departures	3

Aylesbury Estate Southwark
Car Trips
Extra Care Accommodation (Area 1)
PM Peak (17:00-18:00)

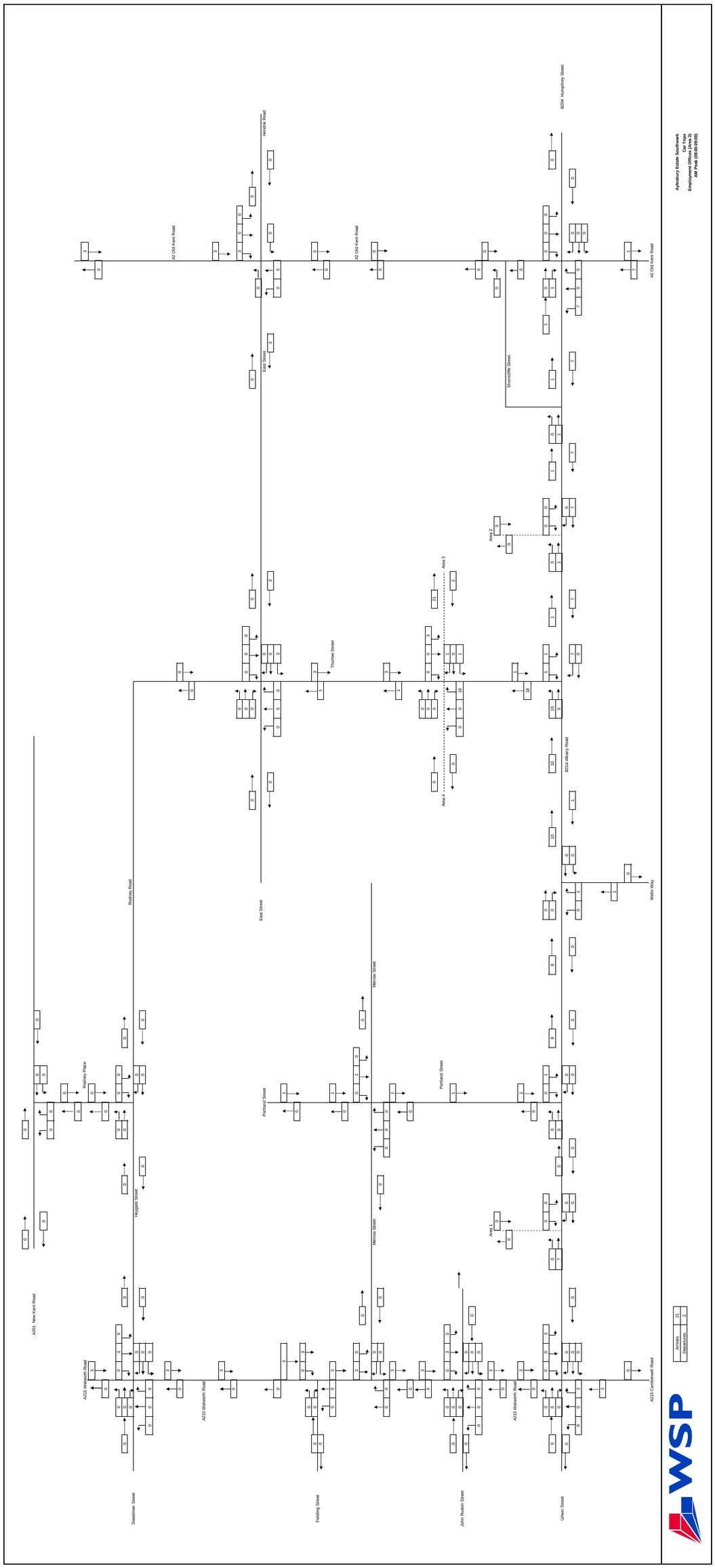


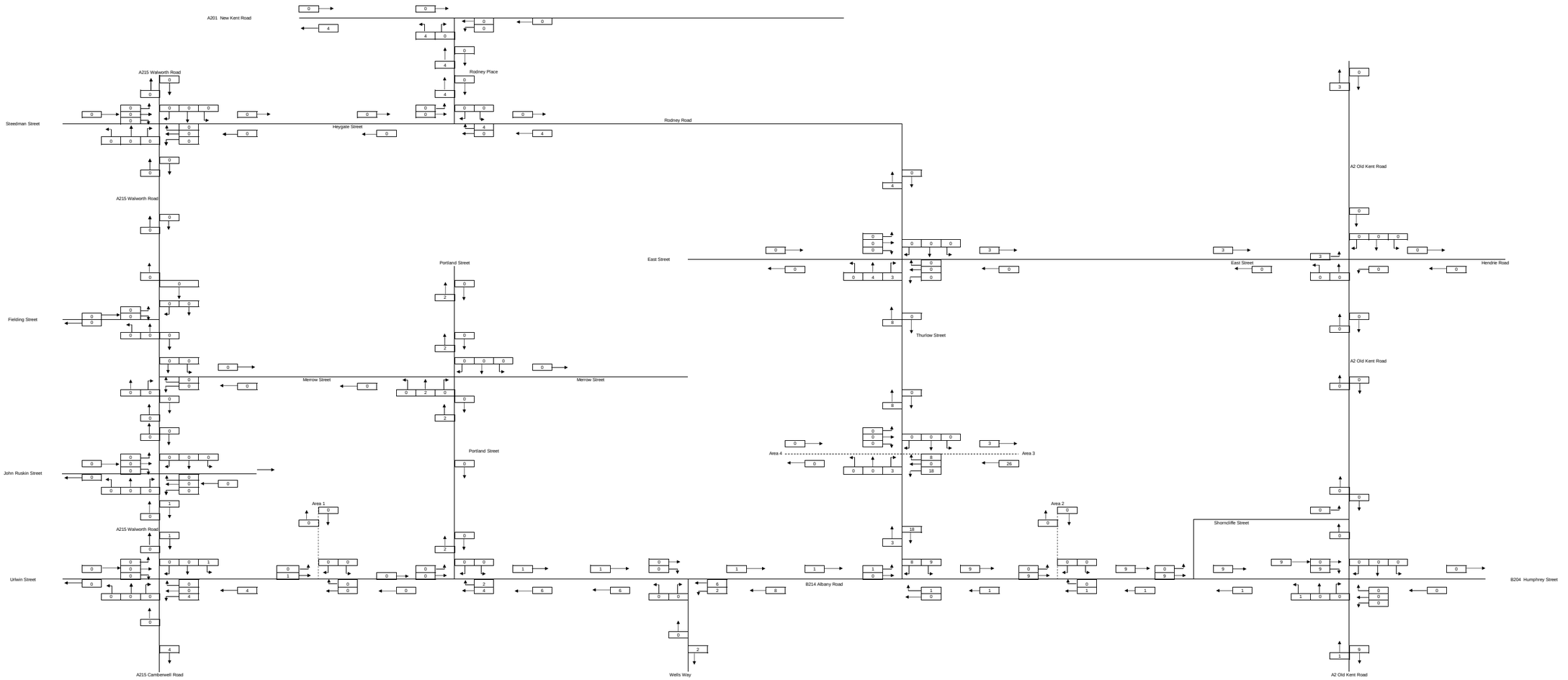
Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Employment Offices (Area 3)



WSP

Aylesbury Estate Southwark
%Car Trip Distribution (Departures)
Employment Offices (Area 3)


Aylesbury Estate Southwark
Car Parking
Employment Offices (Area 3)
AM Peak (08:00-09:00)
A201 New Kent Road
A2 Old Kent Road
Heygate Street
Rodney Road
Rodney Place
Steedman Street
Thurlow Street
East Street
Hendre Road
Portland Street
Marrow Street
Shorncliffe Street
Fielding Street
John Ruskin Street
A215 Walworth Road
A215 Camberwell Road
B214 Albany Road
Wells Way
Area 1
Area 2
Area 3
Area 4
Arrivals 21
Departures 2

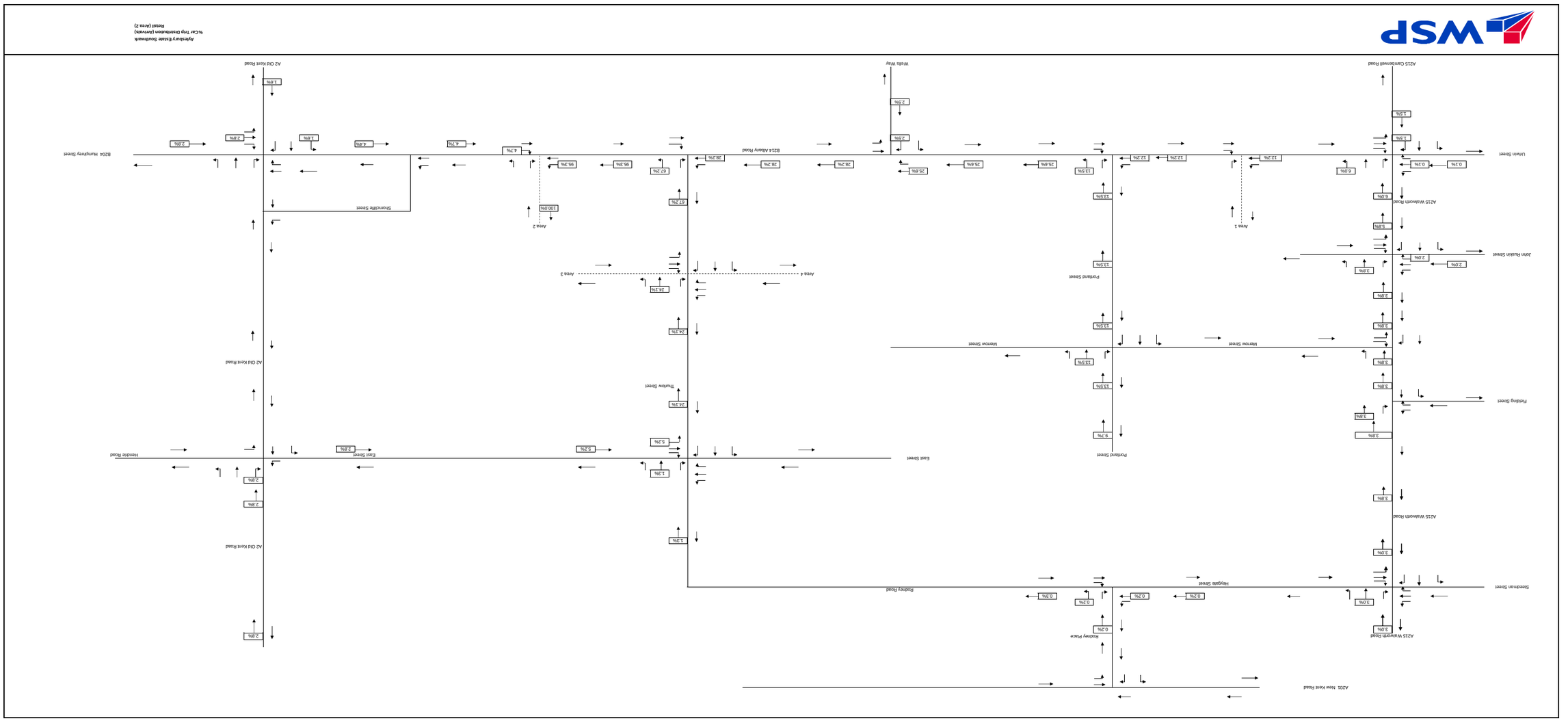


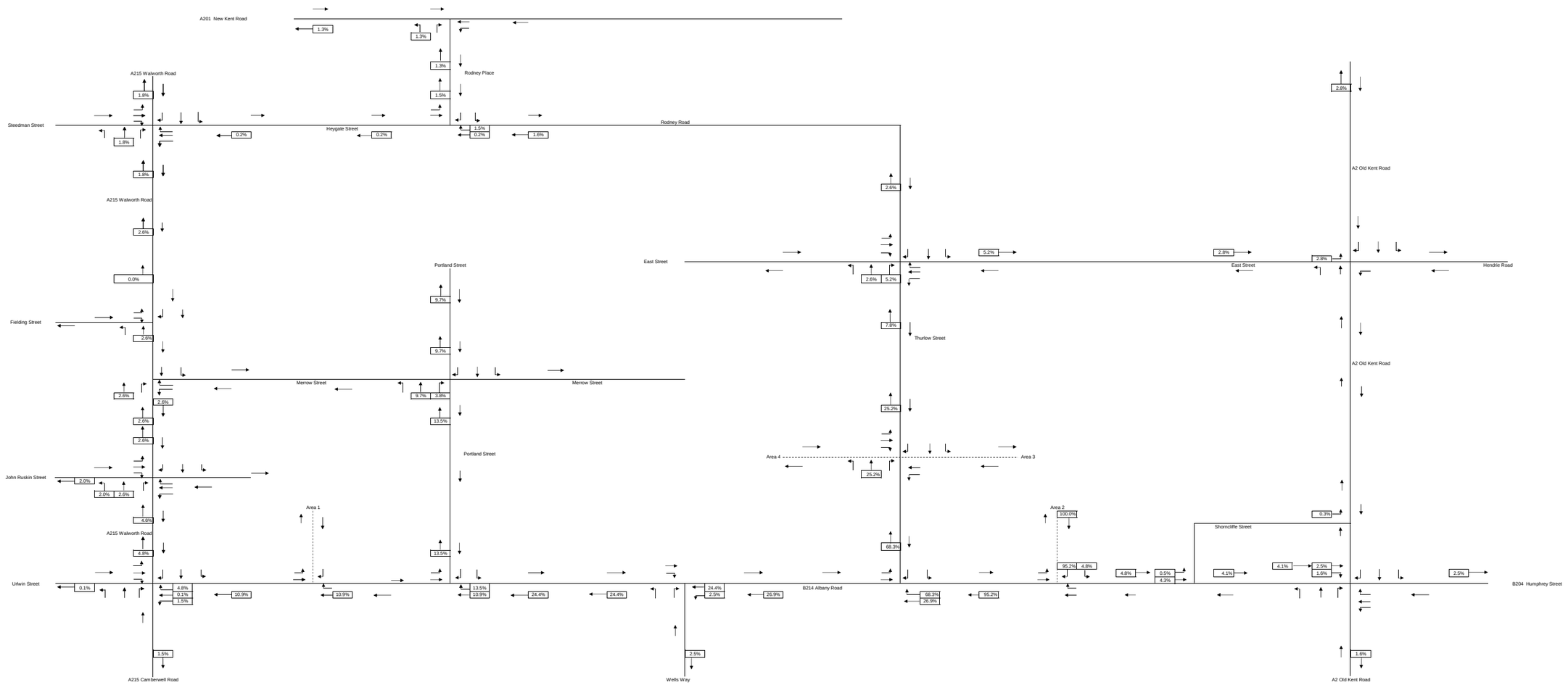
Arrivals	3
Departures	26

Aylesbury Estate Southwark
Car Trips
Employment Offices (Area 3)
PM Peak (17:00-18:00)

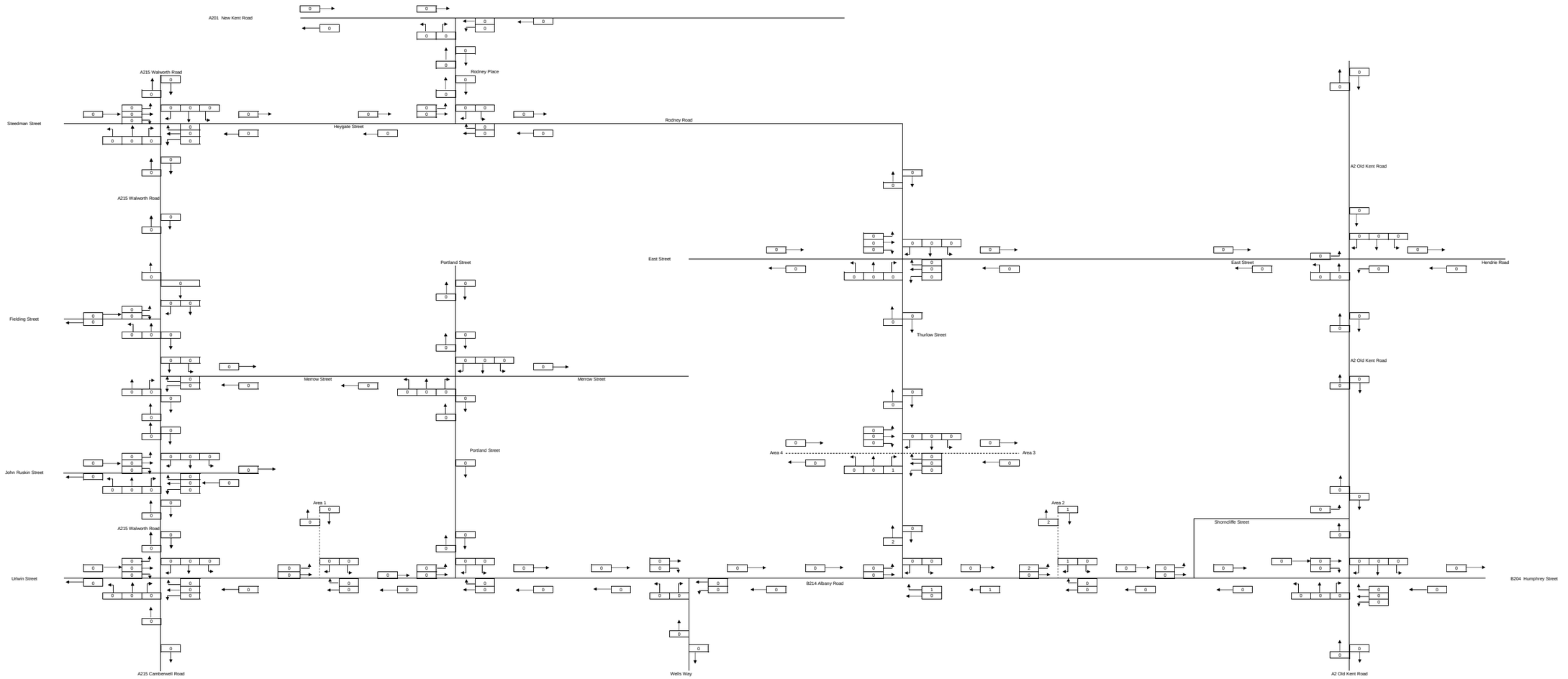
WSP

Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Retail (Area 2)



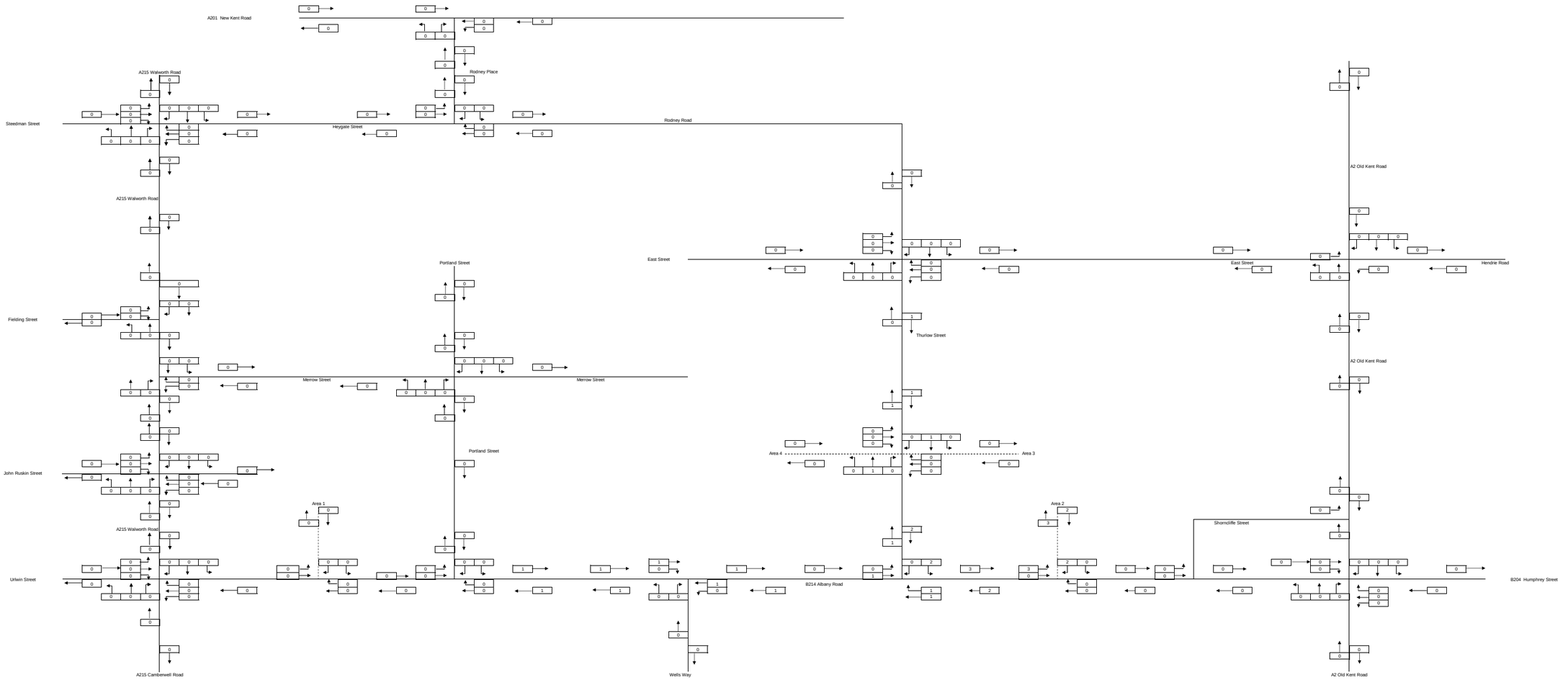


Aylesbury Estate Southwark
%Car Trip Distribution (Departures)
Retail (Area 2)



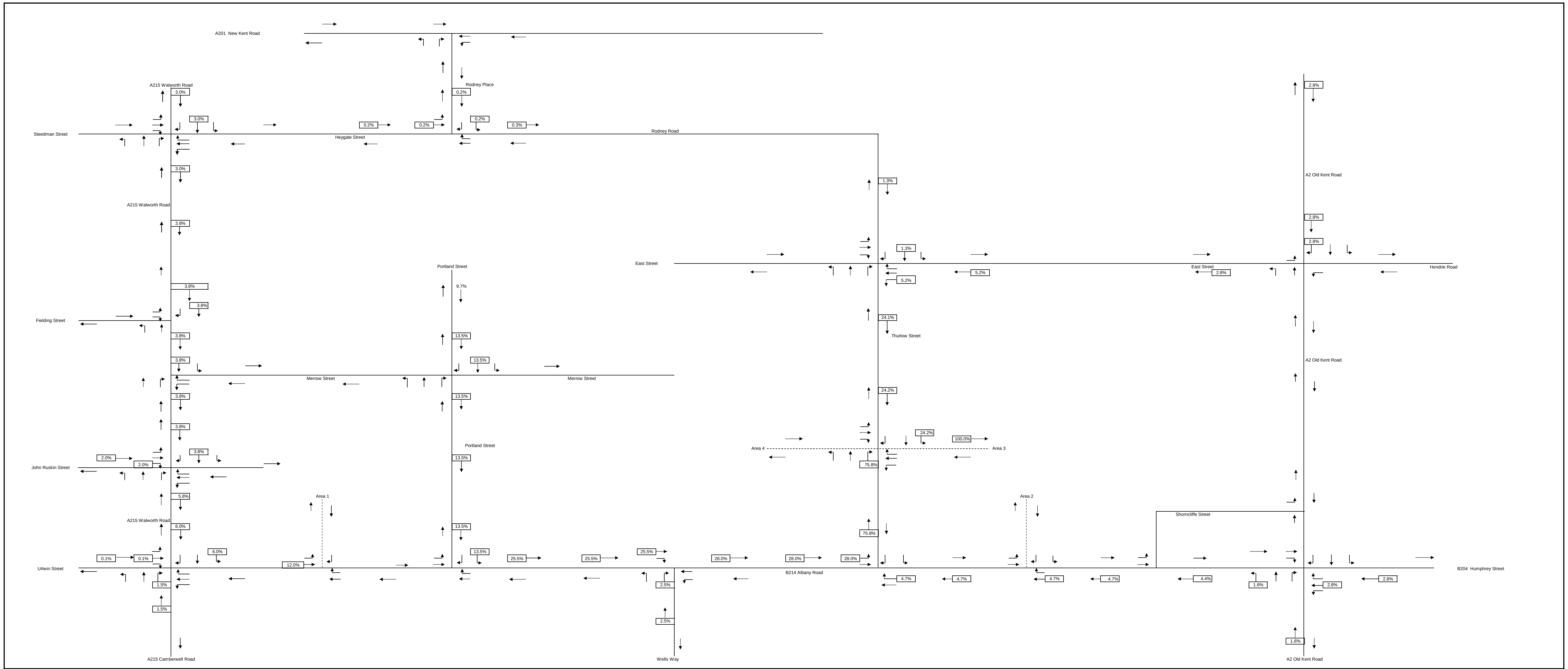
%Area Covered	17%
Arrivals	2
Departures	1

Aylesbury Estate Southwark
Car Trips
Retail (Area 2)
AM Peak (08:00-09:00)



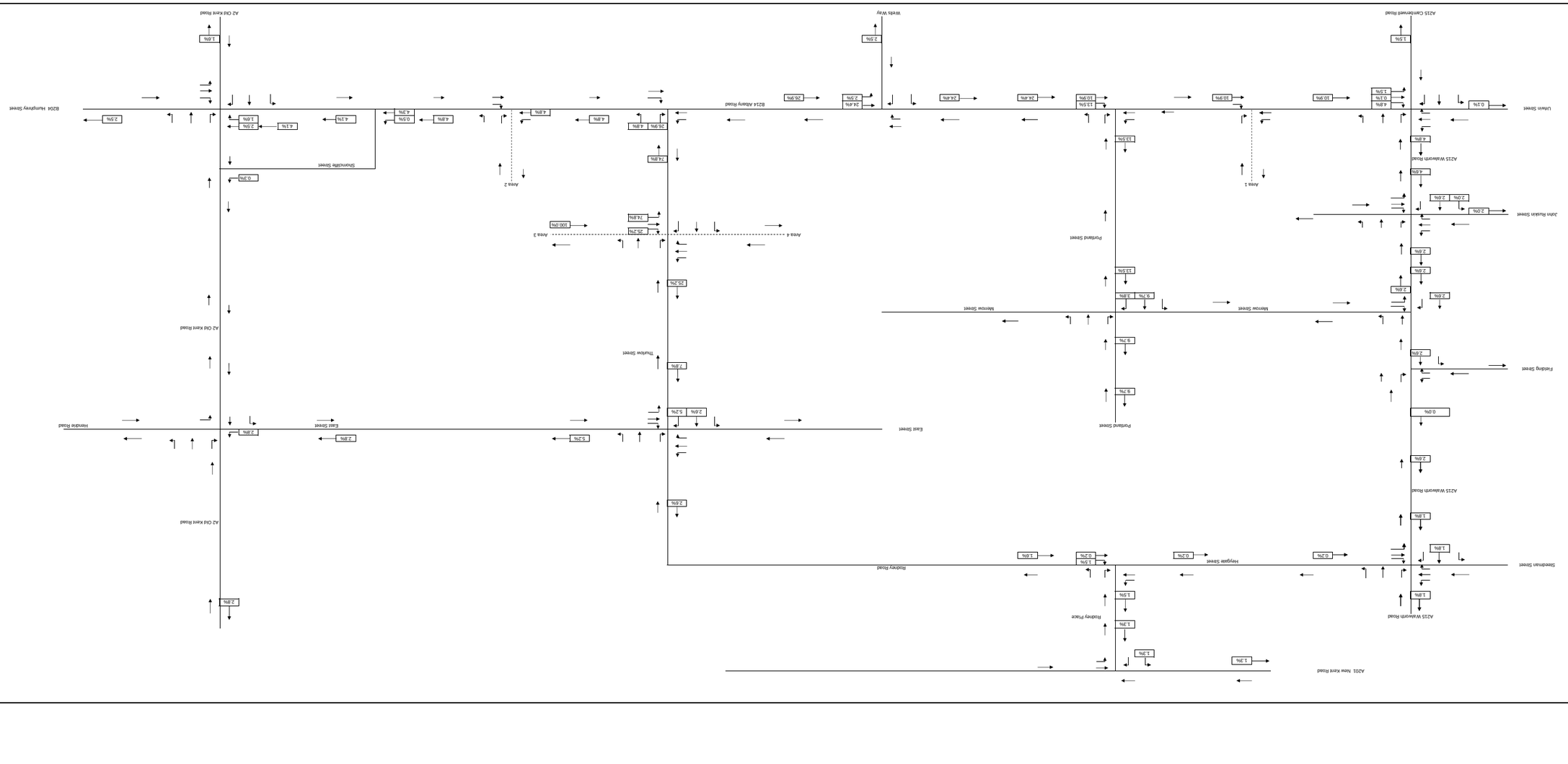
%Area Covered	17%
Arrivals	3
Departures	2

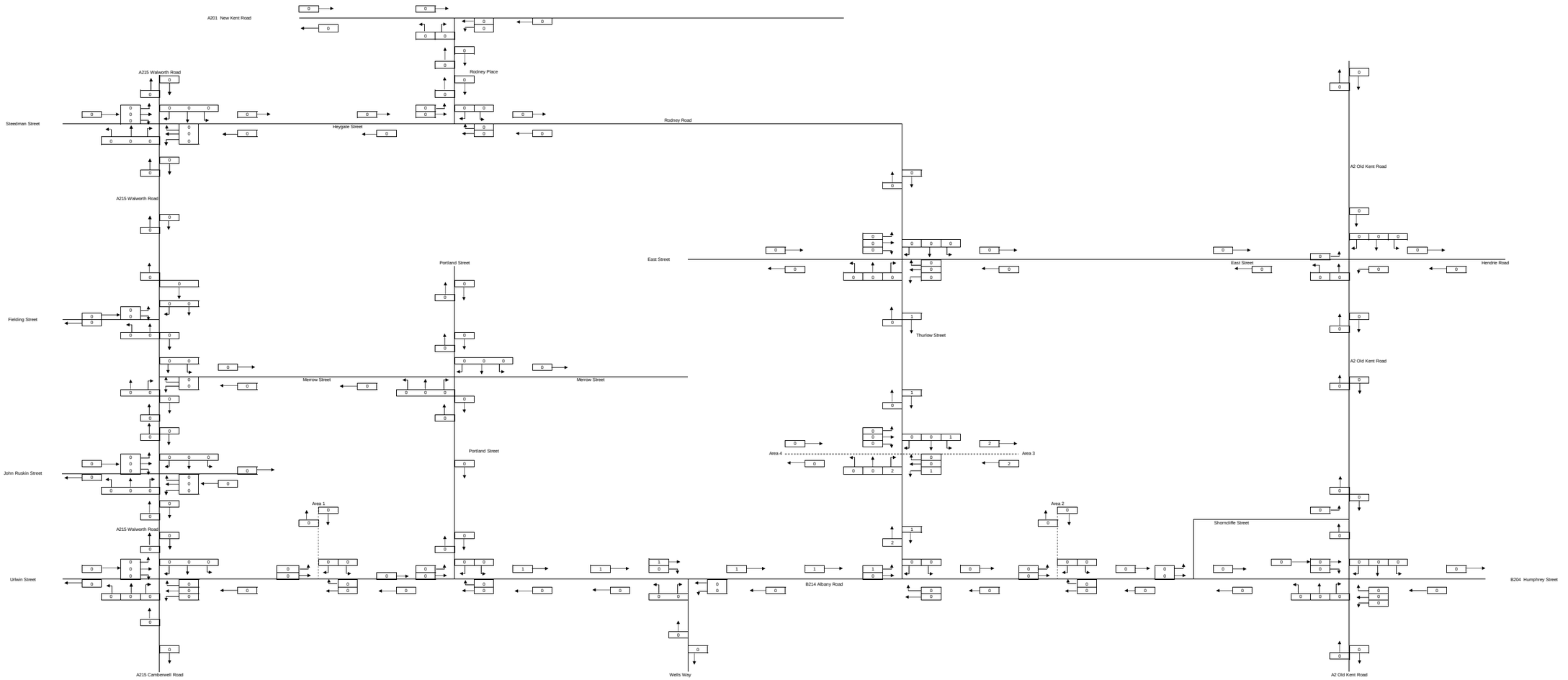
Aylesbury Estate Southwark
Car Trips
Retail (Area 2)
PM Peak (17:00-18:00)



Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Retail (Area 3)

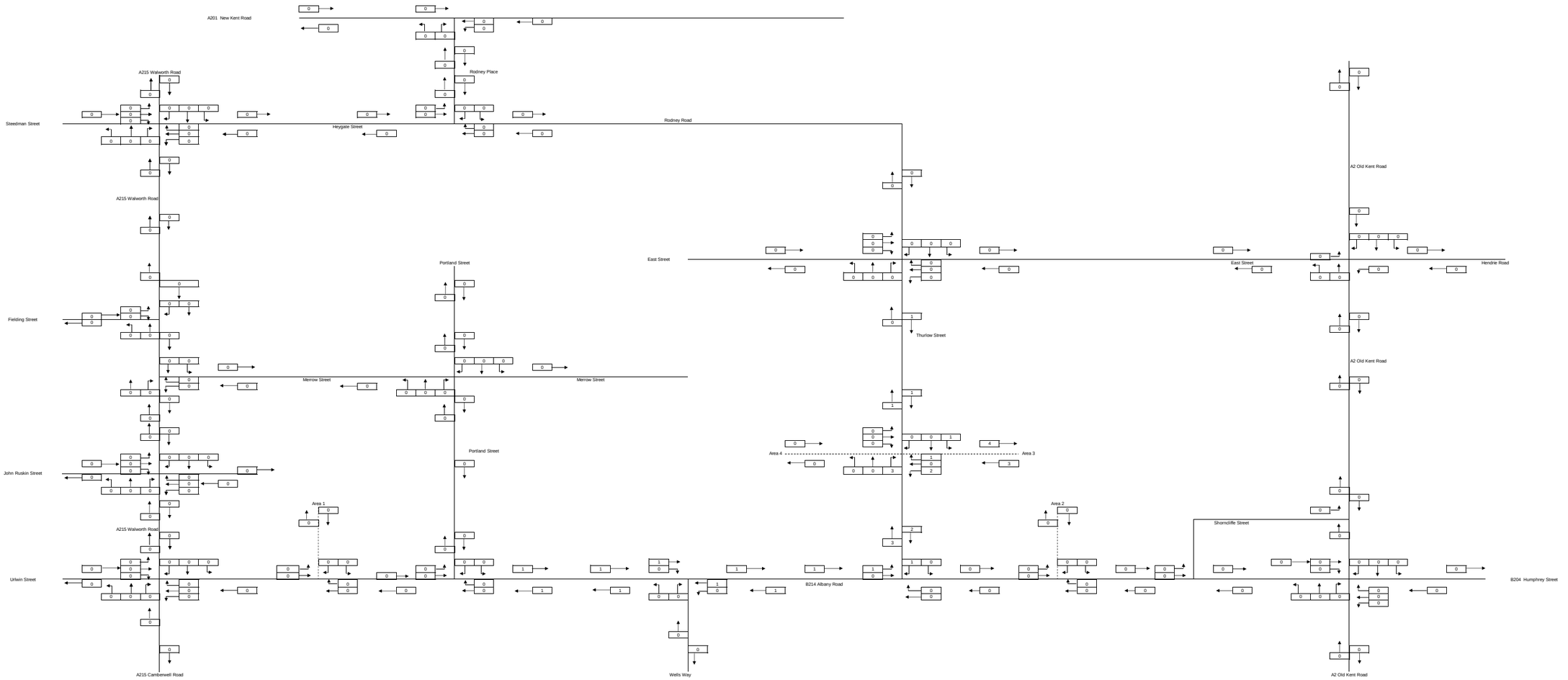
Aylesbury Estate Southwark
% Car Trip Distribution (Departures)
Retail (Area 3)





%Area Covered	23%
Arrivals	2
Departures	2

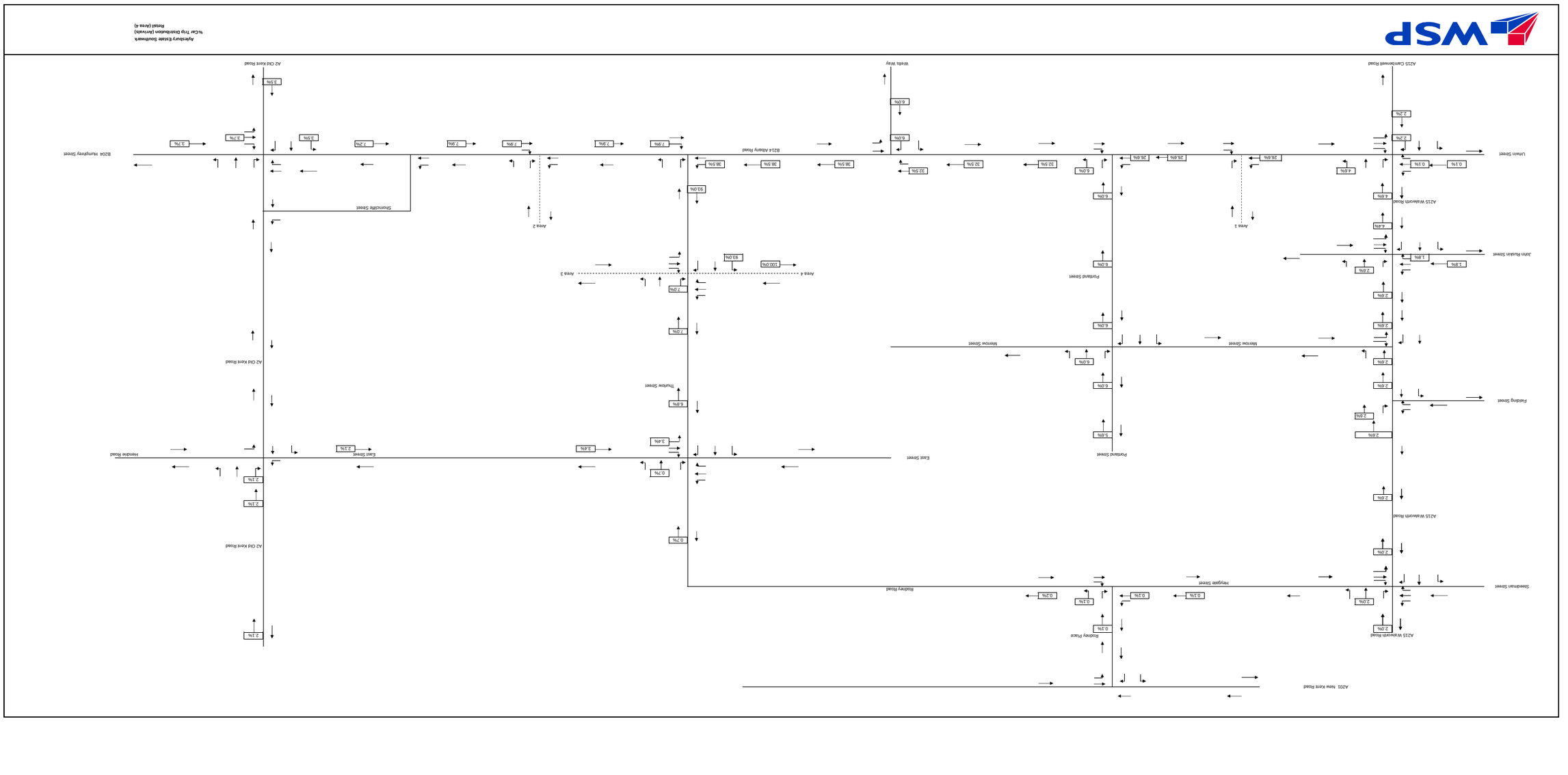
Aylesbury Estate Southwark
Car Trips
Retail (Area 3)
AM Peak (08:00-09:00)

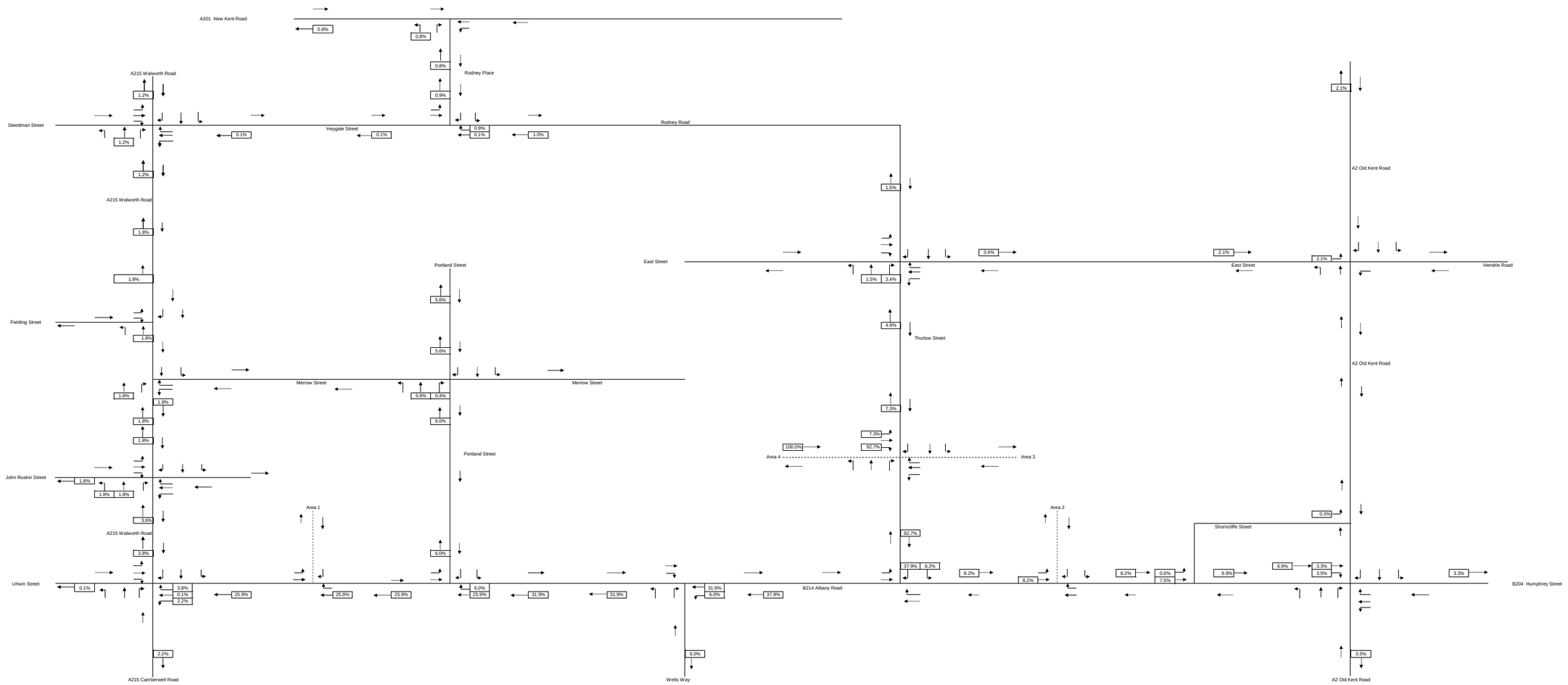


%Area Covered	23%
Arrivals	4
Departures	3

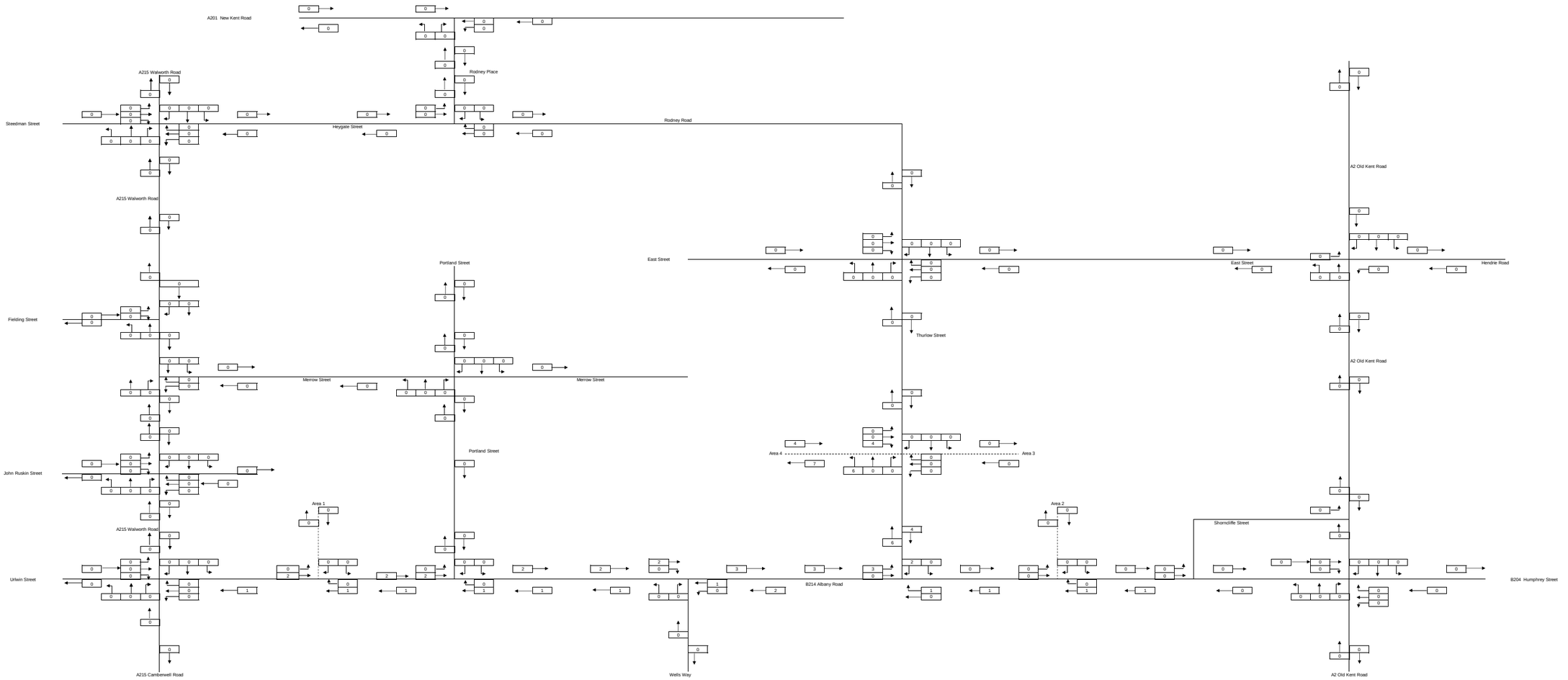
Aylesbury Estate Southwark
Car Trips
Retail (Area 3)
PM Peak (17:00-18:00)

Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Retail (Area 4)



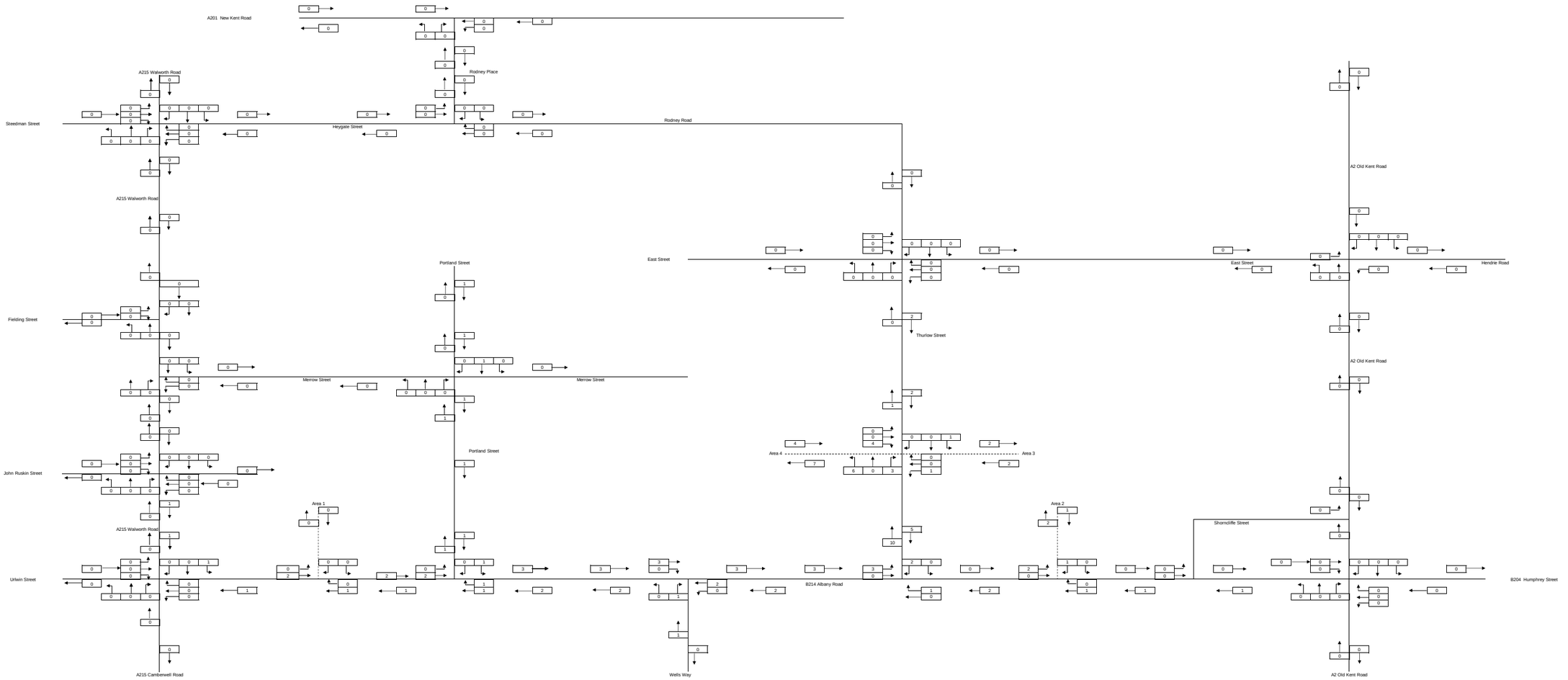


Aylesbury Estate Southwark
%Car Trip Distribution (Departures)
Retail (Area 4)



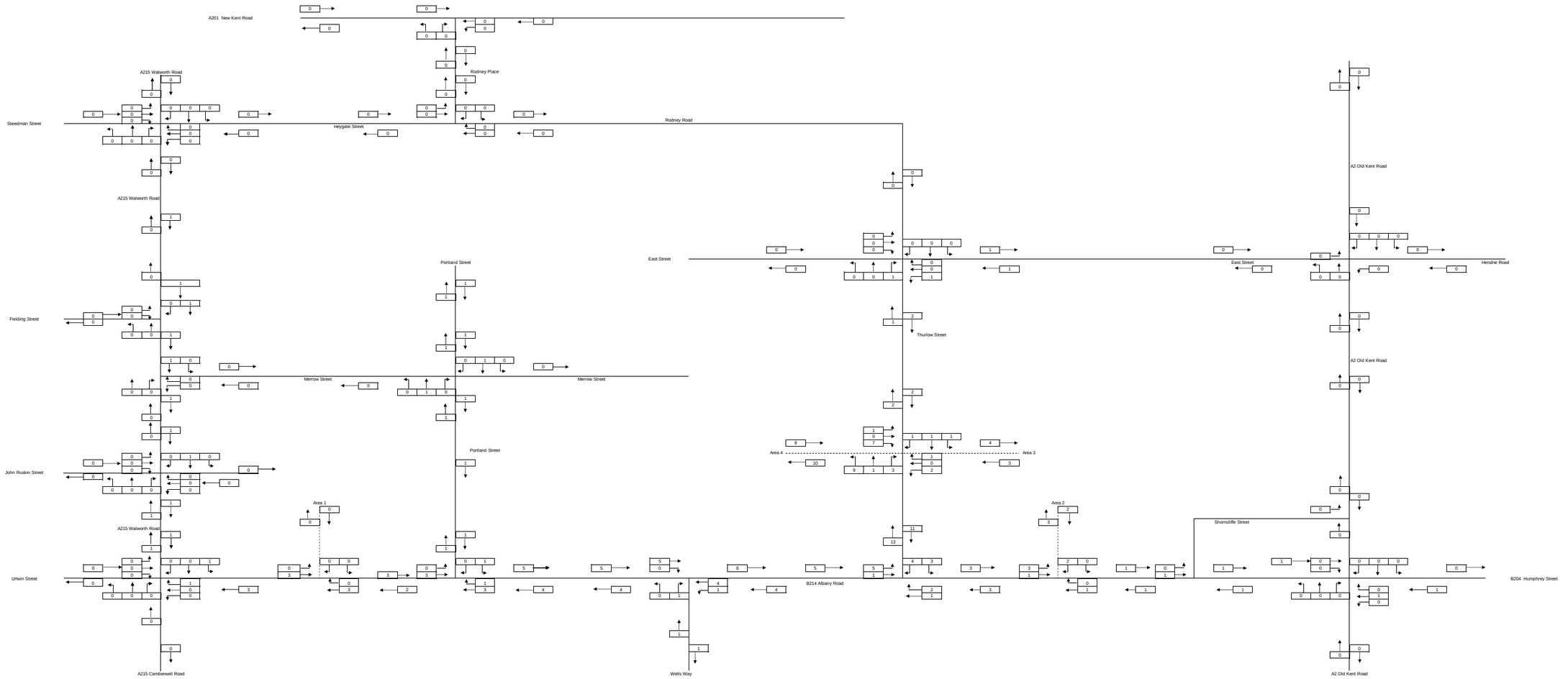
%Area Covered	60%
Arrivals	7
Departures	4

Aylesbury Estate Southwark
Car Trips
Retail (Area 4)
AM Peak (08:00-09:00)



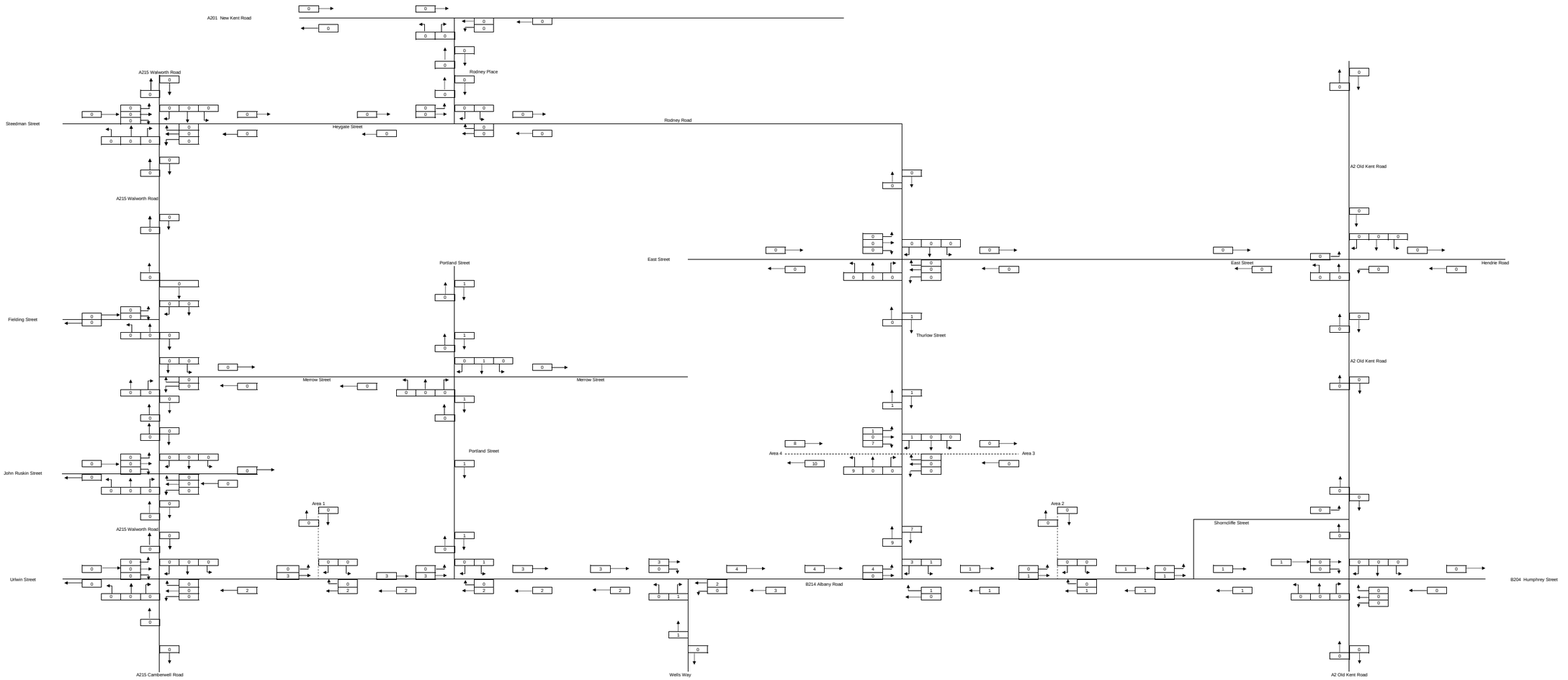
Arrivals	11
Departures	7

Aylesbury Estate Southwark
Car Trips
Retail Total
AM Peak (08:00-09:00)



Arrivals	16
Departures	13

Aylesbury Estate Southwark
Car Trips
Retail Total
PM Peak (17:00-18:00)

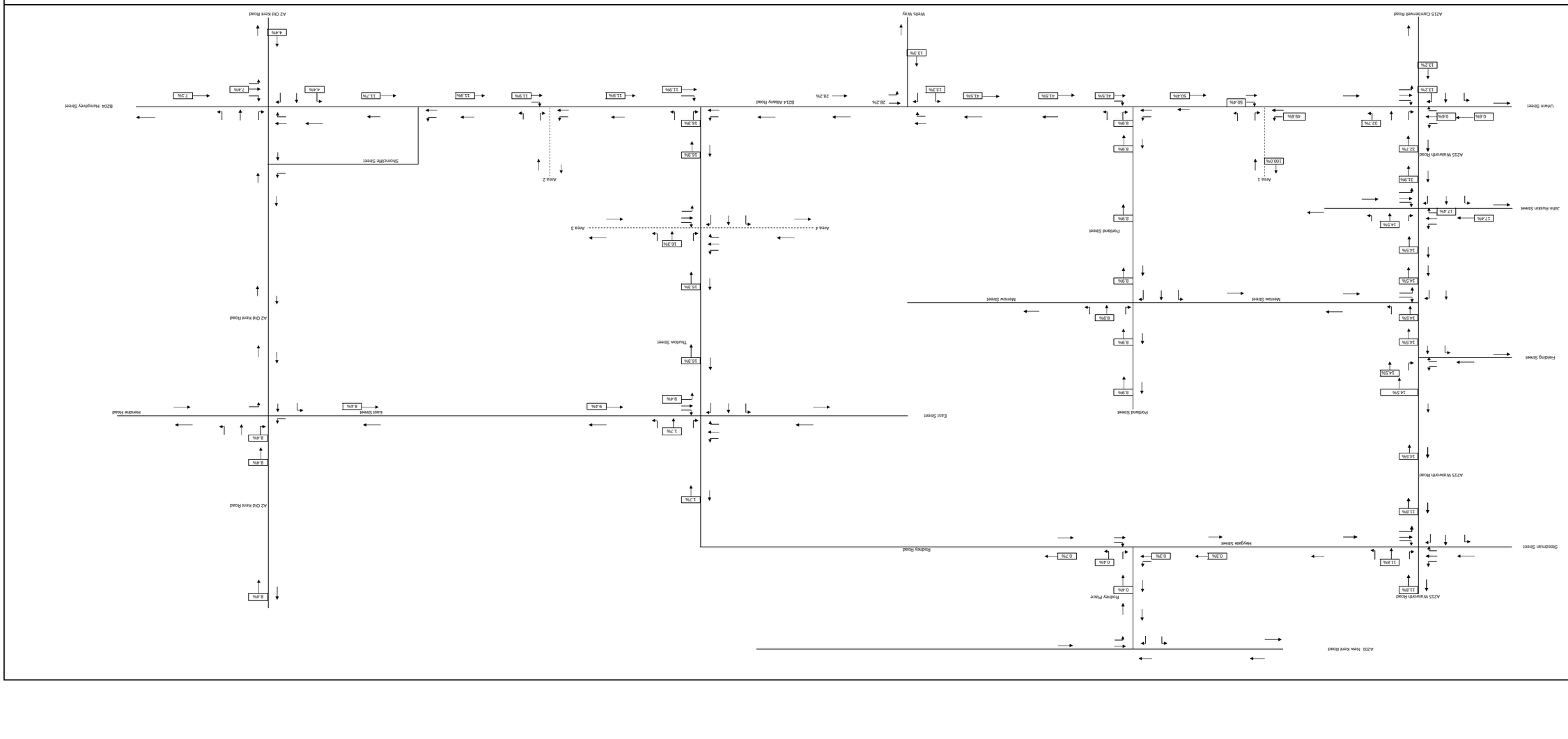


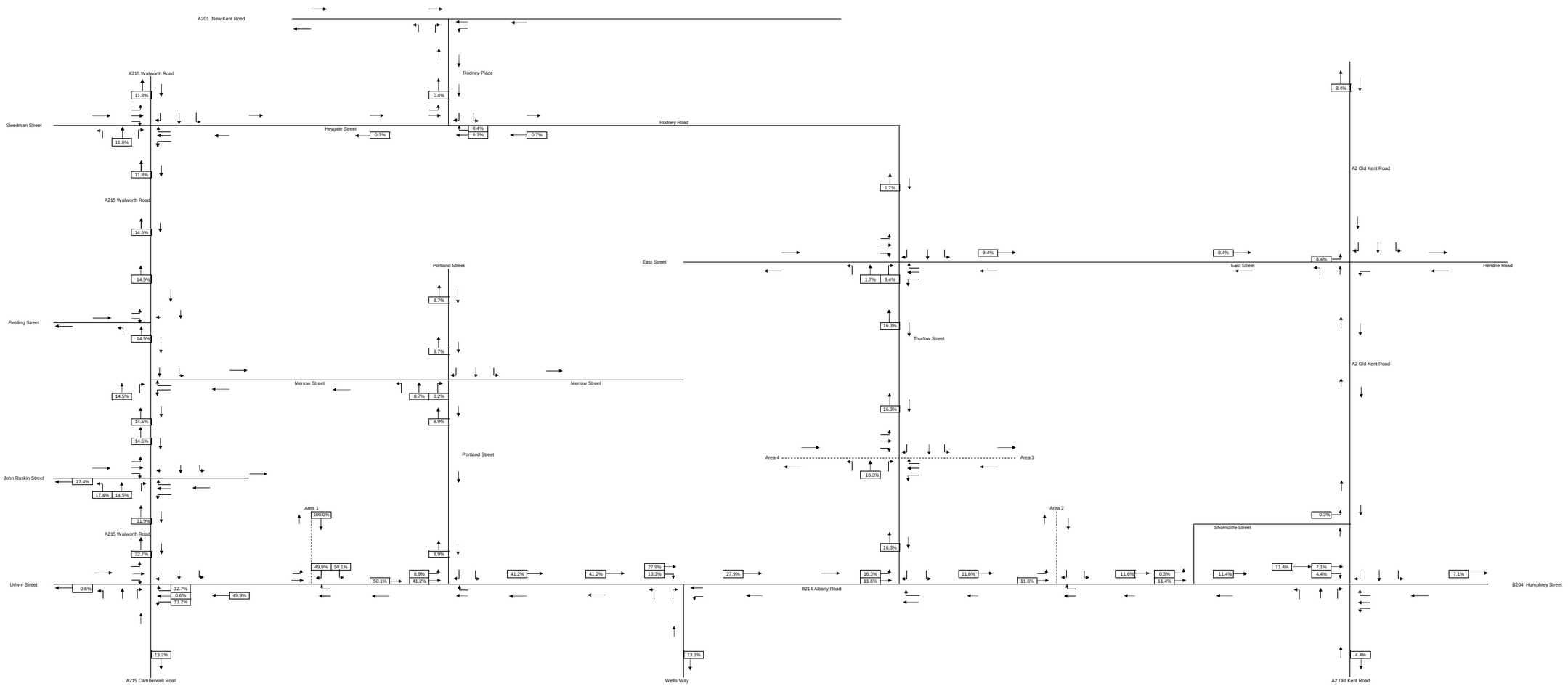
%Area Covered	60%
Arrivals	10
Departures	8

Aylesbury Estate Southwark
Car Trips
Retail (Area 4)
PM Peak (17:00-18:00)

WSP

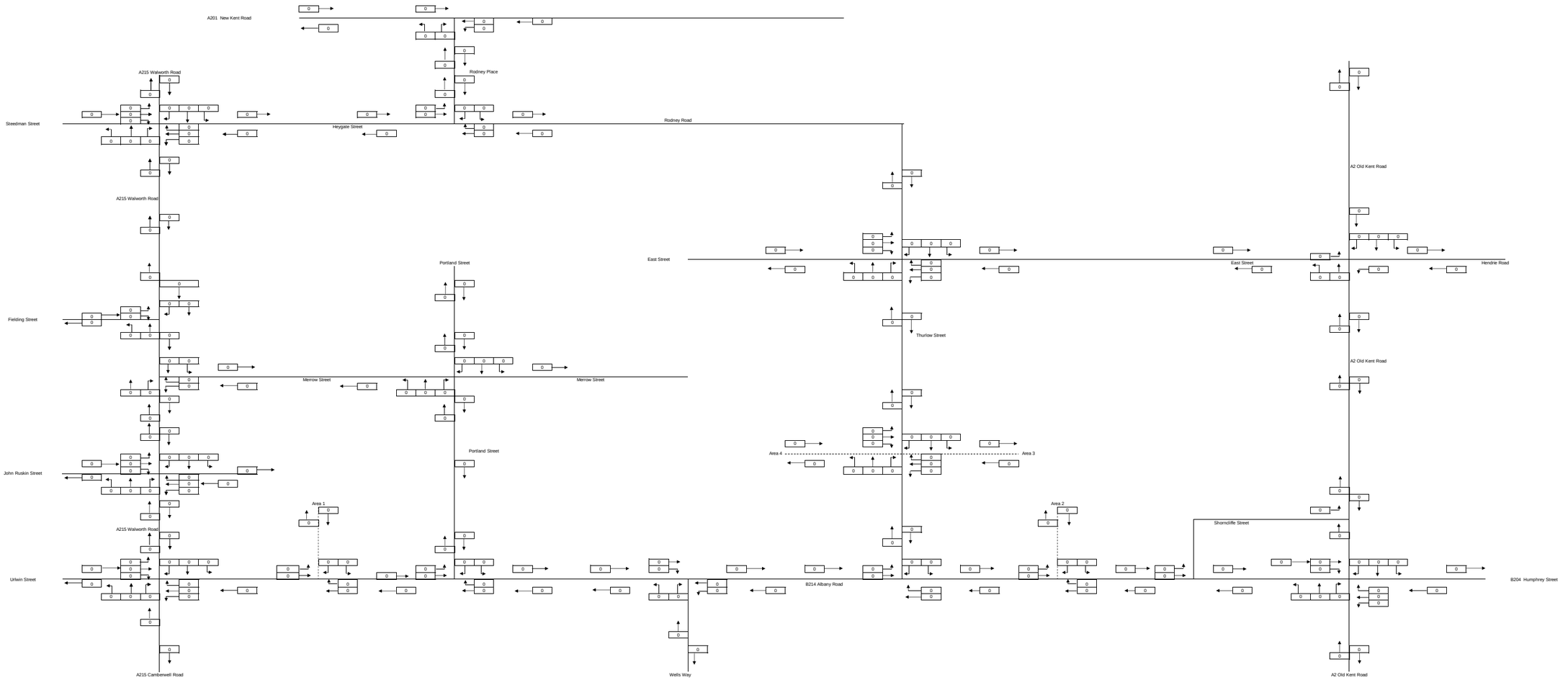
Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Community Centre (Area 1)





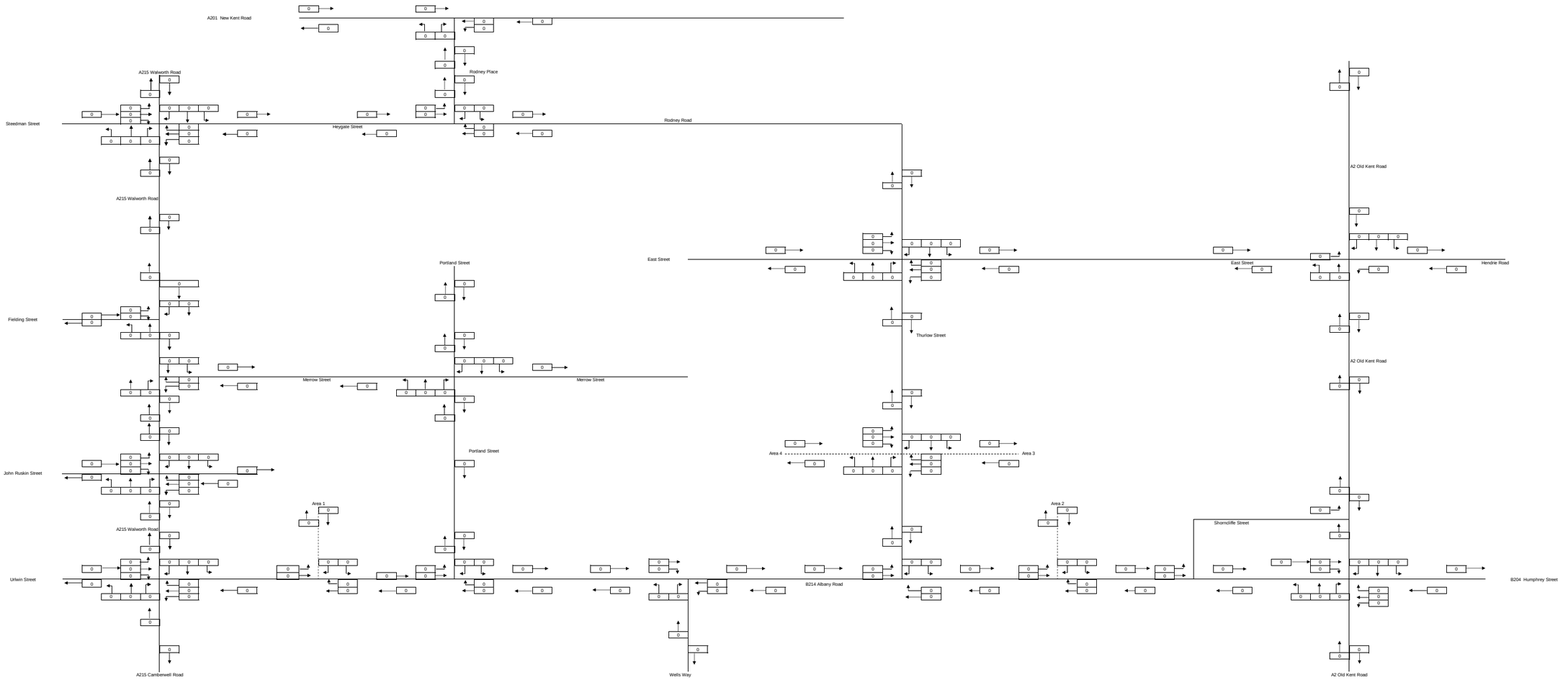
WSP

Aylesbury Estate Southwark
%Car Trip Distribution (Departures)
Community Centre (Area 1)



%Area Covered	34%
Arrivals	0
Departures	0

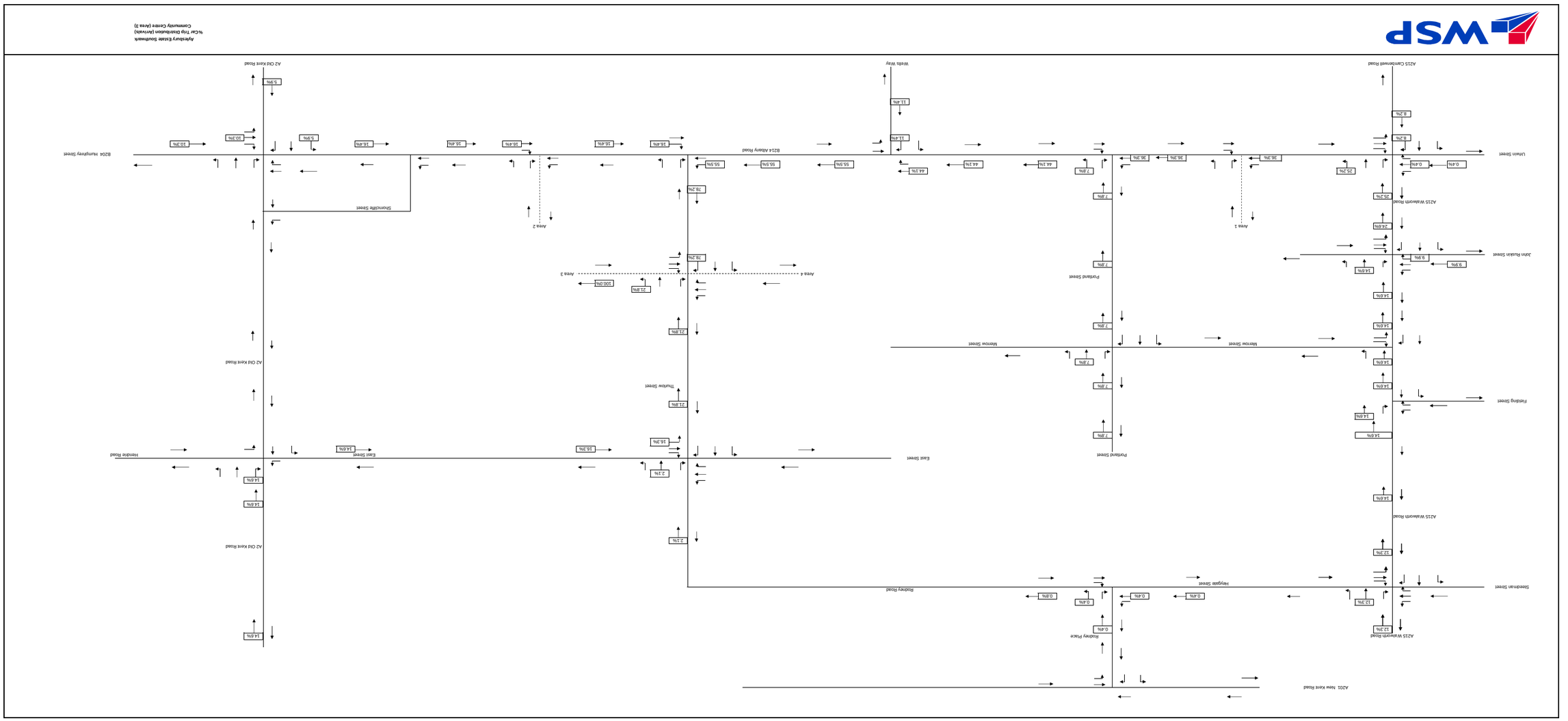
Aylesbury Estate Southwark
Car Trips
Community Centre (Area 1)
AM Peak (08:00-09:00)



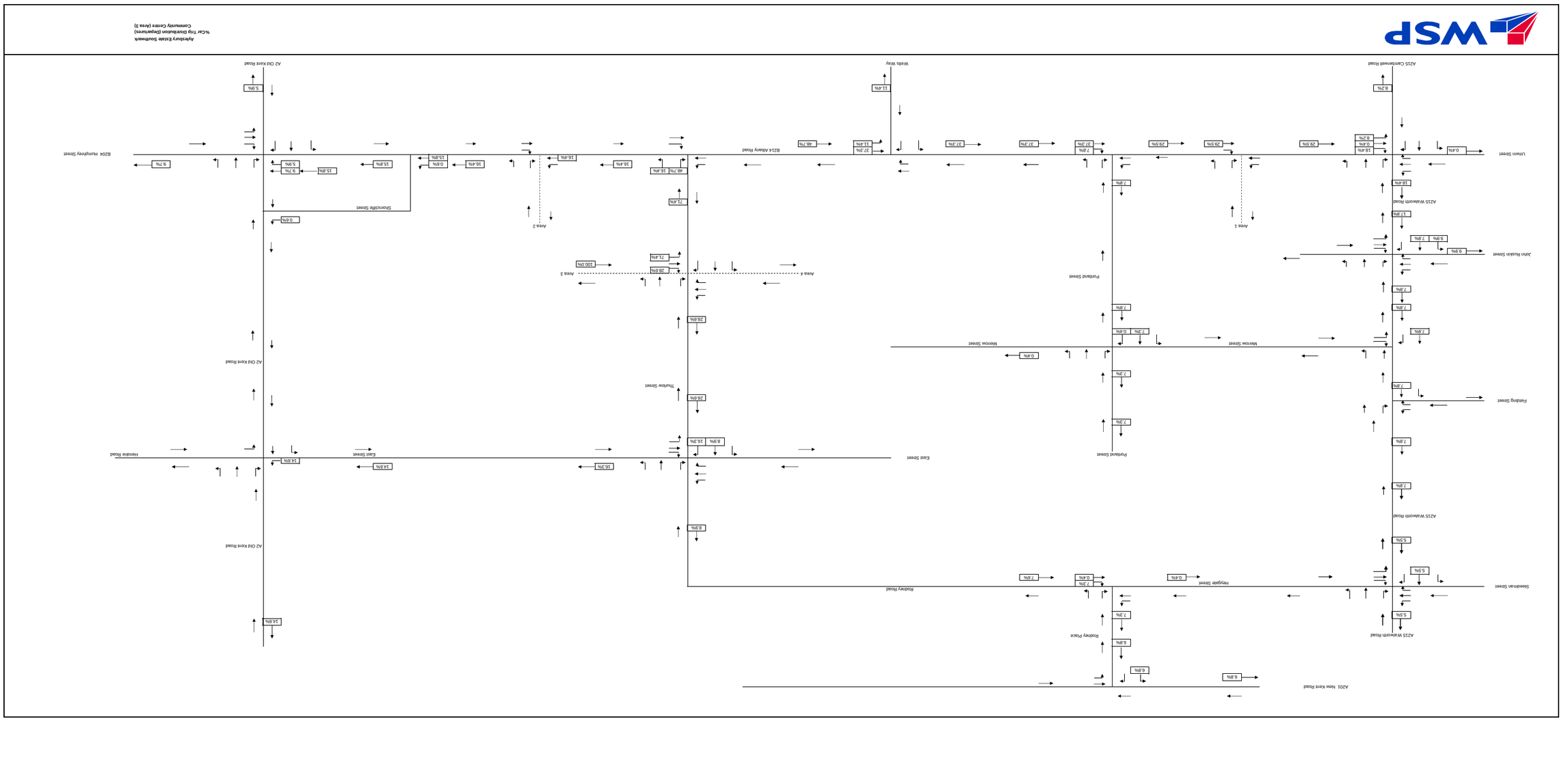
%Area Covered	34%
Arrivals	0
Departures	0

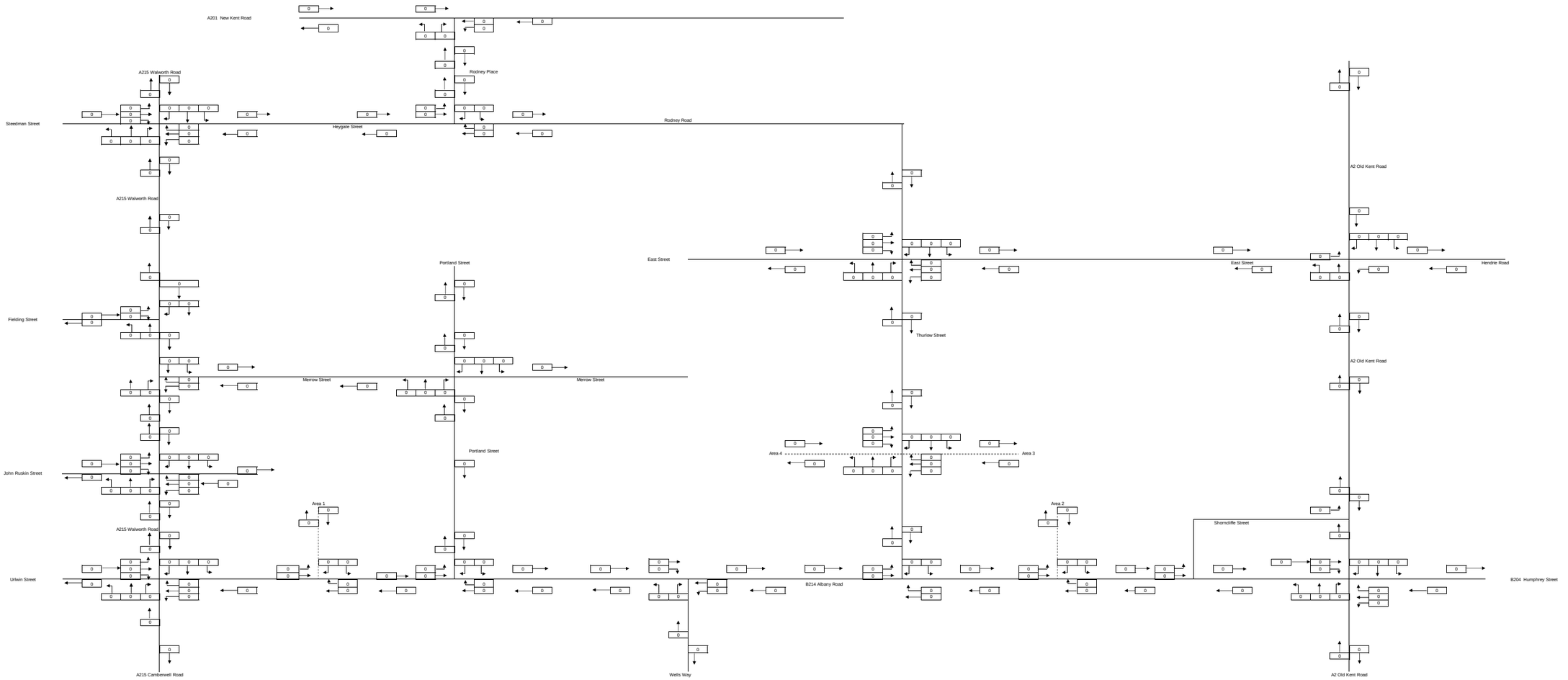
Aylesbury Estate Southwark
Car Trips
Community Centre (Area 1)
PM Peak (17:00-18:00)

Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Community Centre (Area 3)



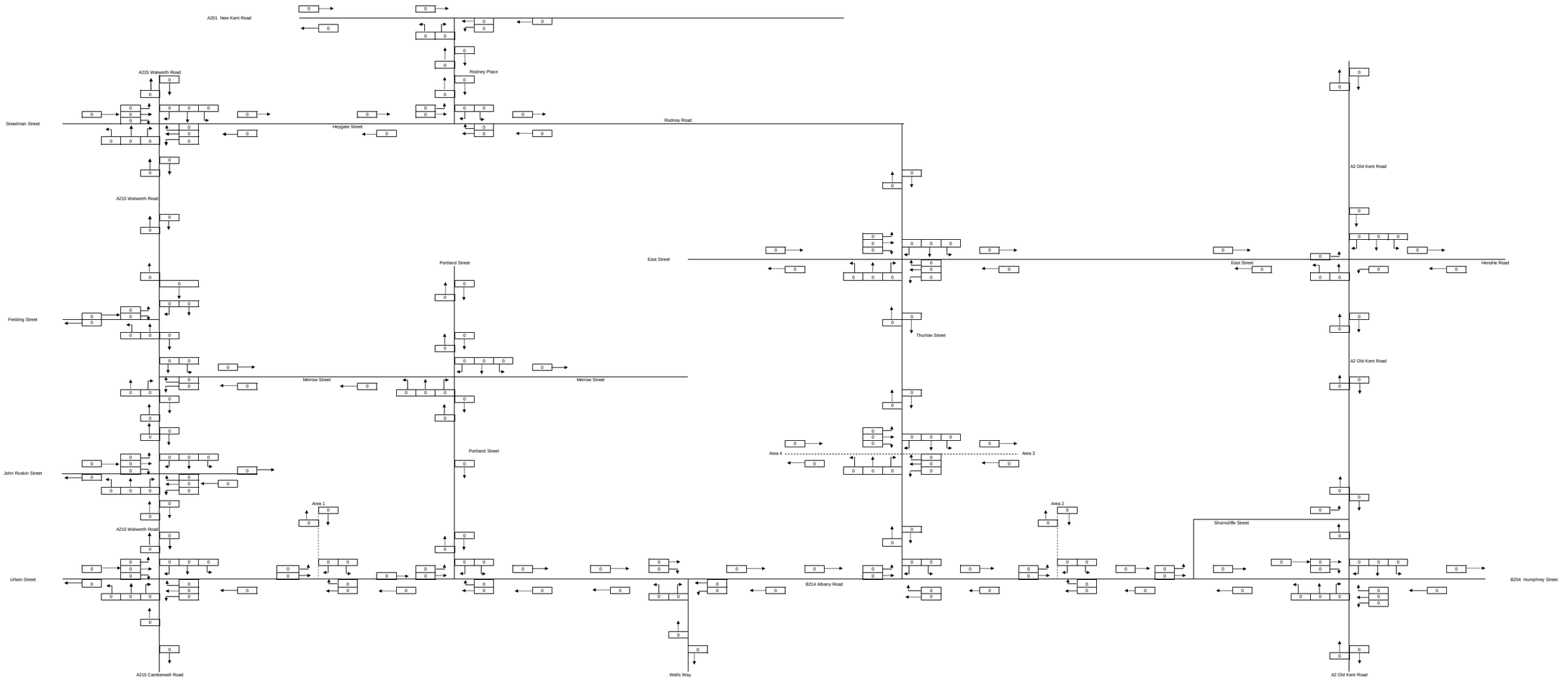
Aylesbury Estate Southwark
%CAV Trip Distribution (Departures)
Community Centre (Area 3)





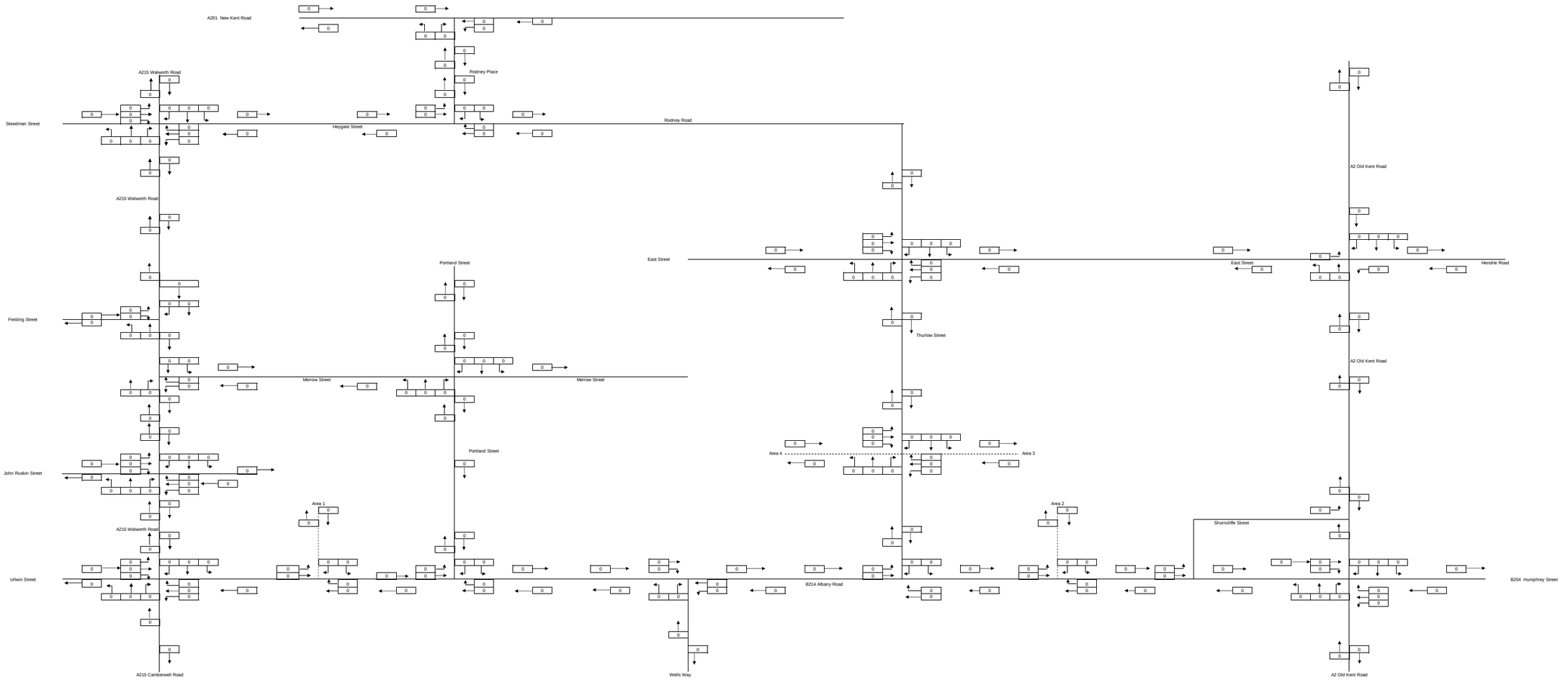
%Area Covered	66%
Arrivals	0
Departures	0

Aylesbury Estate Southwark
Car Trips
Community Centre (Area 3)
AM Peak (08:00-09:00)



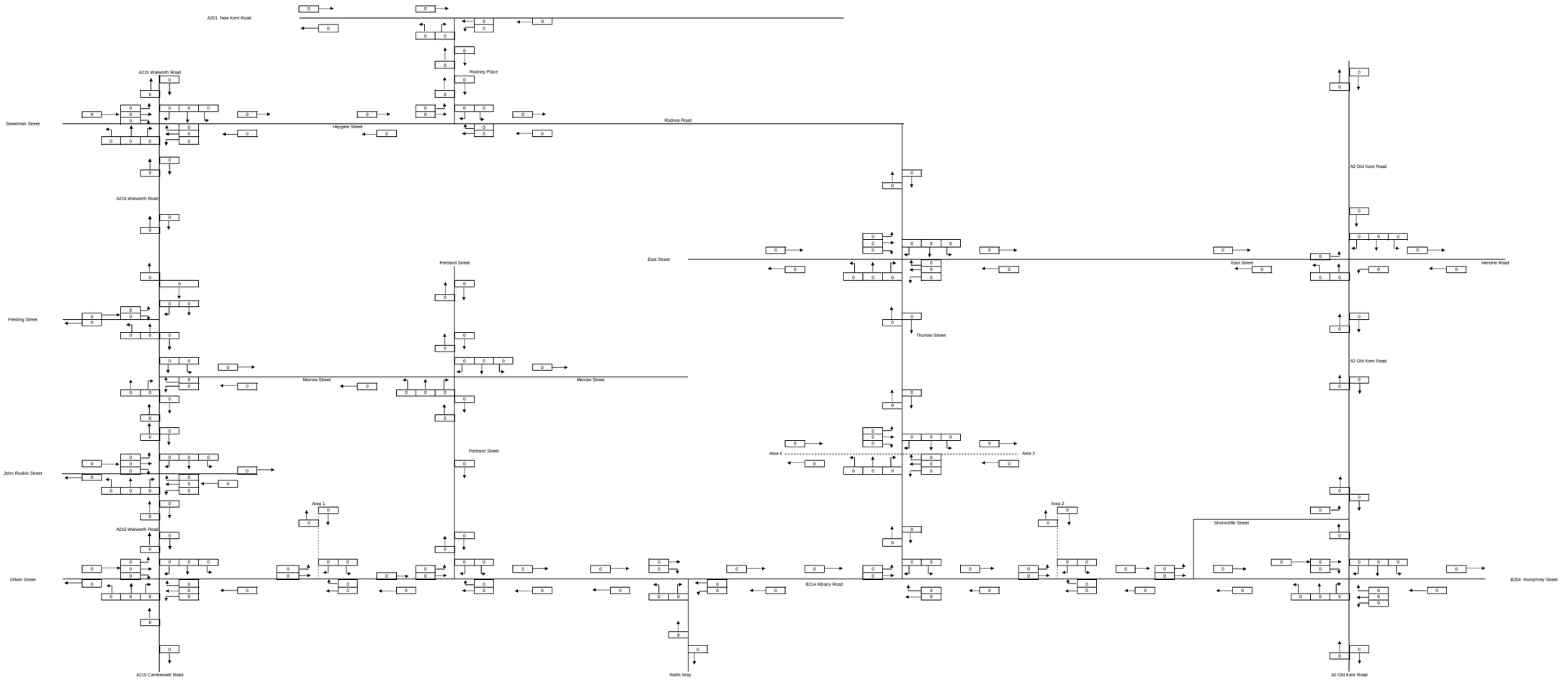
%Area Covered	66%
Arrivals	0
Departures	0

Aylesbury Estate Southwark
Car Trips
Community Centre (Area 3)
PM Peak (17:00-18:00)



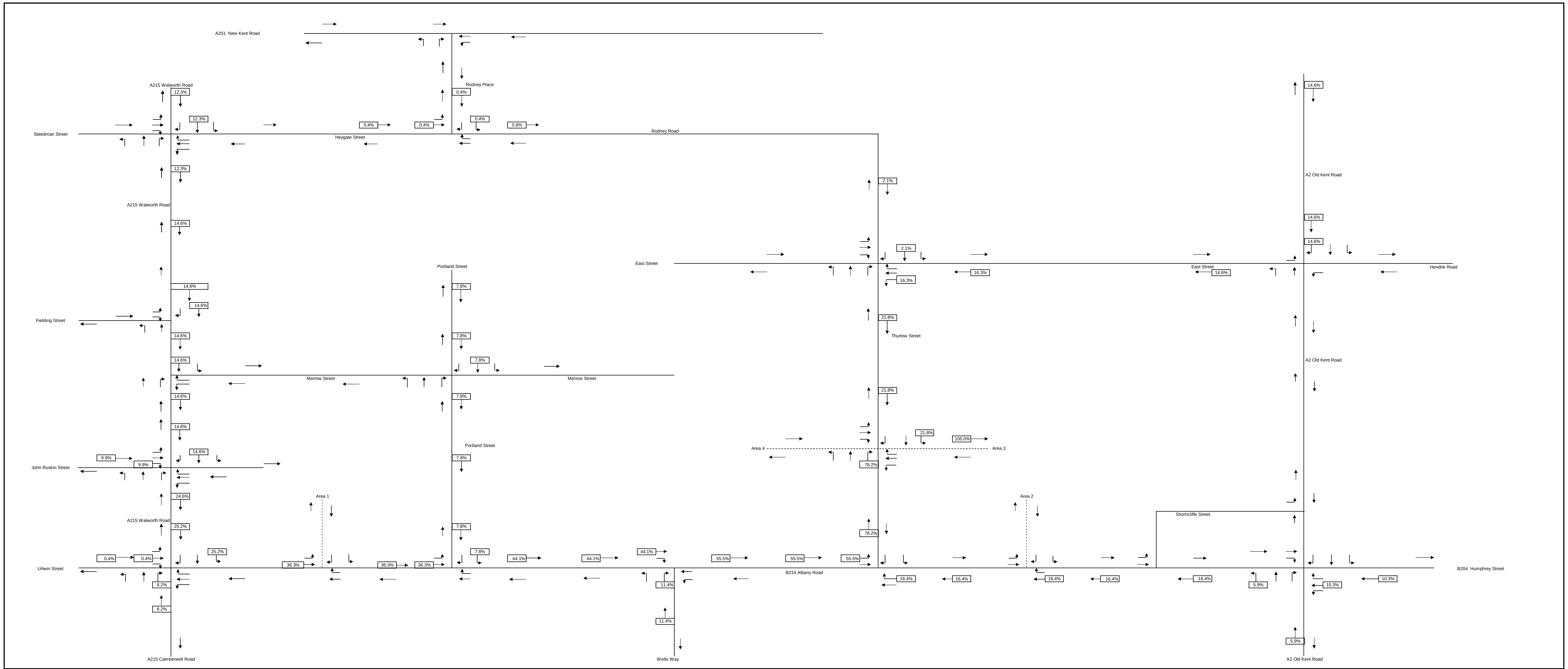
Arrivals	1
Departures	1

Aylesbury Estate Southwark
Car Trips
Community Centre Total
AM Peak (08:00-09:00)

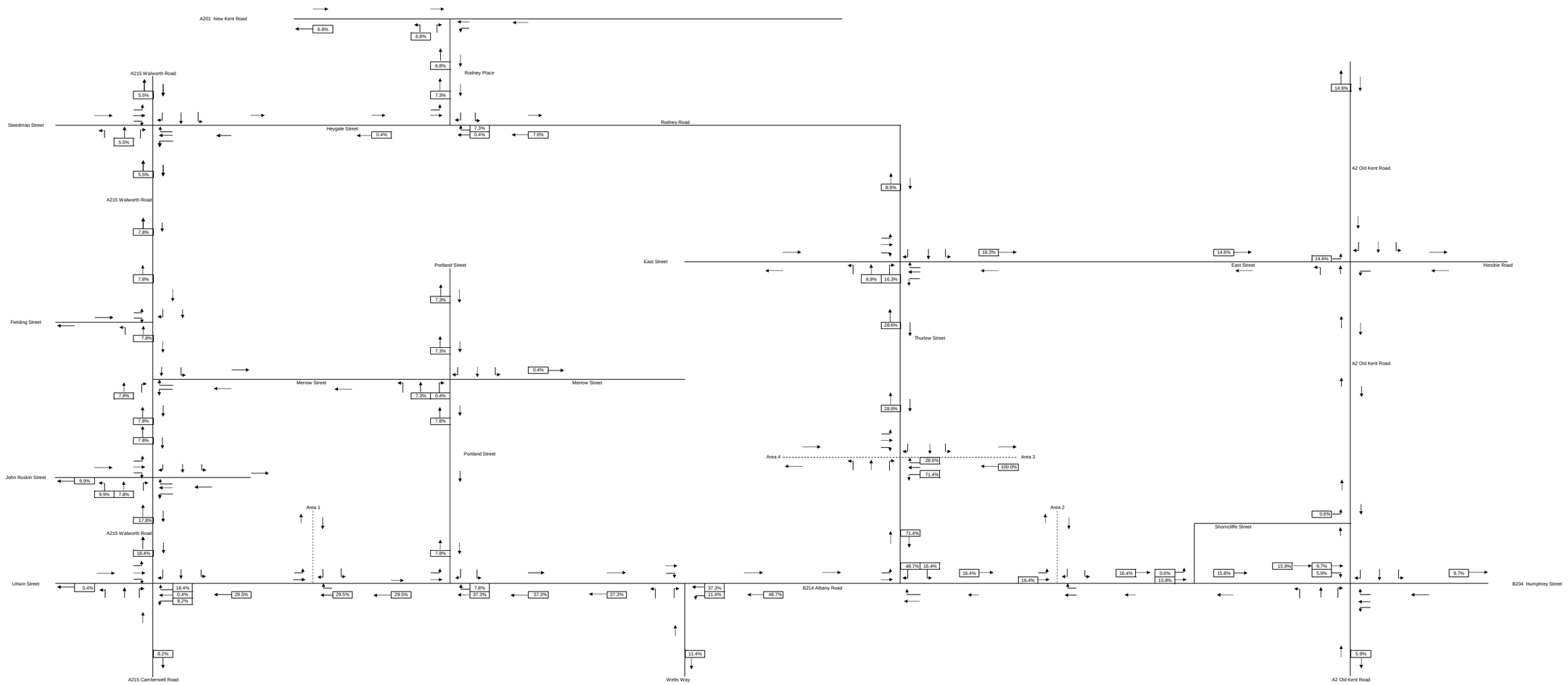


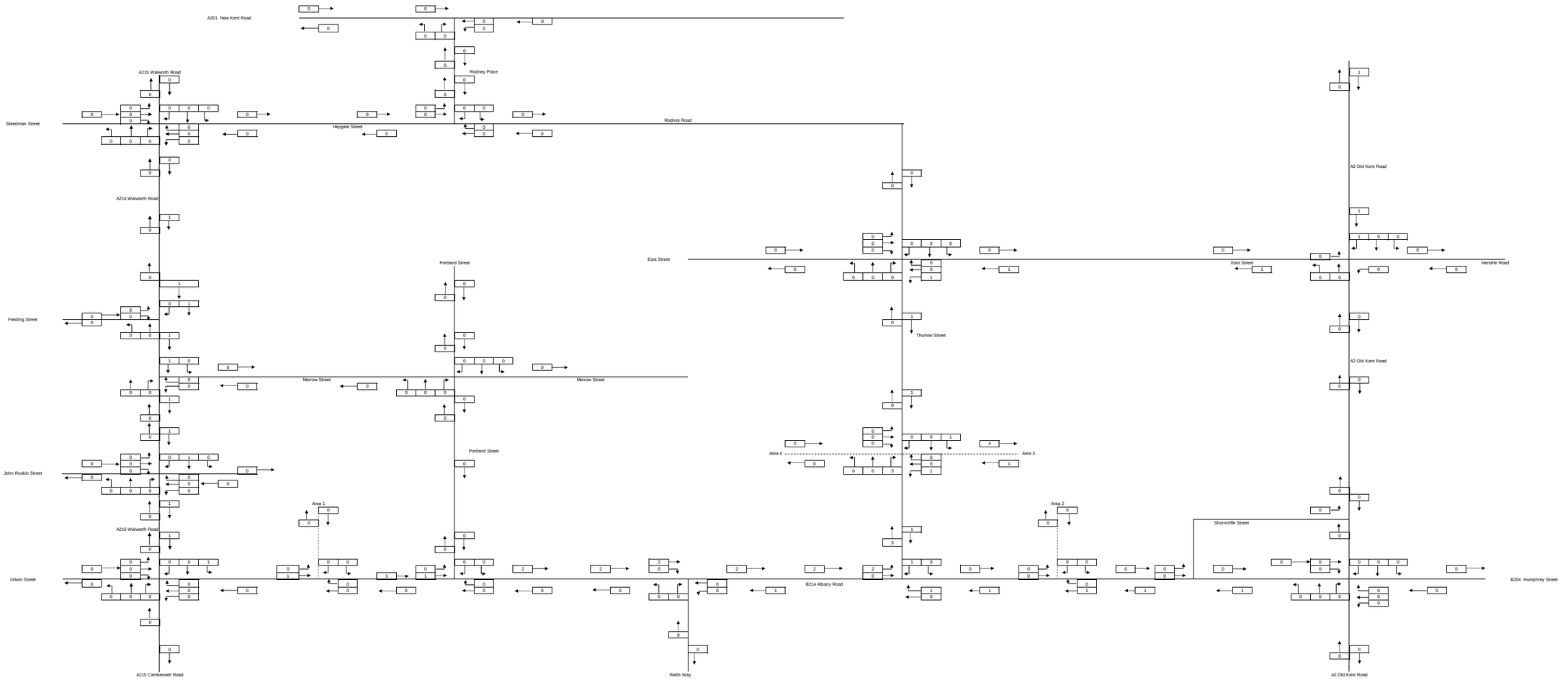
Arrivals	1
Departures	0

Aylesbury Estate Southwark
Car Trips
Community Centre Total
PM Peak (17:00-18:00)



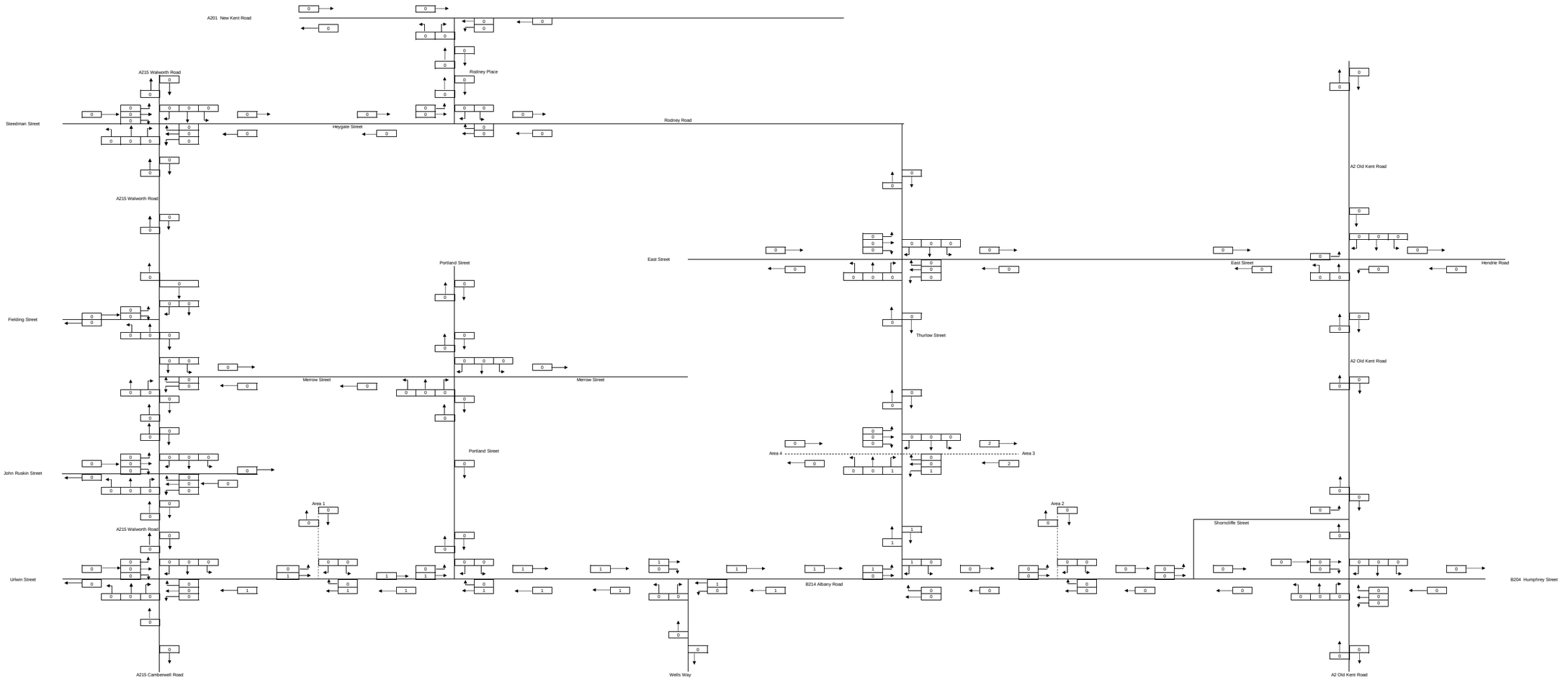
Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Medical Centre (Area 3)


A201 New Kent Road
A215 Walworth Road
Rodney Place
Steedman Street
Heygate Street
Rodney Road
A215 Walworth Road
Portland Street
Fielding Street
Merrow Street
Merrow Street
John Ruskin Street
Portland Street
Area 1
A215 Walworth Road
Urlwin Street
A215 Camberwell Road
East Street
Area 4
Area 3
Thurlow Street
B214 Albany Road
Wells Way
East Street
A2 Old Kent Road
Hendrie Road
A2 Old Kent Road
Area 2
Shorncliffe Street
B204 Humphrey Street
A2 Old Kent Road



Arrivals	4
Departures	1

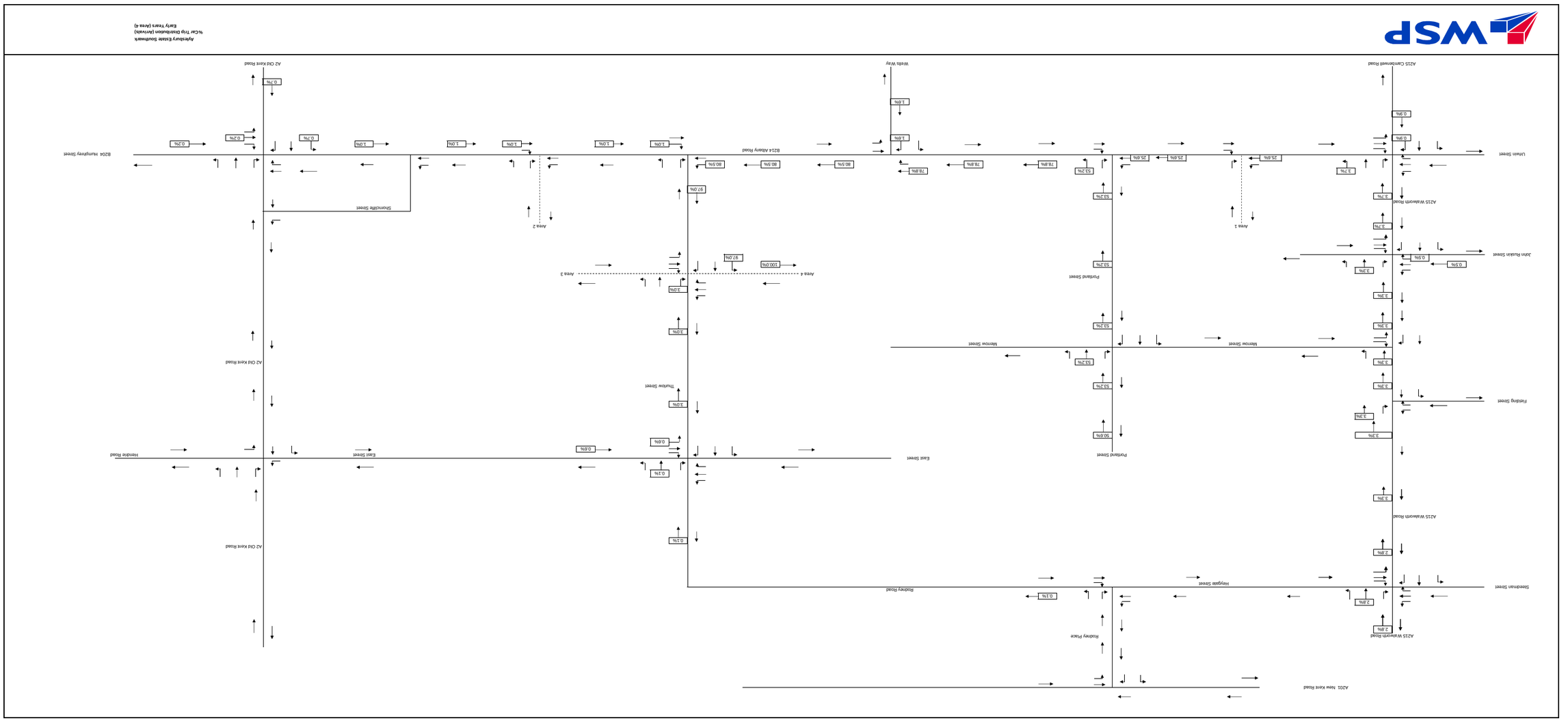
Aylesbury Estate Southwark
Car Trips
Medical Centre (Area 3)
AM Peak (08:00-09:00)



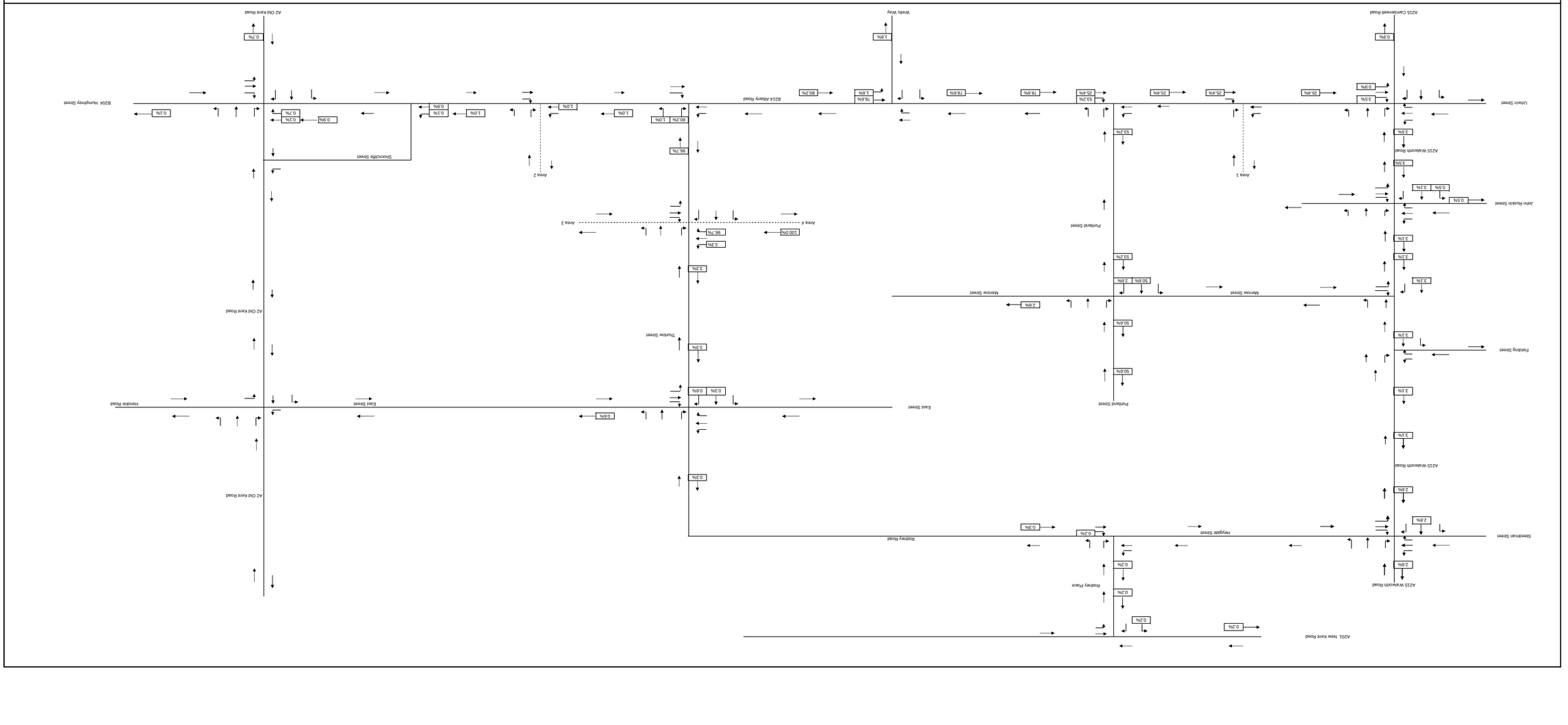
Arrivals	2
Departures	2

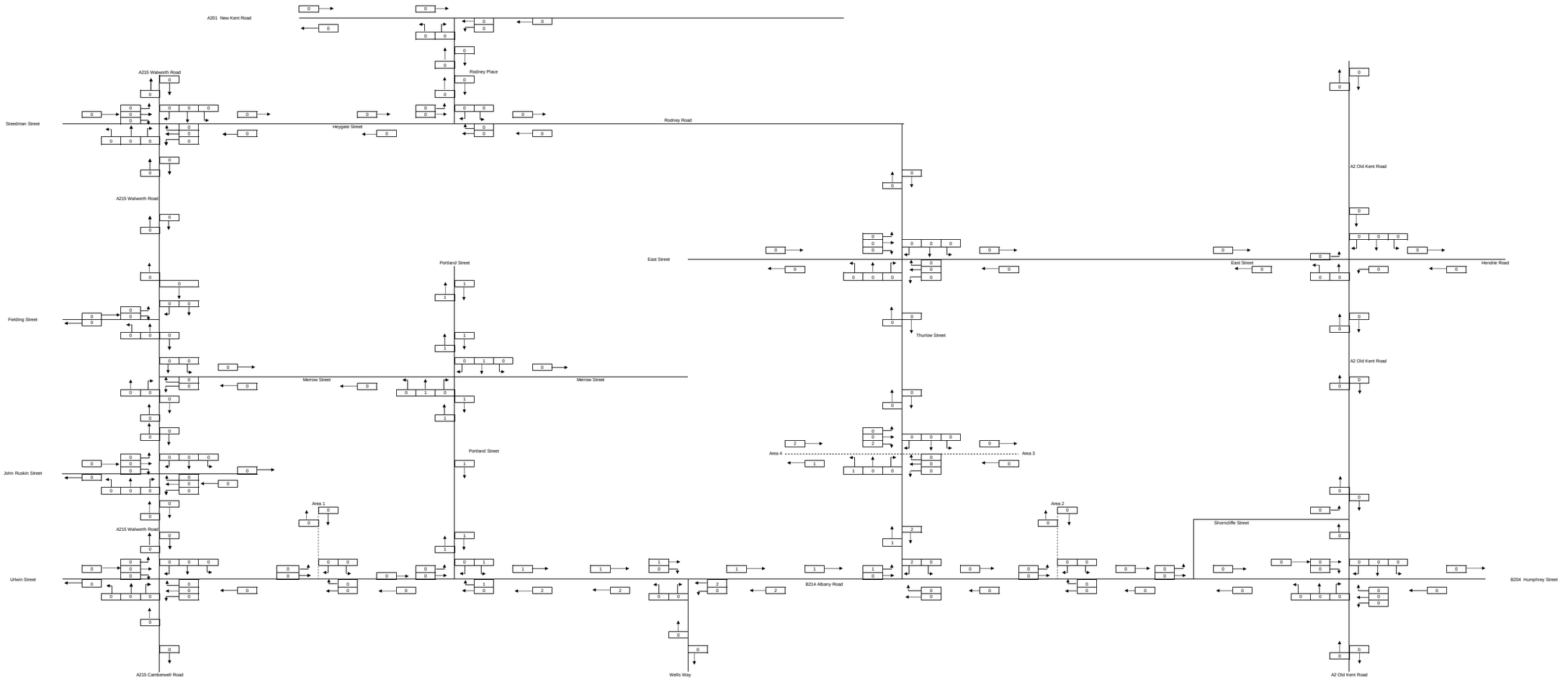
Aylesbury Estate Southwark
Car Trips
Medical Centre (Area 3)
PM Peak (17:00-18:00)

Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Early Years (Area 4)



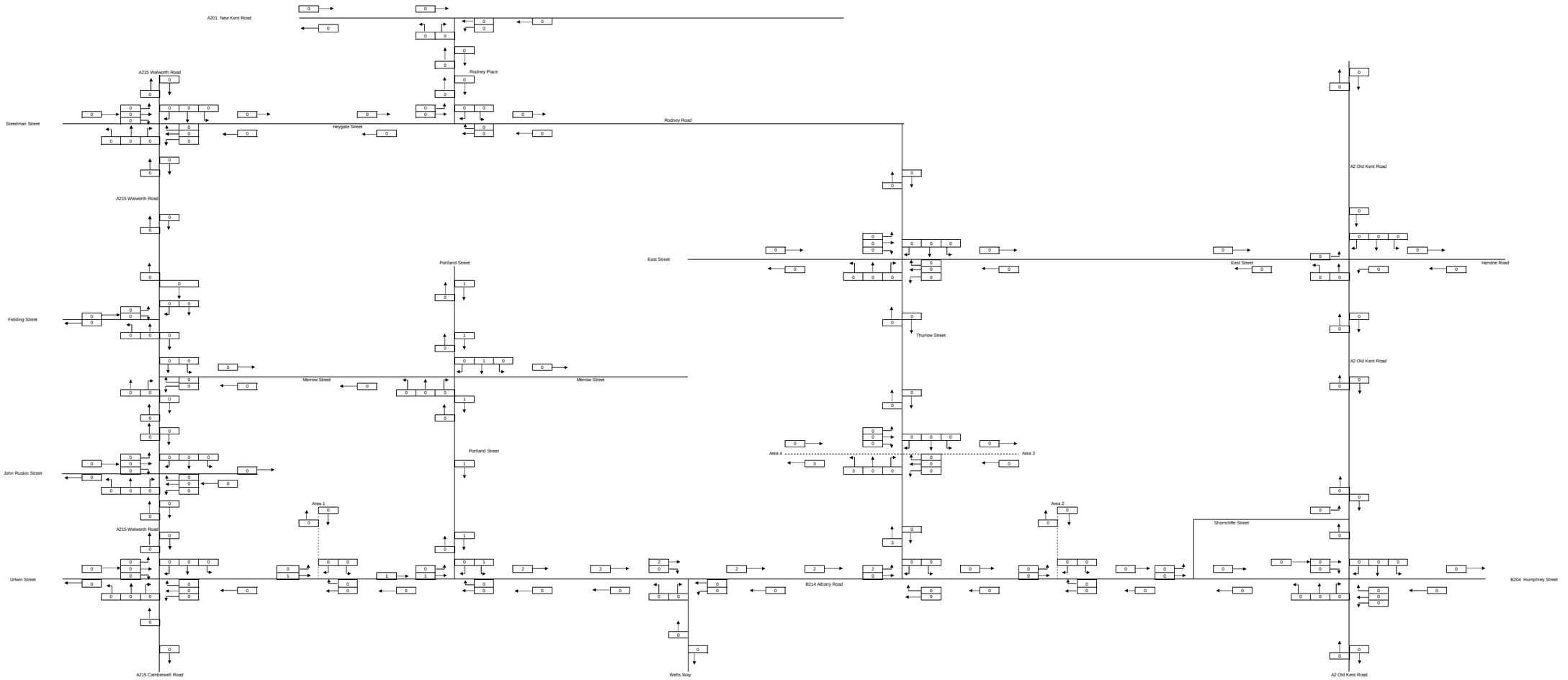
Aylesbury Estate Southwark
% CAV Trip Distribution (Departures)
Early Years (Area 4)





%Area Covered	38%
Arrivals	1
Departures	2

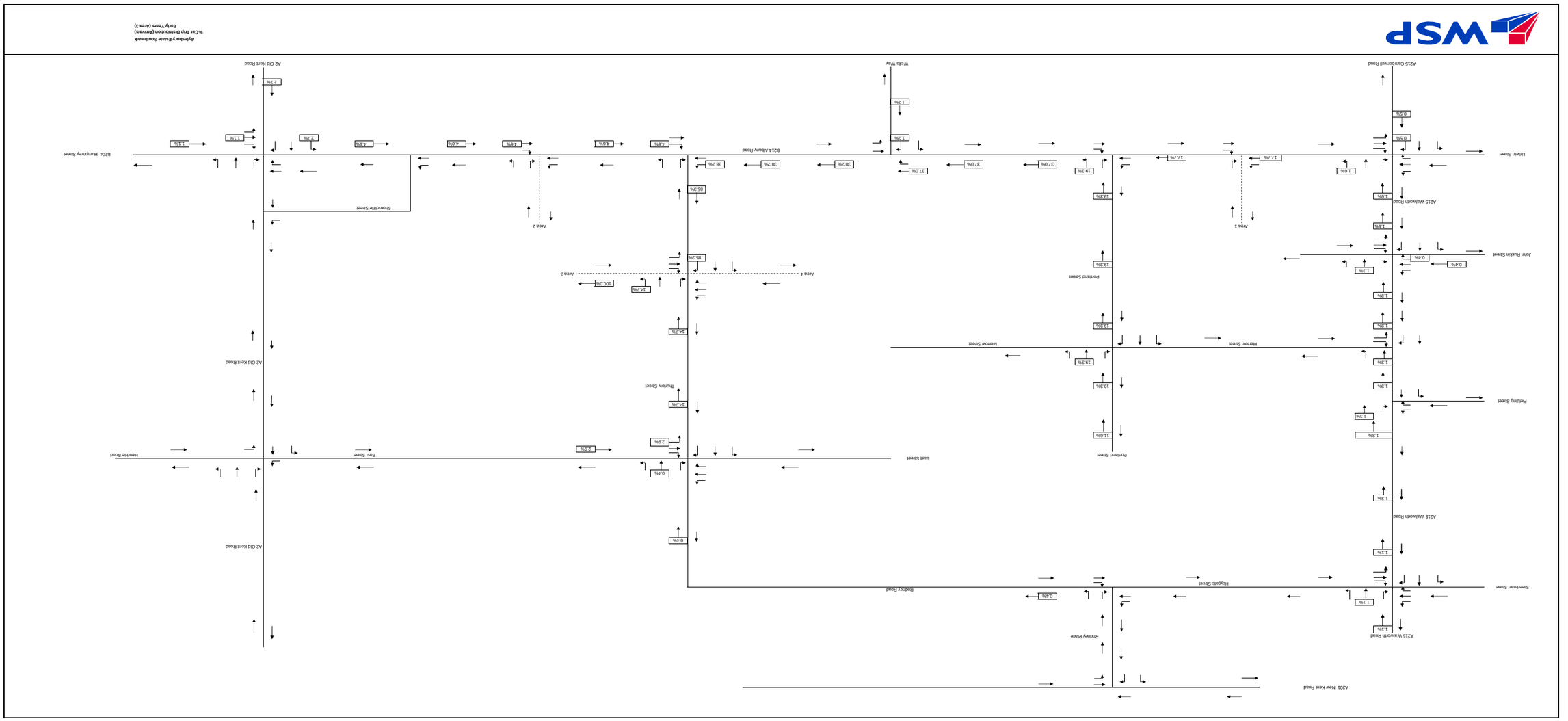
Aylesbury Estate Southwark
Car Trips
Early Years (Area 4)
AM Peak (08:00-09:00)



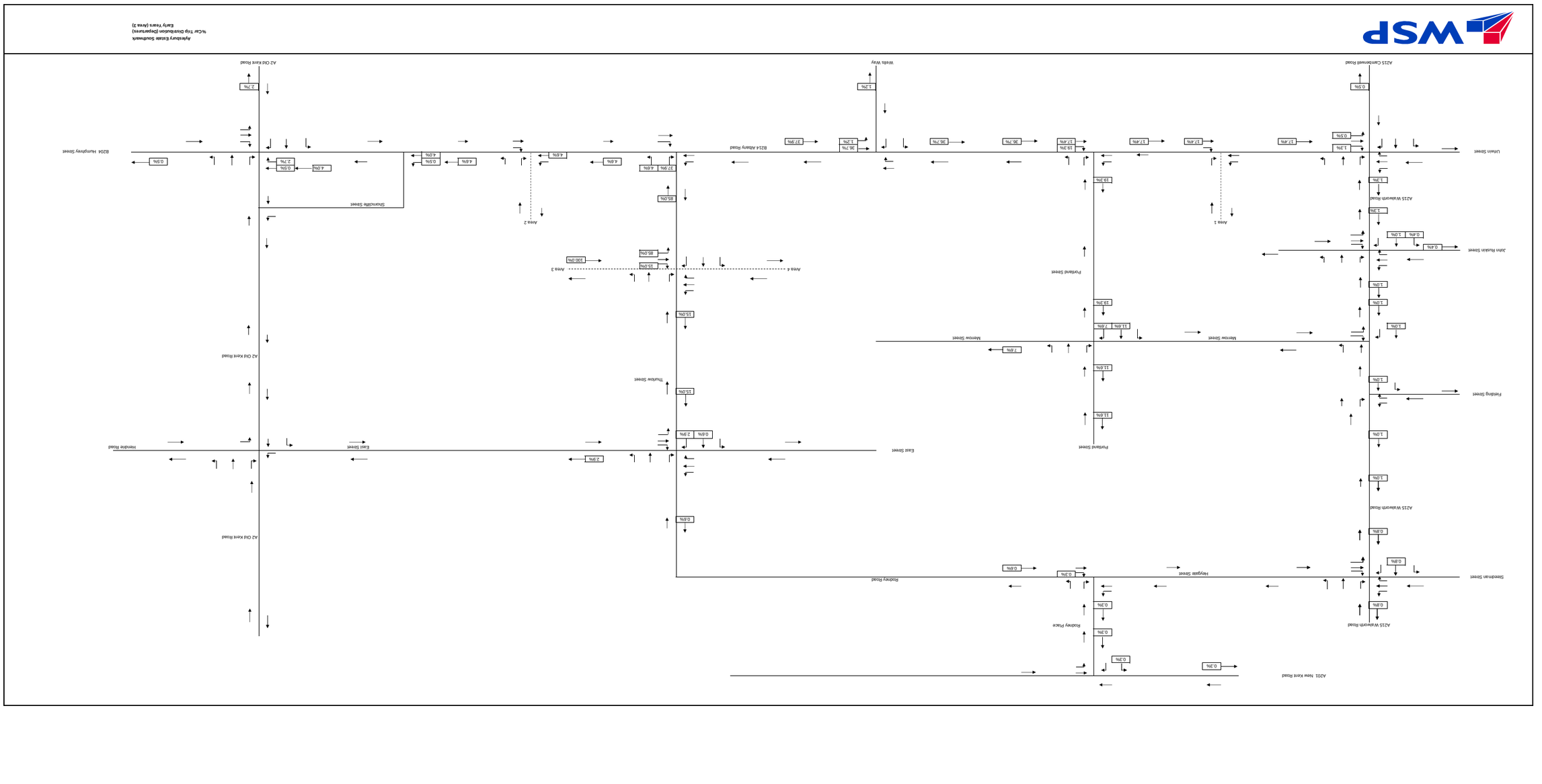
%Area Covered	38%
Arrivals	3
Departures	0

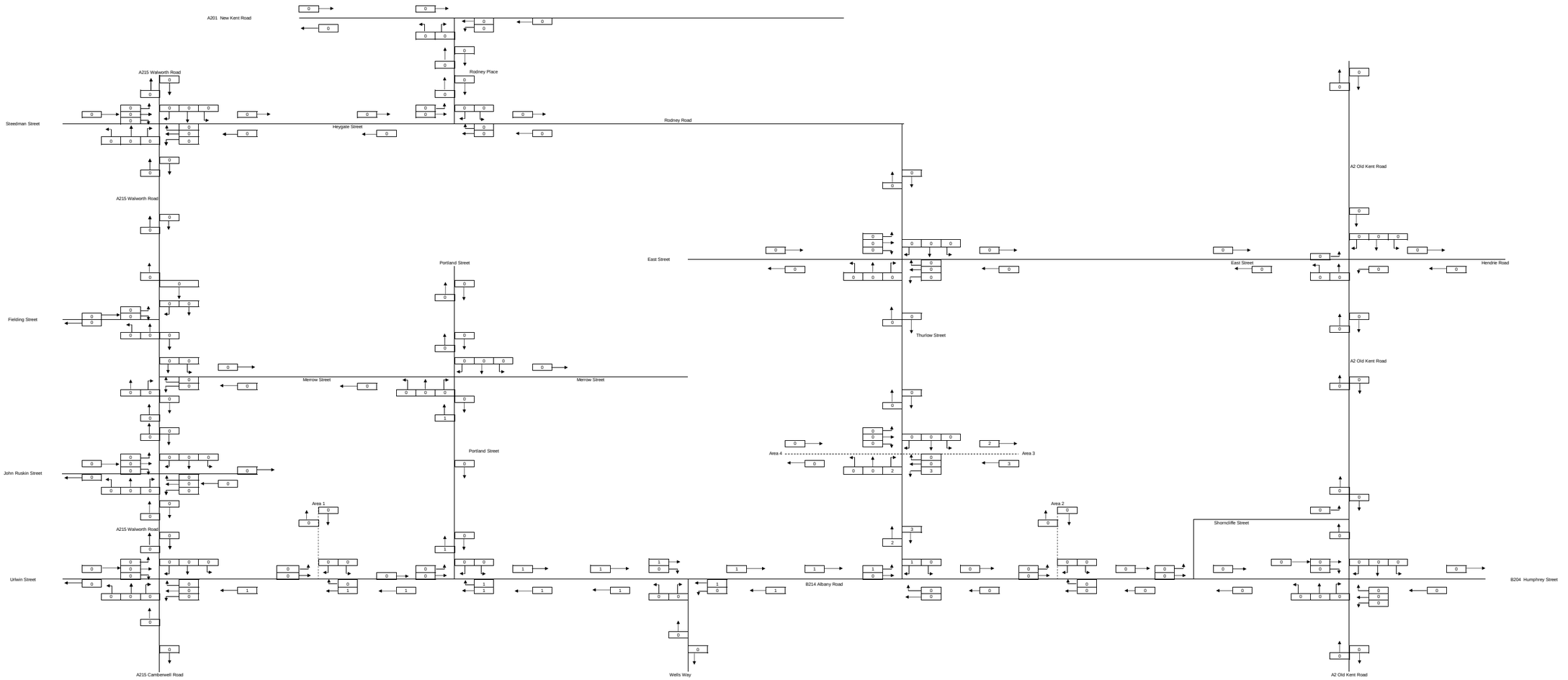
Aylesbury Estate Southwark
Car Trips
Early Years (Area 4)
PM Peak (17:00-18:00)

Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Early Years (Area 3)



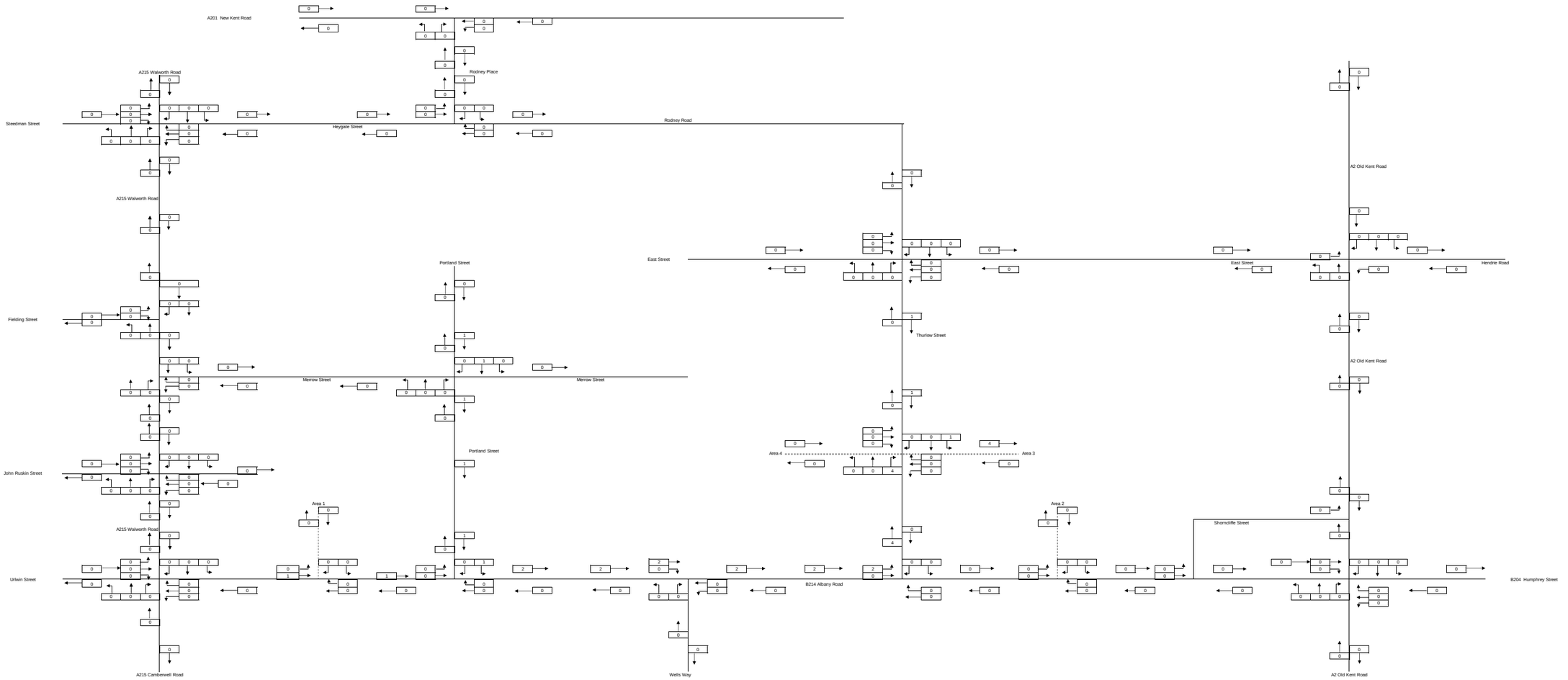
Aylesbury Estate Southwark
% Car Trip Distribution (Departures)
Early Years (Area 3)





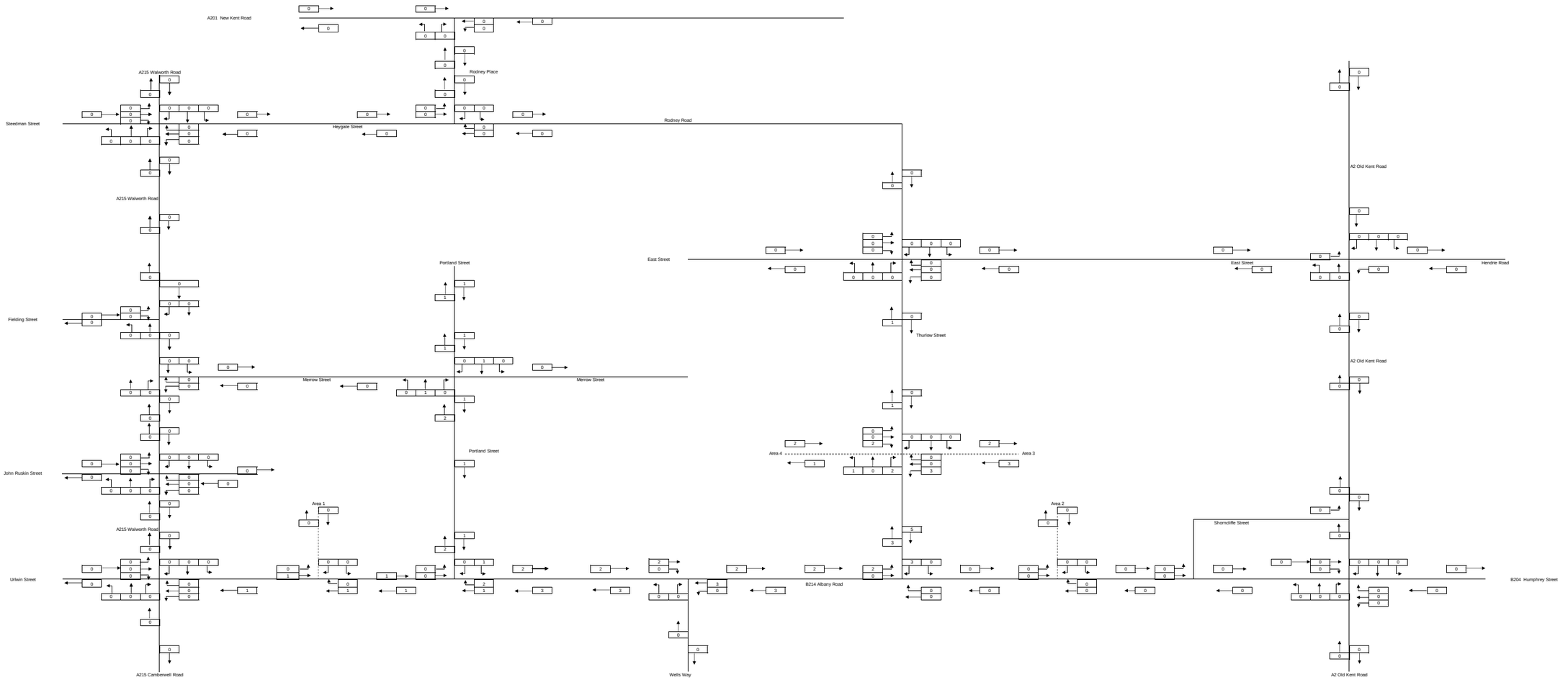
%Area Covered	62%
Arrivals	2
Departures	3

Aylesbury Estate Southwark
Car Trips
Early Years (Area 3)
AM Peak (08:00-09:00)



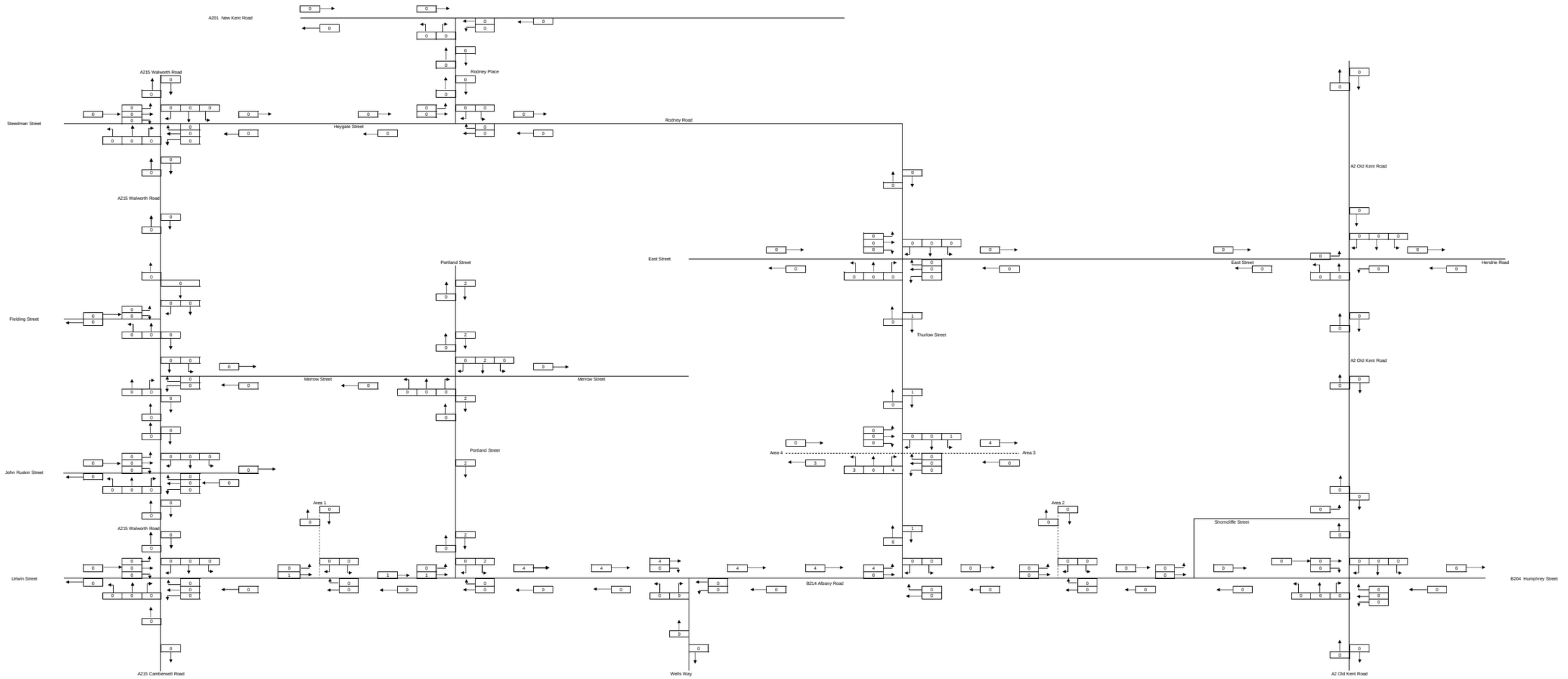
%Area Covered	62%
Arrivals	4
Departures	0

Aylesbury Estate Southwark
Car Trips
Early Years (Area 3)
AM Peak (08:00-09:00)



Arrivals	4
Departures	5

Aylesbury Estate Southwark
Car Trips
Early Years Total
AM Peak (08:00-09:00)

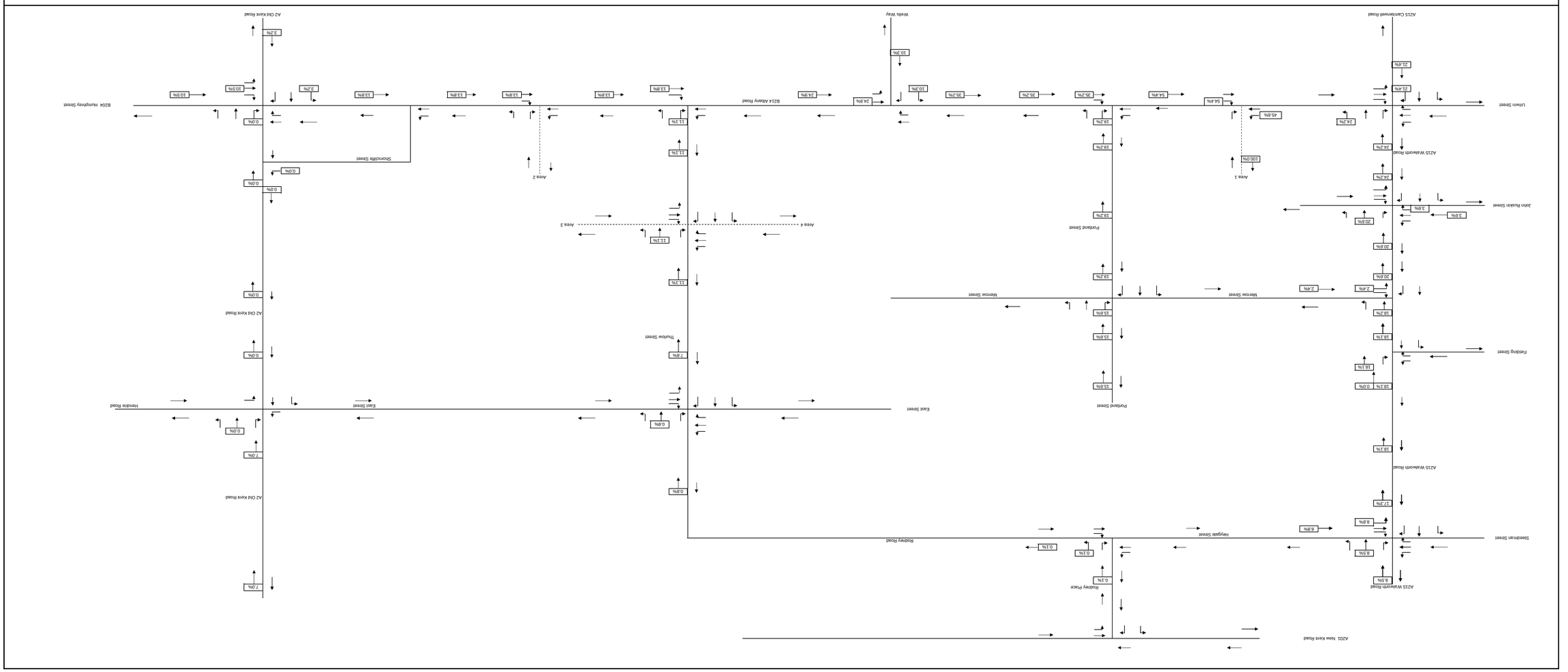


Arrivals	7
Departures	1

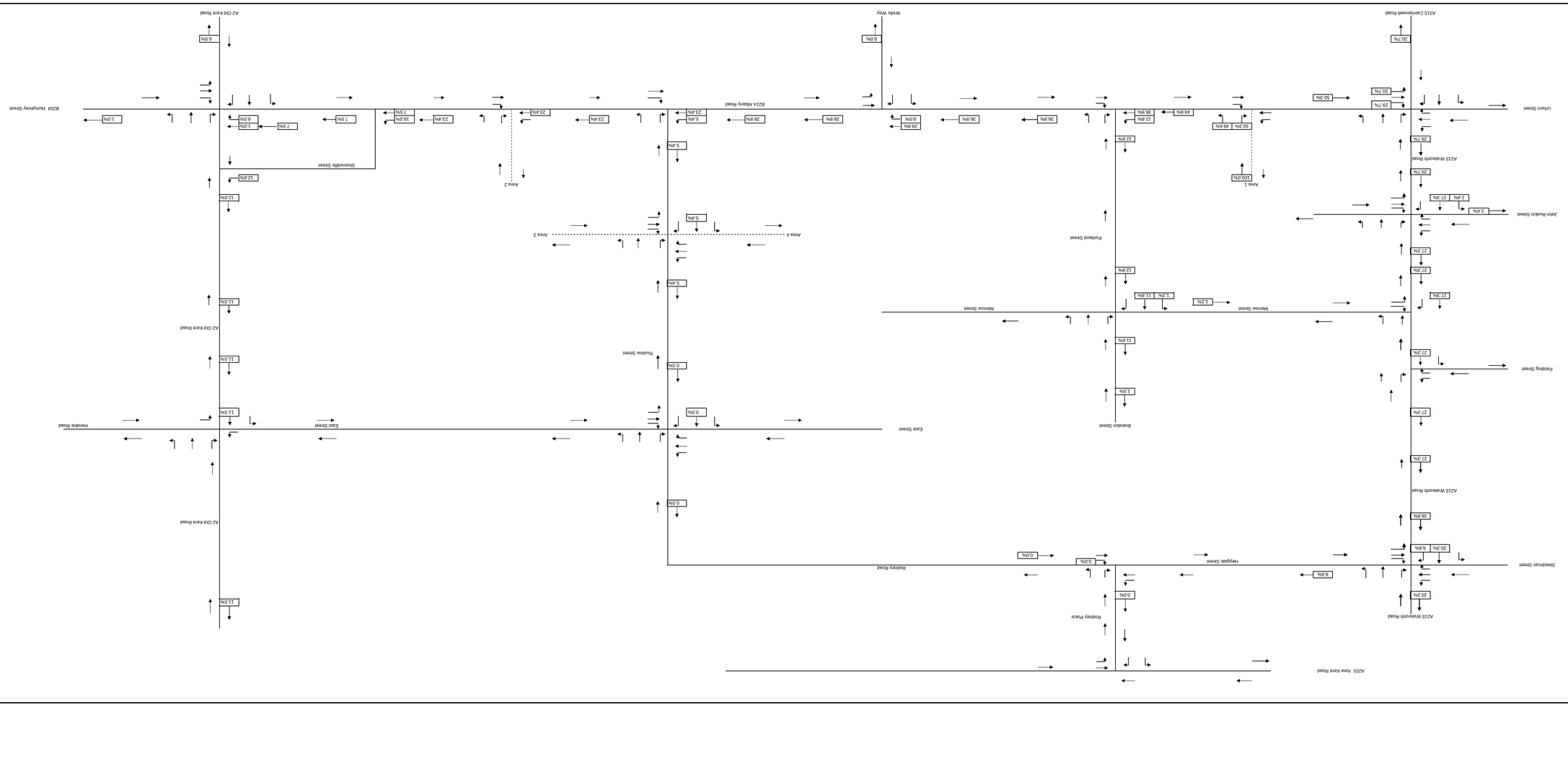
Aylesbury Estate Southwark
Car Trips
Early Years Total
PM Peak (17:00-18:00)

WSP

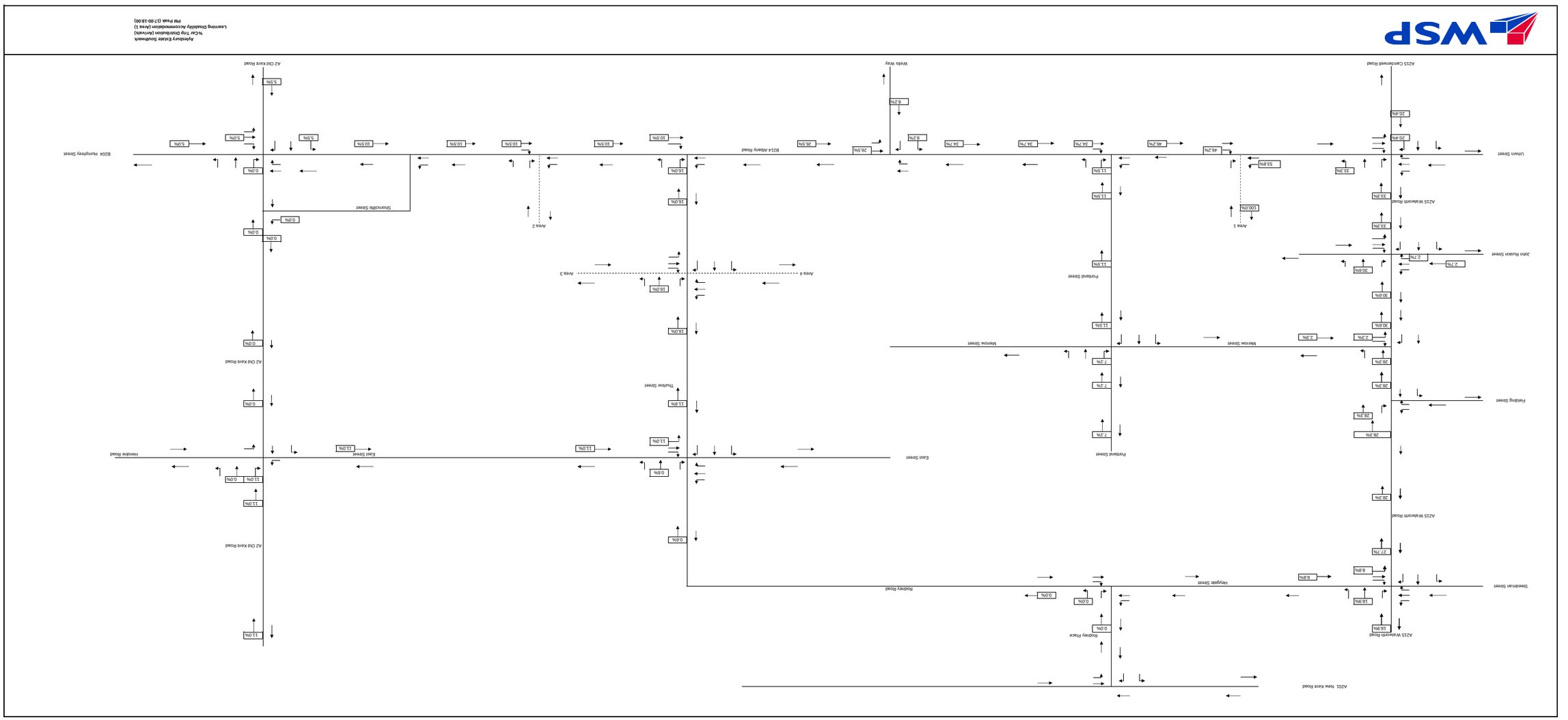
Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Learning Disability Accommodation (Area 1)
AM Peak (08:00-09:00)

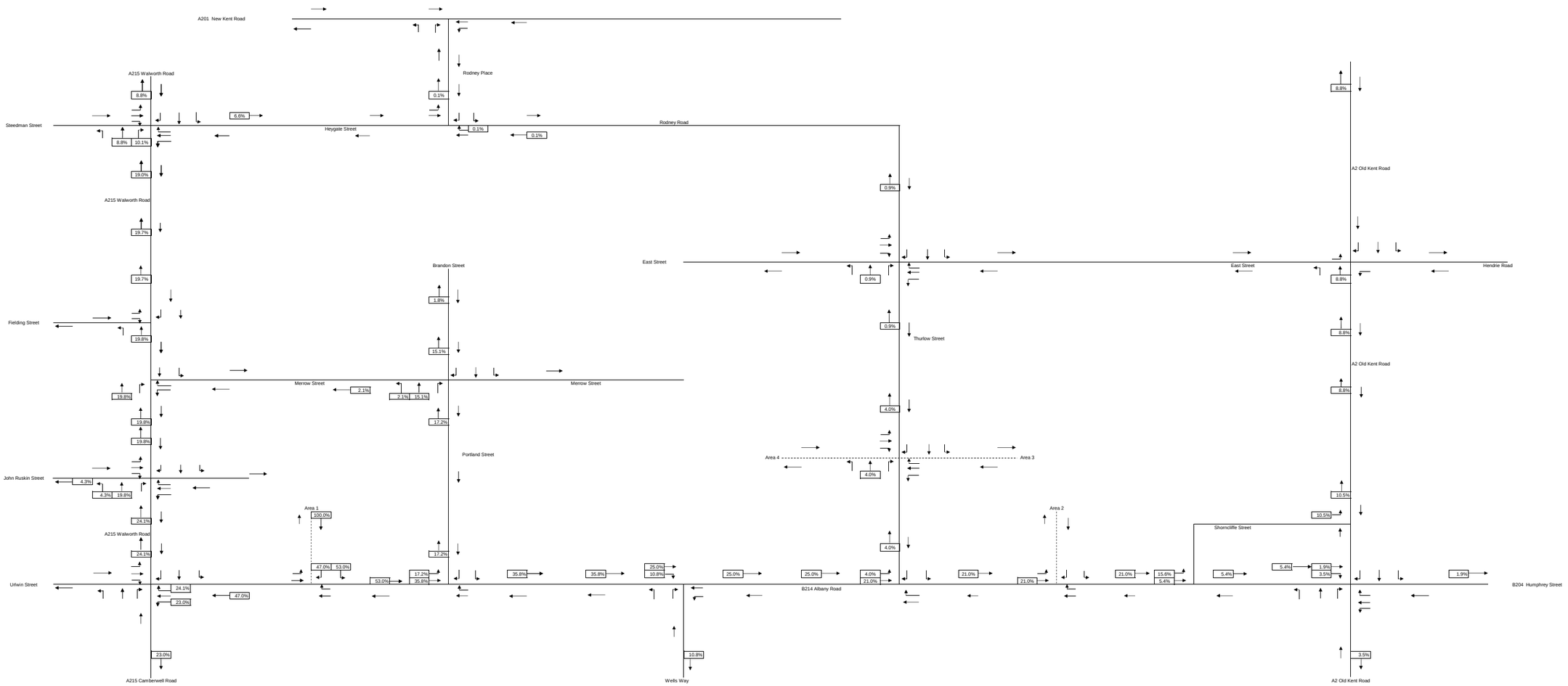


Aylesbury Estate Southwark
%CAV Trip Distribution (Departures)
Learning Disability Accommodation (Area 1)
AM Peak (08:00-09:00)



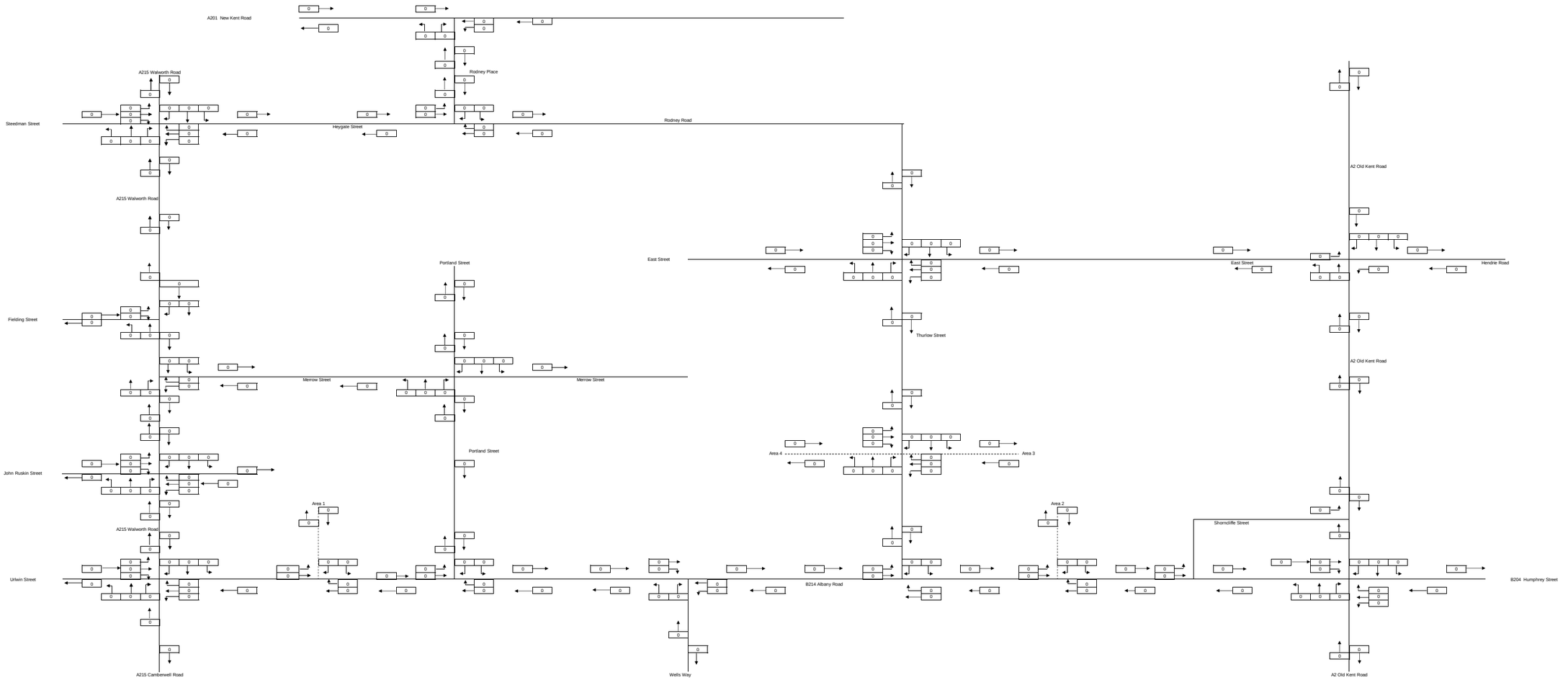
Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Learning Disability Accommodation (Area 1)
PM Peak (17:00-18:00)





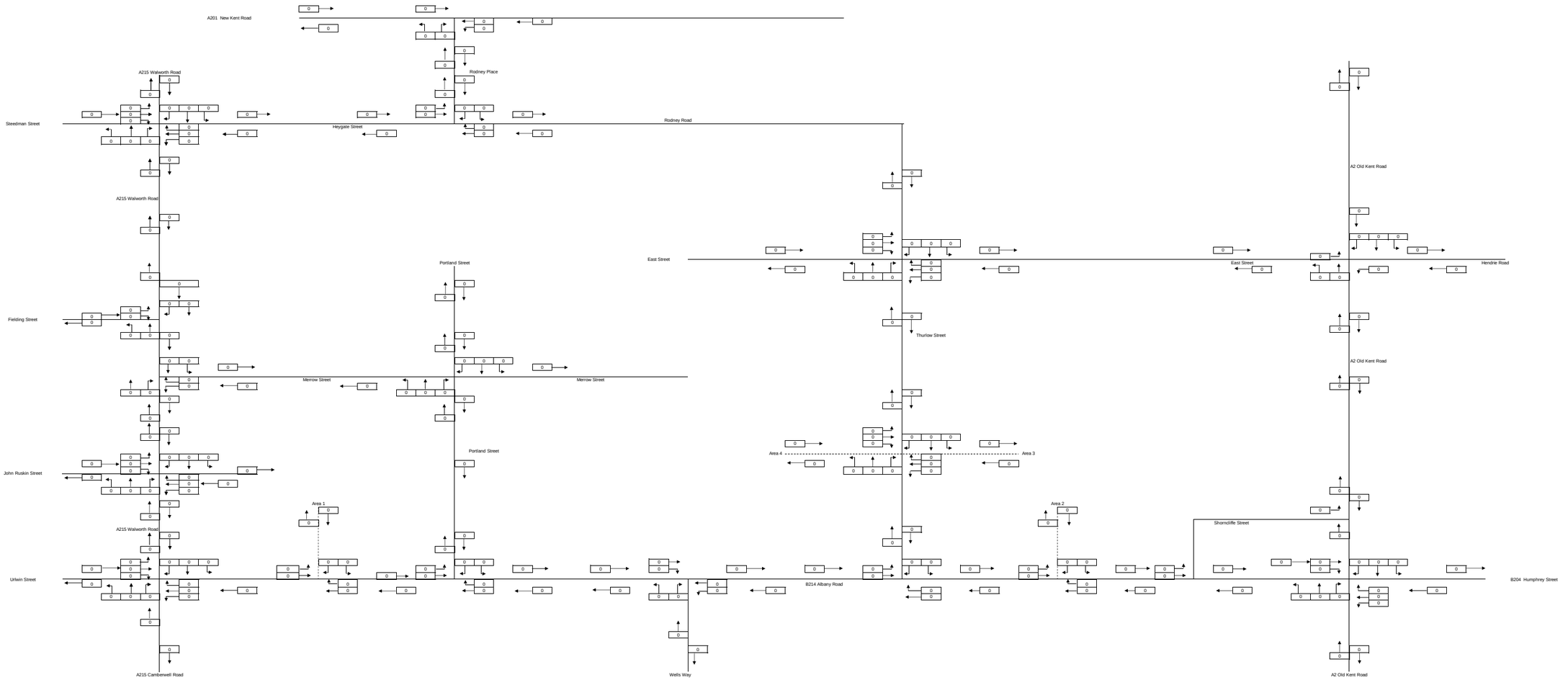
WSP

Aylesbury Estate Southwark
%Car Trip Distribution (Departures)
Learning Disability Accommodation (Area 1)
PM Peak (17:00-18:00)



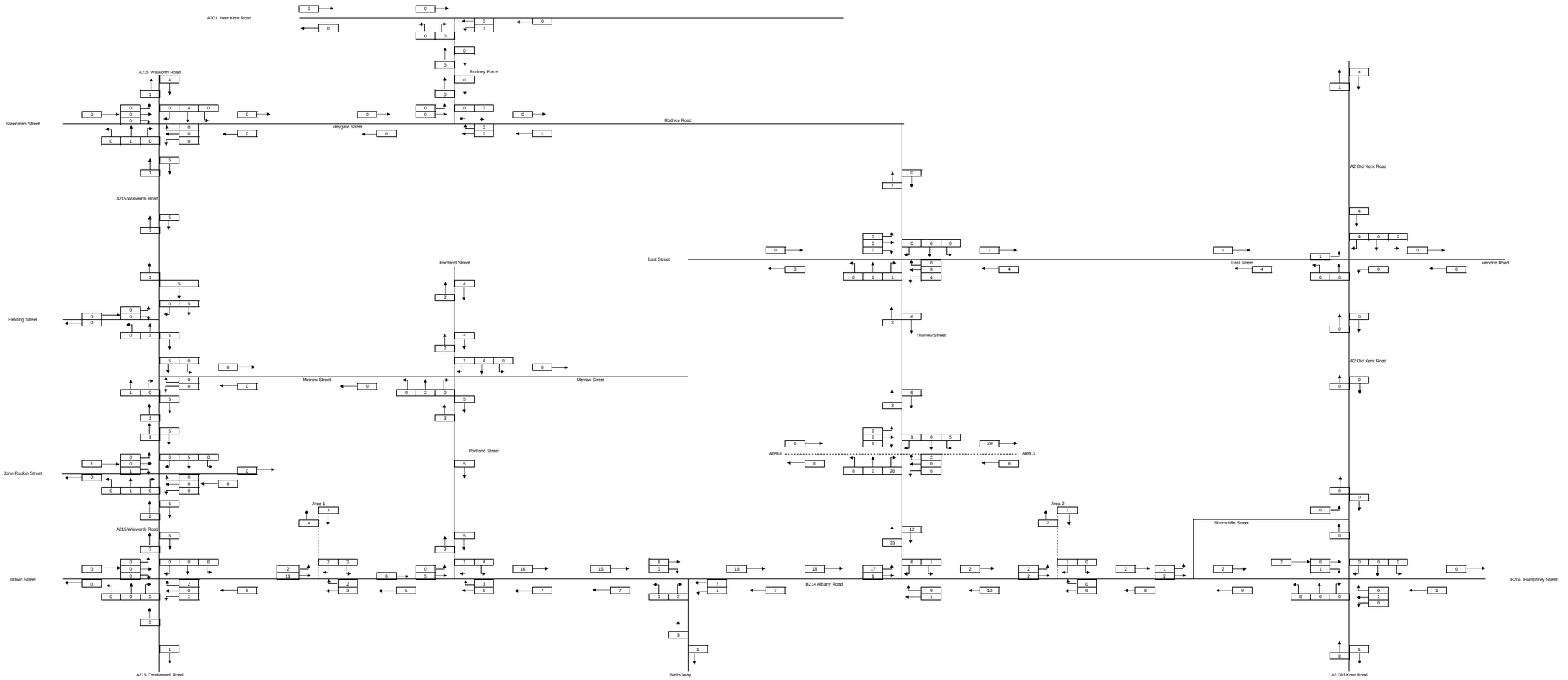
Arrivals	0
Departures	0

Aylesbury Estate Southwark
Car Trips
Learning Disability Accommodation (Area 1)
AM Peak (08:00-09:00)



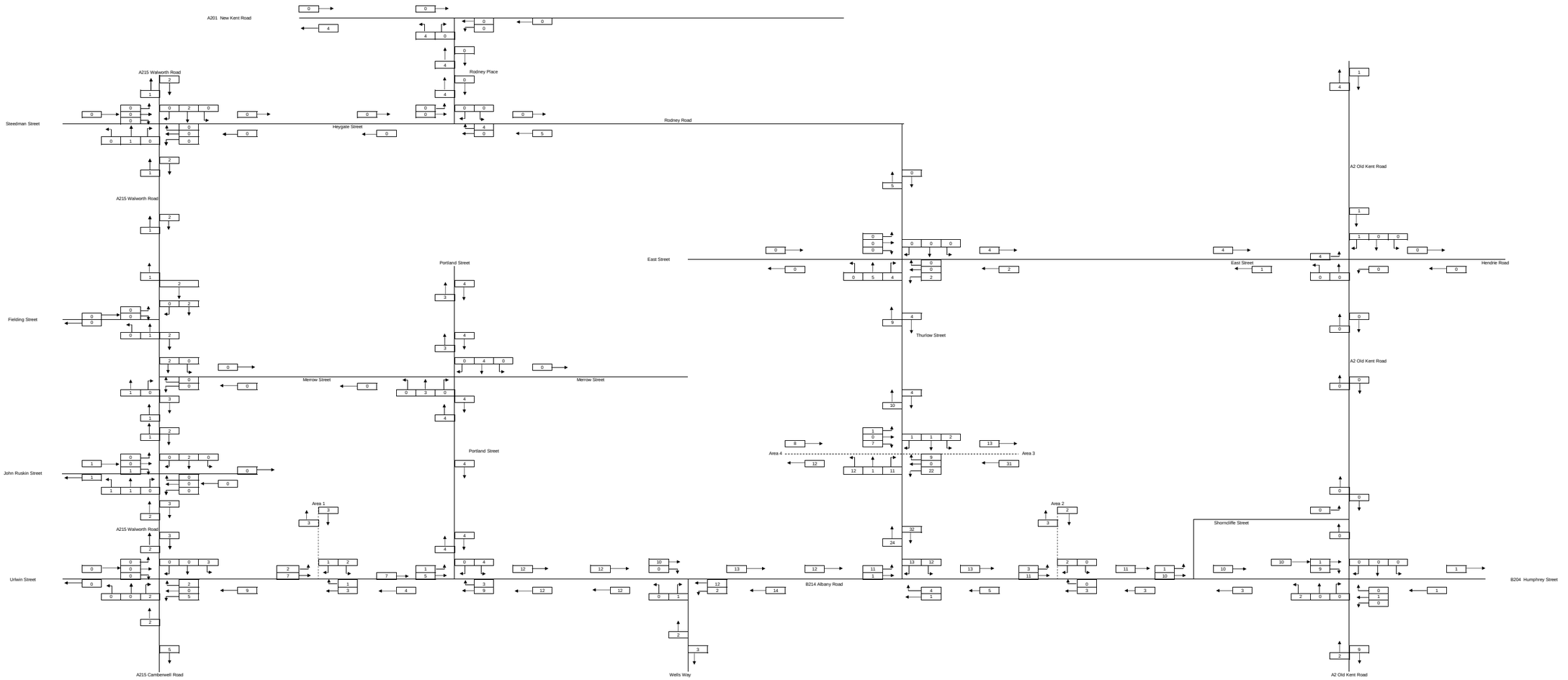
Arrivals	0
Departures	0

Aylesbury Estate Southwark
Car Trips
Learning Disability Accommodation (Area 1)
PM Peak (17:00-18:00)



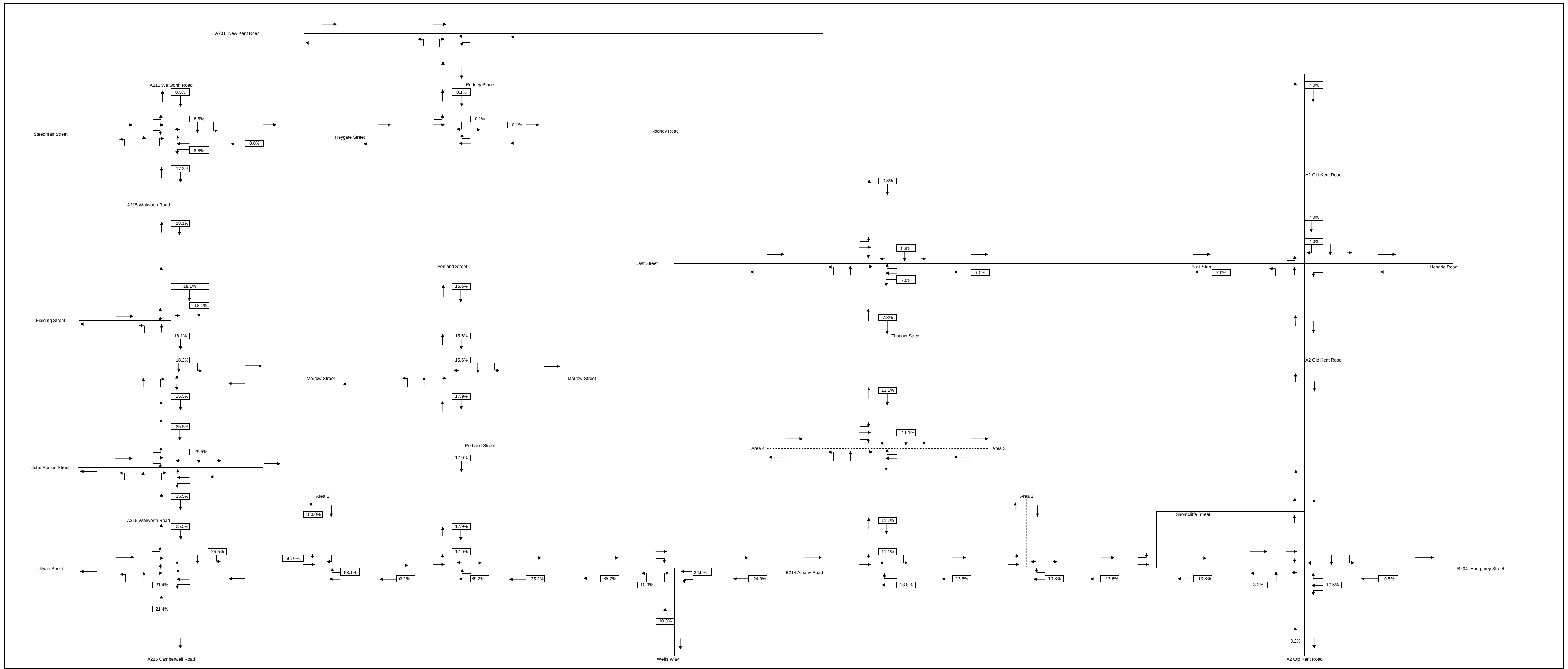
Arrivals	43
Departures	19

Aylesbury Estate Southwark
Car Trips
Non Residential Development Total
AM Peak (08:00-09:00)

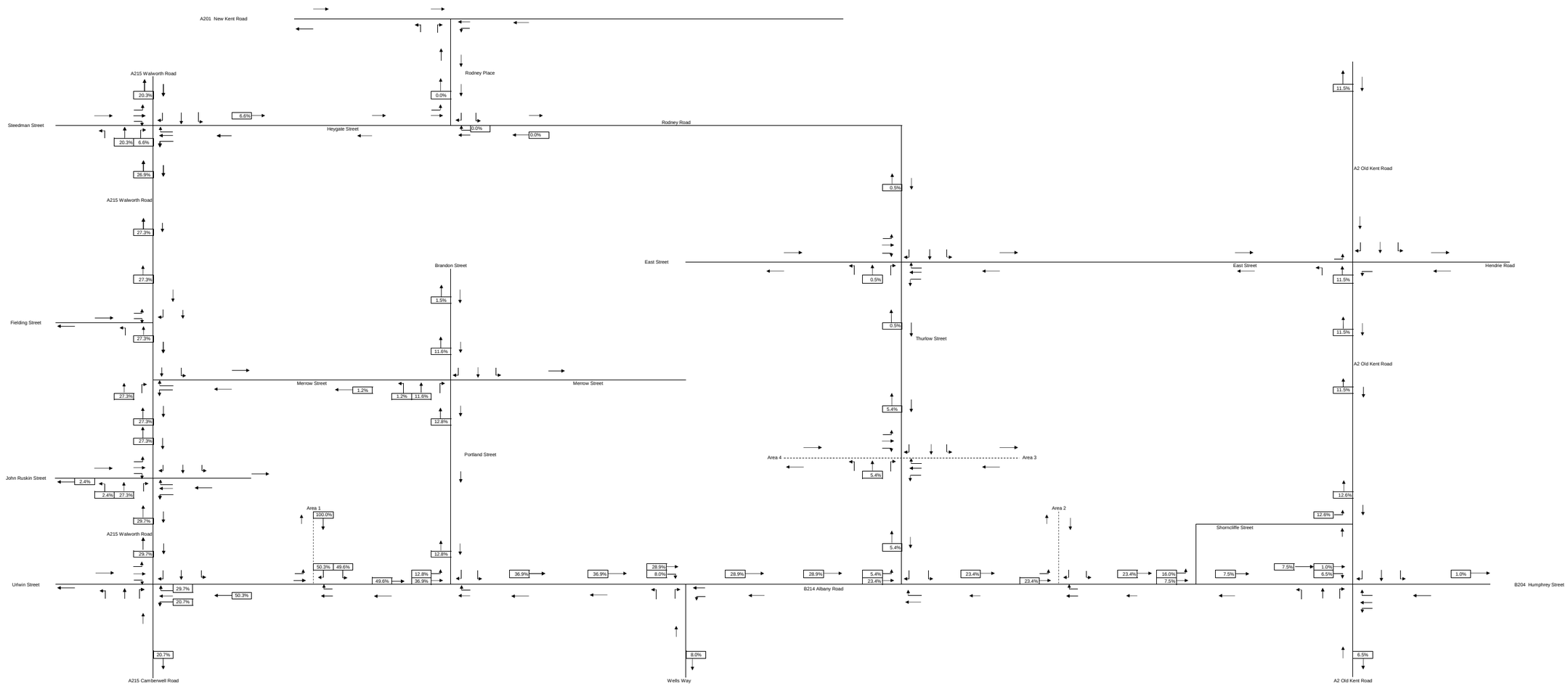


Arrivals	31
Departures	44

Aylesbury Estate Southwark
Car Trips
Non Residential Development Total
PM Peak (17:00-18:00)



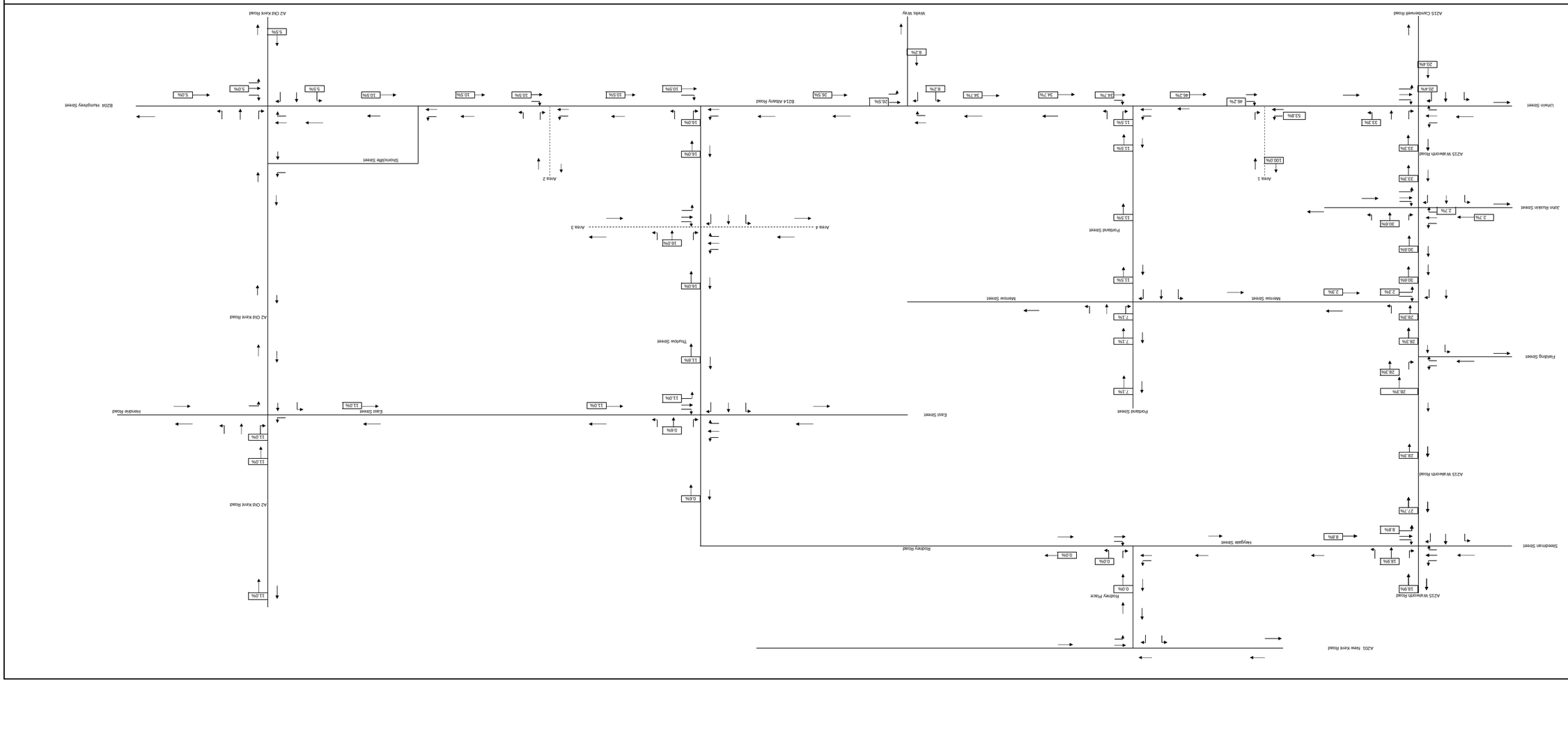
Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Development Area 1
AM Peak (08:00-09:00)

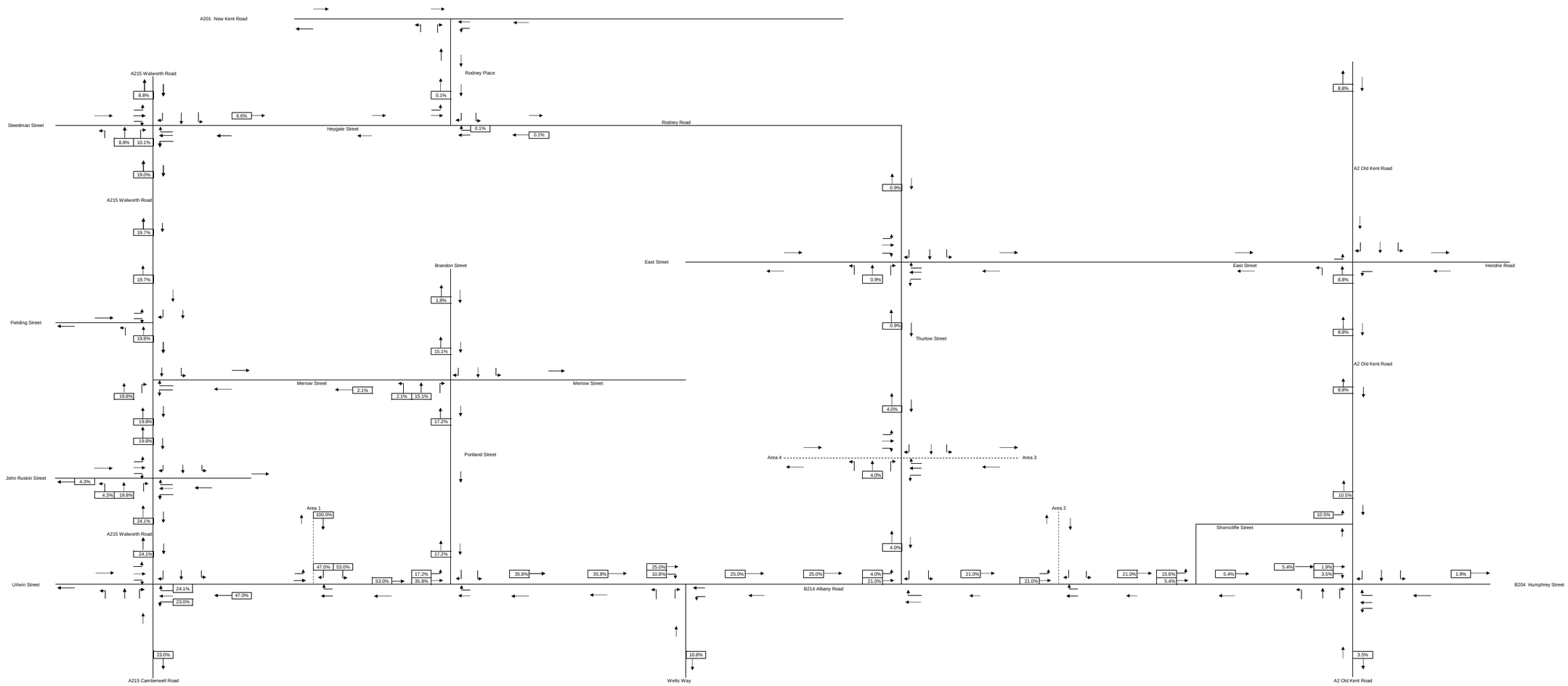


Aylesbury Estate Southwark
%Car Trip Distribution (Departures)
Development Area 1
AM Peak (08:00-09:00)

WSP

Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Development Area 1
PM Peak (17:00-18:00)

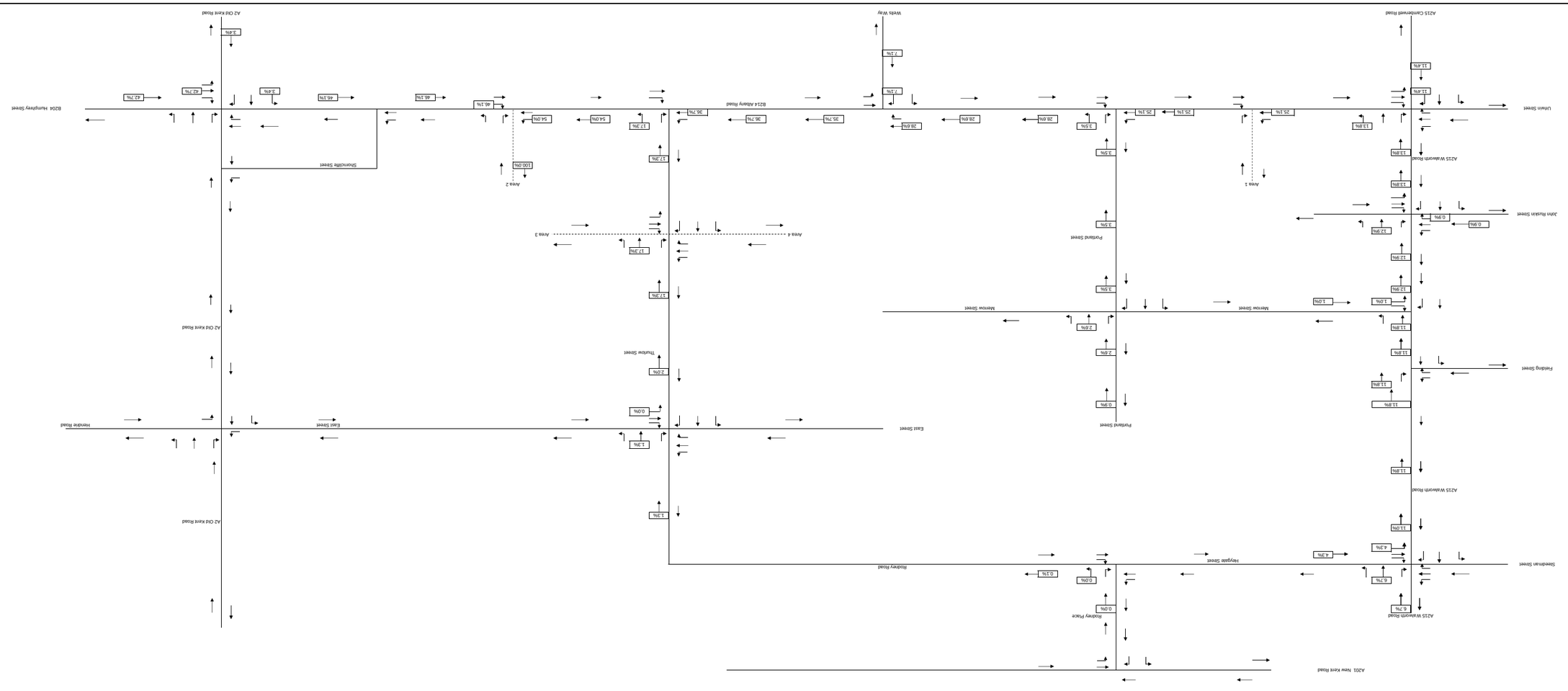


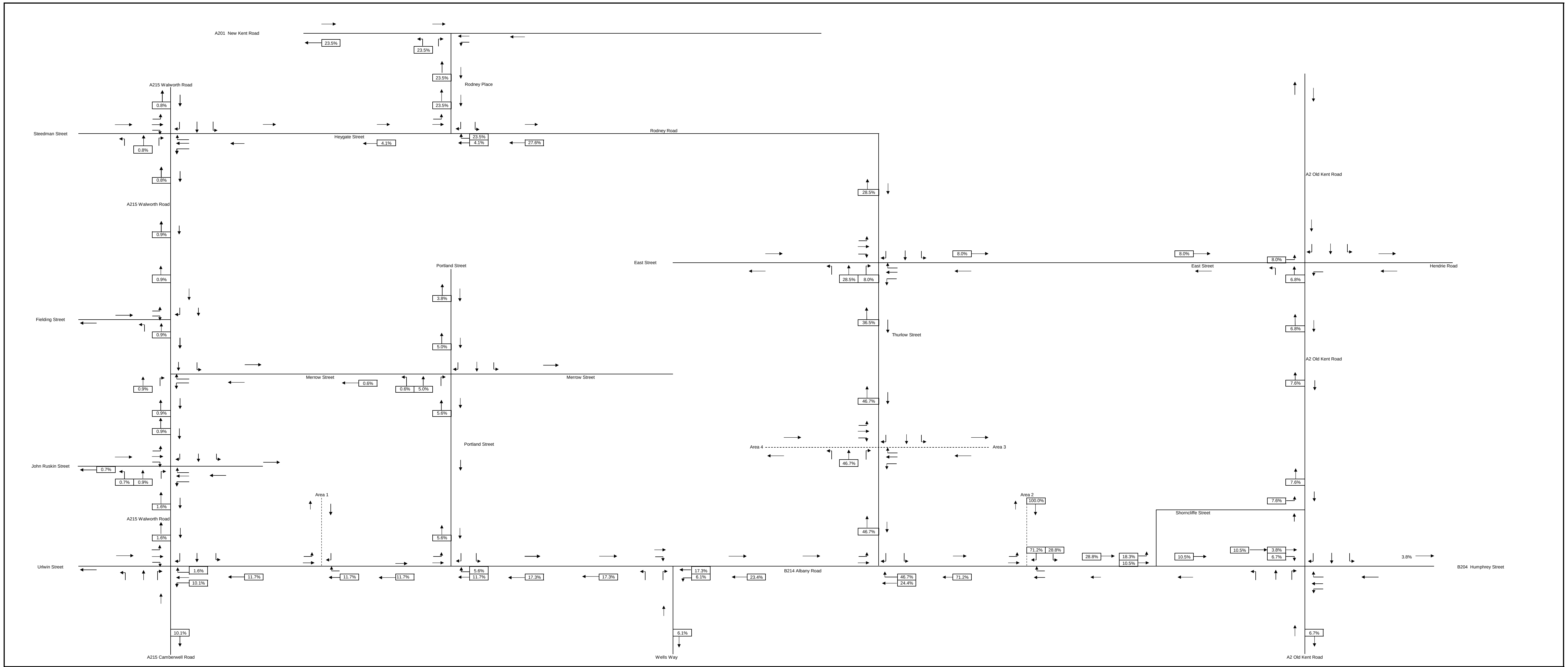


WSP

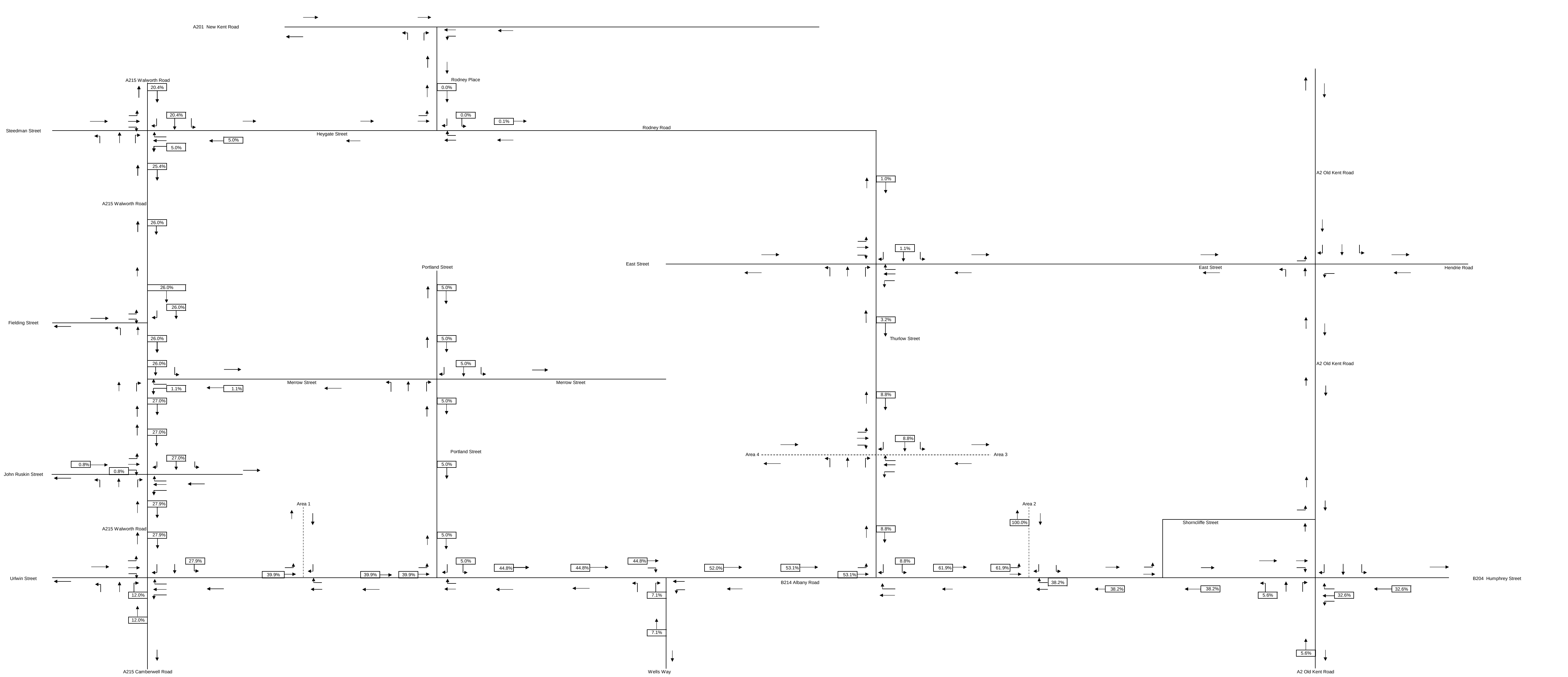
Aylesbury Estate Southwark
%Car Trip Distribution (Departures)
Development Area 1
PM Peak (17:00-18:00)

Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Development Area 2
AM Peak (08:00-09:00)

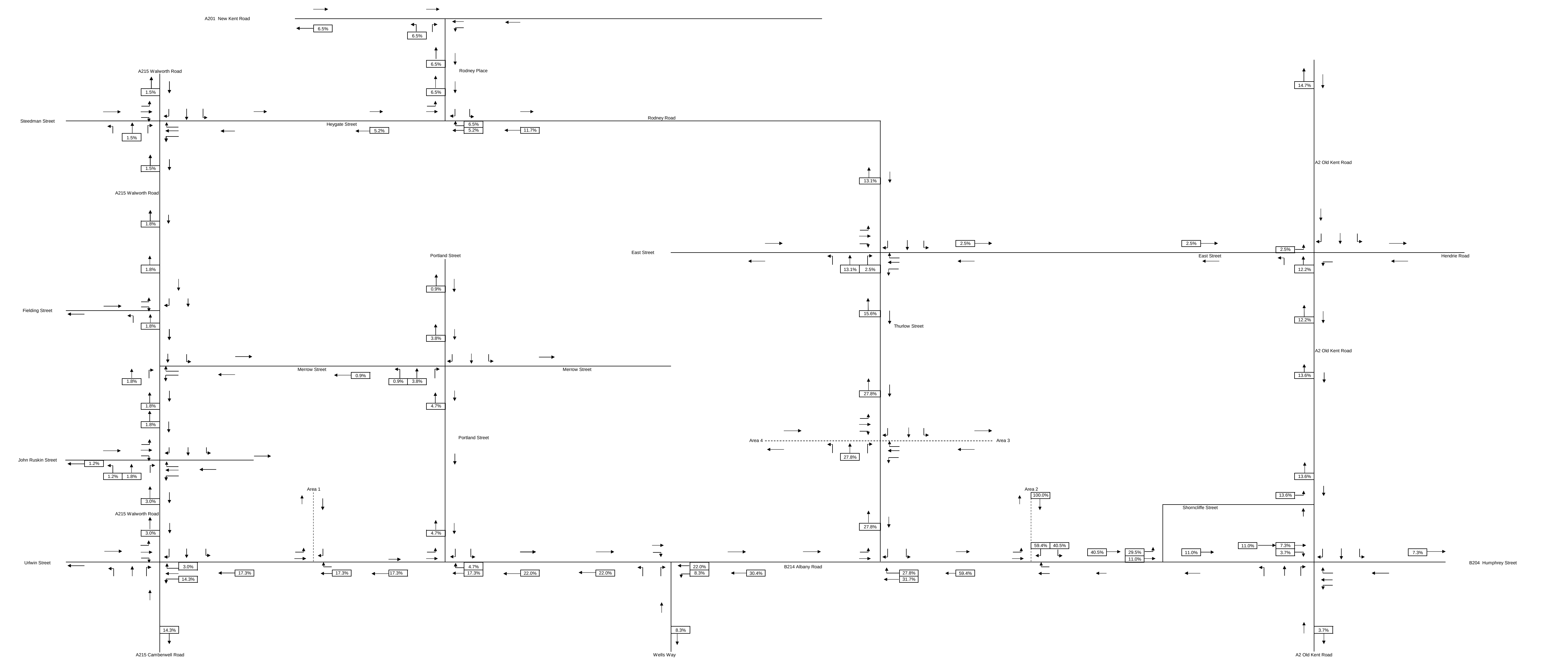




Aylesbury Estate Southwark
%Car Trip Distribution (Departures)
Development Area 2
AM Peak (08:00-09:00)

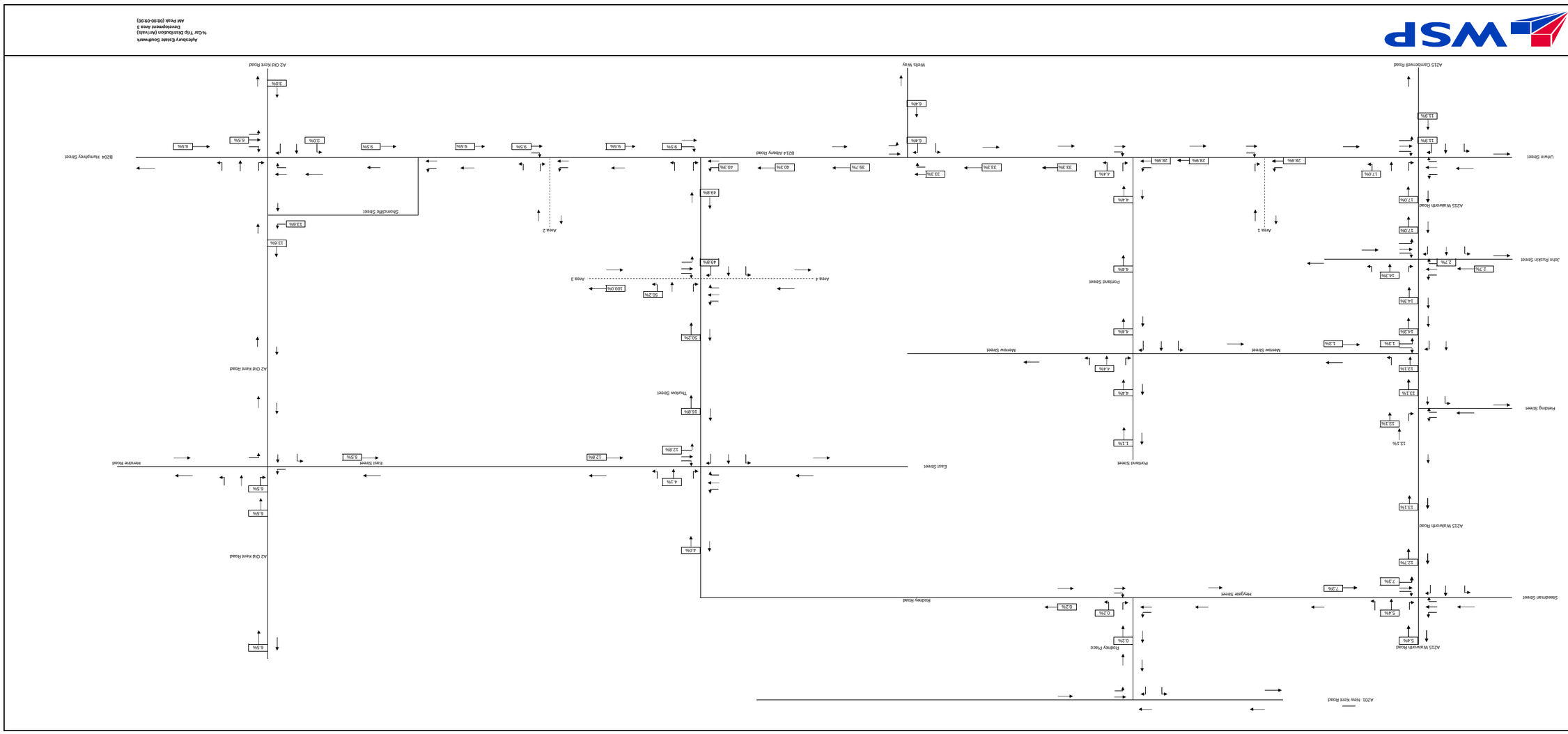


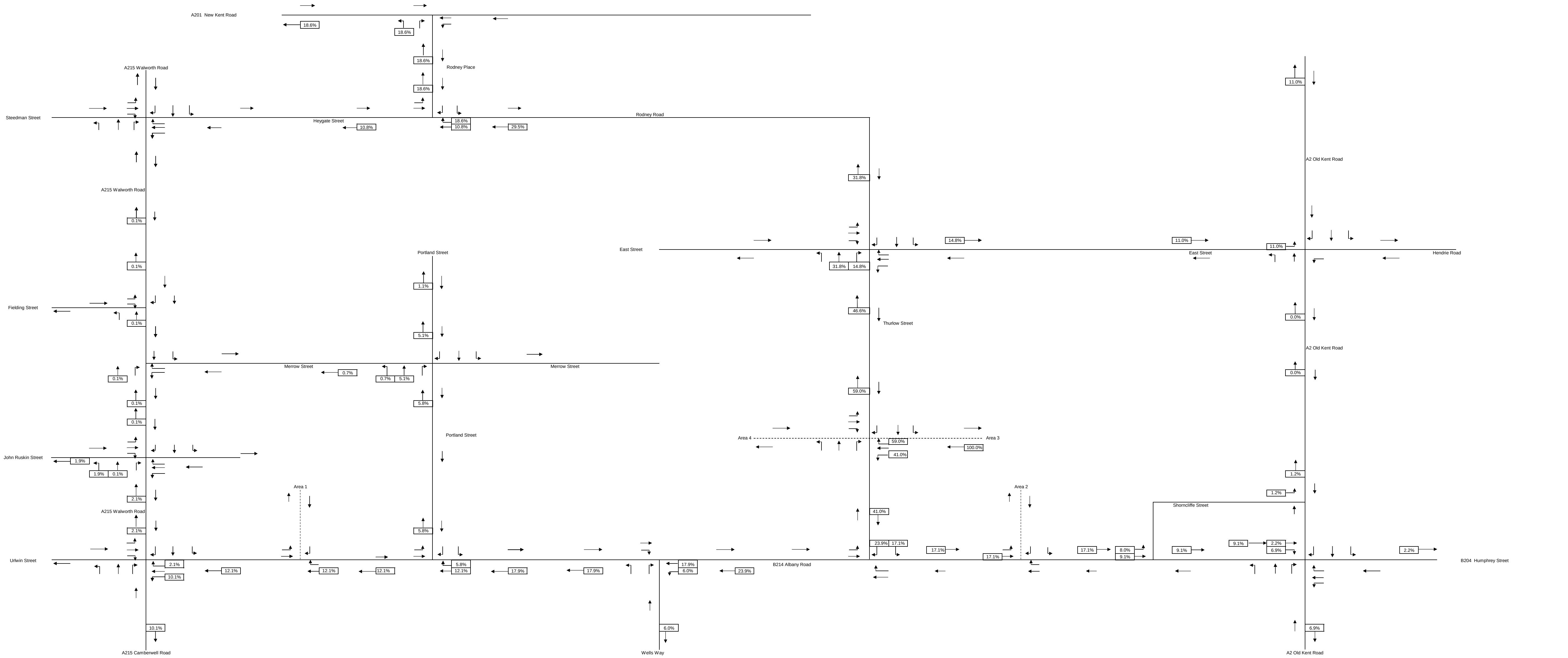
Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Development Area 2
PM Peak (17:00-18:00)



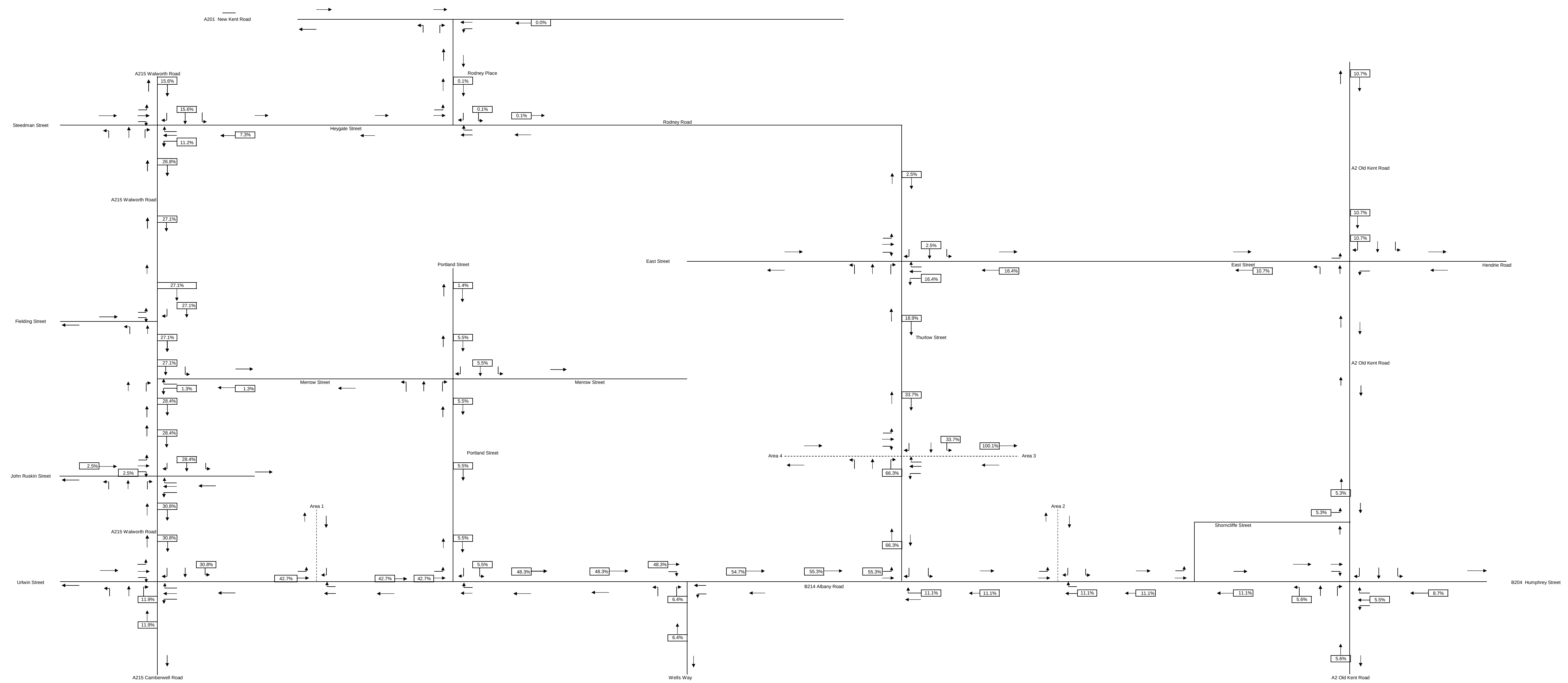
Aylesbury Estate Southwark
%Car Trip Distribution (Departures)
Development Area 2
PM Peak (17:00-18:00)

Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Development Area 3
AM Peak (08:00-09:00)

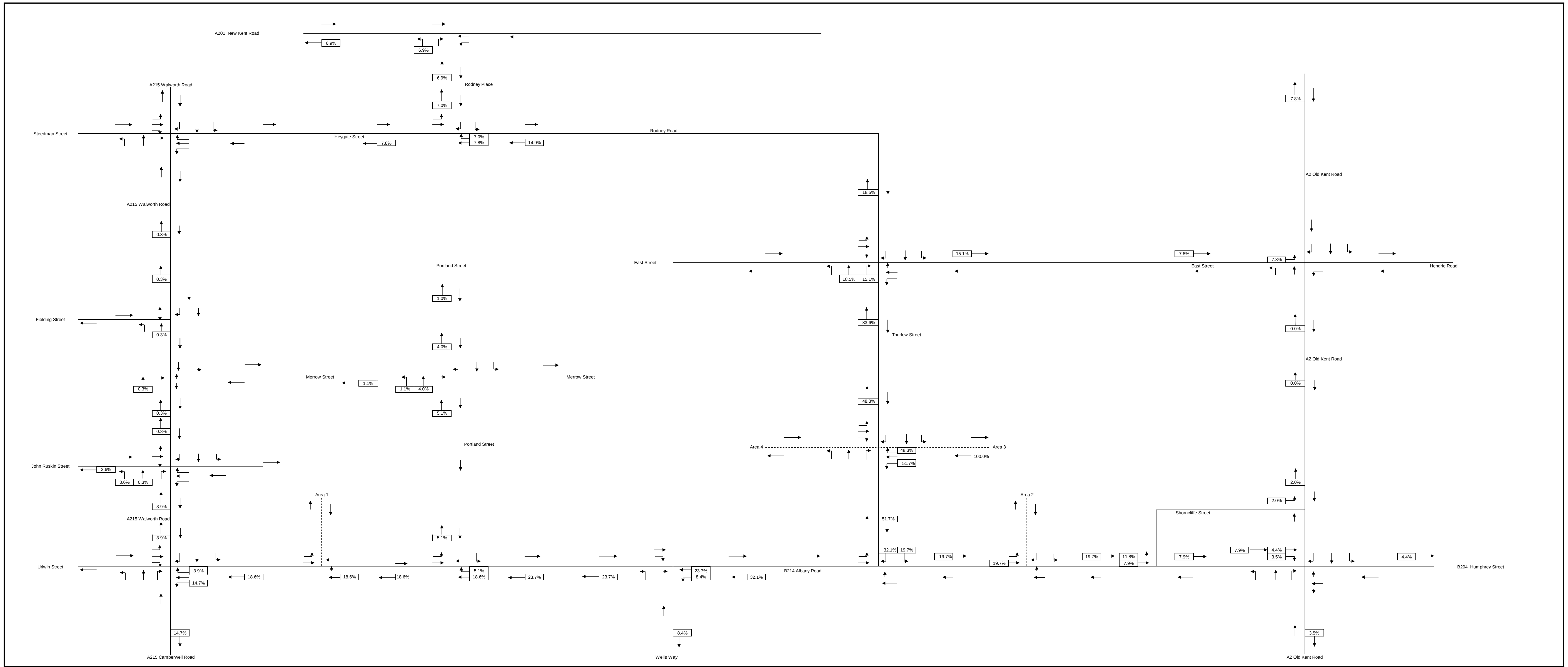




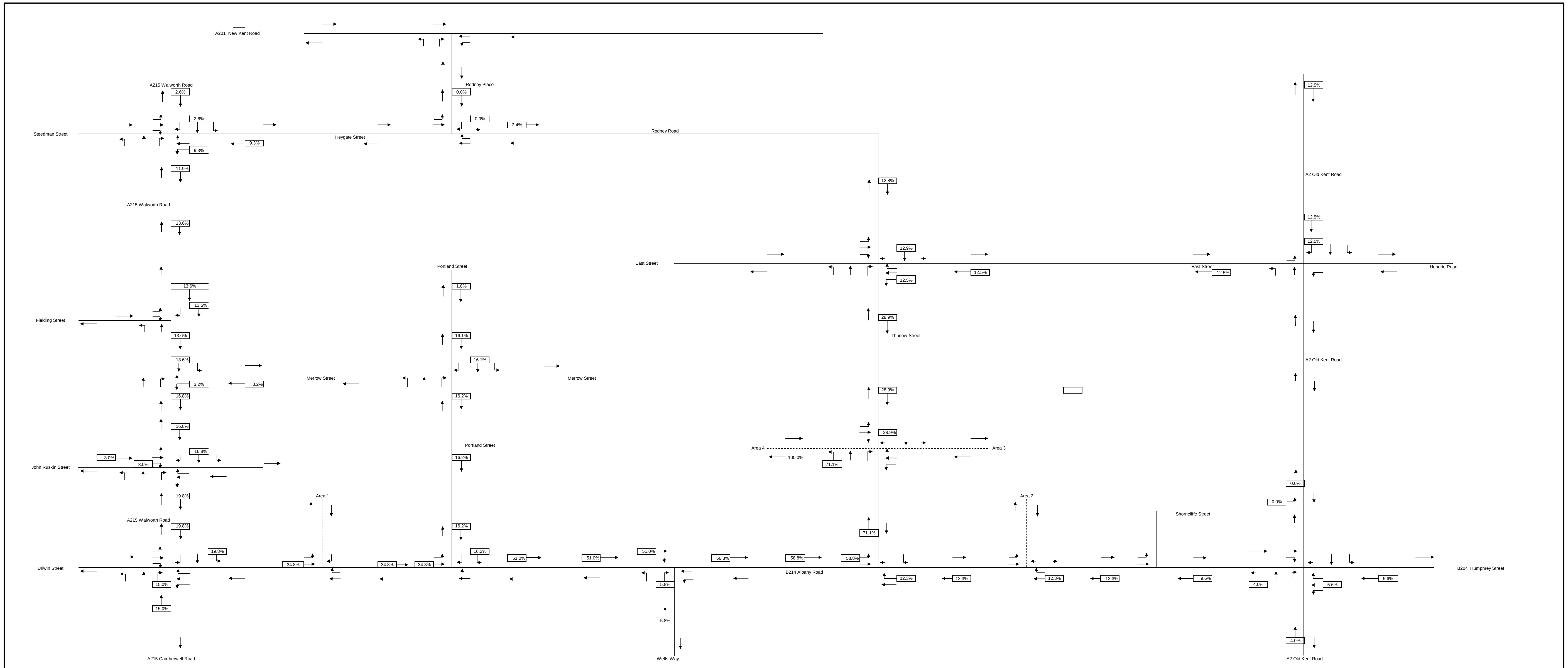
Aylesbury Estate Southwark
%Car Trip Distribution (Departures)
Development Area 3
AM Peak (08:00-09:00)



Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Development Area 3
PM Peak (17:00-18:00)

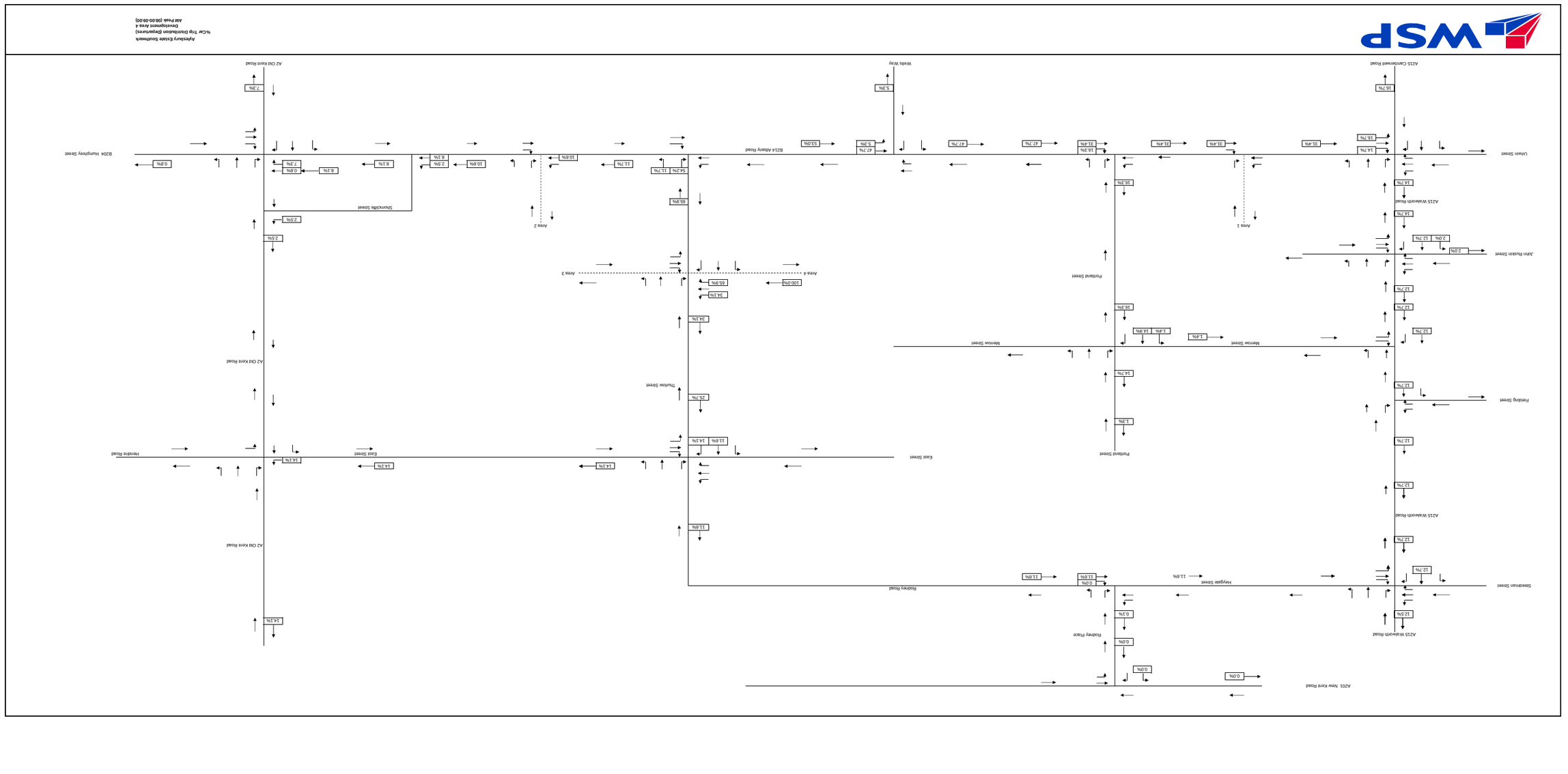


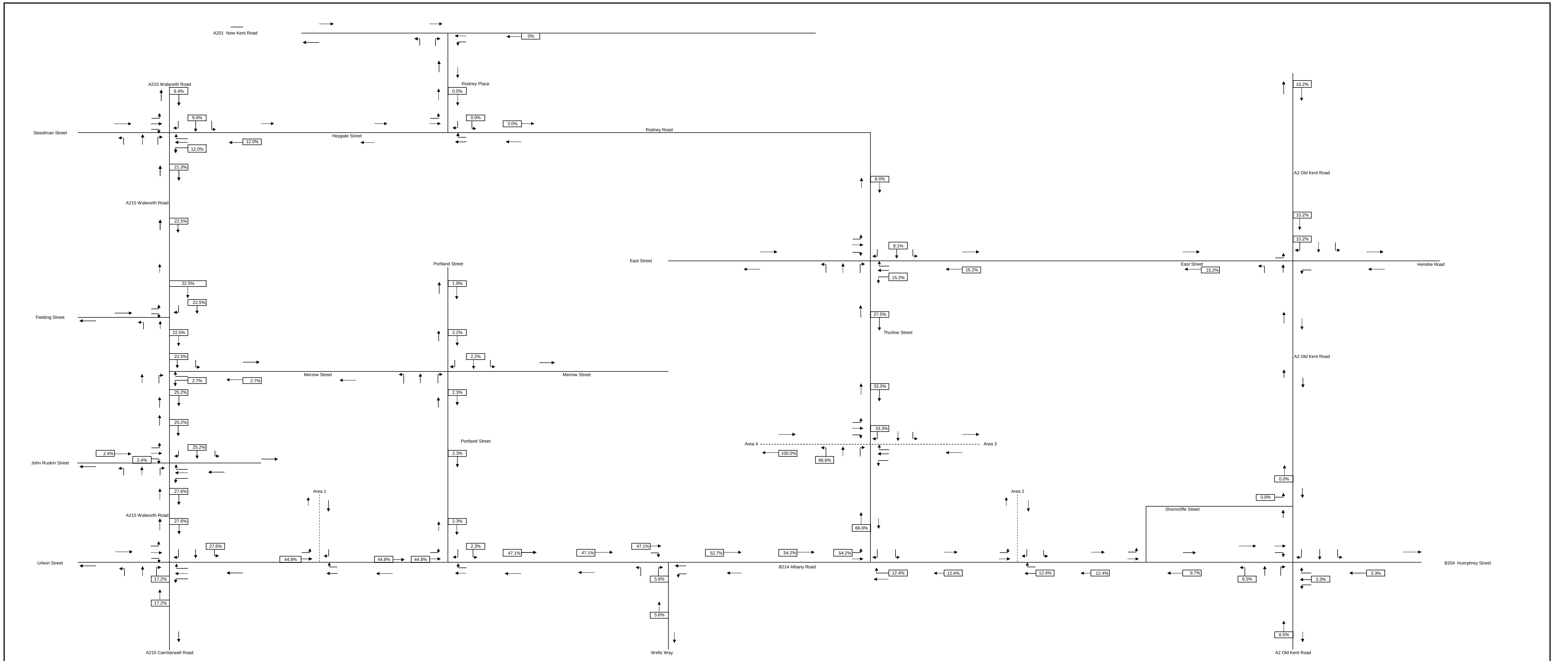
Aylesbury Estate Southwark
%Car Trip Distribution (Departures)
Development Area 3
PM Peak (17:00-18:00)



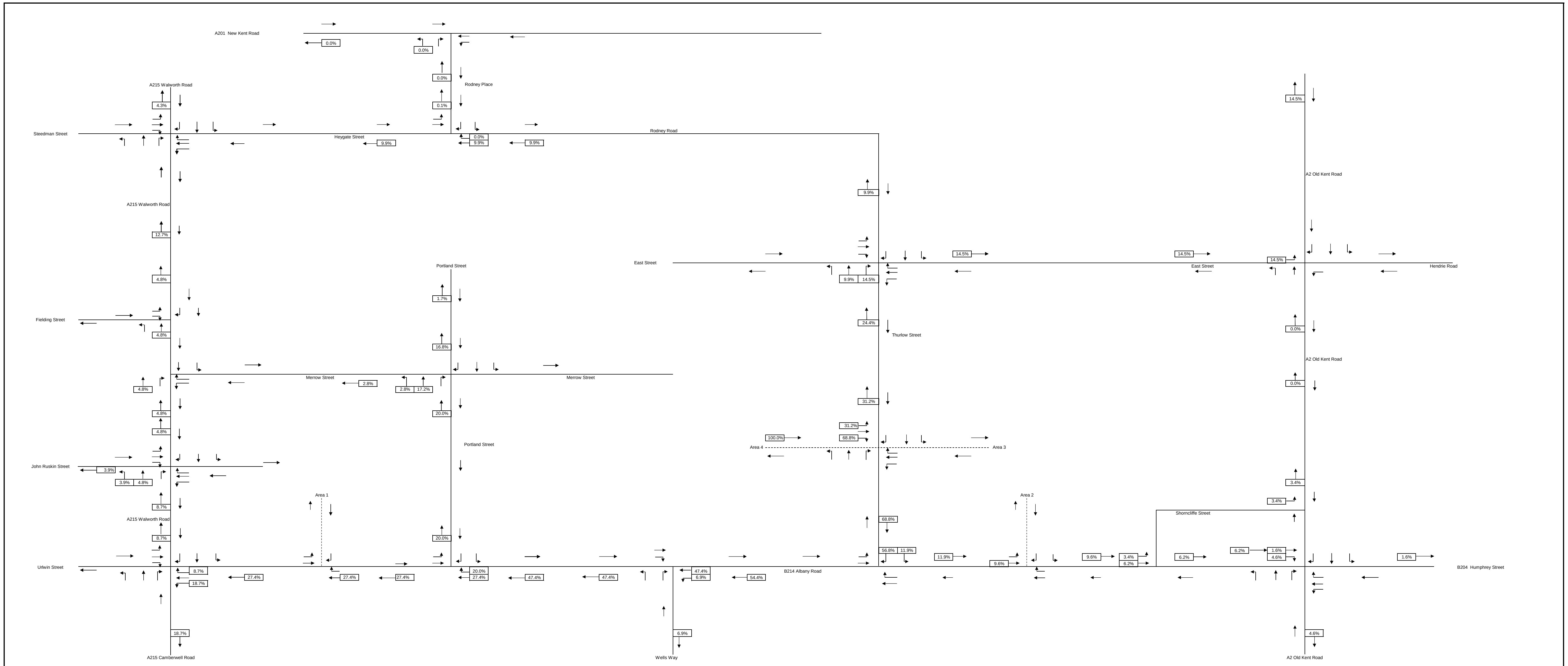
Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Development Area 4
AM Peak (08:00-09:00)

Alfreton
Development Area 4
AM Peak (08:00-09:00)
% Car Trip Distribution (Departures)
Alfreton Estate Southwark





Aylesbury Estate Southwark
%Car Trip Distribution (Arrivals)
Development Area 4
PM Peak (17:00-18:00)

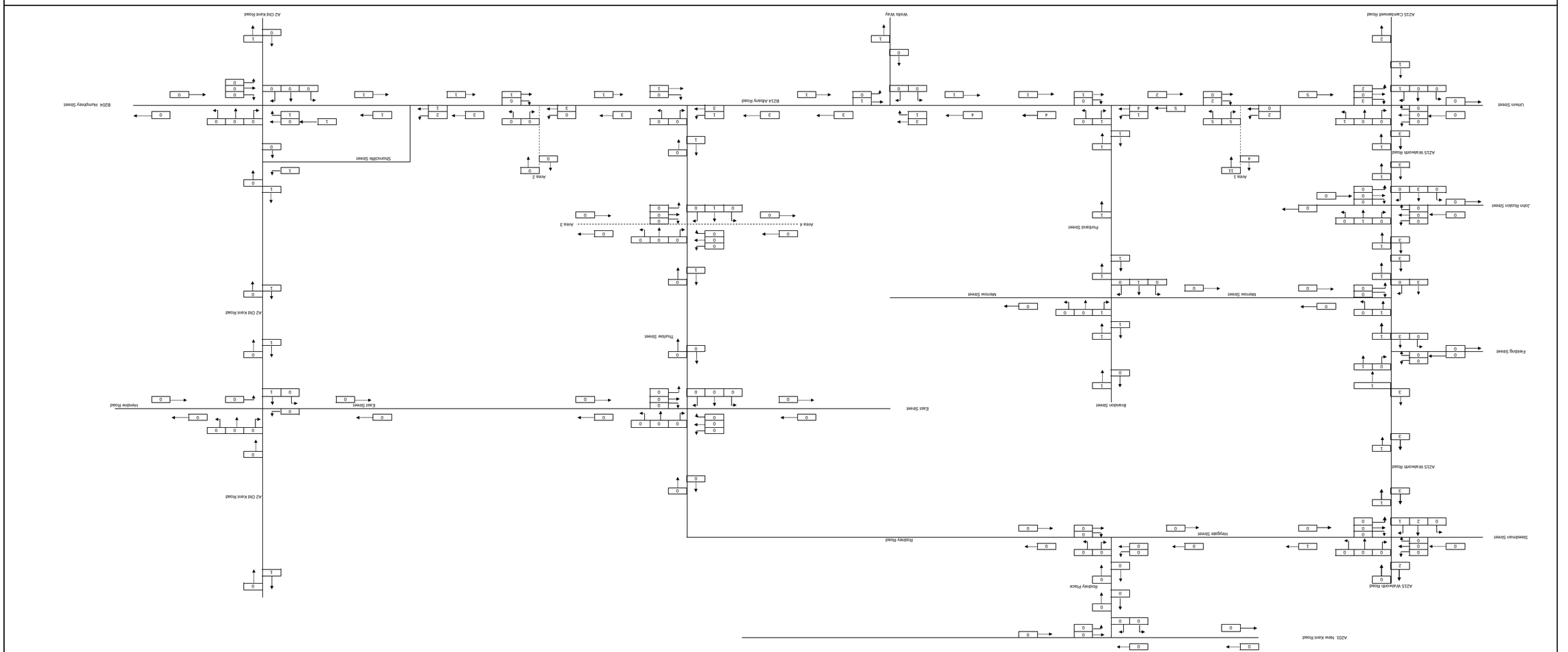


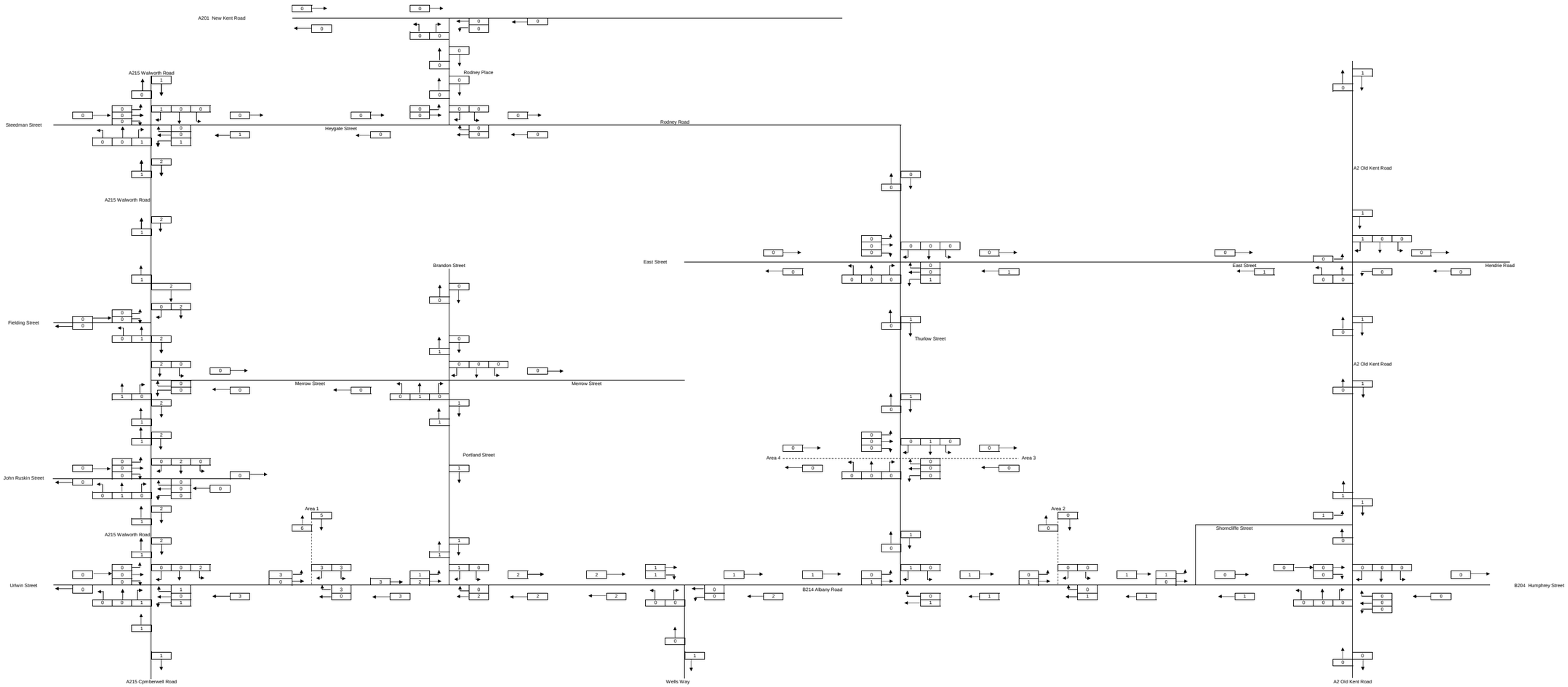
Aylesbury Estate Southwark
%Car Trip Distribution (Departures)
Development Area 4
PM Peak (17:00-18:00)

WSP

Arrivals	4
Departures	11

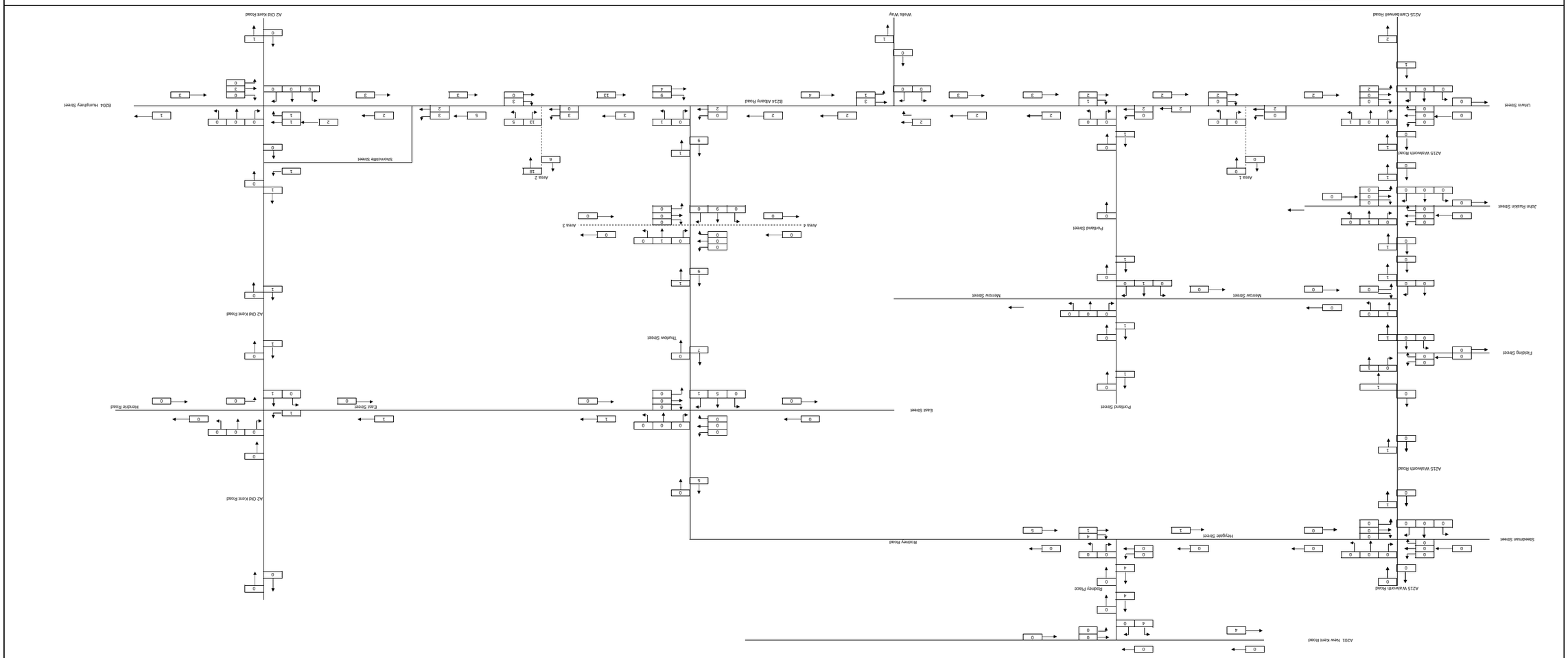
Aylesbury Estate Southwark
Car Trips
Residential Development Area 1
AM Peak (08:00-09:00)





Arrivals	6
Departures	5

Aylesbury Estate Southwark
Car Trips
Residential Development Area 1
PM Peak (17:00-18:00)

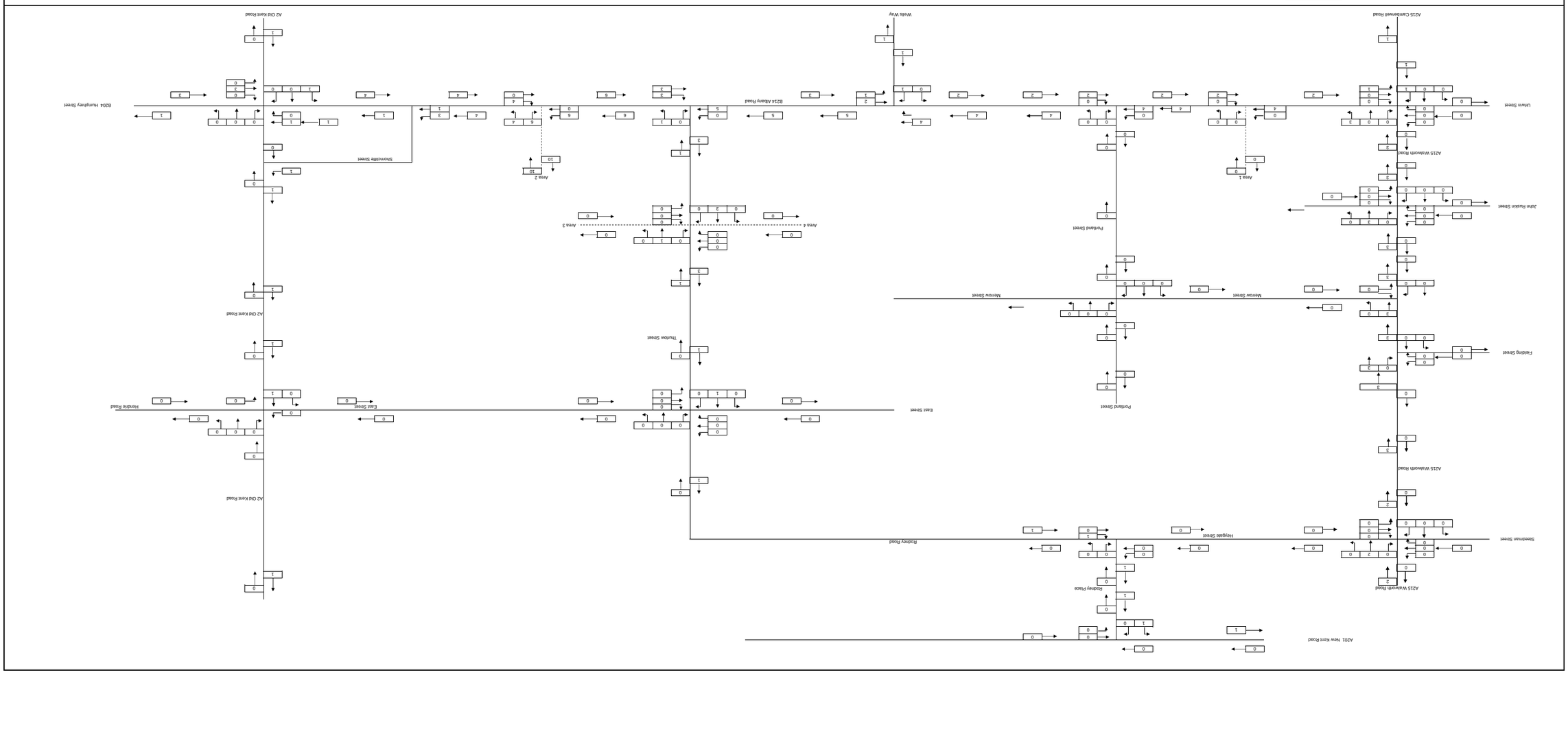


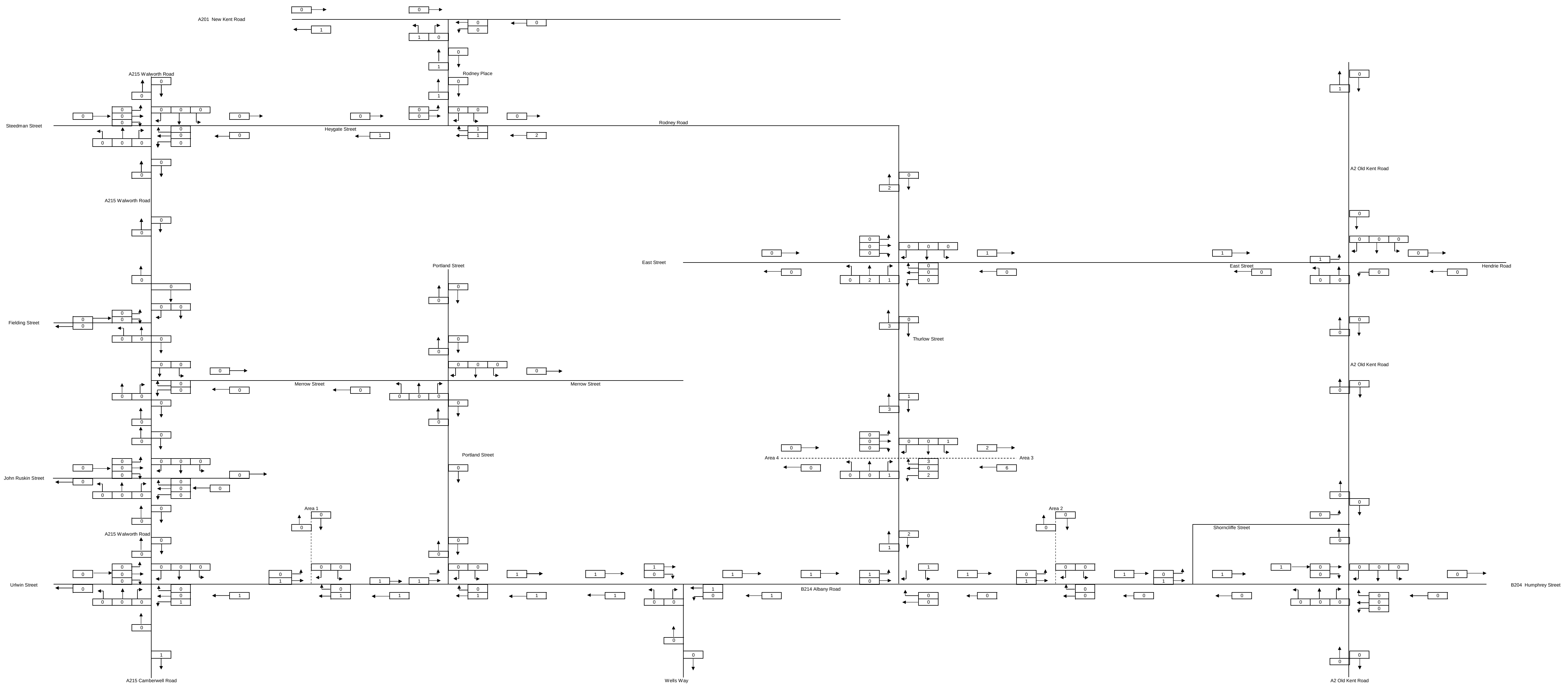
Arrivals	6
Departures	18

Aylesbury Estate Southwark
Car Trips
Residential Development Area 2
AM Peak (08:00-09:00)

Amends	
1D	
Departures	
1D	

Aylesbury Estate Southwark
Car Trips
Residential Development Area 2
PM Peak (17:00-18:00)




A201 New Kent Road
Rodney Place
A215 Walworth Road
Steedman Street
Heygate Street
Rodney Road
A2 Old Kent Road
A215 Walworth Road
East Street
East Street
Hendre Road
Portland Street
Fielding Street
Thurlow Street
A2 Old Kent Road
Merrow Street
Merrow Street
Portland Street
Area 4
Area 3
John Ruskin Street
Area 1
Area 2
A215 Walworth Road
Shorncliffe Street
Urlwin Street
B214 Albany Road
B204 Humphrey Street
A215 Camberwell Road
Wells Way
A2 Old Kent Road

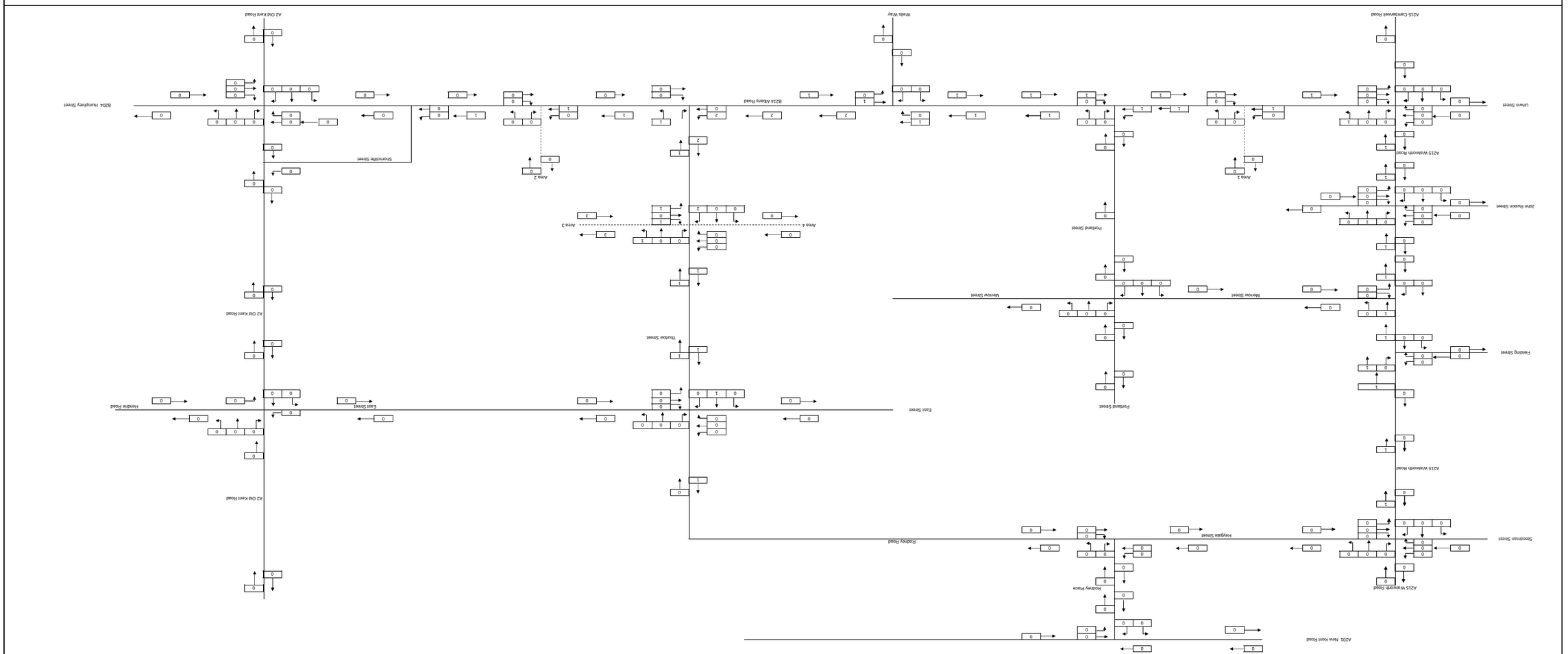
Arrivals	2
Departures	6

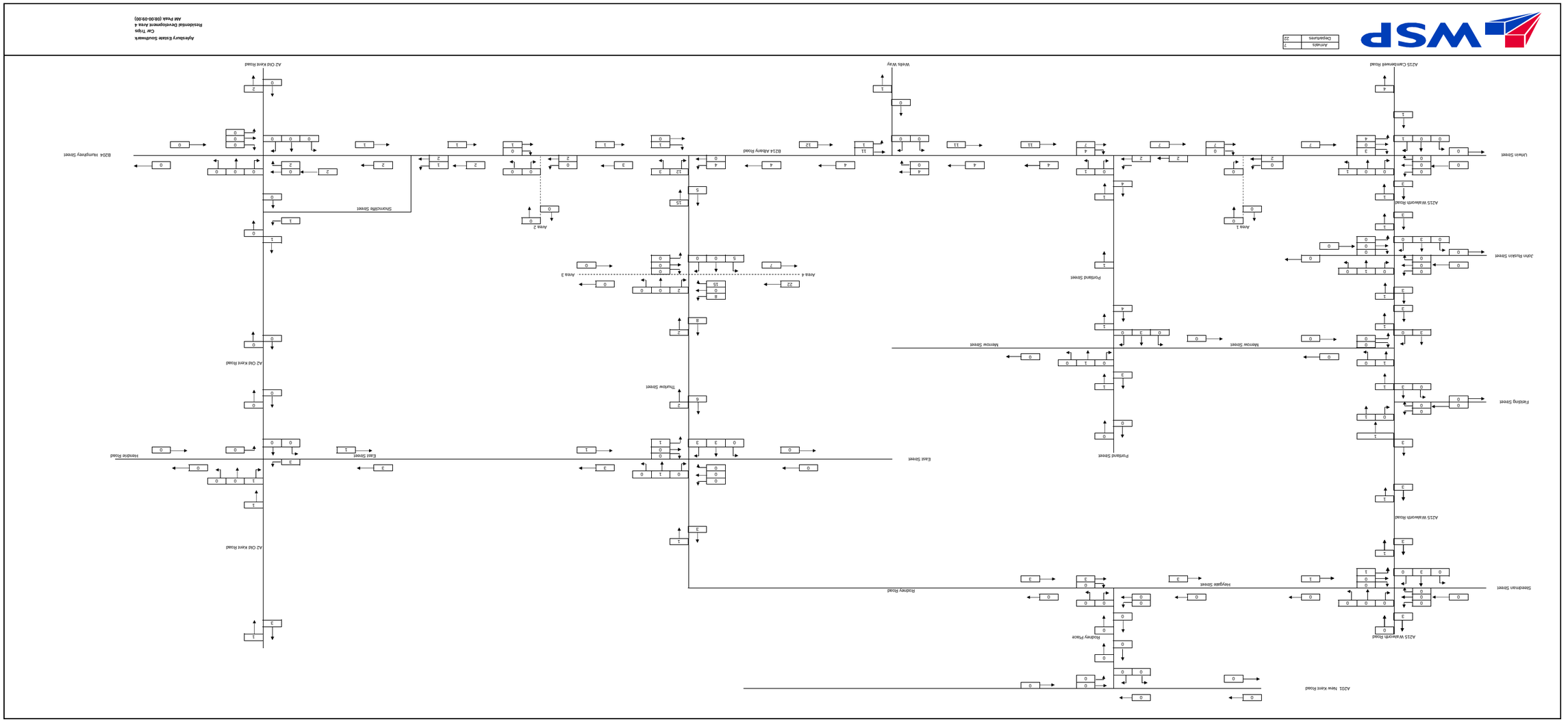
Aylesbury Estate Southwark
Car Trips
Residential Development Area 3
AM Peak (08:00-09:00)

WSP

Arrivals	3
Departures	3

Aylesbury Estate Southwark
Car Trips
Residential Development Area 3
PM Peak (17:00-18:00)



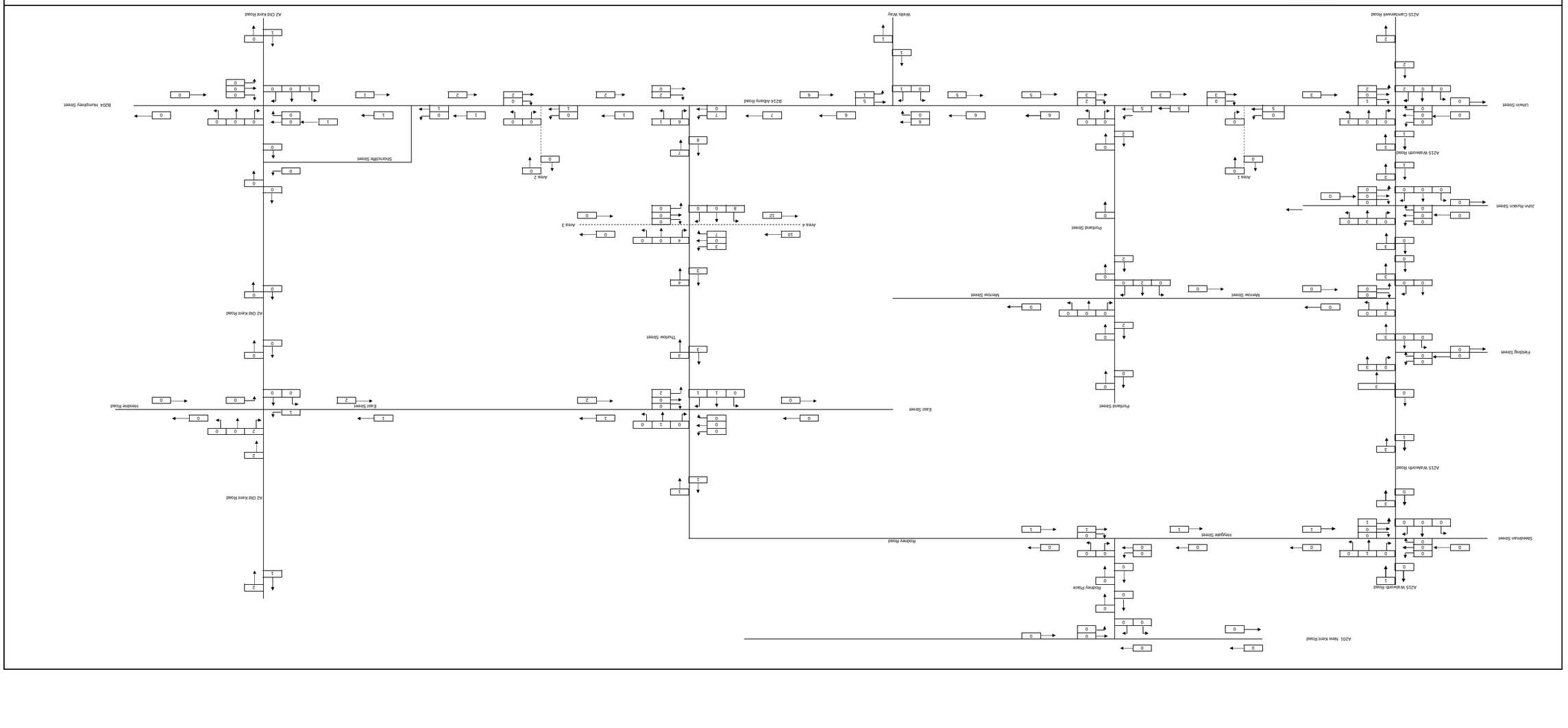


Arrivals	y
Departures	zz

Aylesbury Estate Southwark
Car Trips
Residential Development Area 4
AM Peak (08:00-09:00)

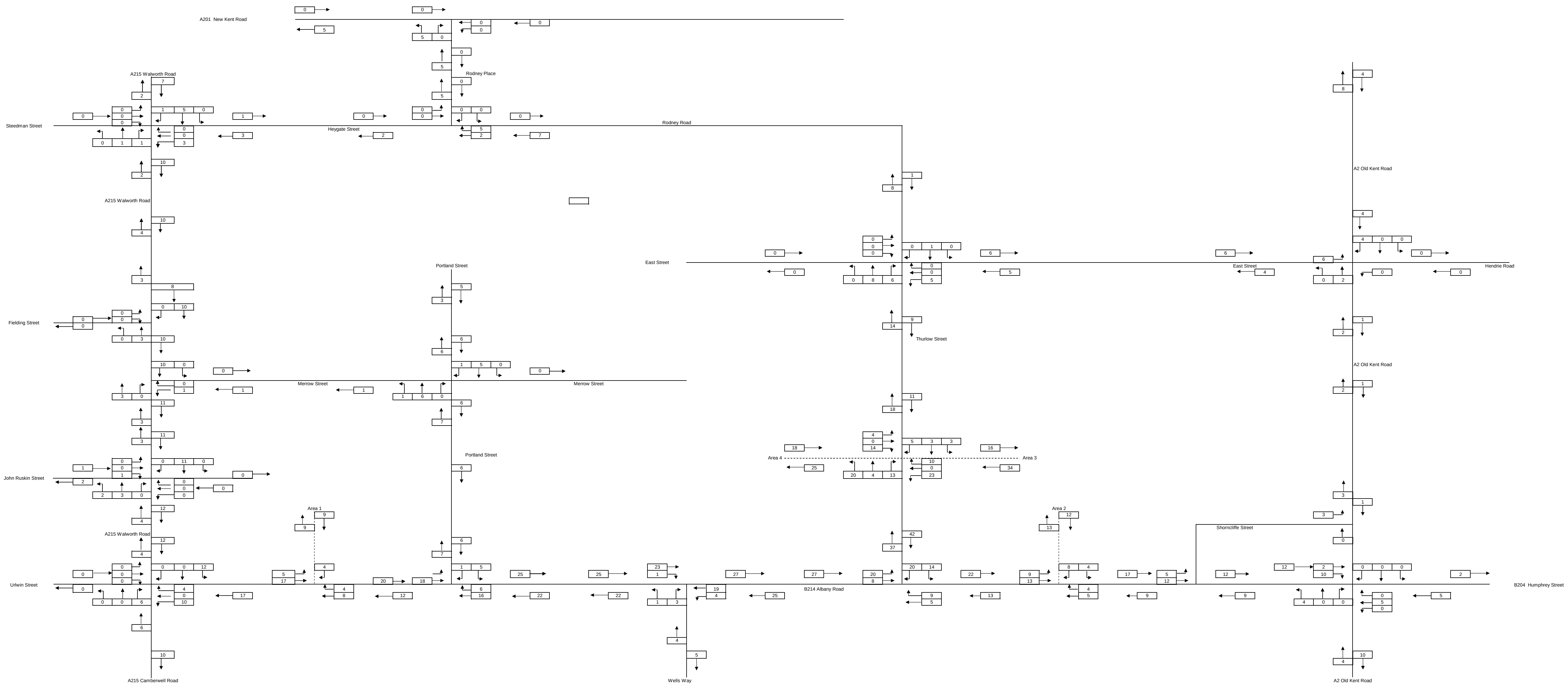
Annuals	12
Dependants	10

Aylesbury Estate Southwark
Car Trips
Residential Development Area 4
PM Peak (17:00-18:00)



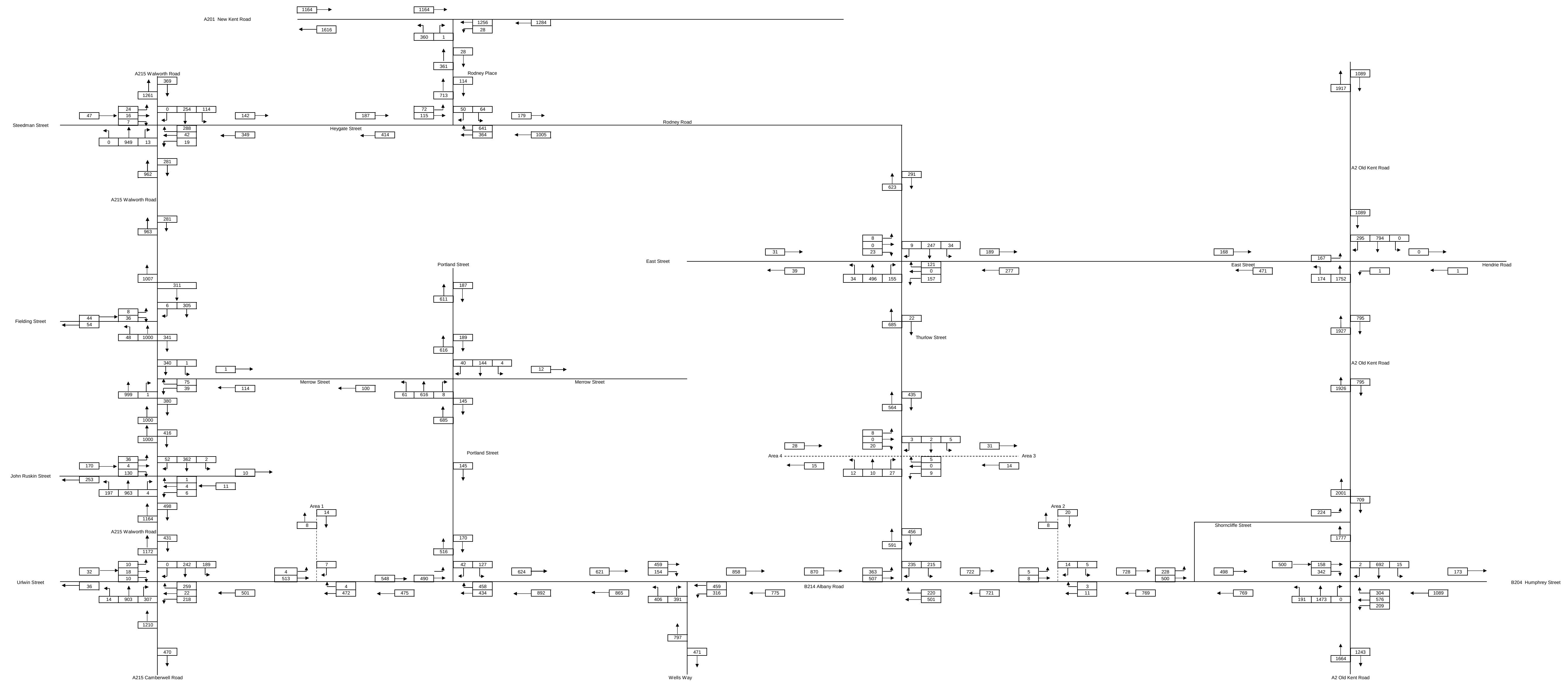
Arrivals	19
Departures	57

Alfredsbury Estate Southwark
Car Trips
Resi and Non - Resi Development Areas 1-4
AM Peak (08:00-09:00)



Arrivals	31
Departures	28

Aylesbury Estate Southwark
Car Trips
Resi and Non - Resi Development Areas 1-4
PM Peak (17:00-18:00)

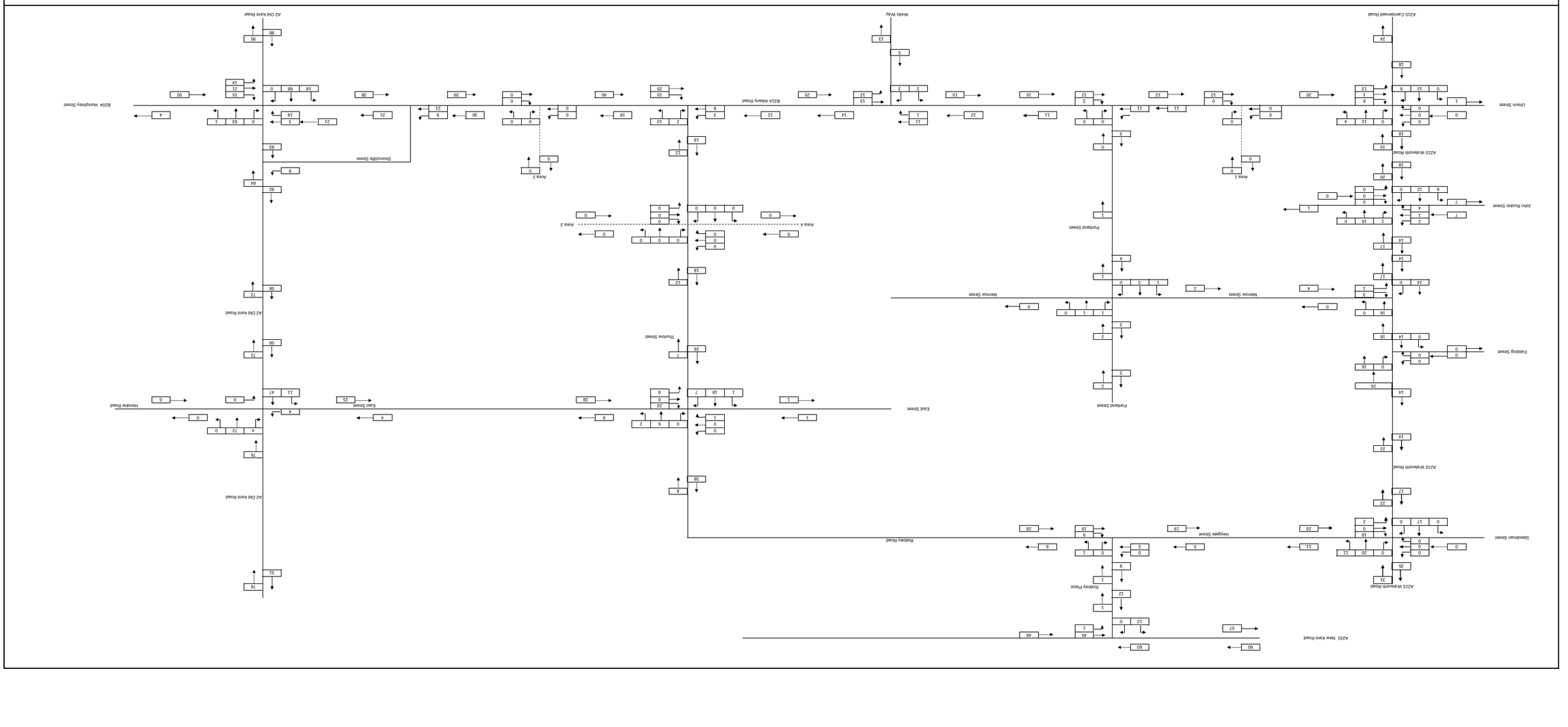


WSP

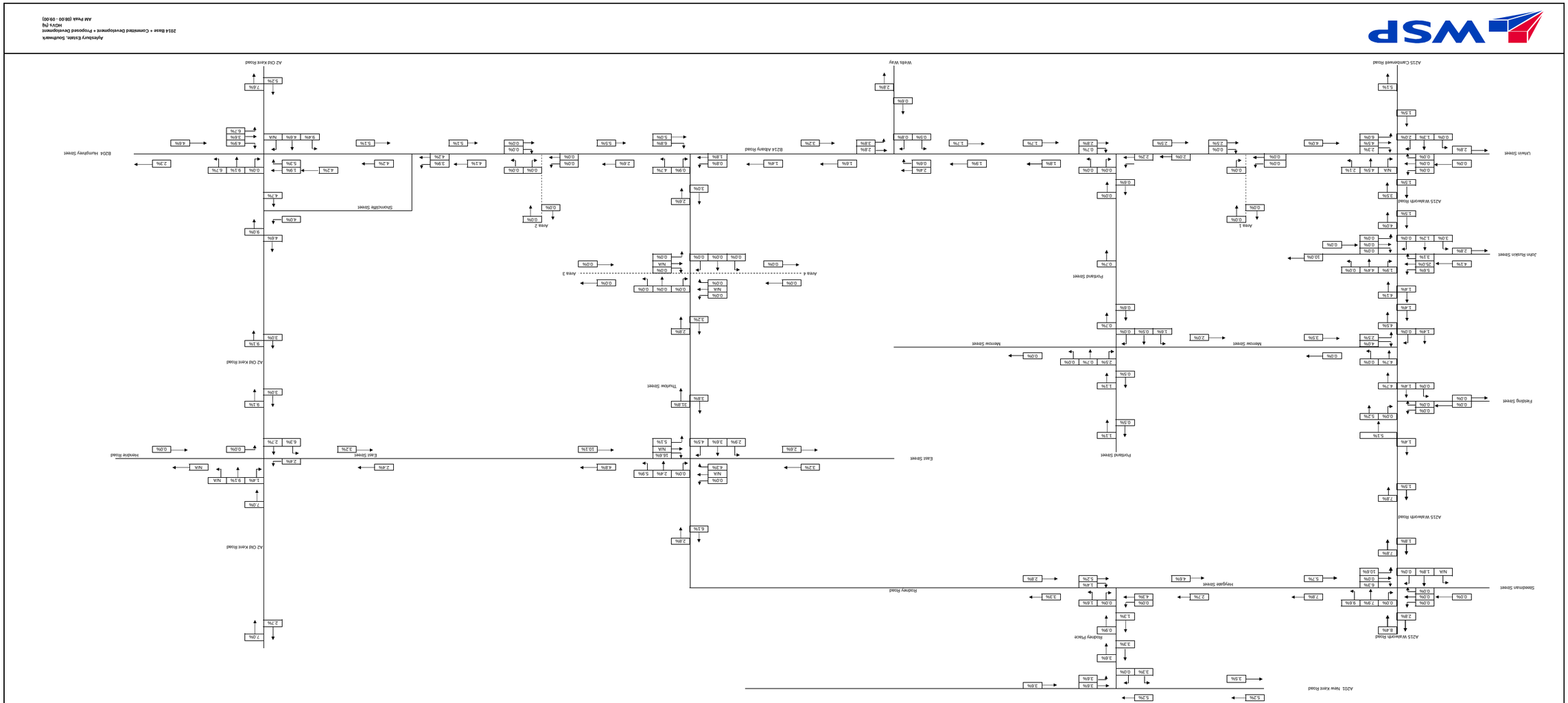
Aylesbury Estate, Southwark
2014 Base + Committed Development + Proposed Development
All Vehicles
AM Peak (08:00 - 09:00)

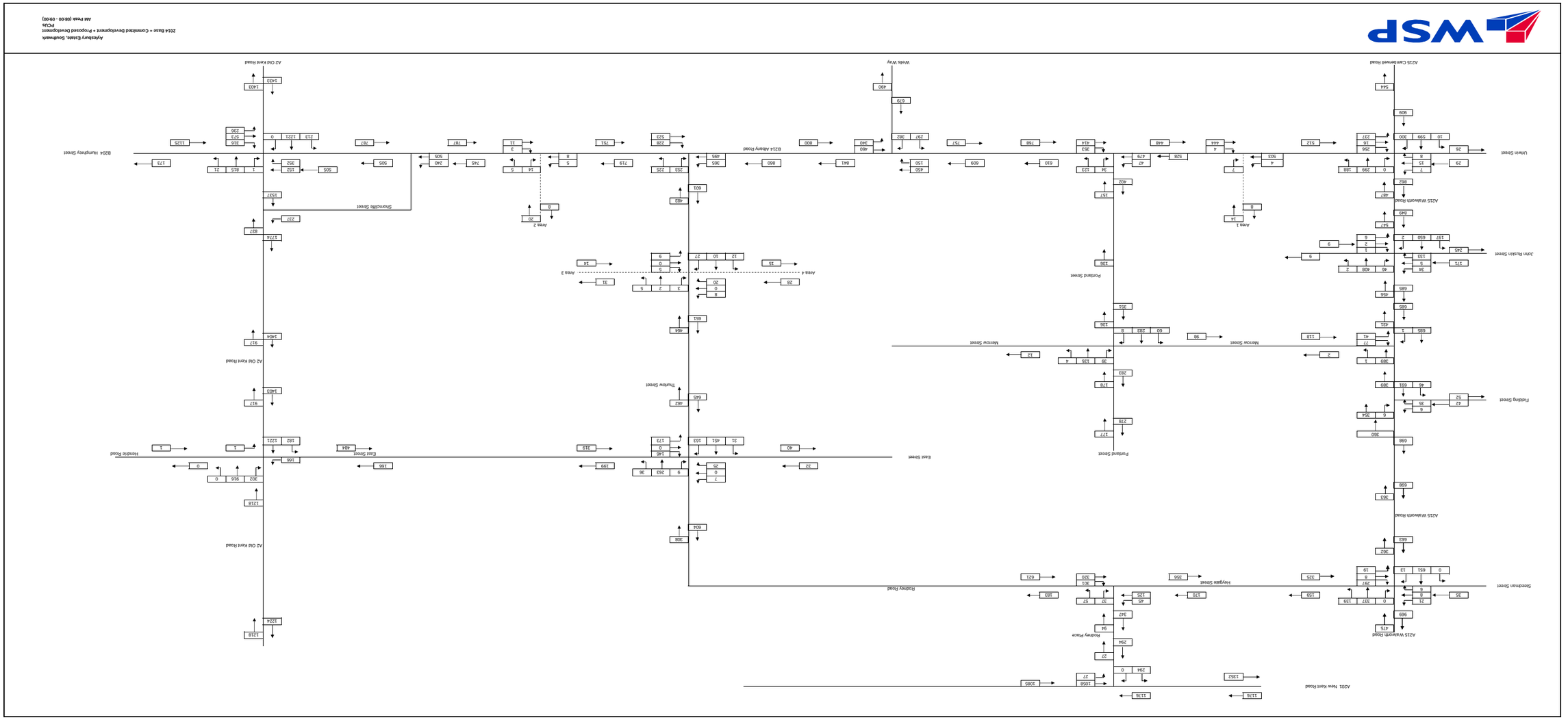
WSP

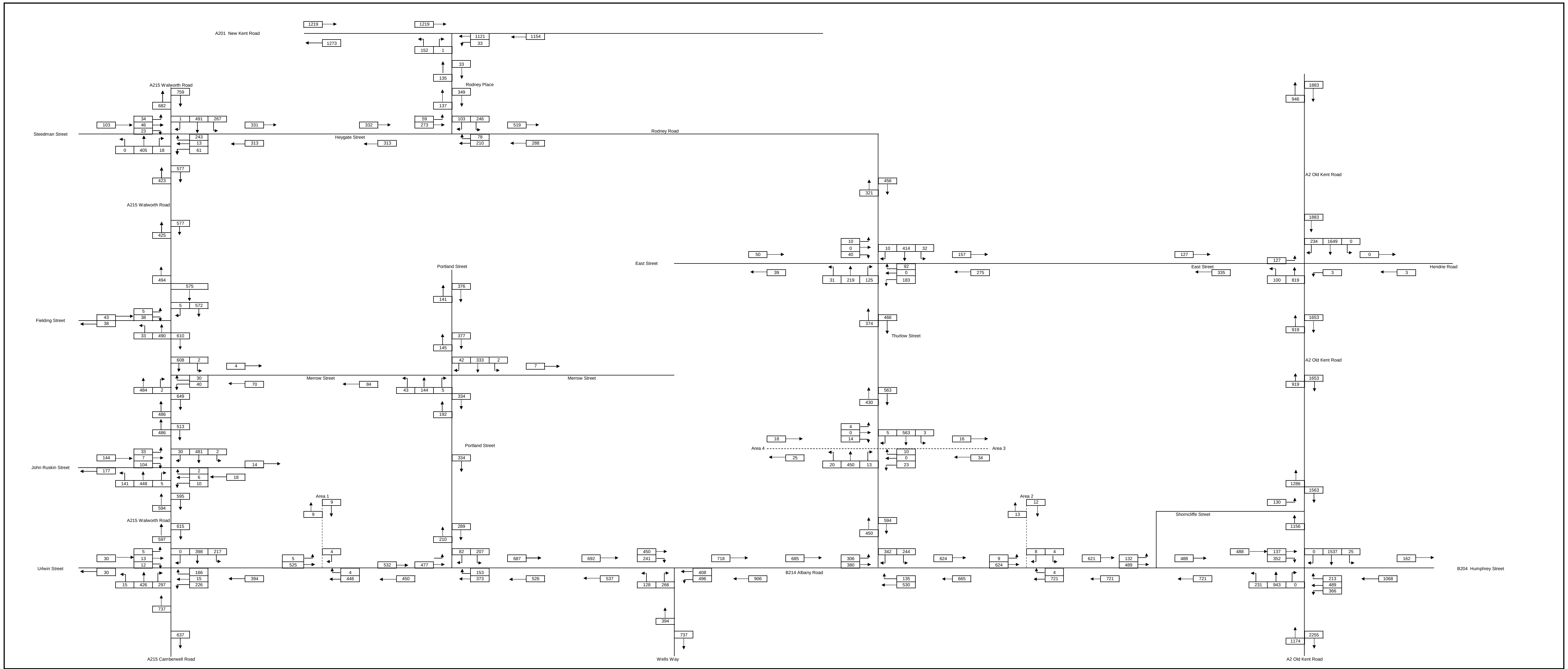
Aylesbury Eastern Southwark
2014 Base + Committed Development + Proposed Development
HCM+
AM Peak (08:00 - 09:00)



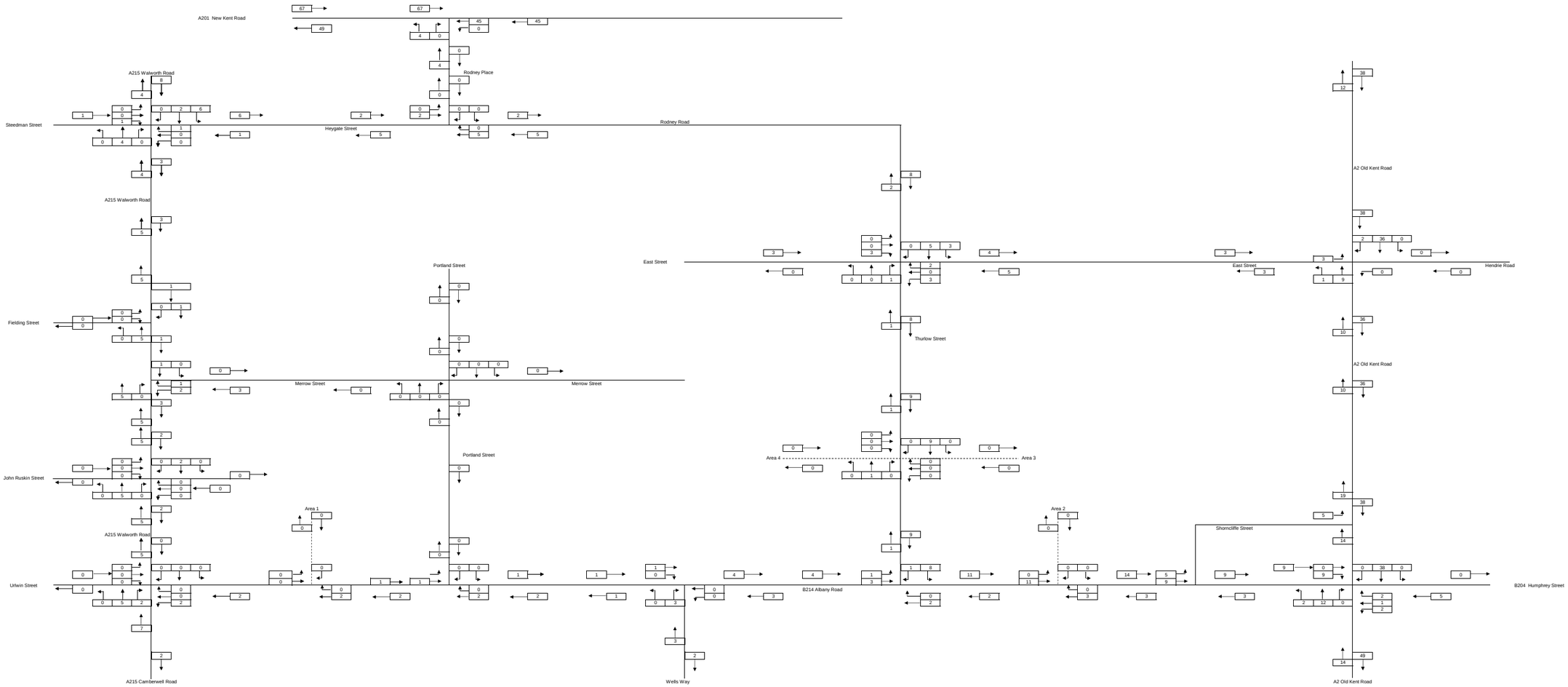
Aftesbury Estate, Southwark
2014 Base + Committed Development + Proposed Development
HCM 7th
AM Peak (08:00 - 09:00)




WSP
Aylesbury Eastern Southwark
2014 Base + Committed Development + Proposed Development
PCU/d
AM Peak (08:00 - 09:00)
A215 Camberwell Road
Wells Way
A2 Old Kent Road
Sumner Street
Metrow Street
Portland Street
Area 4
Area 3
Area 2
Area 1
Thurlow Street
East Street
Hendre Road
Shorncliffe Street
B214 Albany Road
Rodney Place
Rodney Road
Hayden Street
A201 New Kent Road
A215 Walworth Road
Penton Place
Penrose Street
Liverpool Grove
Sceaux Gardens
Manor Place
Lorrimore Road
Kennington Park Road
Harleyford Street
Vauxhall Bridge Road
Vauxhall Cross
Vauxhall Street
Wyvil Road
Kennington Lane
Kennington Oval
Clayton Street
Newburn Street
Lambeth Road
Lambeth Palace Road
Lambeth Bridge
Millbank
Horseferry Road
Great Peter Street
Great College Street
Dean Bradley Street
Broadway
Victoria Street
Victoria Embankment
Victoria Embankment Gardens
Northumberland Avenue
Whitehall Place
Whitehall
Whitehall Court
Horse Guards Road
Horse Guards Avenue
Old Palace Yard
Parliament Square
Parliament Street
Great George Street
Bridge Street
Abingdon Street
Abingdon Street Gardens
Victoria Tower Gardens
Millbank
Grosvenor Road
Albert Embankment
Lambeth Palace Road
Lambeth Bridge
Lambeth Road
Kennington Park Road
Kennington Lane
Kennington Oval
Clayton Street
Newburn Street
Wyvil Road
Vauxhall Street
Vauxhall Bridge Road
Vauxhall Cross
Harleyford Street
Hendre Road
Sumner Street
Metrow Street
Portland Street
Penton Place
Penrose Street
Liverpool Grove
Sceaux Gardens
Manor Place
Lorrimore Road
Kennington Park Road
Kennington Lane
Kennington Oval
Clayton Street
Newburn Street
Wyvil Road
Vauxhall Street
Vauxhall Bridge Road
Vauxhall Cross
Harleyford Street
Hendre Road
Sumner Street
Metrow Street
Portland Street
Penton Place
Penrose Street
Liverpool Grove
Sceaux Gardens
Manor Place
Lorrimore Road

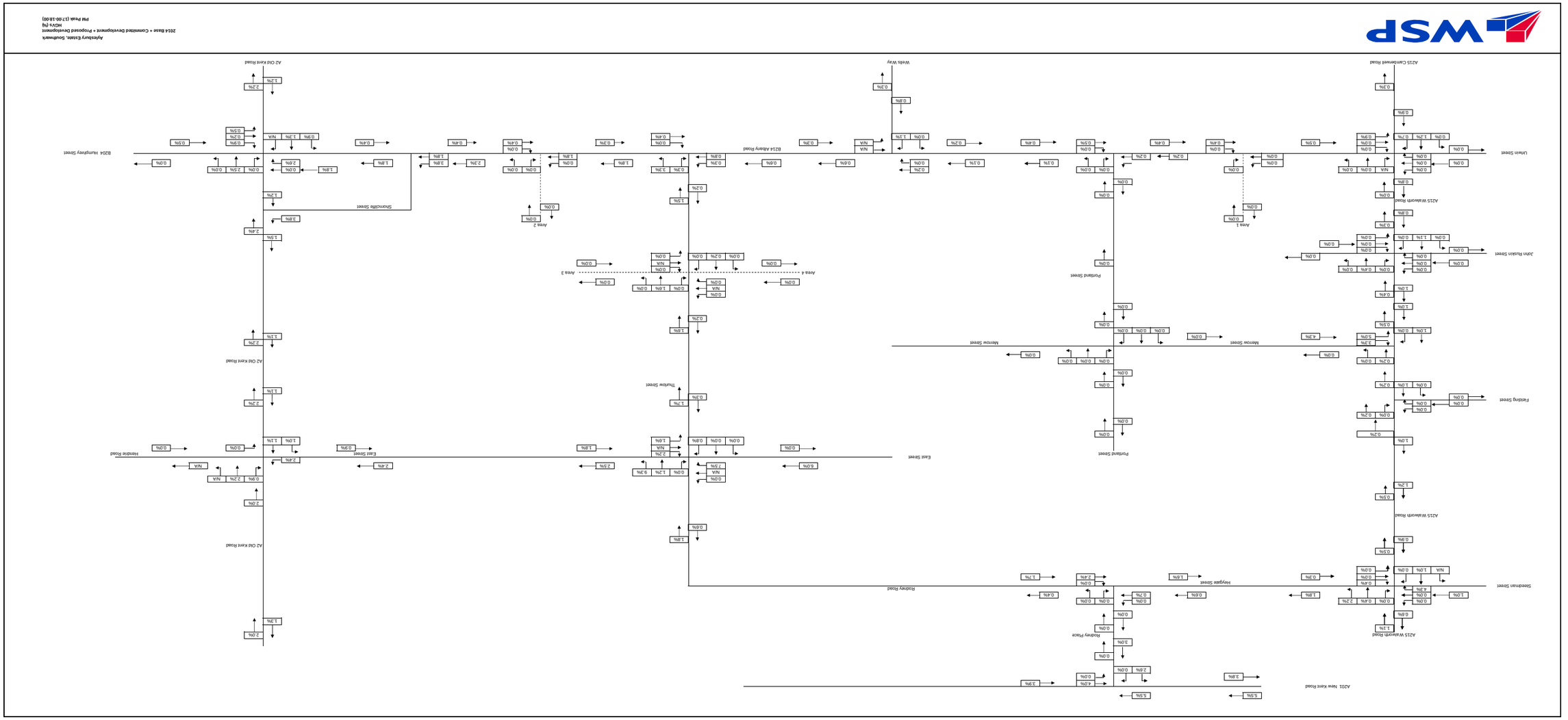

A201 New Kent Road
Rodney Place
A215 Walworth Road
Steedman Street
Heygate Street
Rodney Road
A2 Old Kent Road
A215 Walworth Road
East Street
Portland Street
Fielding Street
Thurlow Street
Merrow Street
Merrow Street
A2 Old Kent Road
Portland Street
Area 4
Area 3
John Ruskin Street
Area 1
Area 2
A215 Walworth Road
Shorncliffe Street
Urlwin Street
B214 Albany Road
B204 Humphrey Street
Hendre Road
A215 Camberwell Road
Wells Way
A2 Old Kent Road

Aylesbury Estate, Southwark
2014 Base + Committed Development + Proposed Development
All Vehicles
PM Peak (17:00-18:00)

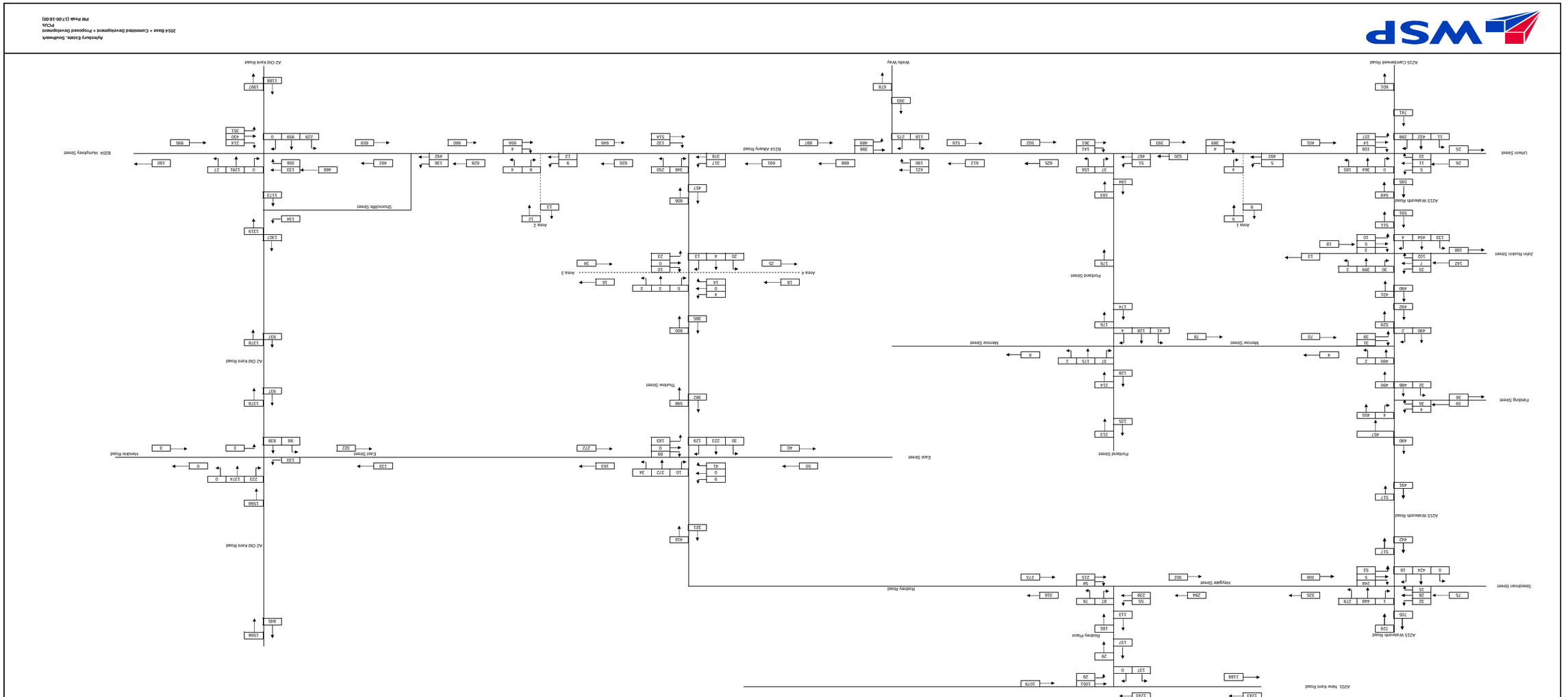


WSP

Aylesbury Estate, Southwark
2014 Base + Committed Development + Proposed Development
HGVs
PM Peak (17:00-18:00)


A215 Cumberwell Road
Wells Way
A2 Old Kent Road
Aftesbury Estate, Southwark
2014 Base + Committed Development + Proposed Development
HGV1 (%)
PM Peak (17:00-18:00)

Aylesbury Estate, Southwark
2014 Base + Committed Development + Proposed Development
PCUs
PM Peak (17:00-18:00)



Appendix L – Construction Traffic Assessment

AYLESBURY ESTATE — FIRST DEVELOPMENT SITE - PHASE 1B / 1C

BACK UP INFORMATION FOR EIA — OVERVIEW SCHEDULE of CONSTRUCTION VEHICLE MOVEMENTS AND OPERATIVES ON SITE (EXCLUDES DEMOLITION)

2016 to 2021

Year	2016					2017											2018											2019											2020											2021						
Month	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J
Month No	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19																																										
Phase 1B/C : Plot 1																																																									
Vehicle movements	150	250	250	275	275	275	300	300	325	400	400	500	500	450	450	400	400	400	150																																									6450
Average number of operatives on site	50	60	60	60	70	70	70	100	100	100	120	130	130	110	100	90	80	70	60																																									88av
Phase 1B/C : Plot 2																																																								
Vehicle movements		50	60	70	100	100	100	100	100	100	110	120	120	100	80	80	60	50																																									1500
Average number of operatives on site		20	25	25	25	25	25	25	25	25	25	40	25	25	25	25	25	20																																									25av
Phase 1B/C : Plot 5																																																								
Vehicle movements		200	300	300	400	400	400	400	450	450	490	500	500	500	550	550	600	550	580	550	500	480	450	450	400	300	200																																	11450
Average number of operatives on site		50	60	70	80	90	100	110	120	120	120	120	120	130	130	140	160	160	160	160	160	130	130	130	120	120	100																																	119av
Phase 1B/C : Plot 6																																																								
Vehicle movements																																																									9750
Average number of operatives on site																																																									102av
Phase 1B/C : Plot 3																																																								
Vehicle movements																																																									1950
Average number of operatives on site																																																								31av
Phase 1B/C : Plot 4																																																							
Vehicle movements																																																									10800
Average number of operatives on site																																																								112av
Phase 1B/C : Residual woks																																																							
Vehicle movements																																																									100
Average number of operatives on site																																																								20av

Based upon a total of 50 vehicle movements per apartment (or equivalent).

Based upon a total of 55 man weeks per apartment (or equivalent).

Calculation for Plot 1 ~

42 + 29 + 50 + 8 (allowance for community) = 129 units equiv.

50 x 129 = 6450 vehicles. 6450 / 81 = av 80 per week / 347 per month

55 x 129 = 7095 man weeks. 7095 / 81 = av 88 operatives on site.

Calculation for Plot 2 ~

30 units

50x30=1500 vehicles 1500/66weeks = 98 / month av.

55x30=1650 man weeks 1650/66 = av 25 operatives on site.

Calculation for Plot 5 ~

Energy Centre (10 equiv) + 96 + 1 + 122 = 229

50x229=11,450 vehicles 11450 / 106 weeks = 467 / month av.

55x229=12,595 man weeks 12595 / 106 = av 119 operatives on site.

Calculation for Plot 6 ~

80 + 2 + 113 = 195 units

50 x 195 = 9750 vehicles 9750 / 105 weeks = 402 / month av.

55 x 195 = 10725 man weeks 10725 / 105 = av 102 operatives on site.

Calculation for Plot 3 ~

10 + 23 + 6 = 39 units

50 x 39 = 1950 vehicles 1950 / 70 weeks = 121 / month av.

55 x 39 = 2145 man weeks 2145 / 70 = av 31 operatives on site.

Calculation for Plot 4 ~

49 + 48 + 119 = 216

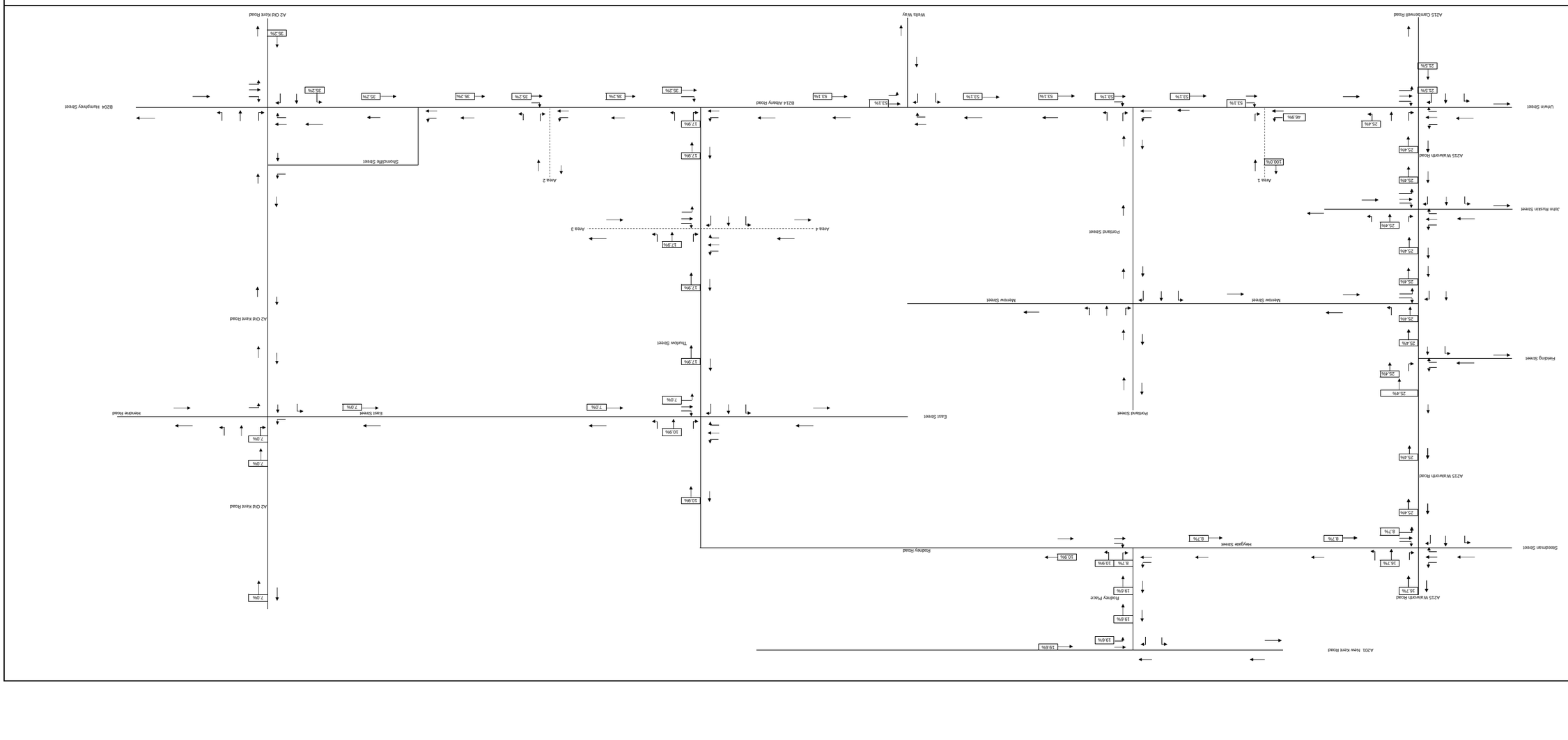
50 x 216 = 10800 vehicles 10800 / 106 weeks = 441 / month av.

55 x 216 = 11880 man weeks 11880 / 106 = av 112 operatives on site.

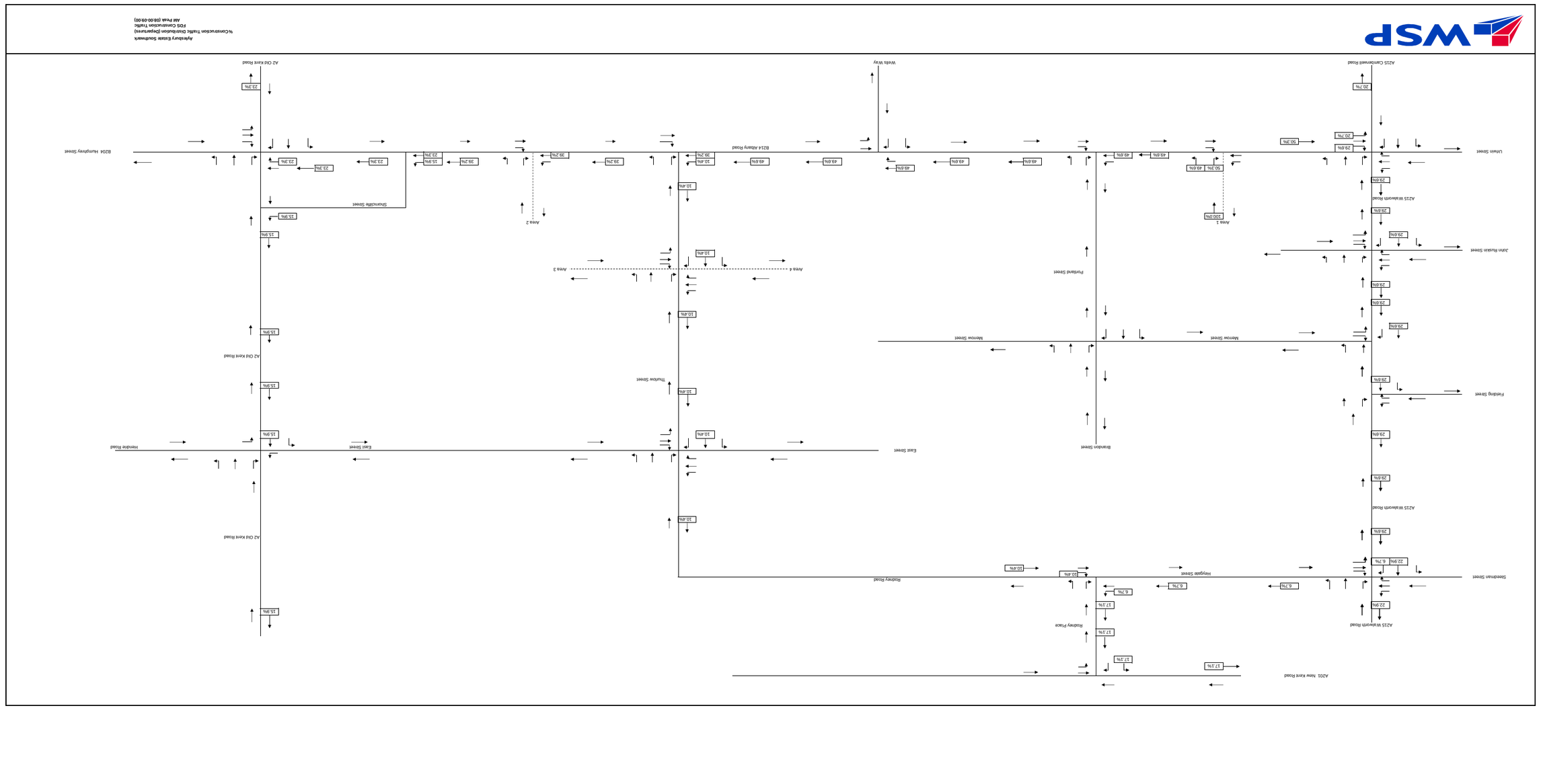
Appendix M – Construction Traffic Flow Diagrams

WSP

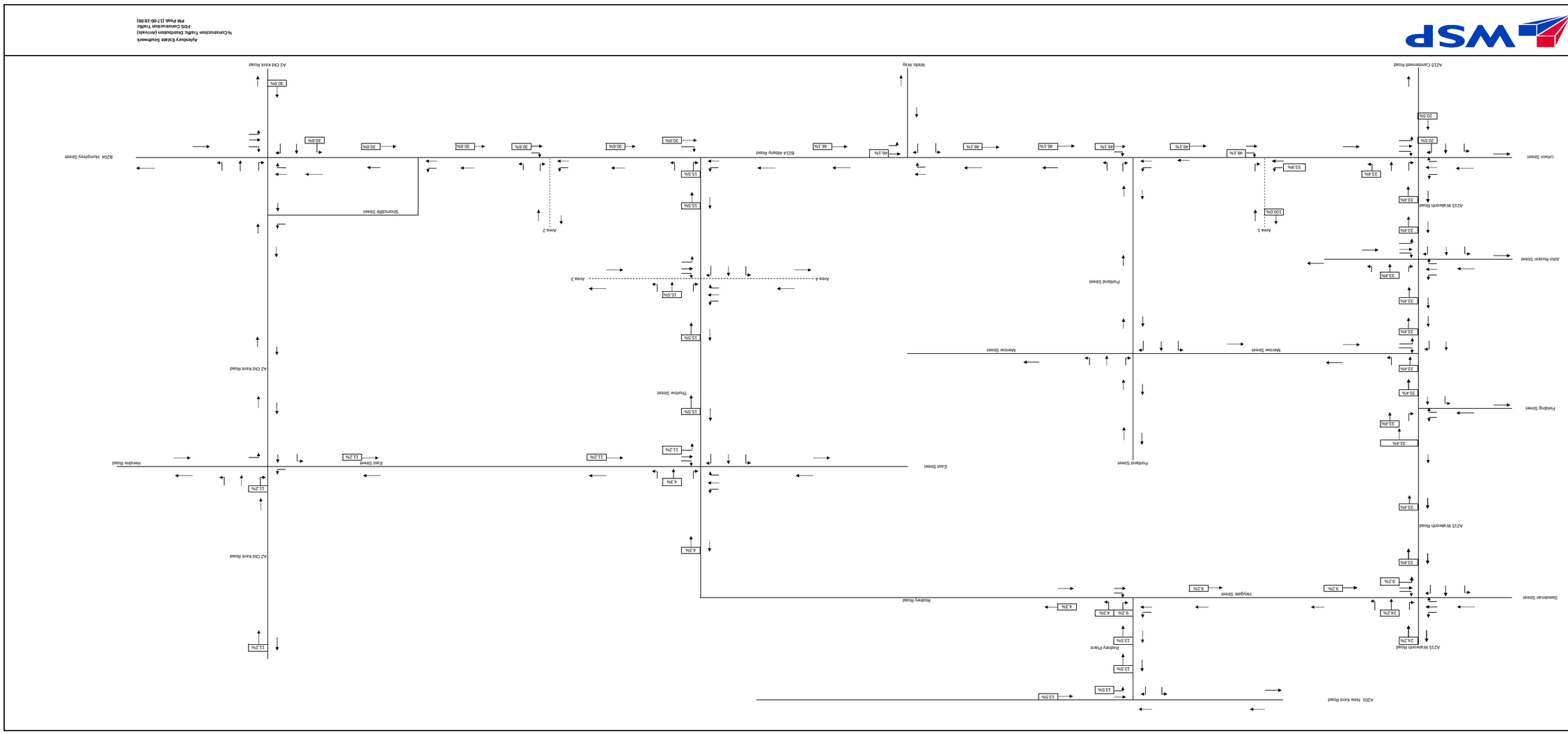
Aylesbury Estate Southwark
%Construction Traffic Distribution (Arrivals)
FDS Construction Traffic
AM Peak (08:00-09:00)

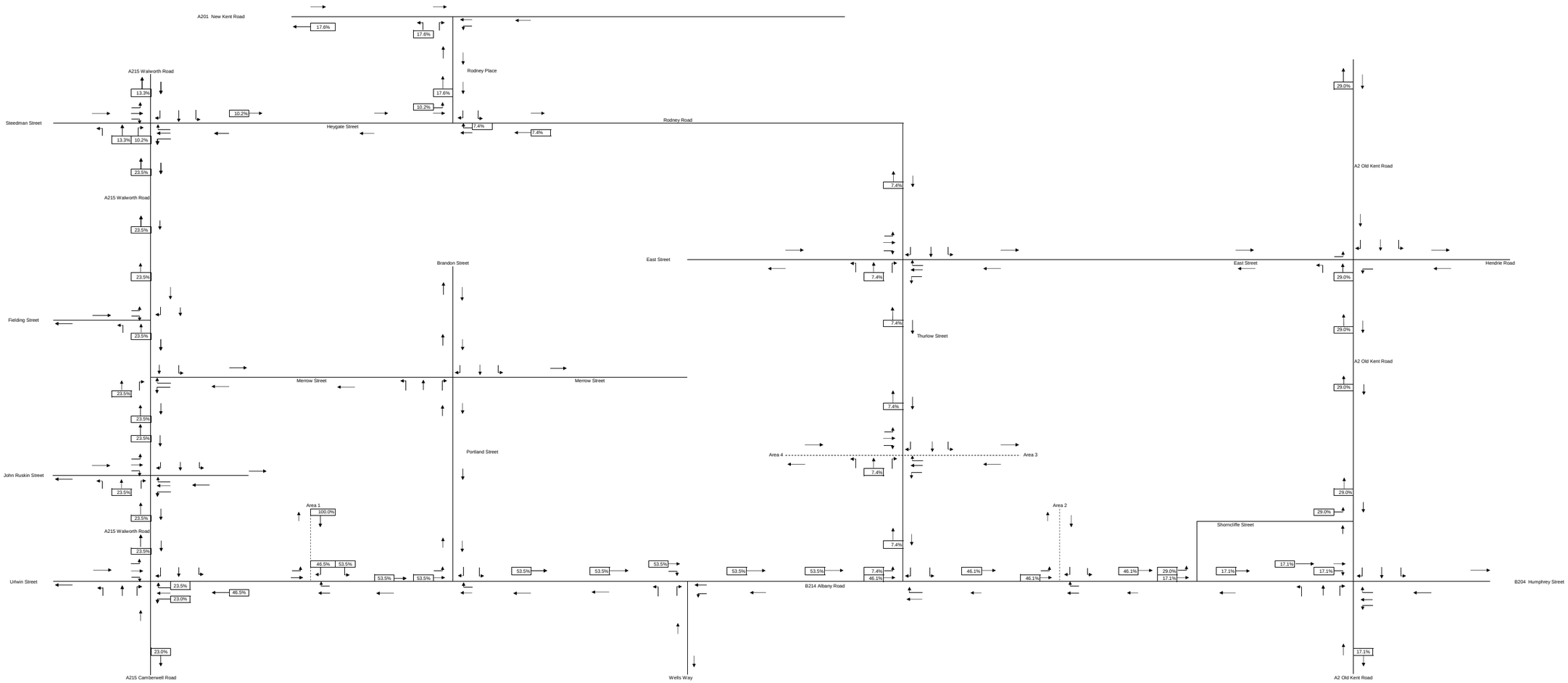


Aylesbury Estate Southwark
%Construction Traffic Distribution [Departures]
PDS Construction Traffic
AM Peak (08:00-09:00)



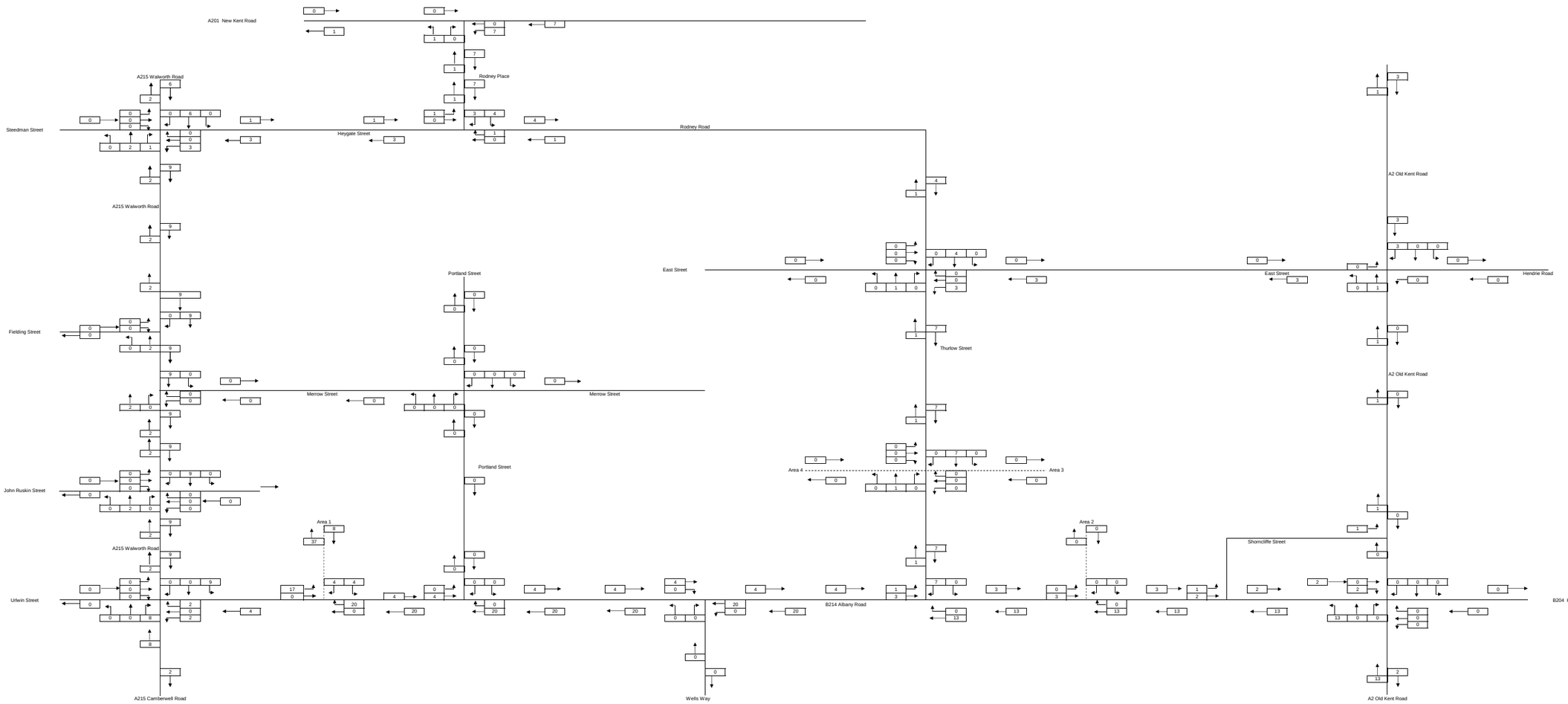
Aylesbury Estate Southwark
%Construction Traffic Distribution (Arrivals)
PDS Construction Traffic
Pid Pnak (17:00-18:00)





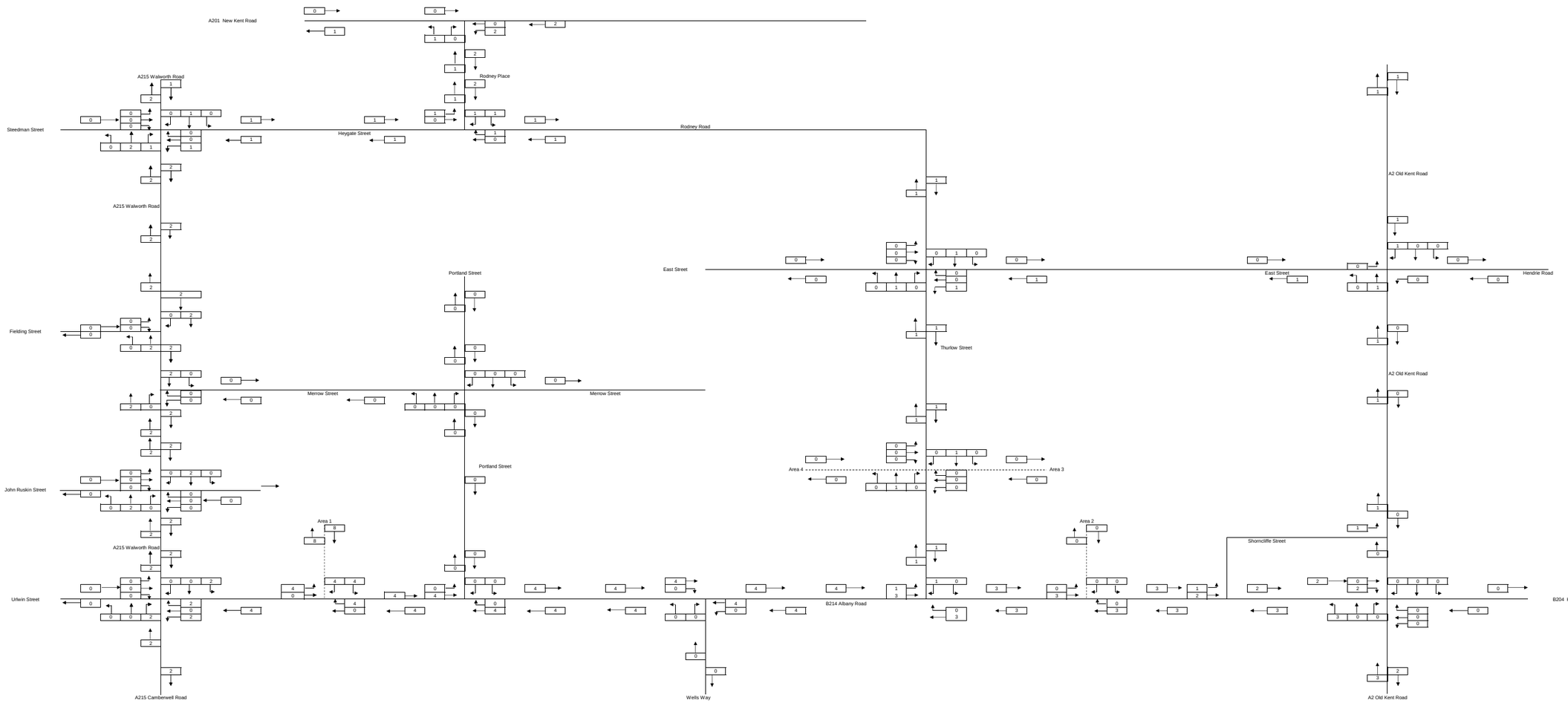
WSP

Aylesbury Estate Southwark
%Construction Traffic Distribution (Departures)
FDS Construction Traffic
PM Peak (17:00-18:00)



Arrivals	37
Departures	8

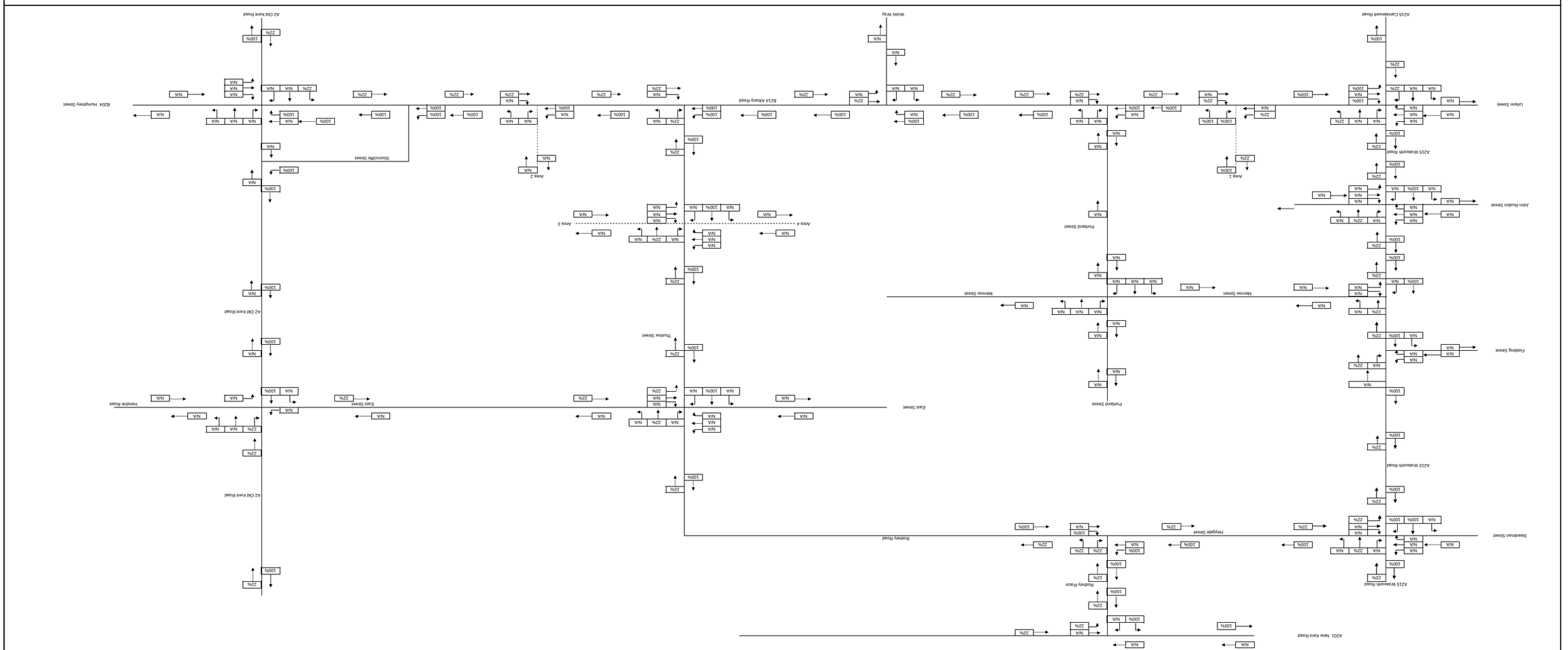
Aylesbury Estate Southwark
All Vehicles
FDS Construction Traffic
AM Peak (08:00-09:00)

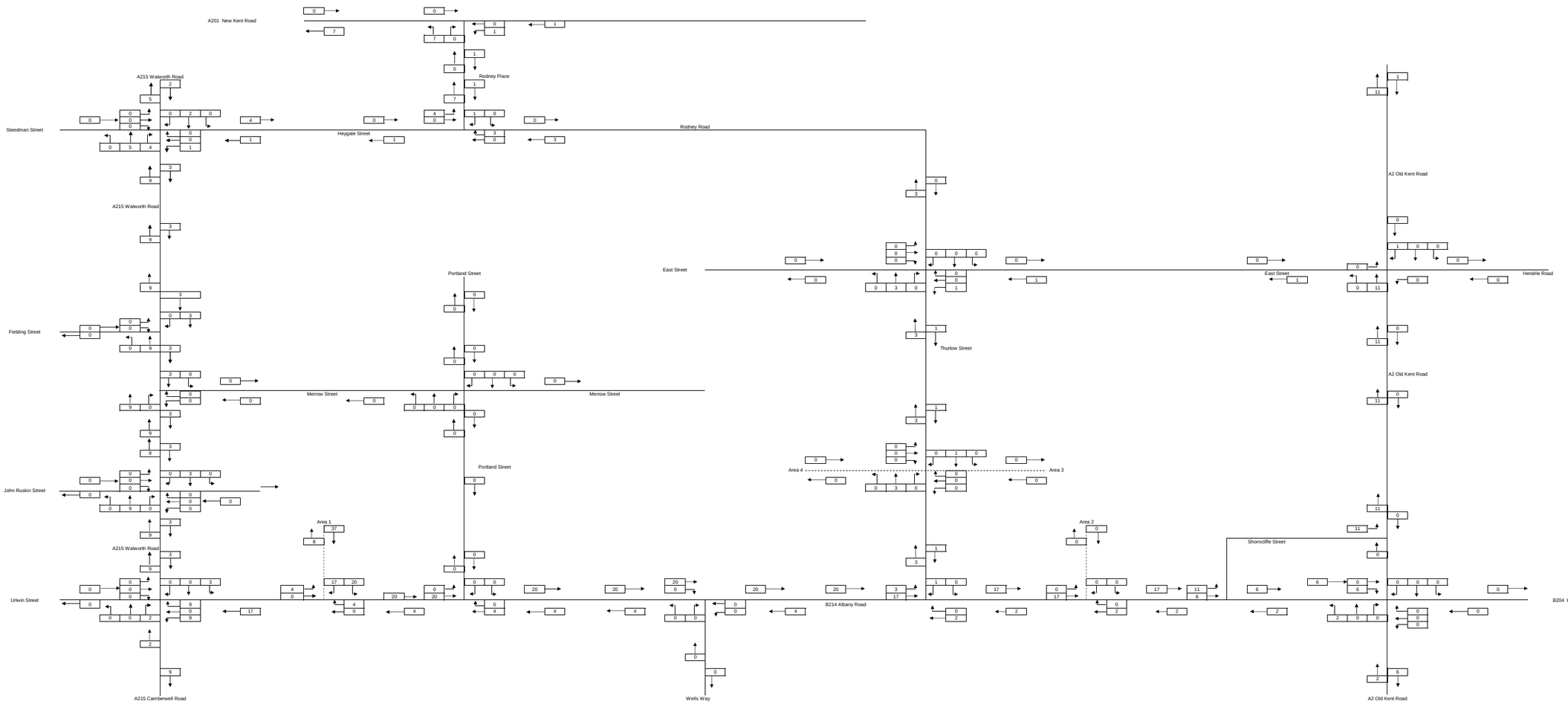


Arrivals	8
Departures	8

Aylesbury Estate Southwark
HGVs
FDS Construction Traffic
AM Peak (08:00-09:00)

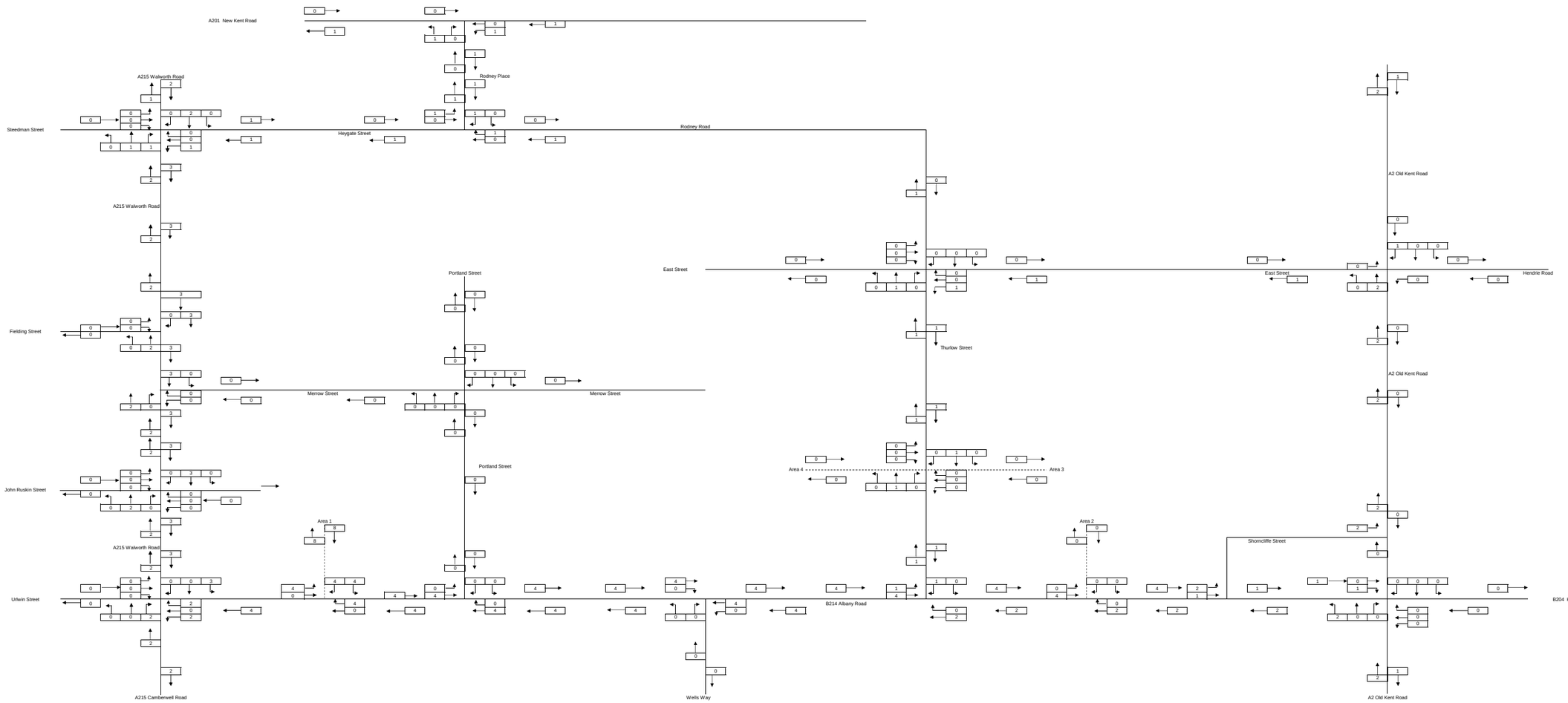
Aylesbury Estate Southwark
HGVs (3)
FDS Construction Traffic
AM Peak (08:00-09:00)





Arrivals	8
Departures	37

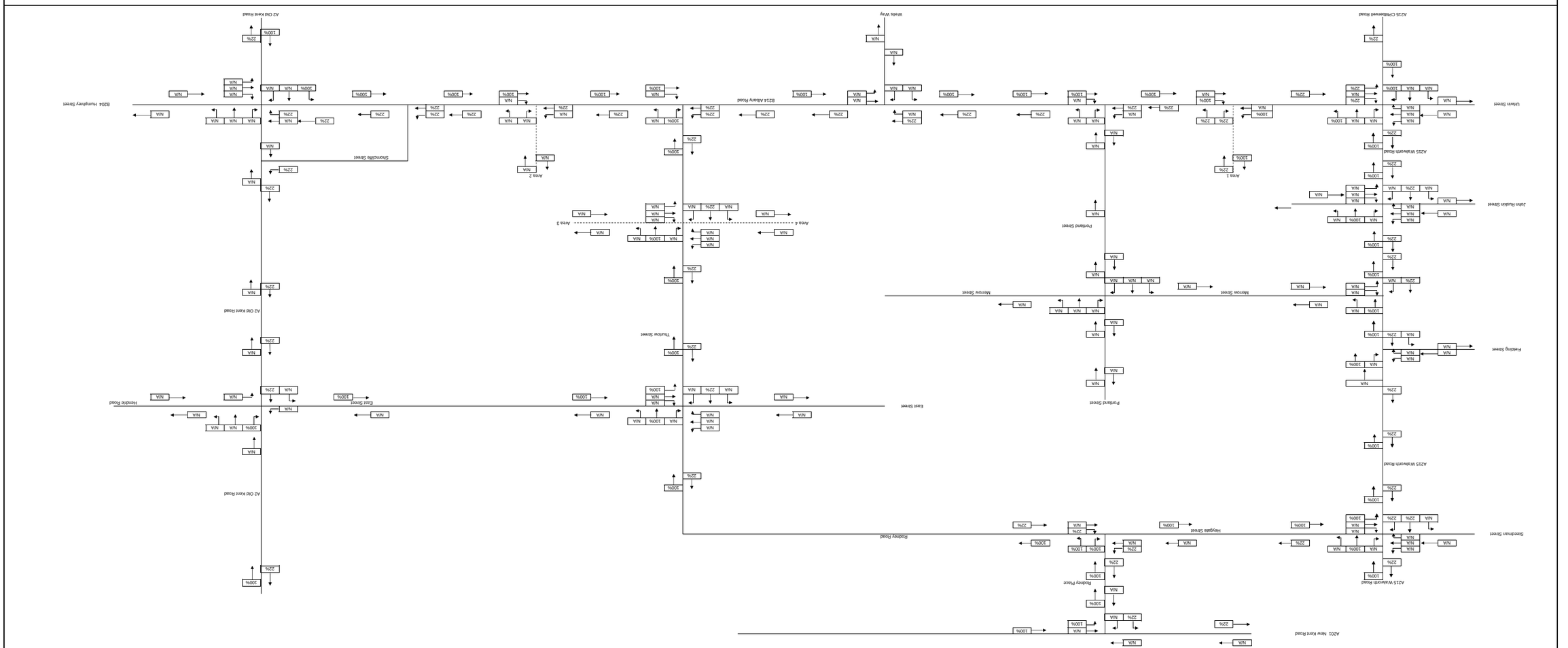
Aylesbury Estate Southwark
All Vehicles
FDS Construction Traffic
PM Peak (17:00-18:00)



Arrivals	8
Departures	8

Aylesbury Estate Southwark
HGVs
FDS Construction Traffic
PM Peak (17:00-18:00)

Aylesbury Estate Southwark
HGVs (5j)
PDS Construction Traffic
PM Peak (17:00-18:00)



Appendix N – Albany Road Works Plans

DO NOT SCALE

TIE-IN TO EXISTING ROAD ALIGNMENT

TWO-WAY ACCESS

BUS STOP FORMALISED

ONE-WAY EXIT

TWO-WAY ACCESSES

KERB TO KERB WITH RATIONALISED TO 8M

ADDITIONAL INFORMAL CROSSINGS INTRODUCED

PARKING AREAS FORMALISED WITH 0.5M DOOR-OPENING BUFFER

BUS STOP FORMALISED

PORTLAND STREET JUNCTION SIZE REDUCED

BREAK LINE SEE SHEET 2

REV	DATE	BY	DESCRIPTION	CHK	APD
A	08.09.2014	JEY	FIRST ISSUE	SAP	

DRAWING STATUS: FOR INFORMATION ONLY

WSP
Unit 9, The Chase, John Tate Road
Foxholes Business Park, Hertford SG13 7NN
Tel: +44 (0)1992 526000 Fax: +44 (0)1992 526001
http://www.wspgroup.com

CLIENT: NHH

ARCHITECT: HTA

PROJECT: AYLESBURY ESTATE

TITLE: ALBANY ROAD HIGHWAY WORKS
Sheet 1 of 3

SCALE @ A1:	CHECKED:	APPROVED:
1 : 500	ID	SAP
CAD FILE:	**DESIGN-DRAWN:**	**DATE:**
0304-GA-001 TO 003.DWG	DMG	September 14
PROJECT No:	**DRAWING No:**	**REV:**
50600304	0304-GA-001 TO 003	A

PROJECT DOCUMENT REF: NHH-AES-WSP-C_MPL-X-XX-M2_GA01

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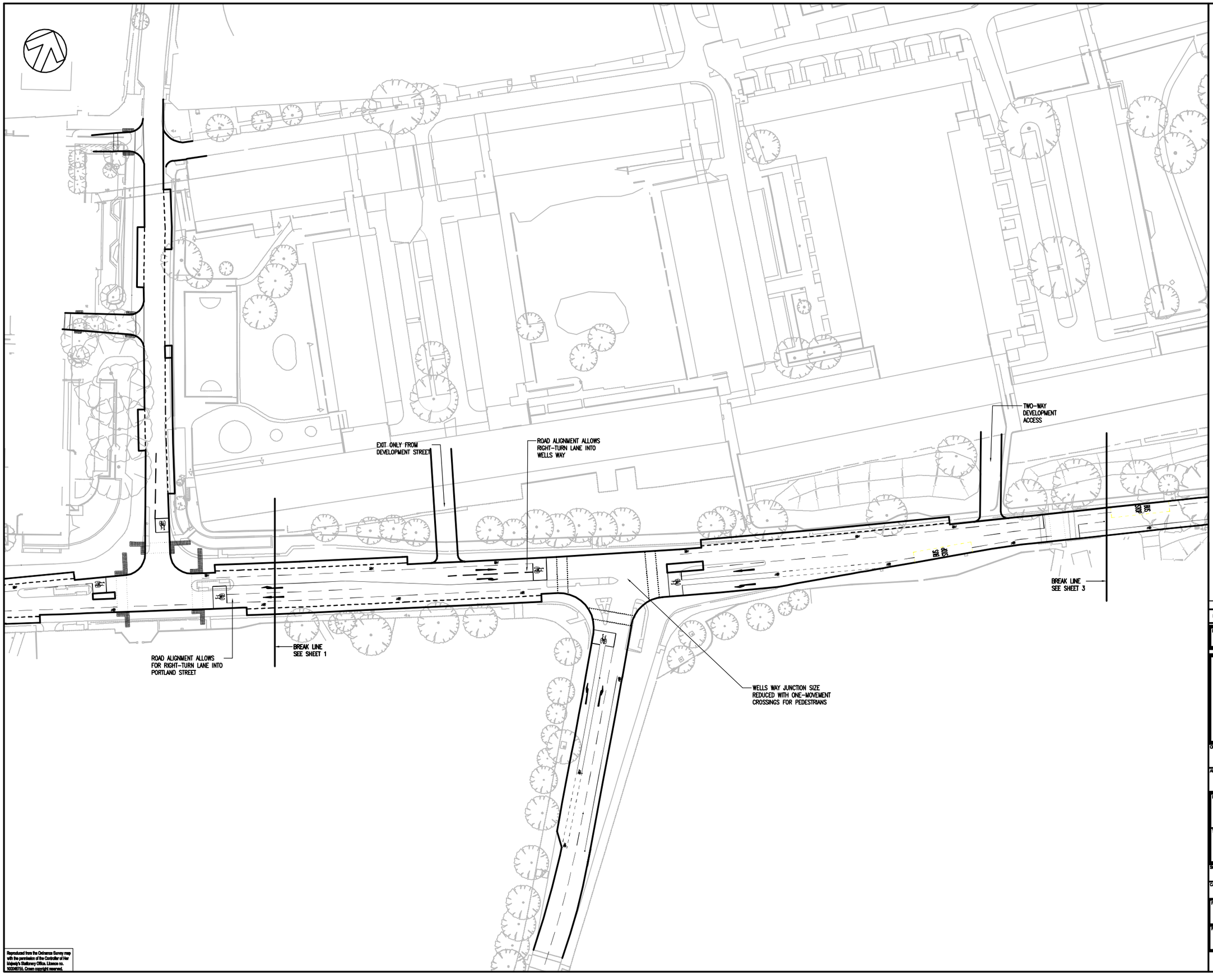

DO NOT SCALE

REV	DATE	BY	DESCRIPTION	CHK	APD
A	08.09.2014	JEY	FIRST ISSUE	ID	SAP

DRAWING STATUS: FOR INFORMATION ONLY

WSP
Unit 9, The Chase, John Tate Road
Foxholes Business Park, Hertford SG13 7NN
Tel: +44 (0)1992 526000 Fax: +44 (0)1992 526001
http://www.wspgroup.com

CLIENT: NHH

ARCHITECT: HTA

PROJECT: AYLESBURY ESTATE

TITLE: ALBANY ROAD HIGHWAY WORKS
Sheet 2 of 3

SCALE @ A1:	CHECKED:	APPROVED:
1 : 500	ID	SAP
CAD FILE:	DESIGN DRAWN:	DATE:
0304-GA-001 TO 003.DWG	DMG	September 14
PROJECT No:	DRAWING No:	REV:
50600304	0304-GA-001 TO 003	A

PROJECT DOCUMENT REF: NHH-AES-WSP-C_MPL-X-XX-M2_GA02

DO NOT SCALE

PEDESTRIAN AND CYCLE ACCESS INTO DEVELOPMENT AREA

TIE-IN TO EXISTING ROAD WIDTH

THURLOW STREET JUNCTION SIZE REDUCED BUT ALLOWS FOR TWO LANE APPROACHES ONTO EACH ARM

BREAK LINE SEE SHEET 2

REV	DATE	BY	DESCRIPTION	CHK	APD
A	08.09.2014	JEY	FIRST ISSUE	ID	SAP

DRAWING STATUS: FOR INFORMATION ONLY

WSP
Unit 9, The Chase, John Tate Road
Foxholes Business Park, Hertford SG13 7NN
Tel: +44 (0)1992 526000 Fax: +44 (0)1992 526001
http://www.wspgroup.com

CLIENT: NHH

ARCHITECT: HTA

PROJECT: AYLESBURY ESTATE

TITLE: ALBANY ROAD HIGHWAY WORKS
Sheet 3 of 3

SCALE @ A1:	CHECKED:	APPROVED:
1 : 500	ID	SAP
CAD FILE: 0304-GA-001 TO 003.DWG	DESIGN DRAWN: DMG	DATE: September 14

PROJECT No:	DRAWING No:	REV:
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PROJECT DOCUMENT REF: NHH-AES-WSP-C_MPL-X-XX-M2_GA03

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Appendix O – Proposed Future LinSig Results for Albany Road

Existing Junction Model

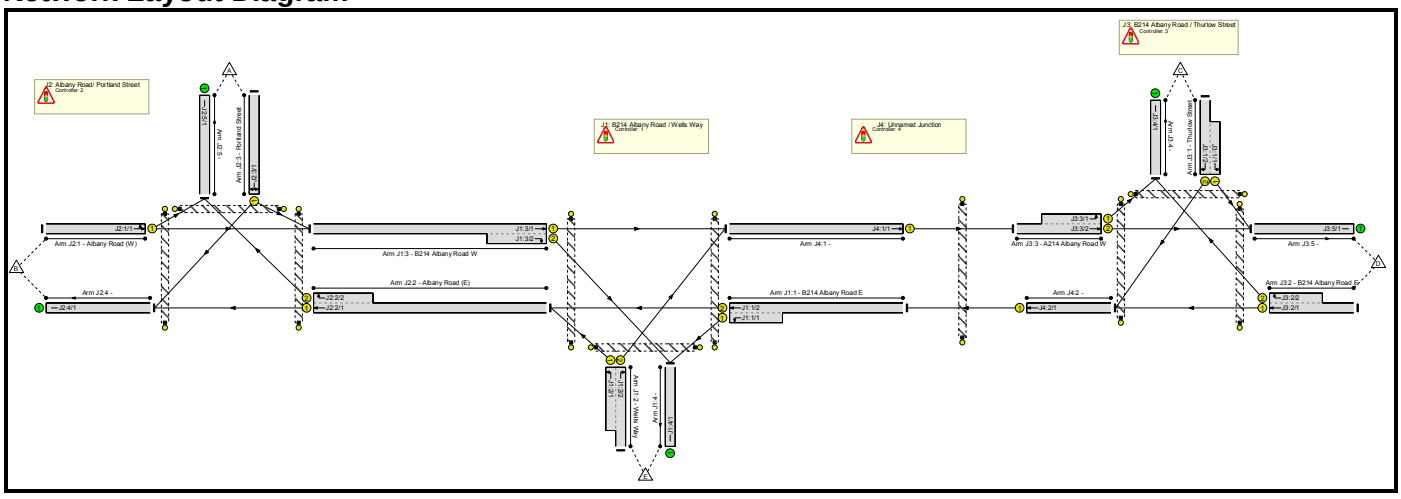
Scheme Model Results

Full Input Data And Results

User and Project Details

Project:	**Aylesbury Estate, Southwark**
Title:	**B214 Albany Road / Wells Way**
Location:	
File name:	Merged Models2.lsg3x
Author:	UKSXB076
Company:	WSP UK
Address:	
Notes:	

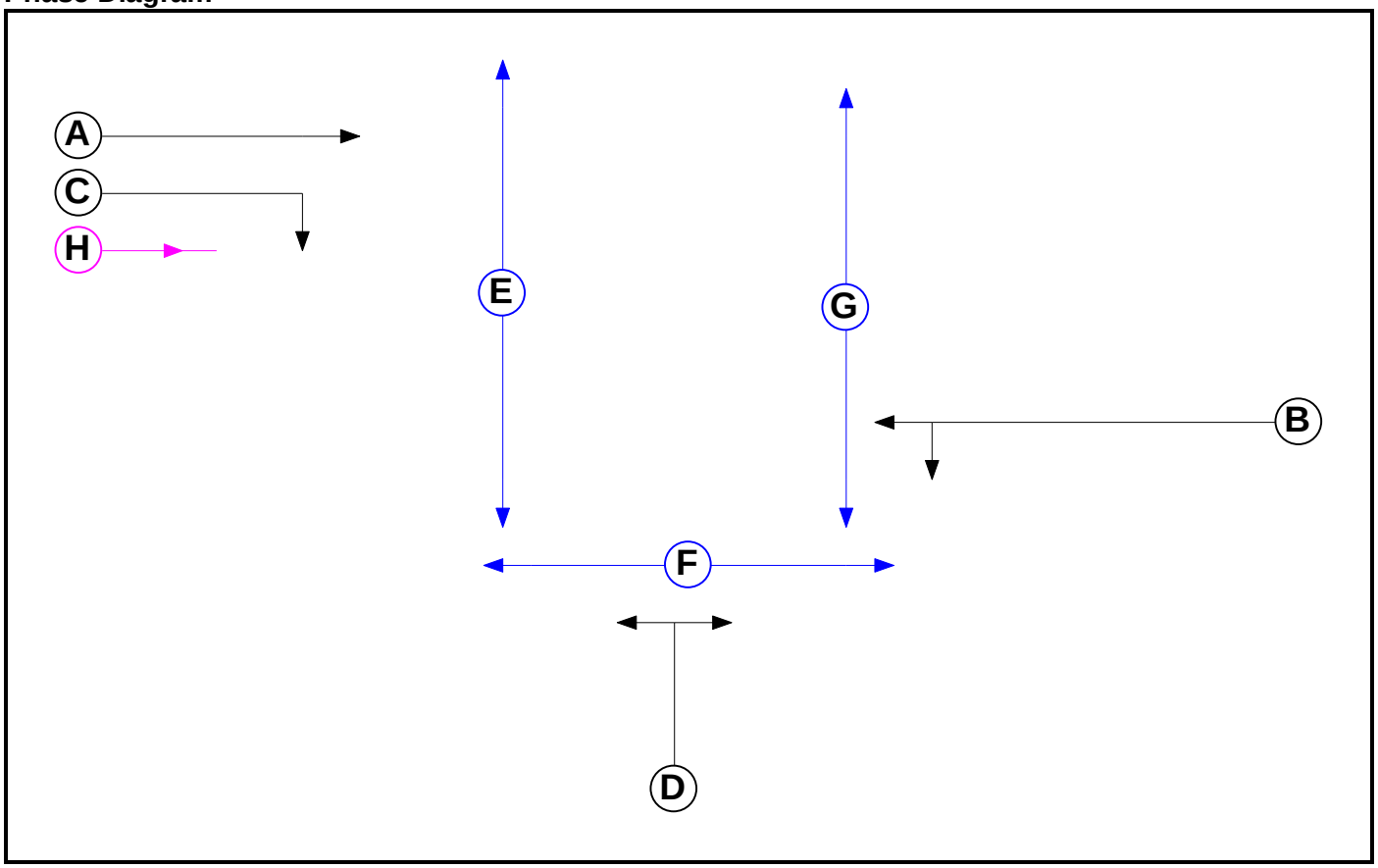
Network Layout Diagram



Full Input Data And Results

C1 - Albany Road/ Wells Way

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		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Cycle		5	5

Full Input Data And Results

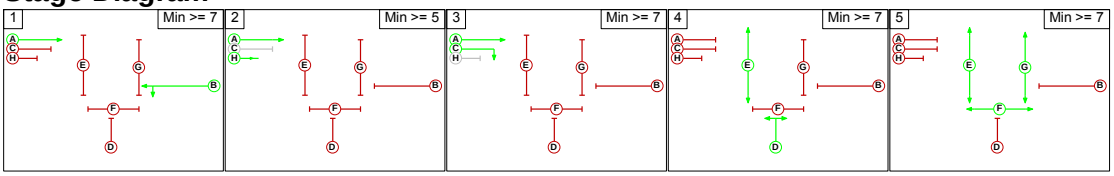
Phase Intergreens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		-	-	5	5	5	5	-
	B	-		5	5	5	5	5	5
	C	-	5		5	5	5	5	-
	D	9	9	9		-	9	9	9
	E	6	6	6	-		-	-	6
	F	9	9	9	9	-		-	9
	G	5	5	5	5	-	-		5
	H	-	5	-	5	5	5	5	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	A H
3	A C
4	D E
5	E F G

Stage Diagram



Phase Delays

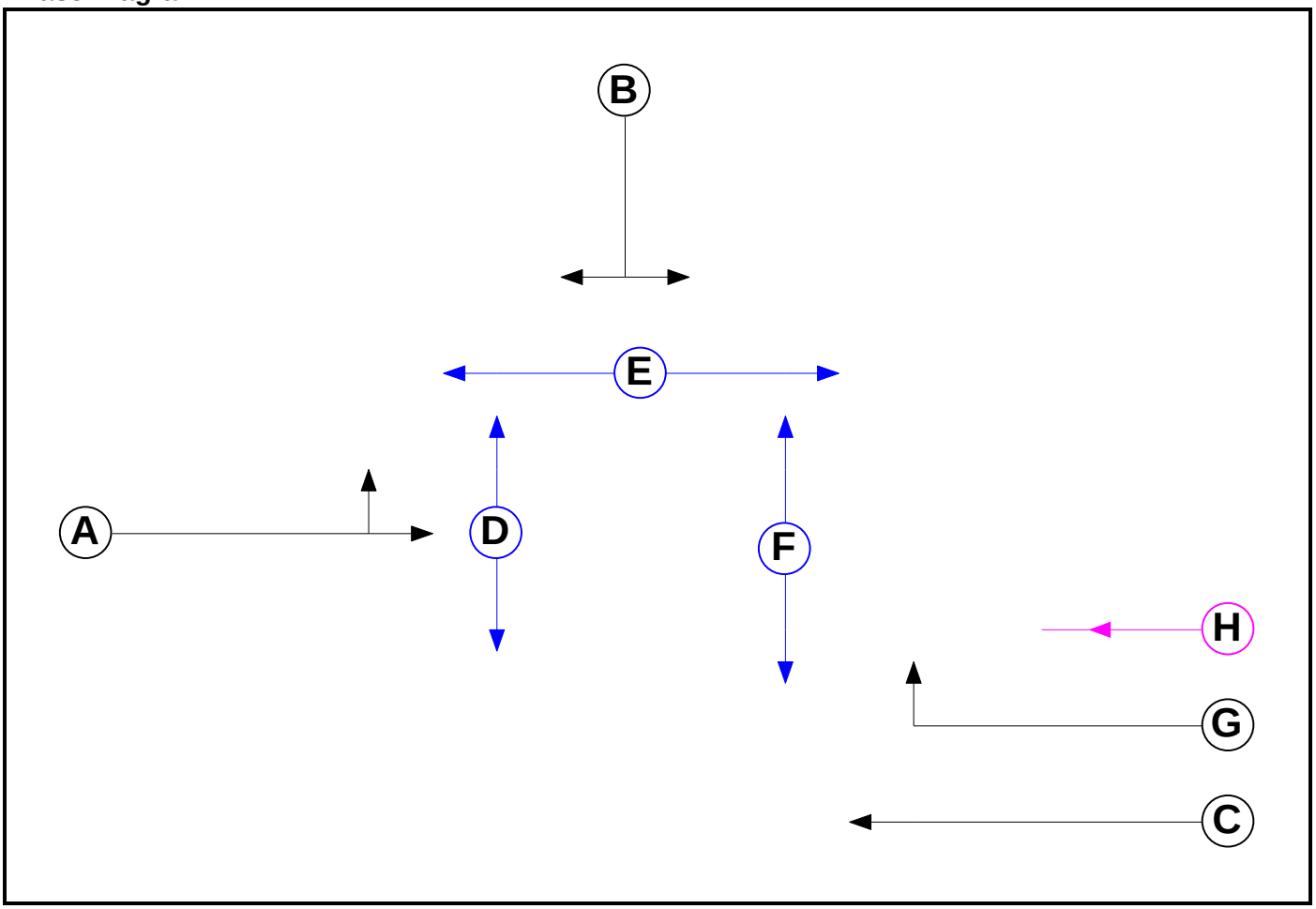
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		5	5	5	5
	2	5		2	5	5
	3	5	2		5	5
	4	9	9	9		9
	5	9	9	9	9	

C2 - Albany Road/ Portland Street

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		6	6
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Traffic		7	7
H	Cycle		5	5

Full Input Data And Results

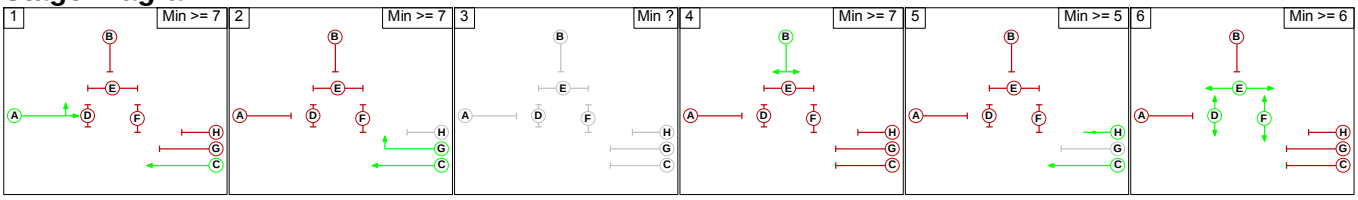
Phase Intergreens Matrix

		Starting Phase							
		A	B	C	D	E	F	G	H
Terminating Phase	A		6	-	5	7	7	6	6
	B	6		6	7	5	7	6	6
	C	-	6		7	7	5	-	-
	D	8	8	8		-	-	8	8
	E	8	8	8	-		-	8	8
	F	8	8	8	-	-		8	8
	G	6	6	-	7	5	7		-
	H	6	6	-	7	5	7	-	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	C G
3	
4	B
5	C H
6	D E F

Stage Diagram



Phase Delays

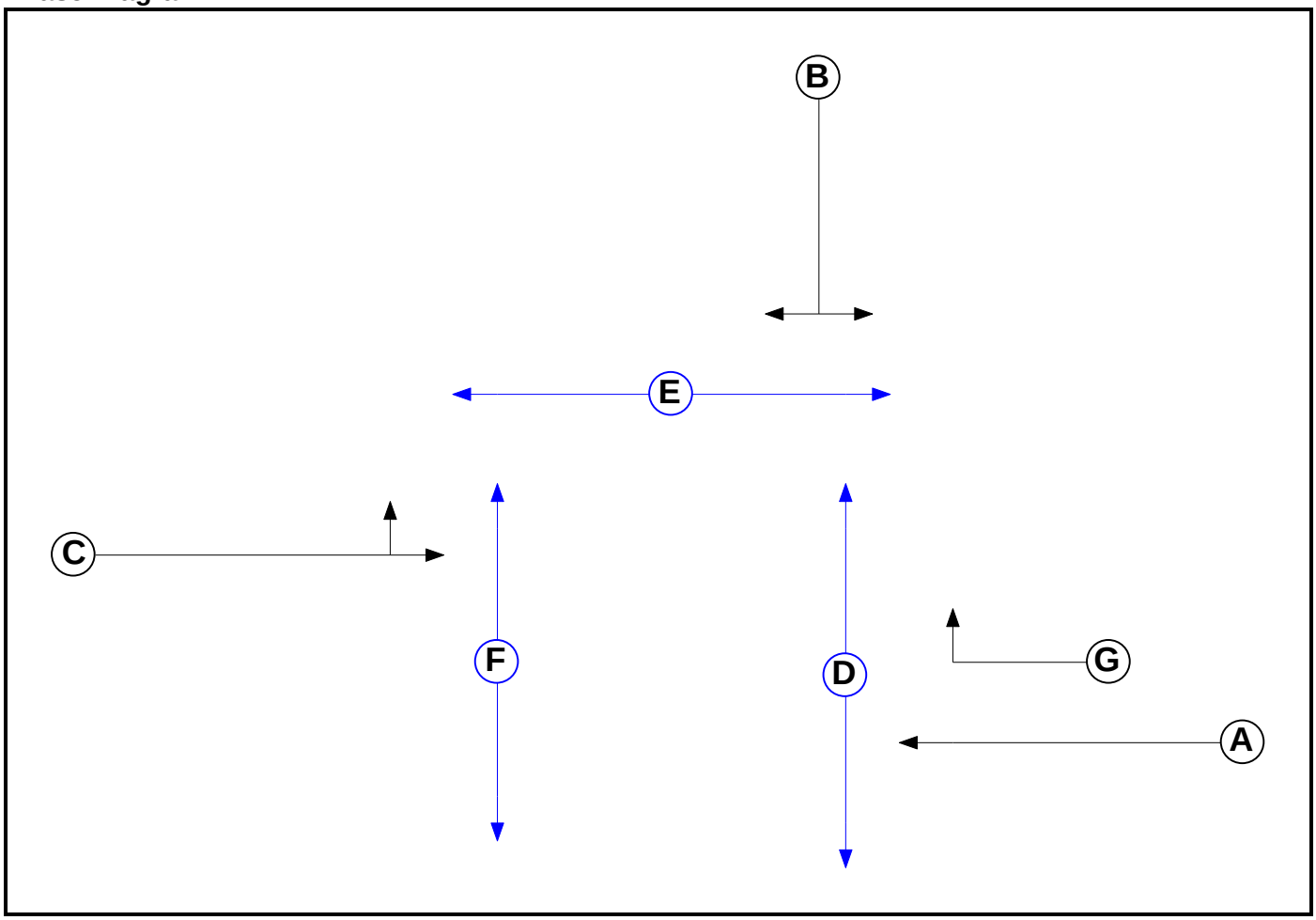
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage					
		1	2	3	4	5	6
From Stage	1		6	X	6	6	7
	2	6		X	6	2	7
	3	X	X		X	X	X
	4	6	6	X		6	7
	5	6	2	X	6		7
	6	8	8	X	8	8	

C3 - Albany Road/ Thurlow Street

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		6	6
E	Pedestrian		5	5
F	Pedestrian		6	6
G	Traffic		7	7

Full Input Data And Results

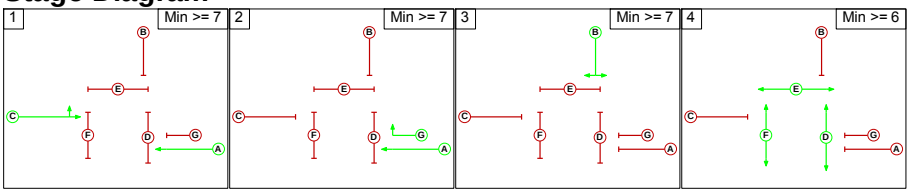
Phase Intergreens Matrix

		Starting Phase						
		A	B	C	D	E	F	G
Terminating Phase	A		5	-	5	5	5	-
	B	5		5	5	5	5	5
	C	-	5		5	5	5	5
	D	10	10	10		-	-	10
	E	10	10	10	-		-	10
	F	11	11	11	-	-		11
	G	-	5	5	5	5	5	

Phases in Stage

Stage No.	Phases in Stage
1	A C
2	A G
3	B
4	D E F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

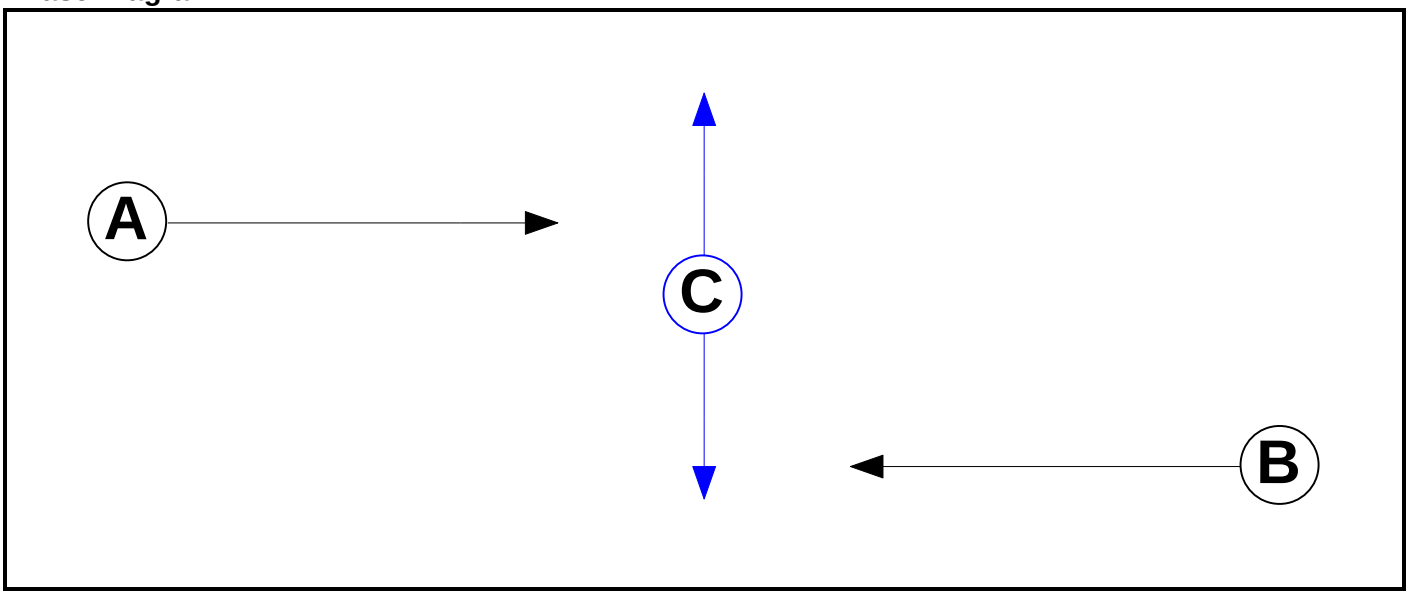
Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		5	5	5
	2	5		5	5
	3	5	5		5
	4	11	11	11	

Full Input Data And Results

C4 - Albany Road Crossig

Phase Diagram



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

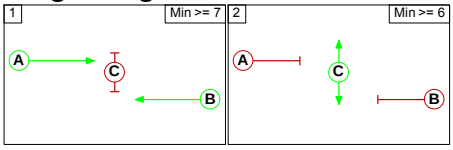
Phase Intergreens Matrix

Terminating Phase	Starting Phase A	Starting Phase B	Starting Phase C
A		-	5
B	-		5
C	6	6	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Full Input Data And Results

Prohibited Stage Change

	To Stage		
		1	2
From Stage	1		5
	2	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: B214 Albany Road / Wells Way
There are no Opposed Lanes in this Junction

Junction: J2: Albany Road/ Portland Street
There are no Opposed Lanes in this Junction

Junction: J3: B214 Albany Road / Thurlow Street
There are no Opposed Lanes in this Junction

Junction: J4: Unnamed Junction
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: B214 Albany Road / Wells Way

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)
J1:1/1 (B214 Albany Road E)	U	B	2	3	8.0	Geom	-	2.50	0.00	Y	Arm J1:4 Left	8.00
J1:1/2 (B214 Albany Road E)	U	B	2	3	60.0	Geom	-	2.50	0.00	N	Arm J2:2 Ahead	Inf
J1:2/1 (Wells Way)	U	D	2	3	10.0	Geom	-	2.50	0.00	Y	Arm J2:2 Left	10.00
J1:2/2 (Wells Way)	U	D	2	3	60.0	Geom	-	2.50	0.00	Y	Arm J4:1 Right	15.00
J1:3/1 (B214 Albany Road W)	U	A	2	3	60.0	Geom	-	2.50	0.00	Y	Arm J4:1 Ahead	Inf
J1:3/2 (B214 Albany Road W)	U	C	2	3	9.0	Geom	-	2.50	0.00	N	Arm J1:4 Right	8.31
J1:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: Albany Road/ Portland 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)
J2:1/1 (Albany Road (W))	U	A	2	3	60.0	Geom	-	2.50	0.00	Y	Arm J1:3 Ahead	Inf
											Arm J2:5 Left	10.00
J2:2/1 (Albany Road (E))	U	C	2	3	60.0	Geom	-	2.50	0.00	Y	Arm J2:4 Ahead	Inf
J2:2/2 (Albany Road (E))	U	G	2	3	9.0	Geom	-	2.50	0.00	N	Arm J2:5 Right	15.00
J2:3/1 (Portland Street)	U	B	2	3	62.6	Geom	-	3.90	0.00	Y	Arm J1:3 Left	10.00
											Arm J2:4 Right	12.00
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J3: B214 Albany Road / Thurlow 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)
J3:1/1 (Thurlow Street)	U	B	2	3	8.0	Geom	-	2.60	0.00	Y	Arm J3:5 Left	10.00
J3:1/2 (Thurlow Street)	U	B	2	3	60.0	Geom	-	2.60	0.00	N	Arm J4:2 Right	12.00
J3:2/1 (B214 Albany Road E)	U	A	2	3	60.0	Geom	-	2.60	0.00	Y	Arm J4:2 Ahead	Inf
J3:2/2 (B214 Albany Road E)	U	G	2	3	8.0	Geom	-	2.60	0.00	Y	Arm J3:4 Right	12.00
J3:3/1 (A214 Albany Road W)	U	C	2	3	9.0	Geom	-	2.60	0.00	Y	Arm J3:4 Left	10.00
J3:3/2 (A214 Albany Road W)	U	C	2	3	60.0	Geom	-	2.60	0.00	N	Arm J3:5 Ahead	Inf
J3:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J4: Unnamed Junction

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)
J4:1/1	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J3:3 Ahead	Inf
J4:2/1	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:1 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2014 + COM DEV + PROP DEV AM'	08:00	09:00	01:00	
2: '2014 + COM DEV + PROP DEV PM'	17:00	18:00	01:00	
3: '2014 + COM DEV + PROP DEV AM with Sensitivity'	08:00	09:00	01:00	F1/1.08
4: '2014 + COM DEV + PROP DEV PM with Sensitivity'	17:00	18:00	01:00	F2/1.08

Scenario 1: '2014 + COM DEV + PROP DEV AM' (FG1: '2014 + COM DEV + PROP DEV AM', Plan 1: '2014 AM')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	34	39	53	31	157
	B	47	0	153	207	120	527
	C	67	78	0	225	108	478
	D	138	162	228	0	222	750
	E	137	160	162	220	0	679
	Tot.	389	434	582	705	481	2591

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2014 + COM DEV + PROP DEV AM
Junction: J1: B214 Albany Road / Wells Way	
J1:1/1 (short)	330
J1:1/2 (with short)	775(In) 445(Out)
J1:2/1 (short)	297
J1:2/2 (with short)	679(In) 382(Out)
J1:3/1 (with short)	603(In) 452(Out)
J1:3/2 (short)	151
J1:4/1	481
Junction: J2: Albany Road/ Portland Street	
J2:1/1	527
J2:2/1 (with short)	742(In) 400(Out)
J2:2/2 (short)	342
J2:3/1	157
J2:4/1	434
J2:5/1	389
Junction: J3: B214 Albany Road / Thurlow Street	
J3:1/1 (short)	225
J3:1/2 (with short)	478(In) 253(Out)
J3:2/1 (with short)	750(In) 522(Out)
J3:2/2 (short)	228
J3:3/1 (short)	354
J3:3/2 (with short)	834(In) 480(Out)
J3:4/1	582
J3:5/1	705
Junction: J4: Unnamed Junction	
J4:1/1	834
J4:2/1	775

Full Input Data And Results

Lane Saturation Flows

Junction: J1: B214 Albany Road / Wells Way

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B214 Albany Road E)	2.50	0.00	Y	Arm J1:4 Left	8.00	100.0 %	1571	1571
J1:1/2 (B214 Albany Road E)	2.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2005	2005
J1:2/1 (Wells Way)	2.50	0.00	Y	Arm J2:2 Left	10.00	100.0 %	1622	1622
J1:2/2 (Wells Way)	2.50	0.00	Y	Arm J4:1 Right	15.00	100.0 %	1695	1695
J1:3/1 (B214 Albany Road W)	2.50	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1865	1865
J1:3/2 (B214 Albany Road W)	2.50	0.00	N	Arm J1:4 Right	8.31	100.0 %	1698	1698
J1:4/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Albany Road/ Portland Street

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Albany Road (W))	2.50	0.00	Y	Arm J1:3 Ahead	Inf	91.1 %	1840	1840
				Arm J2:5 Left	10.00	8.9 %		
J2:2/1 (Albany Road (E))	2.50	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1865	1865
J2:2/2 (Albany Road (E))	2.50	0.00	N	Arm J2:5 Right	15.00	100.0 %	1823	1823
J2:3/1 (Portland Street)	3.90	0.00	Y	Arm J1:3 Left	10.00	78.3 %	1752	1752
				Arm J2:4 Right	12.00	21.7 %		
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: B214 Albany Road / Thurlow Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Thurlow Street)	2.60	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1630	1630
J3:1/2 (Thurlow Street)	2.60	0.00	N	Arm J4:2 Right	12.00	100.0 %	1791	1791
J3:2/1 (B214 Albany Road E)	2.60	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1875	1875
J3:2/2 (B214 Albany Road E)	2.60	0.00	Y	Arm J3:4 Right	12.00	100.0 %	1667	1667
J3:3/1 (A214 Albany Road W)	2.60	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1630	1630
J3:3/2 (A214 Albany Road W)	2.60	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2015	2015
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J4:2/1	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940

Scenario 2: '2014 + COM DEV + PROP DEV PM' (FG2: '2014 + COM DEV + PROP DEV PM', Plan 1: '2014 AM')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	37	49	58	48	192
	B	51	0	147	175	145	518
	C	44	112	0	250	191	597
	D	65	165	132	0	283	645
	E	33	85	126	149	0	393
	Tot.	193	399	454	632	667	2345

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2014 + COM DEV + PROP DEV PM
Junction: J1: B214 Albany Road / Wells Way	
J1:1/1 (short)	474
J1:1/2 (with short)	860(In) 386(Out)
J1:2/1 (short)	118
J1:2/2 (with short)	393(In) 275(Out)
J1:3/1 (with short)	622(In) 429(Out)
J1:3/2 (short)	193
J1:4/1	667
Junction: J2: Albany Road/ Portland Street	
J2:1/1	518
J2:2/1 (with short)	504(In) 362(Out)
J2:2/2 (short)	142
J2:3/1	192
J2:4/1	399
J2:5/1	193
Junction: J3: B214 Albany Road / Thurlow Street	
J3:1/1 (short)	250
J3:1/2 (with short)	597(In) 347(Out)
J3:2/1 (with short)	645(In) 513(Out)
J3:2/2 (short)	132
J3:3/1 (short)	322
J3:3/2 (with short)	704(In) 382(Out)
J3:4/1	454
J3:5/1	632
Junction: J4: Unnamed Junction	
J4:1/1	704
J4:2/1	860

Full Input Data And Results

Lane Saturation Flows

Junction: J1: B214 Albany Road / Wells Way

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B214 Albany Road E)	2.50	0.00	Y	Arm J1:4 Left	8.00	100.0 %	1571	1571
J1:1/2 (B214 Albany Road E)	2.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2005	2005
J1:2/1 (Wells Way)	2.50	0.00	Y	Arm J2:2 Left	10.00	100.0 %	1622	1622
J1:2/2 (Wells Way)	2.50	0.00	Y	Arm J4:1 Right	15.00	100.0 %	1695	1695
J1:3/1 (B214 Albany Road W)	2.50	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1865	1865
J1:3/2 (B214 Albany Road W)	2.50	0.00	N	Arm J1:4 Right	8.31	100.0 %	1698	1698
J1:4/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Albany Road/ Portland Street

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Albany Road (W))	2.50	0.00	Y	Arm J1:3 Ahead	Inf	90.2 %	1838	1838
				Arm J2:5 Left	10.00	9.8 %		
J2:2/1 (Albany Road (E))	2.50	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1865	1865
J2:2/2 (Albany Road (E))	2.50	0.00	N	Arm J2:5 Right	15.00	100.0 %	1823	1823
J2:3/1 (Portland Street)	3.90	0.00	Y	Arm J1:3 Left	10.00	80.7 %	1751	1751
				Arm J2:4 Right	12.00	19.3 %		
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: B214 Albany Road / Thurlow Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Thurlow Street)	2.60	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1630	1630
J3:1/2 (Thurlow Street)	2.60	0.00	N	Arm J4:2 Right	12.00	100.0 %	1791	1791
J3:2/1 (B214 Albany Road E)	2.60	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1875	1875
J3:2/2 (B214 Albany Road E)	2.60	0.00	Y	Arm J3:4 Right	12.00	100.0 %	1667	1667
J3:3/1 (A214 Albany Road W)	2.60	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1630	1630
J3:3/2 (A214 Albany Road W)	2.60	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2015	2015
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J4:2/1	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940

Scenario 3: 'Sensitivity Test AM' (FG3: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: '2014 AM')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	31	36	49	29	145
	B	44	0	142	192	111	489
	C	62	72	0	208	100	442
	D	128	150	211	0	206	695
	E	127	148	150	204	0	629
	Tot.	361	401	539	653	446	2400

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: Sensitivity Test AM
Junction: J1: B214 Albany Road / Wells Way	
J1:1/1 (short)	306
J1:1/2 (with short)	718(In) 412(Out)
J1:2/1 (short)	275
J1:2/2 (with short)	629(In) 354(Out)
J1:3/1 (with short)	559(In) 419(Out)
J1:3/2 (short)	140
J1:4/1	446
Junction: J2: Albany Road/ Portland Street	
J2:1/1	489
J2:2/1 (with short)	687(In) 370(Out)
J2:2/2 (short)	317
J2:3/1	145
J2:4/1	401
J2:5/1	361
Junction: J3: B214 Albany Road / Thurlow Street	
J3:1/1 (short)	208
J3:1/2 (with short)	442(In) 234(Out)
J3:2/1 (with short)	695(In) 484(Out)
J3:2/2 (short)	211
J3:3/1 (short)	328
J3:3/2 (with short)	773(In) 445(Out)
J3:4/1	539
J3:5/1	653
Junction: J4: Unnamed Junction	
J4:1/1	773
J4:2/1	718

Full Input Data And Results

Lane Saturation Flows

Junction: J1: B214 Albany Road / Wells Way

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B214 Albany Road E)	2.50	0.00	Y	Arm J1:4 Left	8.00	100.0 %	1571	1571
J1:1/2 (B214 Albany Road E)	2.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2005	2005
J1:2/1 (Wells Way)	2.50	0.00	Y	Arm J2:2 Left	10.00	100.0 %	1622	1622
J1:2/2 (Wells Way)	2.50	0.00	Y	Arm J4:1 Right	15.00	100.0 %	1695	1695
J1:3/1 (B214 Albany Road W)	2.50	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1865	1865
J1:3/2 (B214 Albany Road W)	2.50	0.00	N	Arm J1:4 Right	8.31	100.0 %	1698	1698
J1:4/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Albany Road/ Portland Street

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Albany Road (W))	2.50	0.00	Y	Arm J1:3 Ahead	Inf	91.0 %	1840	1840
				Arm J2:5 Left	10.00	9.0 %		
J2:2/1 (Albany Road (E))	2.50	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1865	1865
J2:2/2 (Albany Road (E))	2.50	0.00	N	Arm J2:5 Right	15.00	100.0 %	1823	1823
J2:3/1 (Portland Street)	3.90	0.00	Y	Arm J1:3 Left	10.00	78.6 %	1752	1752
				Arm J2:4 Right	12.00	21.4 %		
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: B214 Albany Road / Thurlow Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Thurlow Street)	2.60	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1630	1630
J3:1/2 (Thurlow Street)	2.60	0.00	N	Arm J4:2 Right	12.00	100.0 %	1791	1791
J3:2/1 (B214 Albany Road E)	2.60	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1875	1875
J3:2/2 (B214 Albany Road E)	2.60	0.00	Y	Arm J3:4 Right	12.00	100.0 %	1667	1667
J3:3/1 (A214 Albany Road W)	2.60	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1630	1630
J3:3/2 (A214 Albany Road W)	2.60	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2015	2015
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J4:2/1	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940

Scenario 4: 'Sensitivity Test PM' (FG4: '2014 + COM DEV + PROP DEV PM with Sensitivity', Plan 1: '2014 AM')

Traffic Flows, Desired

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	34	45	54	44	177
	B	47	0	136	162	134	479
	C	41	104	0	231	177	553
	D	60	153	122	0	262	597
	E	31	79	117	138	0	365
	Tot.	179	370	420	585	617	2171

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: Sensitivity Test PM
Junction: J1: B214 Albany Road / Wells Way	
J1:1/1 (short)	439
J1:1/2 (with short)	797(In) 358(Out)
J1:2/1 (short)	110
J1:2/2 (with short)	365(In) 255(Out)
J1:3/1 (with short)	575(In) 397(Out)
J1:3/2 (short)	178
J1:4/1	617
Junction: J2: Albany Road/ Portland Street	
J2:1/1	479
J2:2/1 (with short)	468(In) 336(Out)
J2:2/2 (short)	132
J2:3/1	177
J2:4/1	370
J2:5/1	179
Junction: J3: B214 Albany Road / Thurlow Street	
J3:1/1 (short)	231
J3:1/2 (with short)	553(In) 322(Out)
J3:2/1 (with short)	597(In) 475(Out)
J3:2/2 (short)	122
J3:3/1 (short)	298
J3:3/2 (with short)	652(In) 354(Out)
J3:4/1	420
J3:5/1	585
Junction: J4: Unnamed Junction	
J4:1/1	652
J4:2/1	797

Full Input Data And Results

Lane Saturation Flows

Junction: J1: B214 Albany Road / Wells Way

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (B214 Albany Road E)	2.50	0.00	Y	Arm J1:4 Left	8.00	100.0 %	1571	1571
J1:1/2 (B214 Albany Road E)	2.50	0.00	N	Arm J2:2 Ahead	Inf	100.0 %	2005	2005
J1:2/1 (Wells Way)	2.50	0.00	Y	Arm J2:2 Left	10.00	100.0 %	1622	1622
J1:2/2 (Wells Way)	2.50	0.00	Y	Arm J4:1 Right	15.00	100.0 %	1695	1695
J1:3/1 (B214 Albany Road W)	2.50	0.00	Y	Arm J4:1 Ahead	Inf	100.0 %	1865	1865
J1:3/2 (B214 Albany Road W)	2.50	0.00	N	Arm J1:4 Right	8.31	100.0 %	1698	1698
J1:4/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Albany Road/ Portland Street

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (Albany Road (W))	2.50	0.00	Y	Arm J1:3 Ahead	Inf	90.2 %	1838	1838
				Arm J2:5 Left	10.00	9.8 %		
J2:2/1 (Albany Road (E))	2.50	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1865	1865
J2:2/2 (Albany Road (E))	2.50	0.00	N	Arm J2:5 Right	15.00	100.0 %	1823	1823
J2:3/1 (Portland Street)	3.90	0.00	Y	Arm J1:3 Left	10.00	80.8 %	1751	1751
				Arm J2:4 Right	12.00	19.2 %		
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

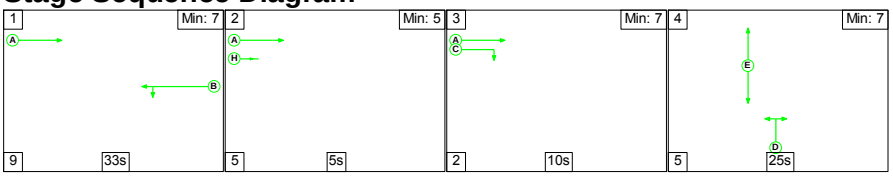
Full Input Data And Results

Junction: J3: B214 Albany Road / Thurlow Street								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (Thurlow Street)	2.60	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1630	1630
J3:1/2 (Thurlow Street)	2.60	0.00	N	Arm J4:2 Right	12.00	100.0 %	1791	1791
J3:2/1 (B214 Albany Road E)	2.60	0.00	Y	Arm J4:2 Ahead	Inf	100.0 %	1875	1875
J3:2/2 (B214 Albany Road E)	2.60	0.00	Y	Arm J3:4 Right	12.00	100.0 %	1667	1667
J3:3/1 (A214 Albany Road W)	2.60	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1630	1630
J3:3/2 (A214 Albany Road W)	2.60	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2015	2015
J3:4/1	Infinite Saturation Flow						Inf	Inf
J3:5/1	Infinite Saturation Flow						Inf	Inf

Junction: J4: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J4:1/1	3.25	0.00	Y	Arm J3:3 Ahead	Inf	100.0 %	1940	1940
J4:2/1	3.25	0.00	Y	Arm J1:1 Ahead	Inf	100.0 %	1940	1940

Scenario 1: '2014 + COM DEV + PROP DEV AM' (FG1: '2014 + COM DEV + PROP DEV AM', Plan 1: '2014 AM')
C1 - Albany Road/ Wells Way

Stage Sequence Diagram

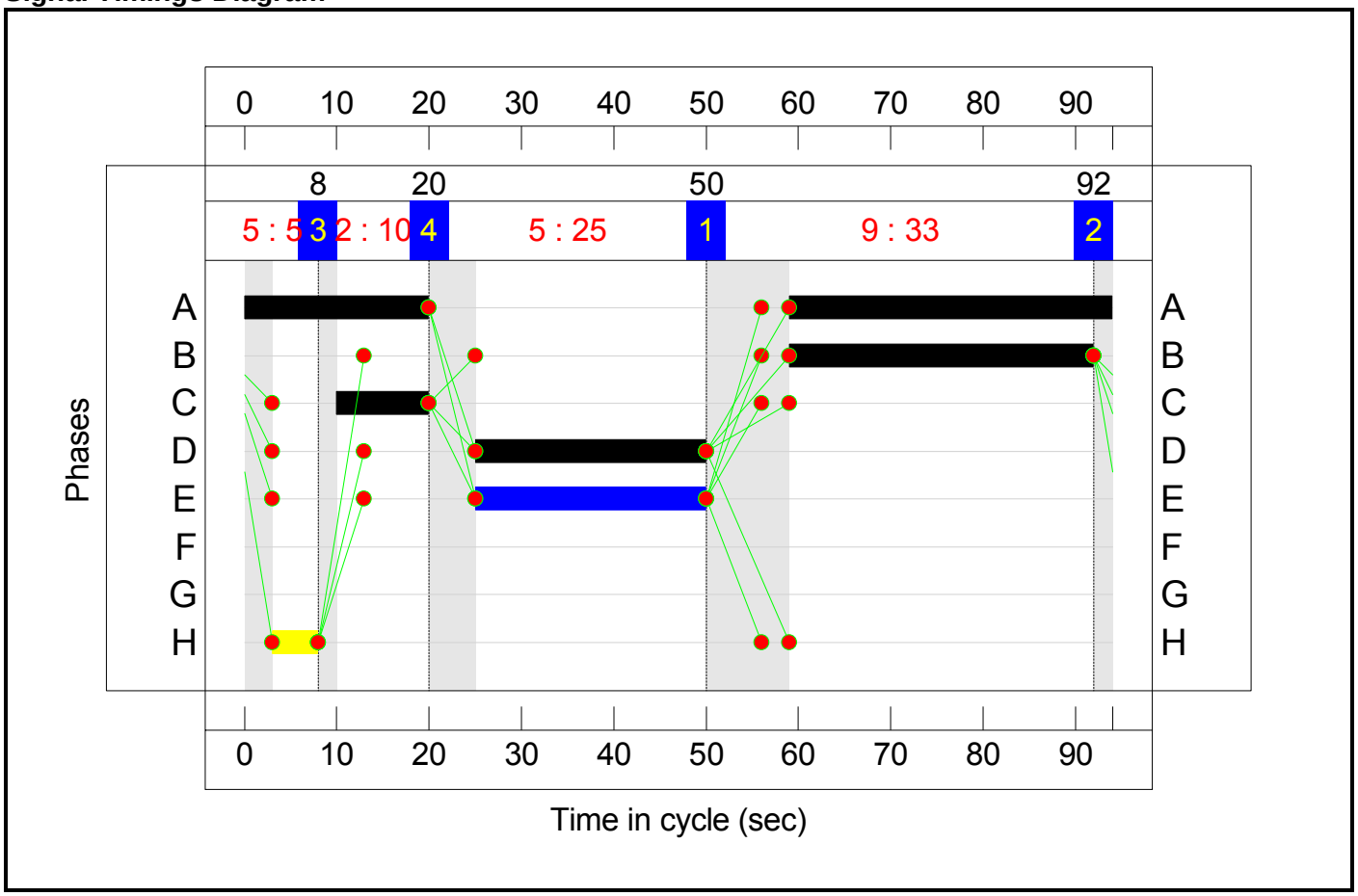


Stage Timings

Stage	1	2	3	4
Duration	33	5	10	25
Change Point	50	92	8	20

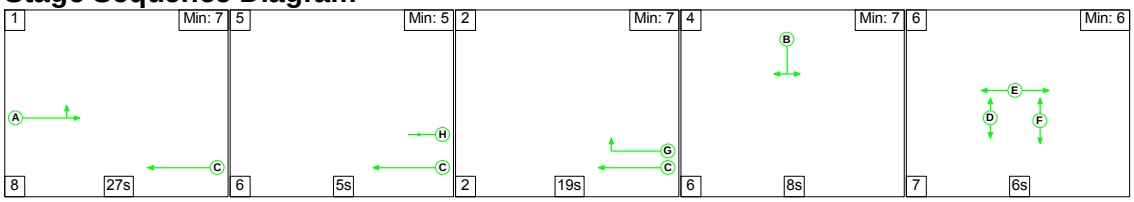
Full Input Data And Results

Signal Timings Diagram



C2 - Albany Road/ Portland Street

Stage Sequence Diagram

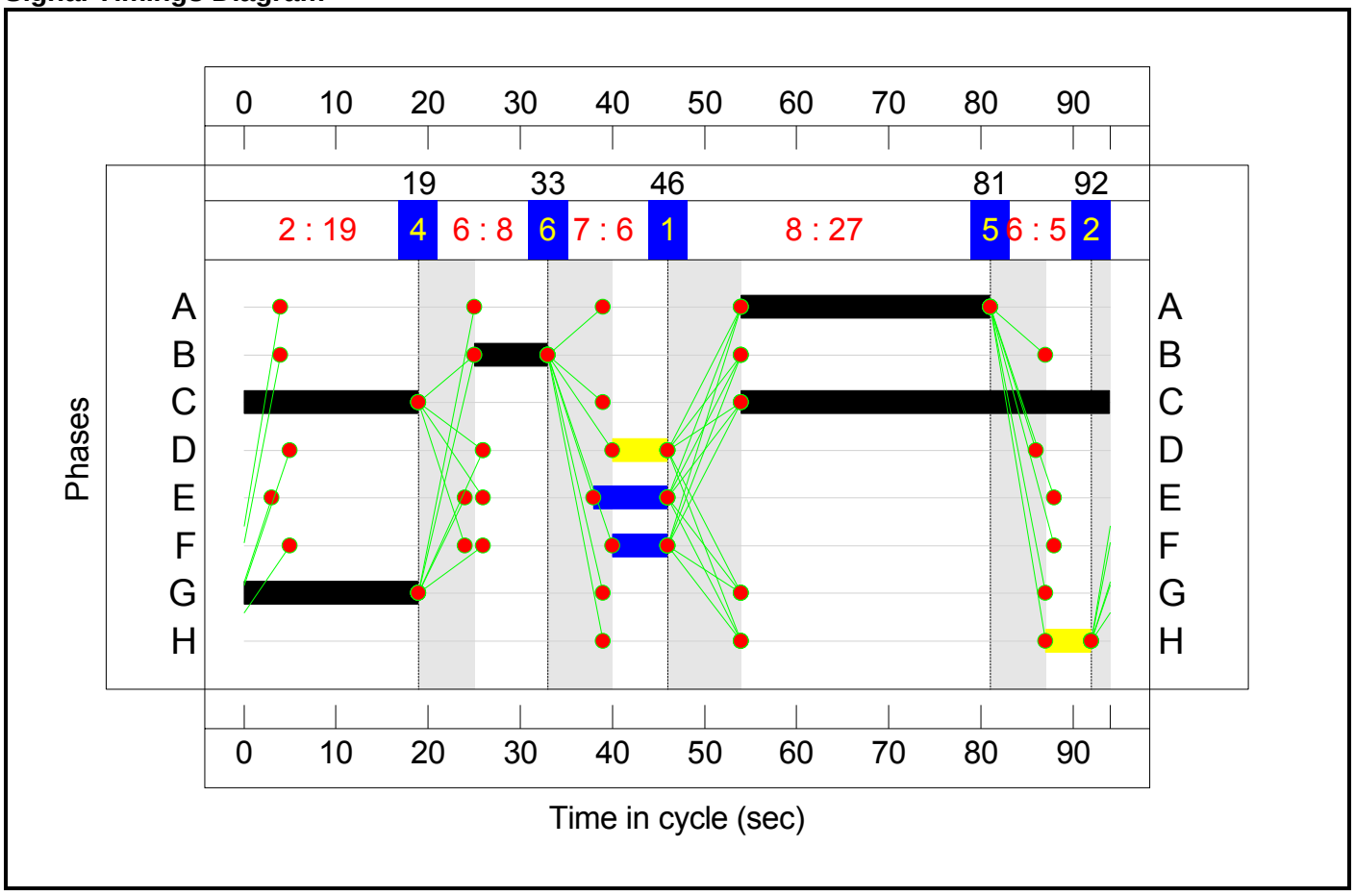


Stage Timings

Stage	1	5	2	4	6
Duration	27	5	19	8	6
Change Point	46	81	92	19	33

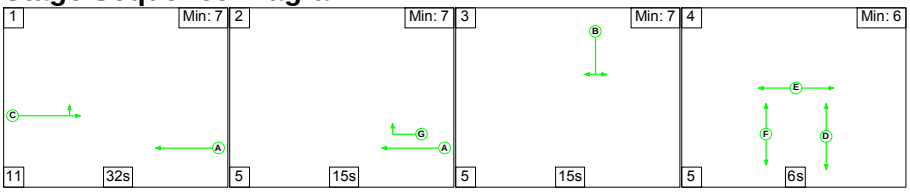
Full Input Data And Results

Signal Timings Diagram



C3 - Albany Road/ Thurlow Street

Stage Sequence Diagram

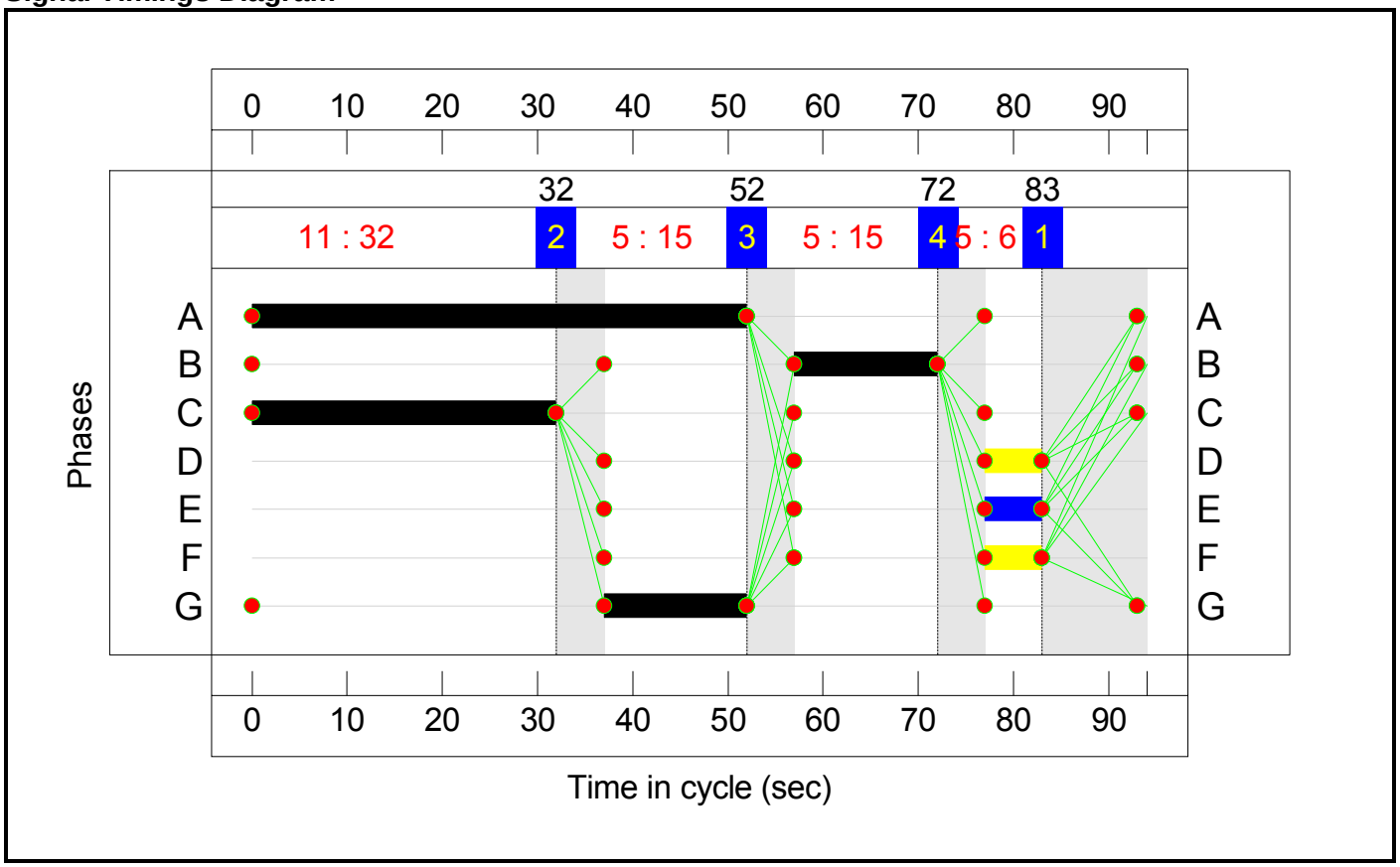


Stage Timings

Stage	1	2	3	4
Duration	32	15	15	6
Change Point	83	32	52	72

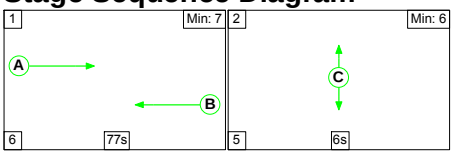
Full Input Data And Results

Signal Timings Diagram



C4 - Albany Road Crossig

Stage Sequence Diagram

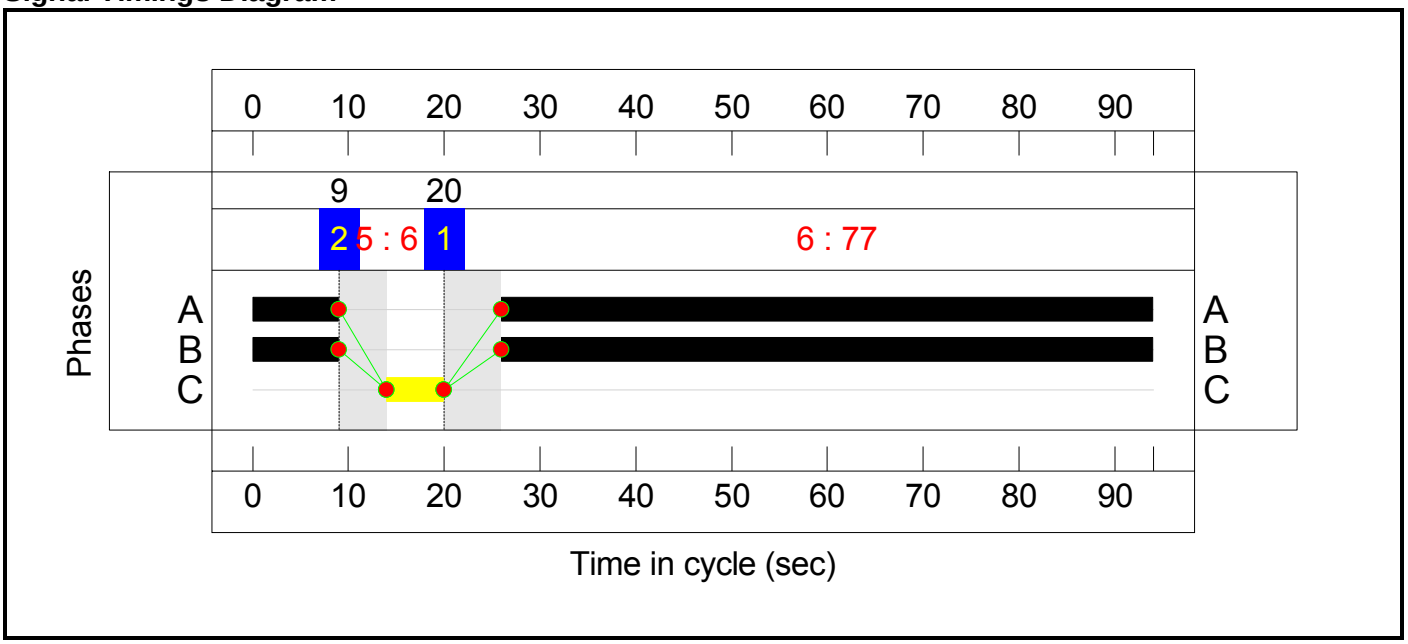


Stage Timings

Stage	1	2
Duration	77	6
Change Point	20	9

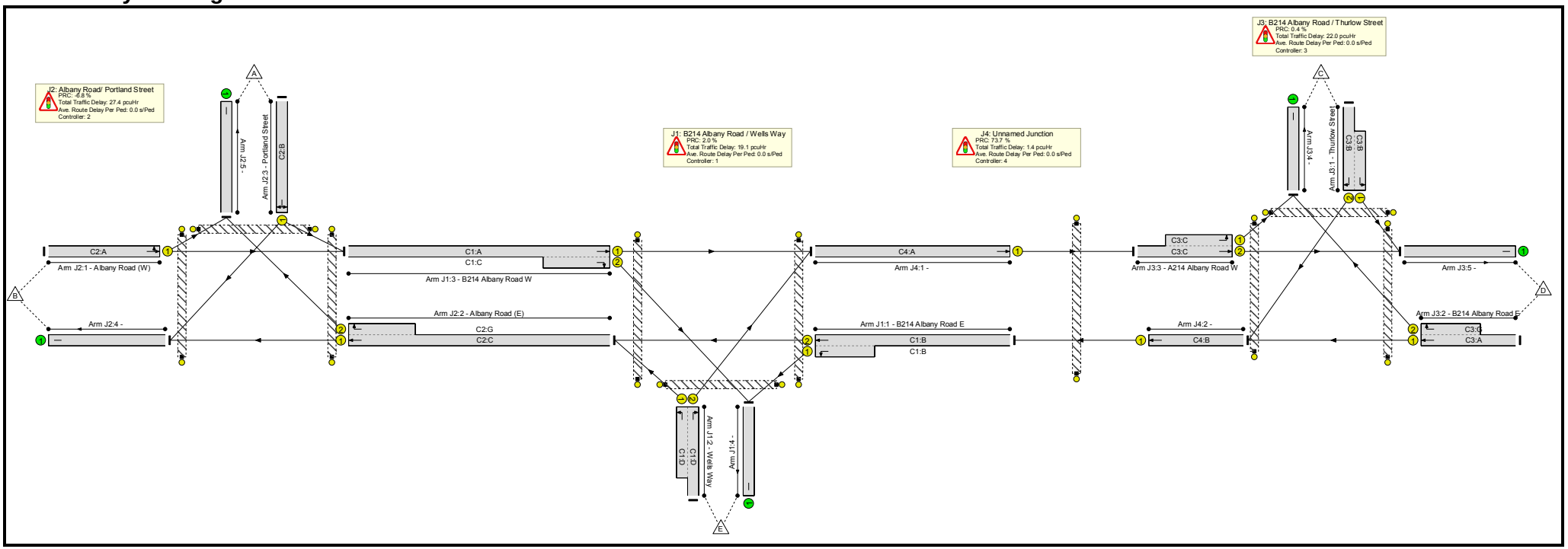
Full Input Data And Results

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: B214 Albany Road / Wells Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.2%**
J1: B214 Albany Road / Wells Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.3%**
1/2+1/1	B214 Albany Road E Left Ahead	U	N/A	N/A	C1:B		1	33	-	775	2005:1571	526+390	84.7 : 84.7%
2/2+2/1	Wells Way Right Left	U	N/A	N/A	C1:D		1	25	-	679	1695:1622	433+336	88.3 : 88.3%
3/1+3/2	B214 Albany Road W Ahead Right	U	N/A	N/A	C1:A C1:C		1	55:10	-	603	1865:1698	684+199	66.1 : 76.0%
4/1		U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:E		1	25	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:F		0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J2: Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.2%**
1/1	Albany Road (W) Ahead Left	U	N/A	N/A	C2:A		1	27	-	527	1840	548	96.2%
2/1+2/2	Albany Road (E) Ahead Right	U	N/A	N/A	C2:C C2:G		1	59:19	-	742	1865:1823	424+363	94.3 : 94.3%
3/1	Portland Street Left Right	U	N/A	N/A	C2:B		1	8	-	157	1752	168	93.6%
4/1		U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	389	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:D		1	6	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:E		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	6	-	0	-	0	0.0%
J3: B214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**89.7%**
1/2+1/1	Thurlow Street Left Right	U	N/A	N/A	C3:B		1	15	-	478	1791:1630	305+271	83.0 : 83.0%
2/1+2/2	B214 Albany Road E Right Ahead	U	N/A	N/A	C3:A C3:G		1	52:15	-	750	1875:1667	650+284	80.4 : 80.4%
3/2+3/1	A214 Albany Road W Left Ahead	U	N/A	N/A	C3:C		1	32	-	834	2015:1630	535+395	89.7 : 89.7%
4/1		U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	705	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:D		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J4: Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**51.8%**
1/1	Ahead	U	N/A	N/A	C4:A		1	77	-	834	1940	1610	51.8%
2/1	Ahead	U	N/A	N/A	C4:B		1	77	-	775	1940	1610	48.1%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:C		1	6	-	0	-	0	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: B214 Albany Road / Wells Way	**-**	**-**	**0**	**0**	**0**	**35.4**	**34.5**	**0.0**	**69.9**	**-**	**-**	**-**	**-**
J1: B214 Albany Road / Wells Way	**-**	**-**	**0**	**0**	**0**	**11.9**	**7.2**	**0.0**	**19.1**	**-**	**-**	**-**	**-**
1/2+1/1	775	775	-	-	-	4.5	2.7	-	7.2	33.4	9.3	2.7	12.0
2/2+2/1	679	679	-	-	-	5.9	3.5	-	9.3	49.6	9.2	3.5	12.7
3/1+3/2	603	603	-	-	-	1.5	1.1	-	2.6	15.4	3.6	1.1	4.7
4/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J2: Albany Road/ Portland Street	**-**	**-**	**0**	**0**	**0**	**9.5**	**17.9**	**0.0**	**27.4**	**-**	**-**	**-**	**-**
1/1	527	527	-	-	-	4.8	7.4	-	12.1	82.7	13.5	7.4	20.8
2/1+2/2	742	742	-	-	-	2.9	6.4	-	9.3	45.3	8.4	6.4	14.8
3/1	157	157	-	-	-	1.8	4.1	-	6.0	136.9	4.1	4.1	8.2
4/1	434	434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: B214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**13.6**	**8.3**	**0.0**	**22.0**	**-**	**-**	**-**	**-**
1/2+1/1	478	478	-	-	-	5.0	2.3	-	7.3	55.2	6.3	2.3	8.7
2/1+2/2	750	750	-	-	-	4.2	2.0	-	6.2	29.6	8.2	2.0	10.2
3/2+3/1	834	834	-	-	-	4.5	4.0	-	8.5	36.5	12.6	4.0	16.6
4/1	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

5/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J4: Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**0.4**	**1.0**	**0.0**	**1.4**	**-**	**-**	**-**	**-**
1/1	834	834	-	-	-	0.2	0.5	-	0.7	3.0	2.0	0.5	2.5
2/1	775	775	-	-	-	0.2	0.5	-	0.7	3.2	1.9	0.5	2.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

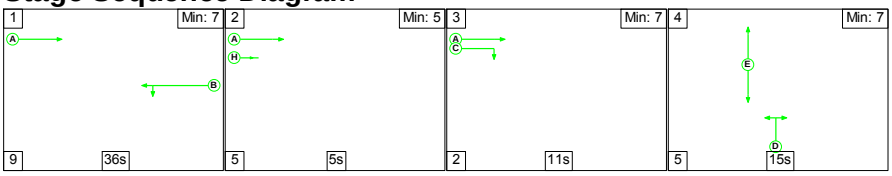
C1 - Albany Road/ Wells Way	PRC for Signalled Lanes (%):	2.0	Total Delay for Signalled Lanes (pcuHr):	19.11	Cycle Time (s): 94
C2 - Albany Road/ Portland Street	PRC for Signalled Lanes (%):	-6.8	Total Delay for Signalled Lanes (pcuHr):	27.42	Cycle Time (s): 94
C3 - Albany Road/ Thurlow Street	PRC for Signalled Lanes (%):	0.4	Total Delay for Signalled Lanes (pcuHr):	21.96	Cycle Time (s): 94
C4 - Albany Road Crossig	PRC for Signalled Lanes (%):	73.7	Total Delay for Signalled Lanes (pcuHr):	1.39	Cycle Time (s): 94
	PRC Over All Lanes (%):	-6.8	Total Delay Over All Lanes(pcuHr):	69.88	

Full Input Data And Results

Scenario 2: '2014 + COM DEV + PROP DEV PM' (FG2: '2014 + COM DEV + PROP DEV PM', Plan 1: '2014 AM')

C1 - Albany Road/ Wells Way

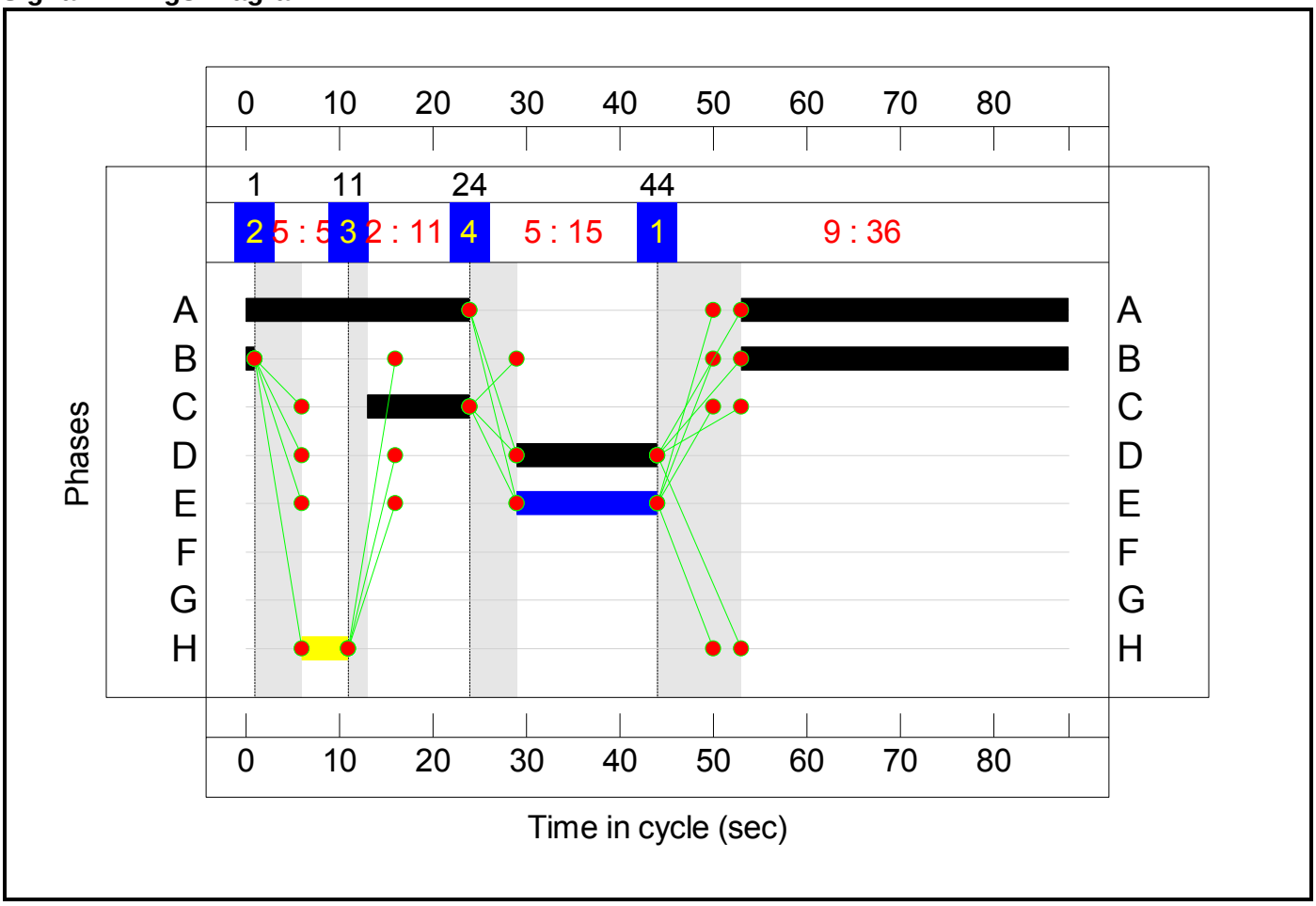
Stage Sequence Diagram



Stage Timings

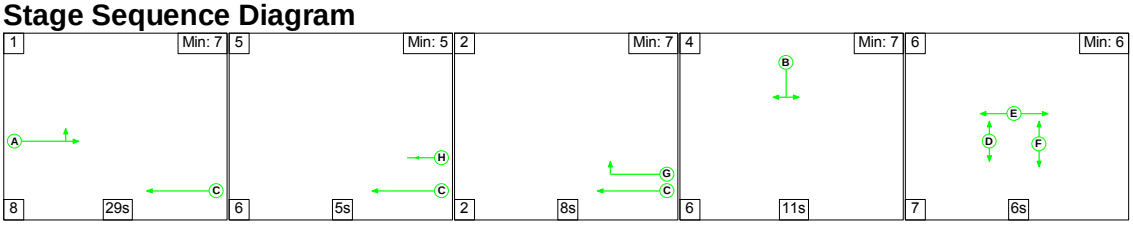
Stage	1	2	3	4
Duration	36	5	11	15
Change Point	44	1	11	24

Signal Timings Diagram



C2 - Albany Road/ Portland Street

Stage Sequence Diagram

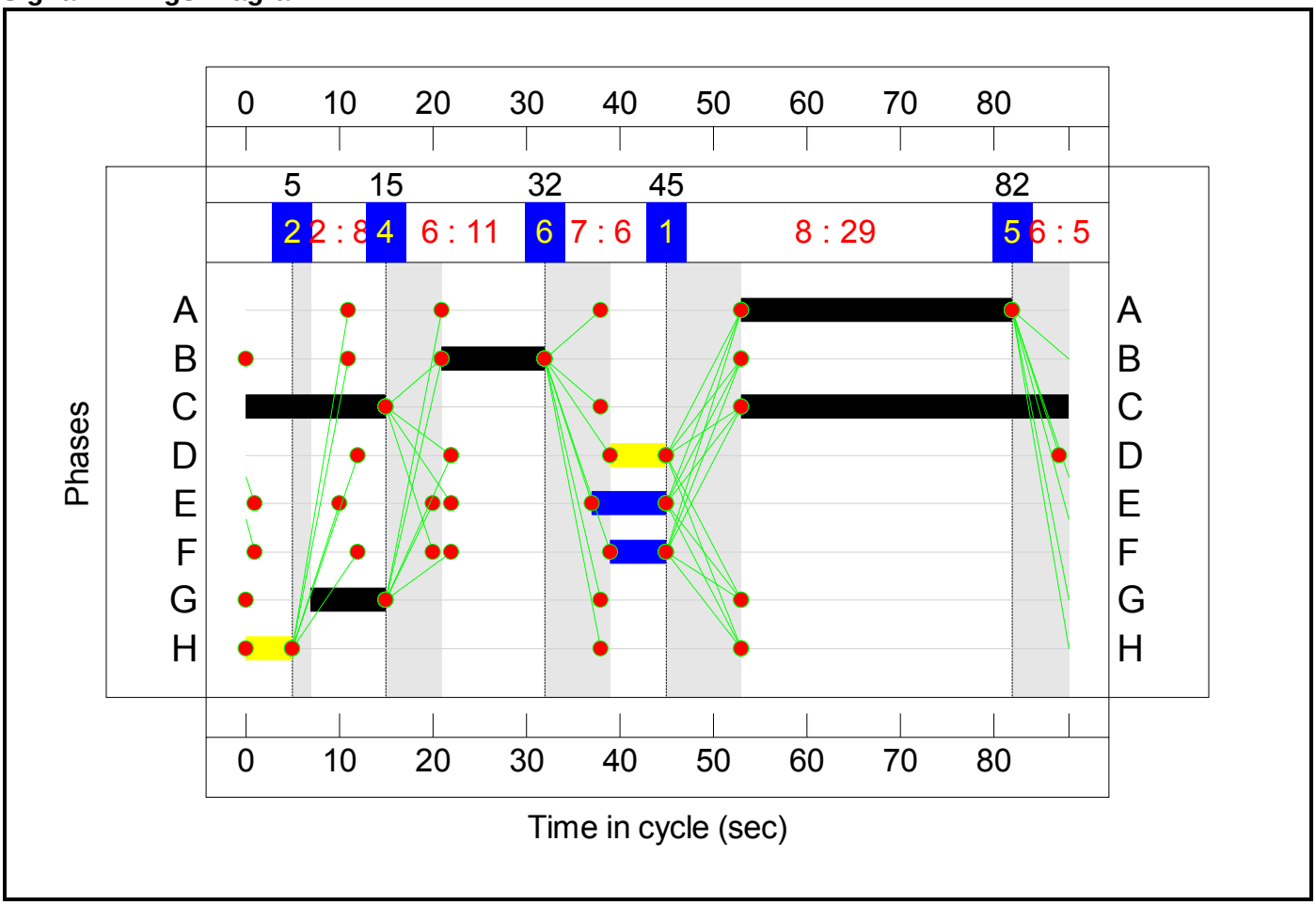


Full Input Data And Results

Stage Timings

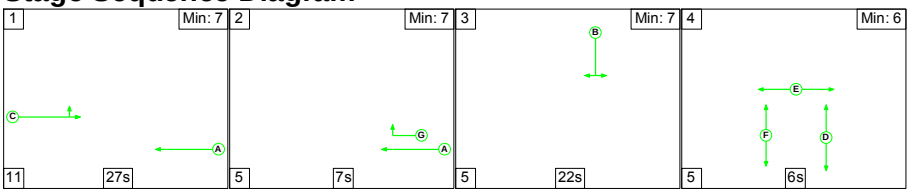
Stage	1	5	2	4	6
Duration	29	5	8	11	6
Change Point	45	82	5	15	32

Signal Timings Diagram



C3 - Albany Road/ Thurlow Street

Stage Sequence Diagram

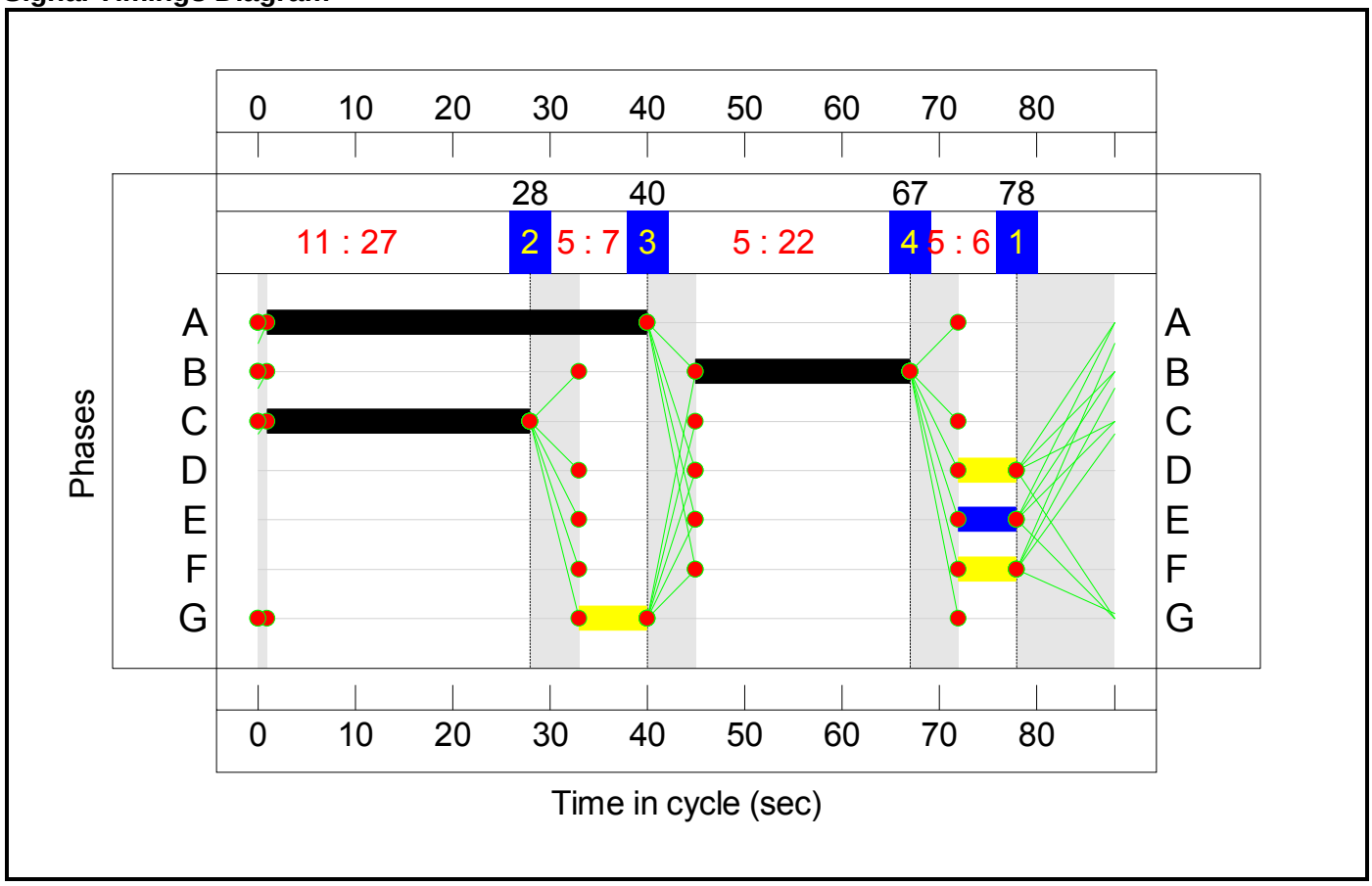


Stage Timings

Stage	1	2	3	4
Duration	27	7	22	6
Change Point	78	28	40	67

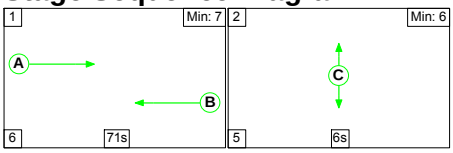
Full Input Data And Results

Signal Timings Diagram



C4 - Albany Road Crossig

Stage Sequence Diagram

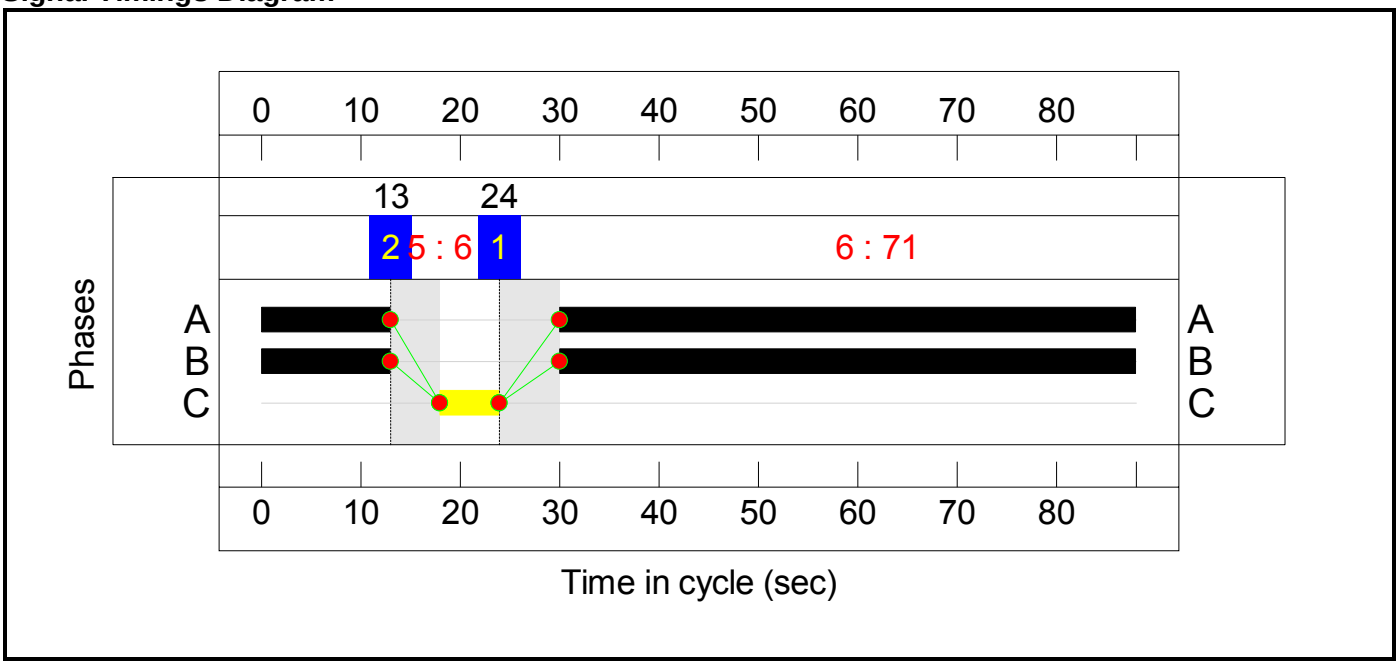


Stage Timings

Stage	1	2
Duration	71	6
Change Point	24	13

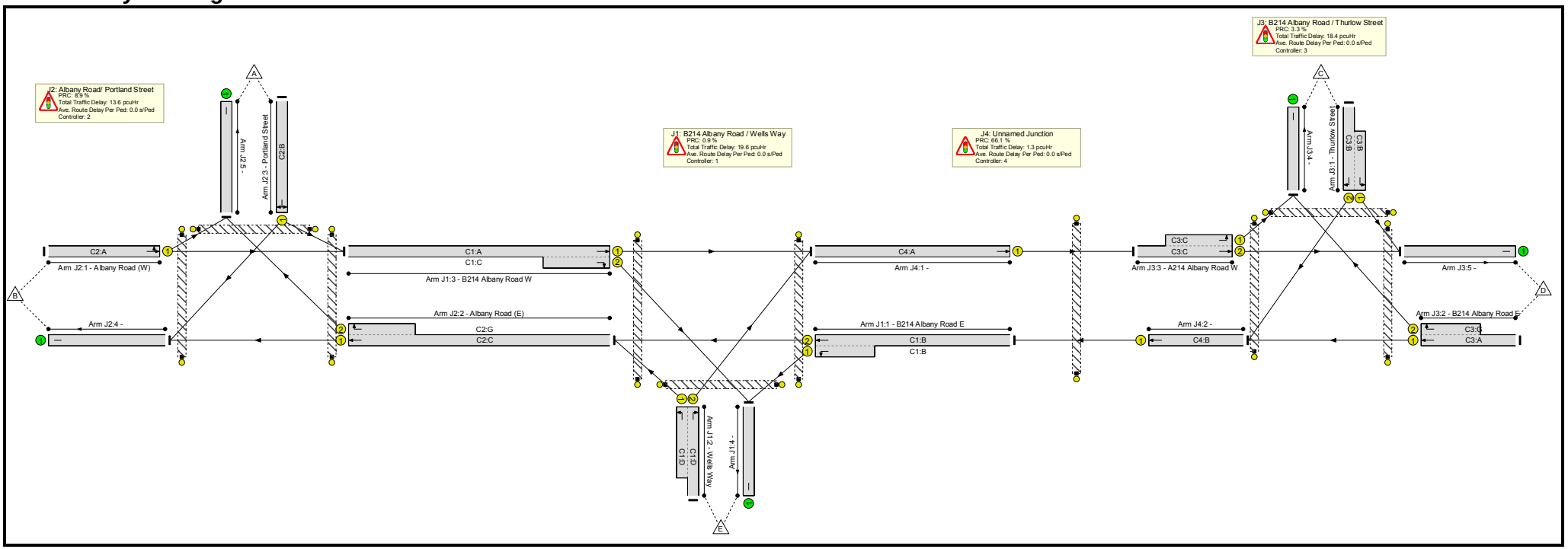
Full Input Data And Results

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: B214 Albany Road / Wells Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
J1: B214 Albany Road / Wells Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
1/2+1/1	B214 Albany Road E Left Ahead	U	N/A	N/A	C1:B		1	36	-	860	2005:1571	435+534	88.7 : 88.7%
2/2+2/1	Wells Way Right Left	U	N/A	N/A	C1:D		1	15	-	393	1695:1622	308+132	89.2 : 89.2%
3/1+3/2	B214 Albany Road W Ahead Right	U	N/A	N/A	C1:A C1:C		1	59:11	-	622	1865:1698	515+232	83.4 : 83.4%
4/1		U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:E		1	15	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:F		0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J2: Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.7%**
1/1	Albany Road (W) Ahead Left	U	N/A	N/A	C2:A		1	29	-	518	1838	627	82.7%
2/1+2/2	Albany Road (E) Ahead Right	U	N/A	N/A	C2:C C2:G		1	50:8	-	504	1865:1823	475+186	76.2 : 76.2%
3/1	Portland Street Left Right	U	N/A	N/A	C2:B		1	11	-	192	1751	239	80.4%
4/1		U	N/A	N/A	-		-	-	-	399	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	193	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:D		1	6	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:E		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	6	-	0	-	0	0.0%
J3: B214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**
1/2+1/1	Thurlow Street Left Right	U	N/A	N/A	C3:B		1	22	-	597	1791:1630	407+293	85.3 : 85.3%
2/1+2/2	B214 Albany Road E Right Ahead	U	N/A	N/A	C3:A C3:G		1	39:7	-	645	1875:1667	740+152	69.3 : 87.1%
3/2+3/1	A214 Albany Road W Left Ahead	U	N/A	N/A	C3:C		1	27	-	704	2015:1630	503+424	76.0 : 76.0%
4/1		U	N/A	N/A	-		-	-	-	454	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:D		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J4: Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**54.2%**
1/1	Ahead	U	N/A	N/A	C4:A		1	71	-	704	1940	1587	44.4%
2/1	Ahead	U	N/A	N/A	C4:B		1	71	-	860	1940	1587	54.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:C		1	6	-	0	-	0	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: B214 Albany Road / Wells Way	**-**	**-**	**0**	**0**	**0**	**30.9**	**22.0**	**0.0**	**52.9**	**-**	**-**	**-**	**-**
J1: B214 Albany Road / Wells Way	**-**	**-**	**0**	**0**	**0**	**10.0**	**9.7**	**0.0**	**19.6**	**-**	**-**	**-**	**-**
1/2+1/1	860	860	-	-	-	4.6	3.7	-	8.3	34.8	8.3	3.7	11.9
2/2+2/1	393	393	-	-	-	3.7	3.6	-	7.3	67.1	6.5	3.6	10.1
3/1+3/2	622	622	-	-	-	1.6	2.4	-	4.0	23.1	4.5	2.4	6.9
4/1	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J2: Albany Road/ Portland Street	**-**	**-**	**0**	**0**	**0**	**7.9**	**5.8**	**0.0**	**13.6**	**-**	**-**	**-**	**-**
1/1	518	518	-	-	-	3.8	2.3	-	6.1	42.5	11.5	2.3	13.8
2/1+2/2	504	504	-	-	-	2.1	1.6	-	3.6	26.1	3.3	1.6	4.9
3/1	192	192	-	-	-	2.0	1.9	-	3.9	72.5	4.5	1.9	6.4
4/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: B214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**12.8**	**5.6**	**0.0**	**18.4**	**-**	**-**	**-**	**-**
1/2+1/1	597	597	-	-	-	4.8	2.8	-	7.6	45.8	7.7	2.8	10.5
2/1+2/2	645	645	-	-	-	4.0	1.3	-	5.3	29.6	9.8	1.3	11.1
3/2+3/1	704	704	-	-	-	3.9	1.6	-	5.5	28.0	7.0	1.6	8.6
4/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

5/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J4: Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**0.3**	**1.0**	**0.0**	**1.3**	**-**	**-**	**-**	**-**
1/1	704	704	-	-	-	0.1	0.4	-	0.5	2.8	1.5	0.4	1.9
2/1	860	860	-	-	-	0.1	0.6	-	0.7	3.1	1.4	0.6	2.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

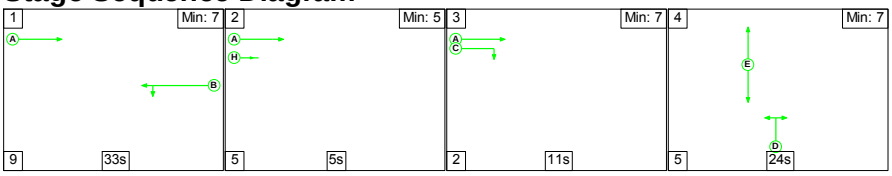
C1 - Albany Road/ Wells Way	PRC for Signalled Lanes (%):	0.9	Total Delay for Signalled Lanes (pcuHr):	19.65	Cycle Time (s): 88
C2 - Albany Road/ Portland Street	PRC for Signalled Lanes (%):	8.9	Total Delay for Signalled Lanes (pcuHr):	13.63	Cycle Time (s): 88
C3 - Albany Road/ Thurlow Street	PRC for Signalled Lanes (%):	3.3	Total Delay for Signalled Lanes (pcuHr):	18.38	Cycle Time (s): 88
C4 - Albany Road Crossig	PRC for Signalled Lanes (%):	66.1	Total Delay for Signalled Lanes (pcuHr):	1.27	Cycle Time (s): 88
	PRC Over All Lanes (%):	0.9	Total Delay Over All Lanes(pcuHr):	52.93	

Full Input Data And Results

Scenario 3: 'Sensitivity Test AM' (FG3: '2014 + COM DEV + PROP DEV AM with Sensitivity', Plan 1: '2014 AM')

C1 - Albany Road/ Wells Way

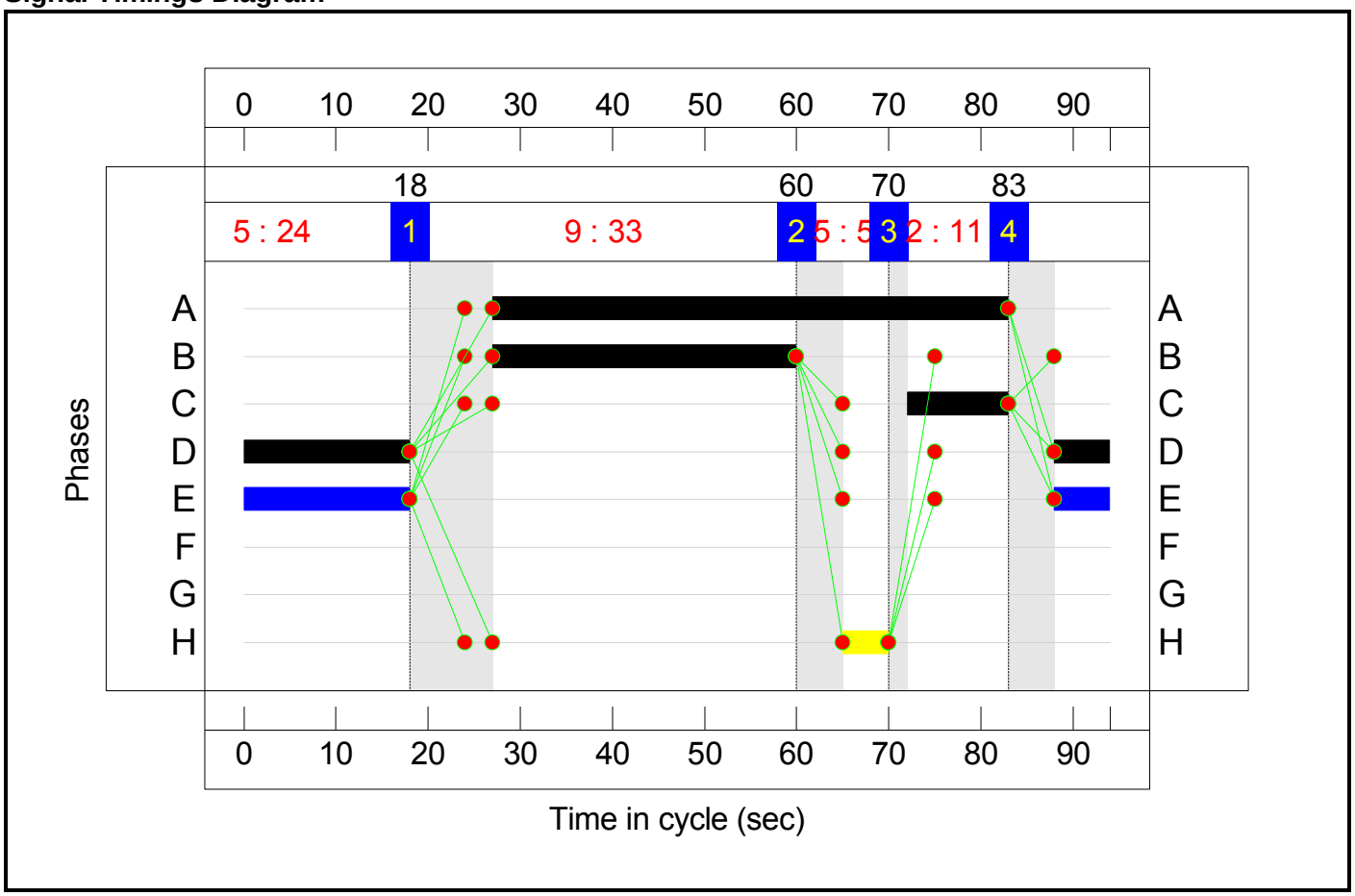
Stage Sequence Diagram



Stage Timings

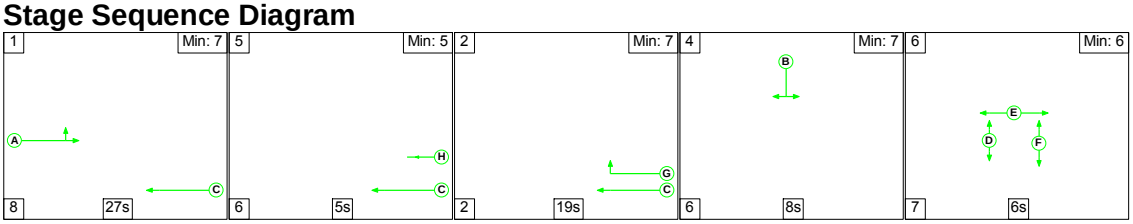
Stage	1	2	3	4
Duration	33	5	11	24
Change Point	18	60	70	83

Signal Timings Diagram



C2 - Albany Road/ Portland Street

Stage Sequence Diagram

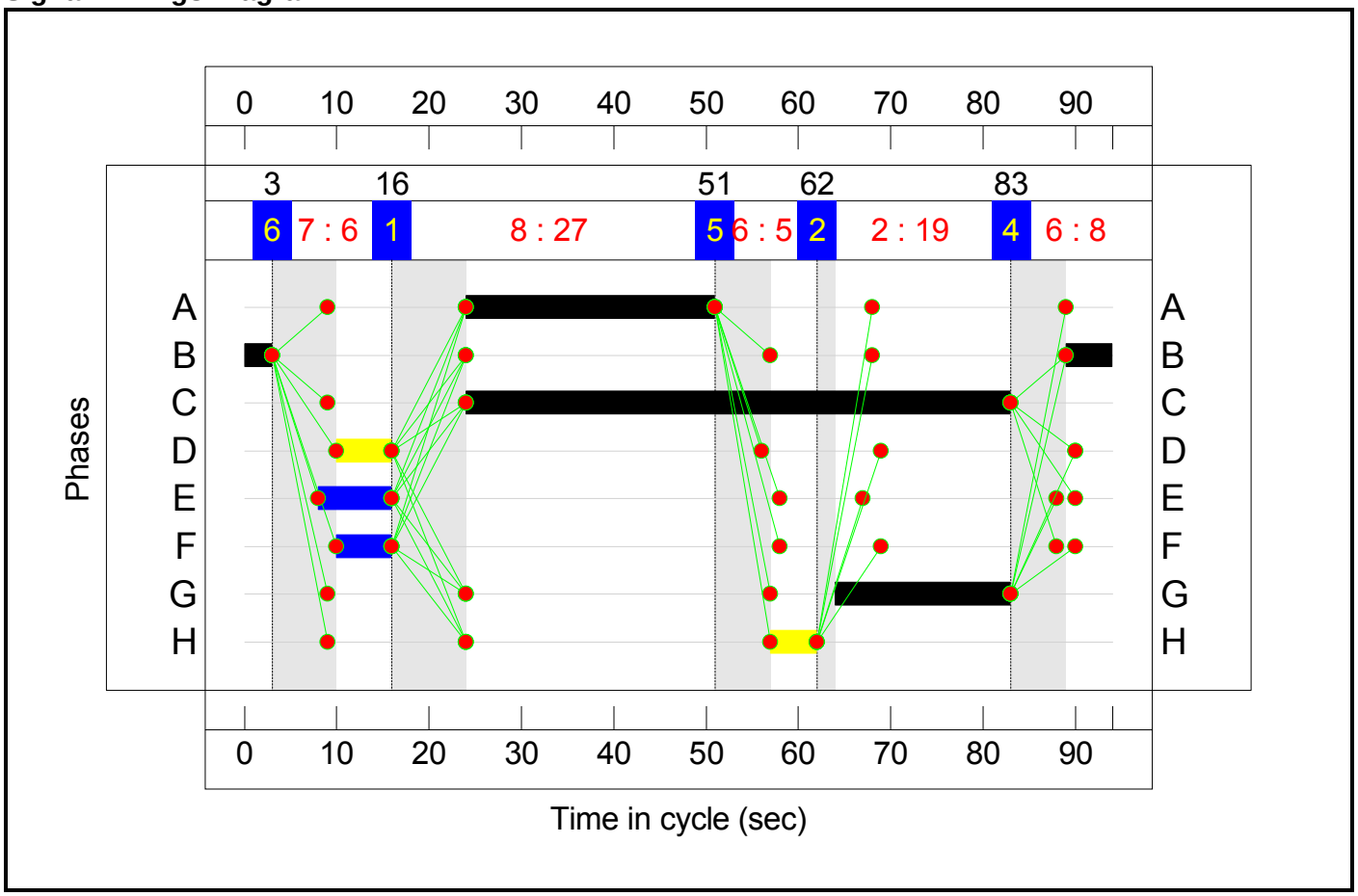


Full Input Data And Results

Stage Timings

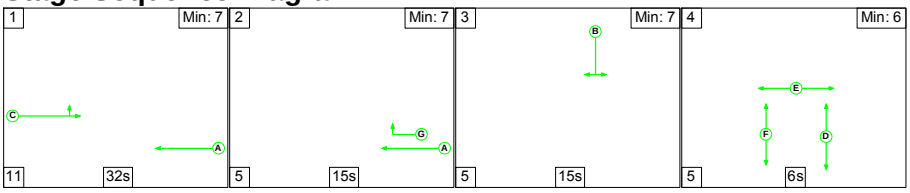
Stage	1	5	2	4	6
Duration	27	5	19	8	6
Change Point	16	51	62	83	3

Signal Timings Diagram



C3 - Albany Road/ Thurlow Street

Stage Sequence Diagram

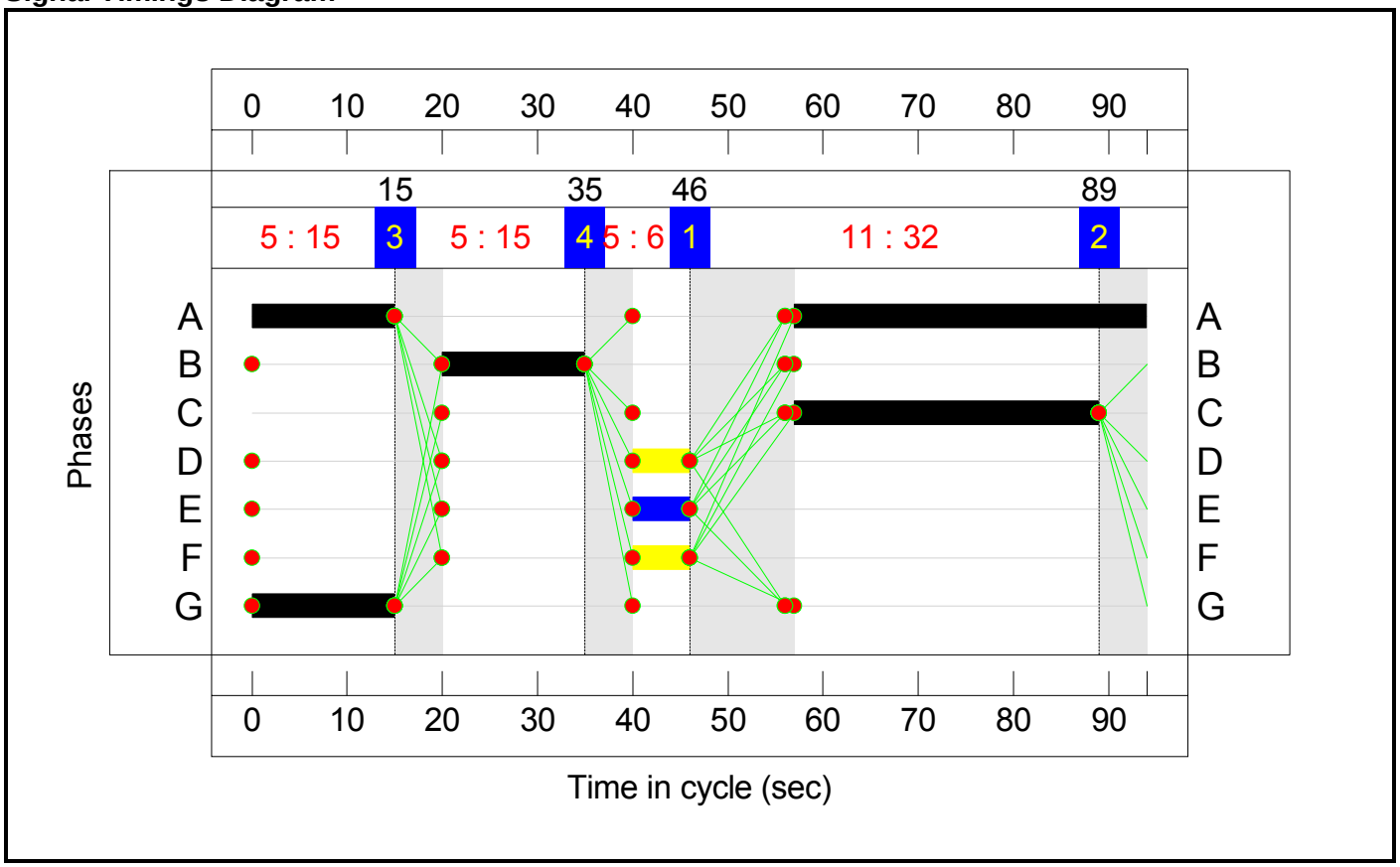


Stage Timings

Stage	1	2	3	4
Duration	32	15	15	6
Change Point	46	89	15	35

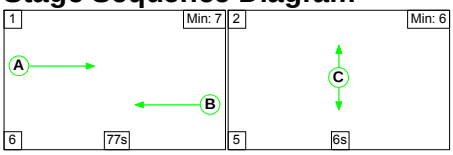
Full Input Data And Results

Signal Timings Diagram



C4 - Albany Road Crossig

Stage Sequence Diagram

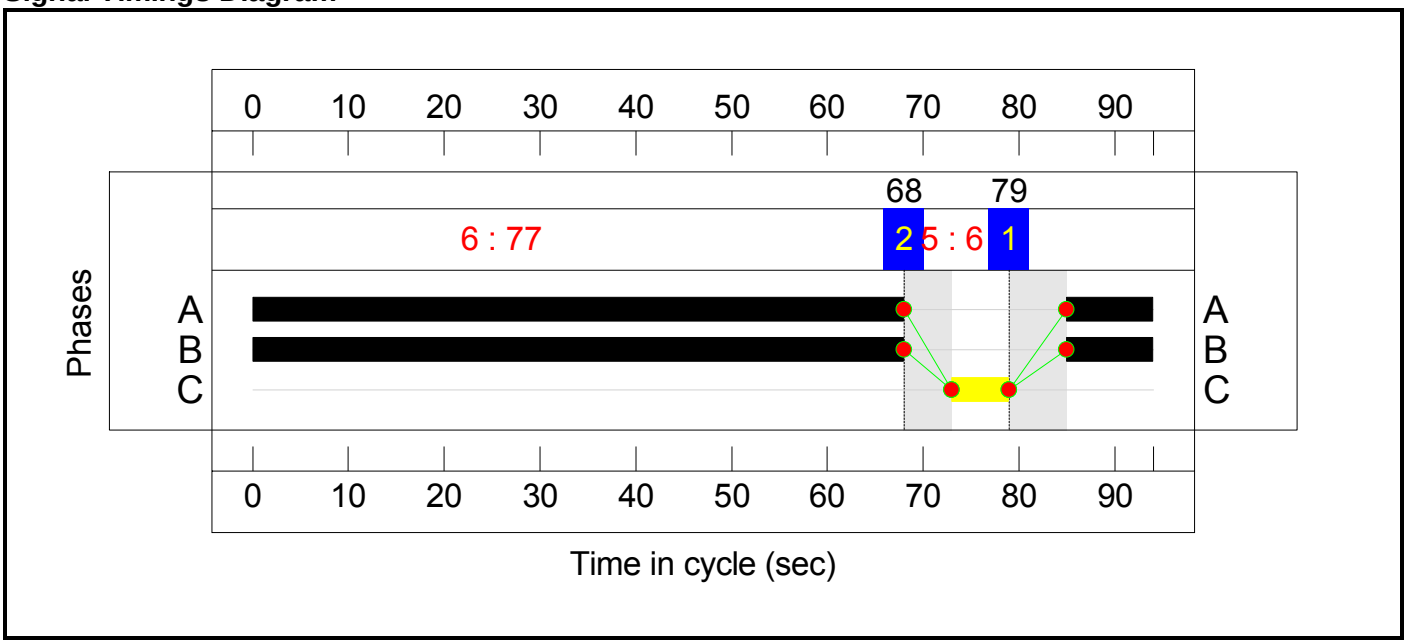


Stage Timings

Stage	1	2
Duration	77	6
Change Point	79	68

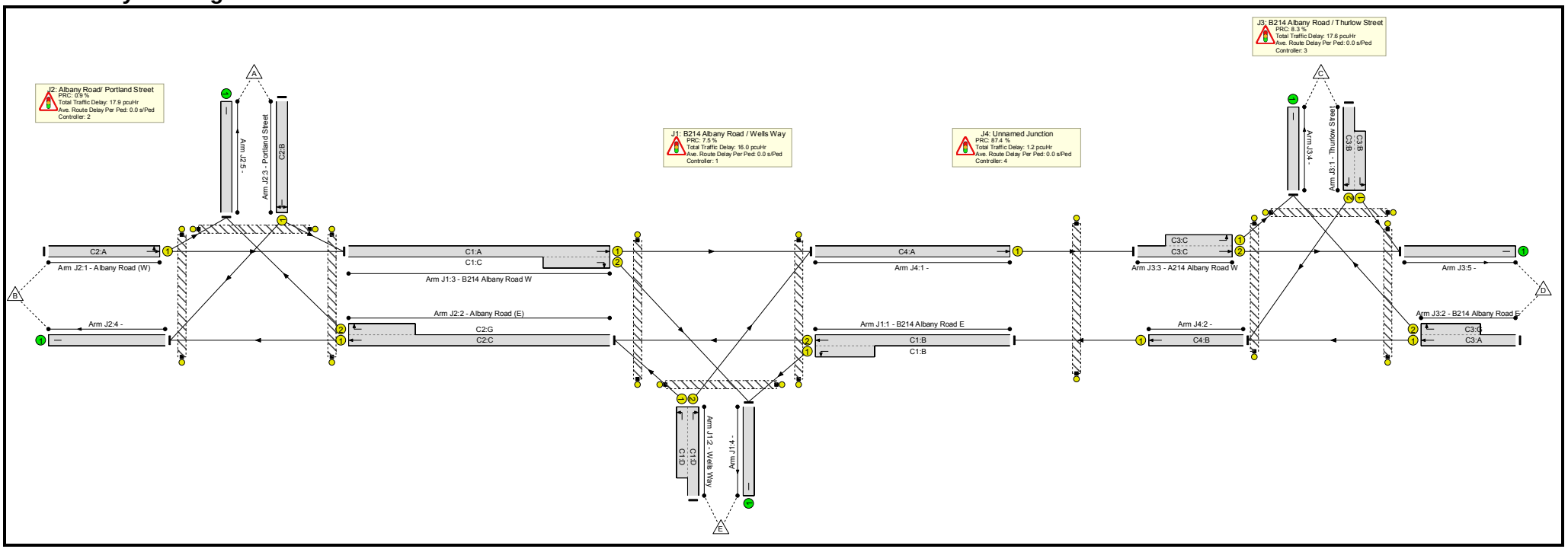
Full Input Data And Results

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: B214 Albany Road / Wells Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
J1: B214 Albany Road / Wells Way	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.7%**
1/2+1/1	B214 Albany Road E Left Ahead	U	N/A	N/A	C1:B		1	33	-	718	2005:1571	525+390	78.4 : 78.4%
2/2+2/1	Wells Way Right Left	U	N/A	N/A	C1:D		1	24	-	629	1695:1622	423+328	83.7 : 83.7%
3/1+3/2	B214 Albany Road W Ahead Right	U	N/A	N/A	C1:A C1:C		1	56:11	-	559	1865:1698	649+217	64.6 : 64.6%
4/1		U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:E		1	24	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:F		0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J2: Albany Road/ Portland Street	-	-	**N/A**	-	-		-	-	-	-	-	-	**89.2%**
1/1	Albany Road (W) Ahead Left	U	N/A	N/A	C2:A		1	27	-	489	1840	548	89.2%
2/1+2/2	Albany Road (E) Ahead Right	U	N/A	N/A	C2:C C2:G		1	59:19	-	687	1865:1823	423+363	87.4 : 87.4%
3/1	Portland Street Left Right	U	N/A	N/A	C2:B		1	8	-	145	1752	168	86.4%
4/1		U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	361	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:D		1	6	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:E		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	6	-	0	-	0	0.0%
J3: B214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**83.1%**
1/2+1/1	Thurlow Street Left Right	U	N/A	N/A	C3:B		1	15	-	442	1791:1630	305+277	76.8 : 75.0%
2/1+2/2	B214 Albany Road E Right Ahead	U	N/A	N/A	C3:A C3:G		1	52:15	-	695	1875:1667	651+284	74.4 : 74.4%
3/2+3/1	A214 Albany Road W Left Ahead	U	N/A	N/A	C3:C		1	32	-	773	2015:1630	535+395	83.1 : 83.1%
4/1		U	N/A	N/A	-		-	-	-	539	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:D		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J4: Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**48.0%**
1/1	Ahead	U	N/A	N/A	C4:A		1	77	-	773	1940	1610	48.0%
2/1	Ahead	U	N/A	N/A	C4:B		1	77	-	718	1940	1610	44.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:C		1	6	-	0	-	0	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: B214 Albany Road / Wells Way	**-**	**-**	**0**	**0**	**0**	**31.8**	**20.9**	**0.0**	**52.7**	**-**	**-**	**-**	**-**
J1: B214 Albany Road / Wells Way	**-**	**-**	**0**	**0**	**0**	**10.9**	**5.2**	**0.0**	**16.0**	**-**	**-**	**-**	**-**
1/2+1/1	718	718	-	-	-	4.1	1.8	-	5.9	29.5	8.0	1.8	9.8
2/2+2/1	629	629	-	-	-	5.5	2.5	-	8.0	45.5	8.6	2.5	11.0
3/1+3/2	559	559	-	-	-	1.3	0.9	-	2.2	14.1	3.2	0.9	4.1
4/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J2: Albany Road/ Portland Street	**-**	**-**	**0**	**0**	**0**	**8.4**	**9.5**	**0.0**	**17.9**	**-**	**-**	**-**	**-**
1/1	489	489	-	-	-	4.3	3.7	-	8.0	58.6	12.1	3.7	15.8
2/1+2/2	687	687	-	-	-	2.4	3.2	-	5.7	29.7	7.7	3.2	11.0
3/1	145	145	-	-	-	1.7	2.6	-	4.3	106.3	3.7	2.6	6.3
4/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: B214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**12.2**	**5.4**	**0.0**	**17.6**	**-**	**-**	**-**	**-**
1/2+1/1	442	442	-	-	-	4.6	1.5	-	6.1	49.7	5.8	1.5	7.3
2/1+2/2	695	695	-	-	-	3.8	1.4	-	5.2	27.1	7.4	1.4	8.8
3/2+3/1	773	773	-	-	-	3.9	2.4	-	6.3	29.1	9.0	2.4	11.4
4/1	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

5/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J4: Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**0.3**	**0.9**	**0.0**	**1.2**	**-**	**-**	**-**	**-**
1/1	773	773	-	-	-	0.2	0.5	-	0.6	3.0	1.8	0.5	2.2
2/1	718	718	-	-	-	0.2	0.4	-	0.6	2.8	1.6	0.4	2.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

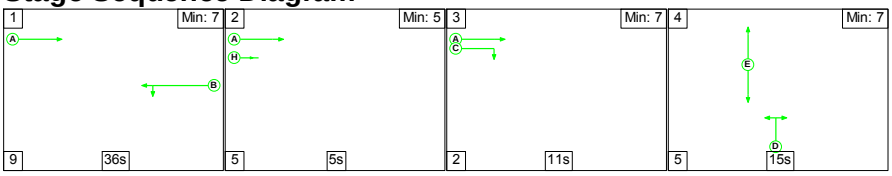
C1 - Albany Road/ Wells Way	PRC for Signalled Lanes (%):	7.5	Total Delay for Signalled Lanes (pcuHr):	16.02	Cycle Time (s): 94
C2 - Albany Road/ Portland Street	PRC for Signalled Lanes (%):	0.9	Total Delay for Signalled Lanes (pcuHr):	17.93	Cycle Time (s): 94
C3 - Albany Road/ Thurlow Street	PRC for Signalled Lanes (%):	8.3	Total Delay for Signalled Lanes (pcuHr):	17.59	Cycle Time (s): 94
C4 - Albany Road Crossig	PRC for Signalled Lanes (%):	87.4	Total Delay for Signalled Lanes (pcuHr):	1.19	Cycle Time (s): 94
	PRC Over All Lanes (%):	0.9	Total Delay Over All Lanes(pcuHr):	52.73	

Full Input Data And Results

Scenario 4: 'Sensitivity Test PM' (FG4: '2014 + COM DEV + PROP DEV PM with Sensitivity', Plan 1: '2014 AM')

C1 - Albany Road/ Wells Way

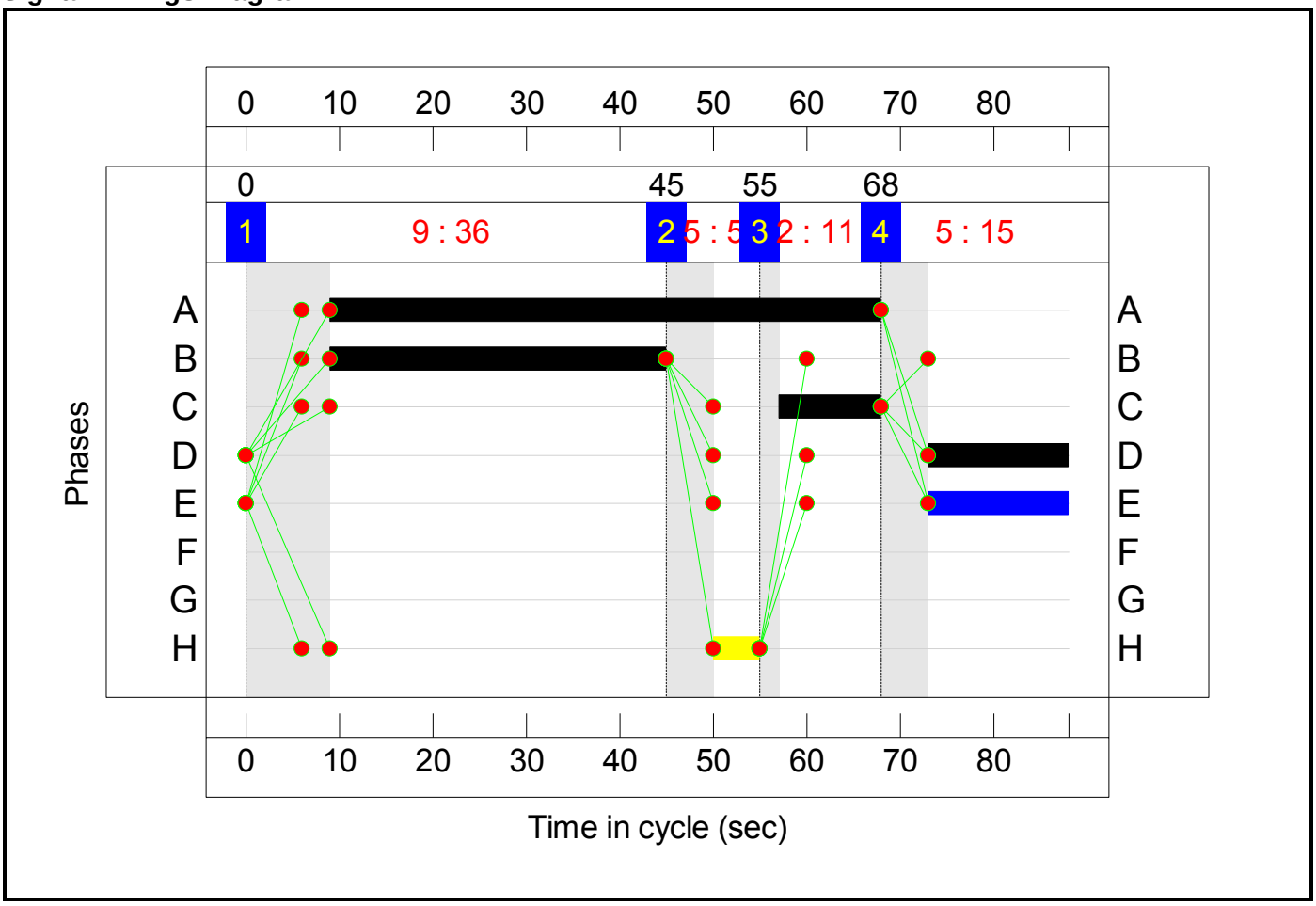
Stage Sequence Diagram



Stage Timings

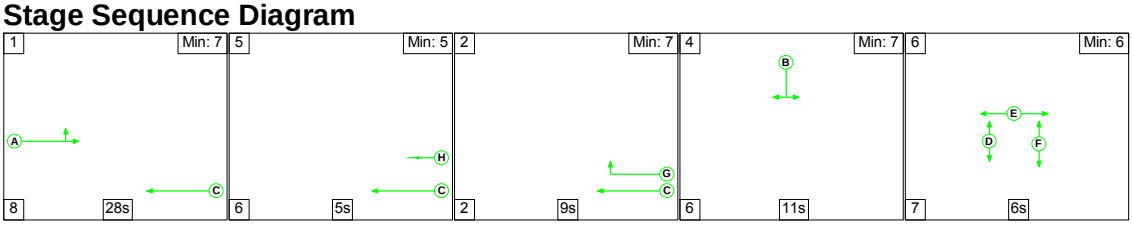
Stage	1	2	3	4
Duration	36	5	11	15
Change Point	0	45	55	68

Signal Timings Diagram



C2 - Albany Road/ Portland Street

Stage Sequence Diagram

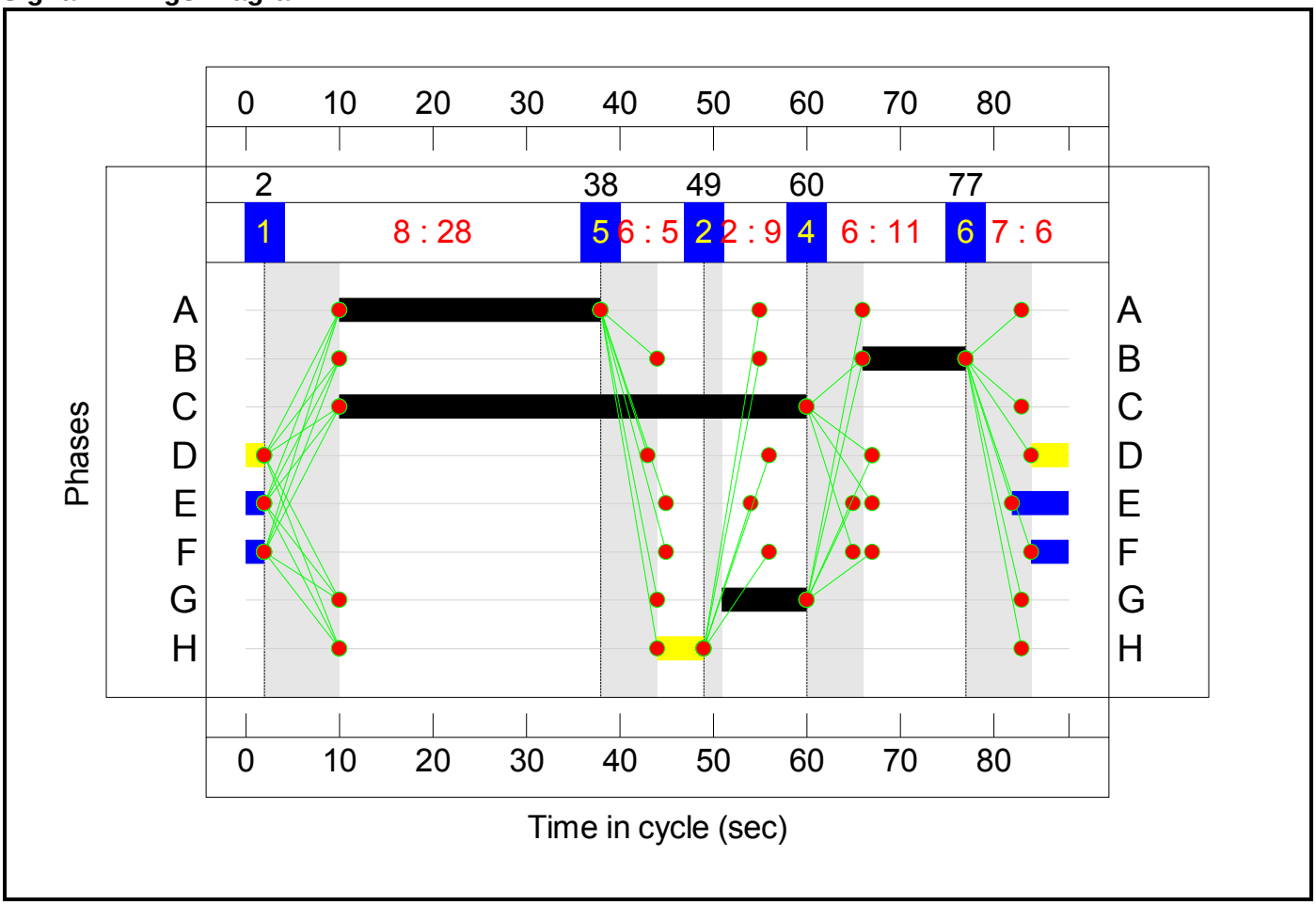


Full Input Data And Results

Stage Timings

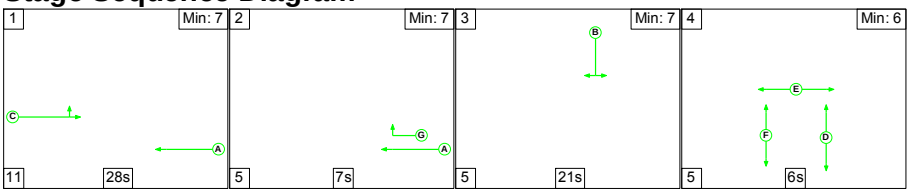
Stage	1	5	2	4	6
Duration	28	5	9	11	6
Change Point	2	38	49	60	77

Signal Timings Diagram



C3 - Albany Road/ Thurlow Street

Stage Sequence Diagram

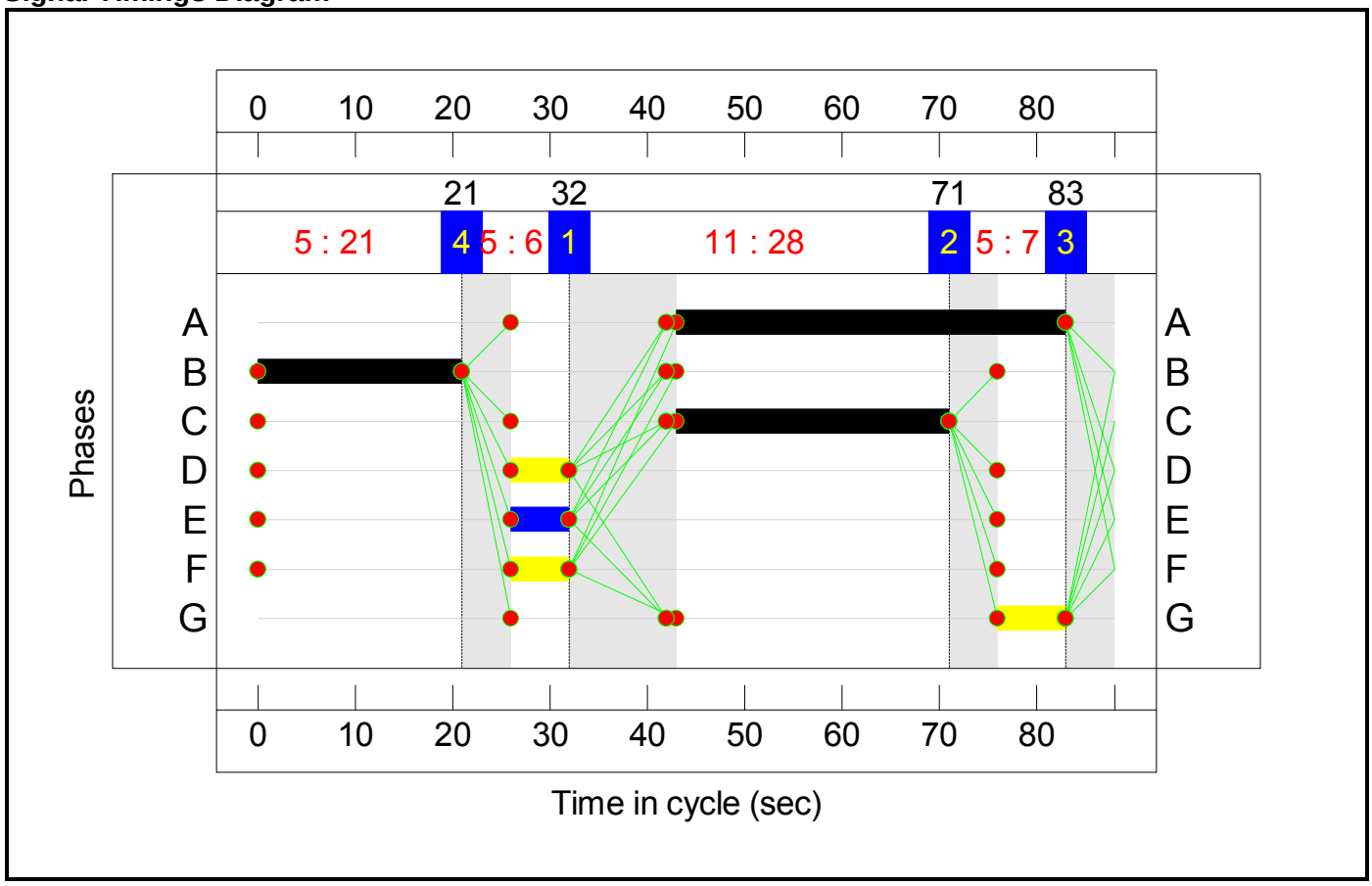


Stage Timings

Stage	1	2	3	4
Duration	28	7	21	6
Change Point	32	71	83	21

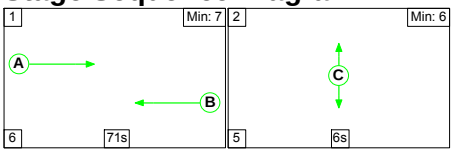
Full Input Data And Results

Signal Timings Diagram



C4 - Albany Road Crossig

Stage Sequence Diagram

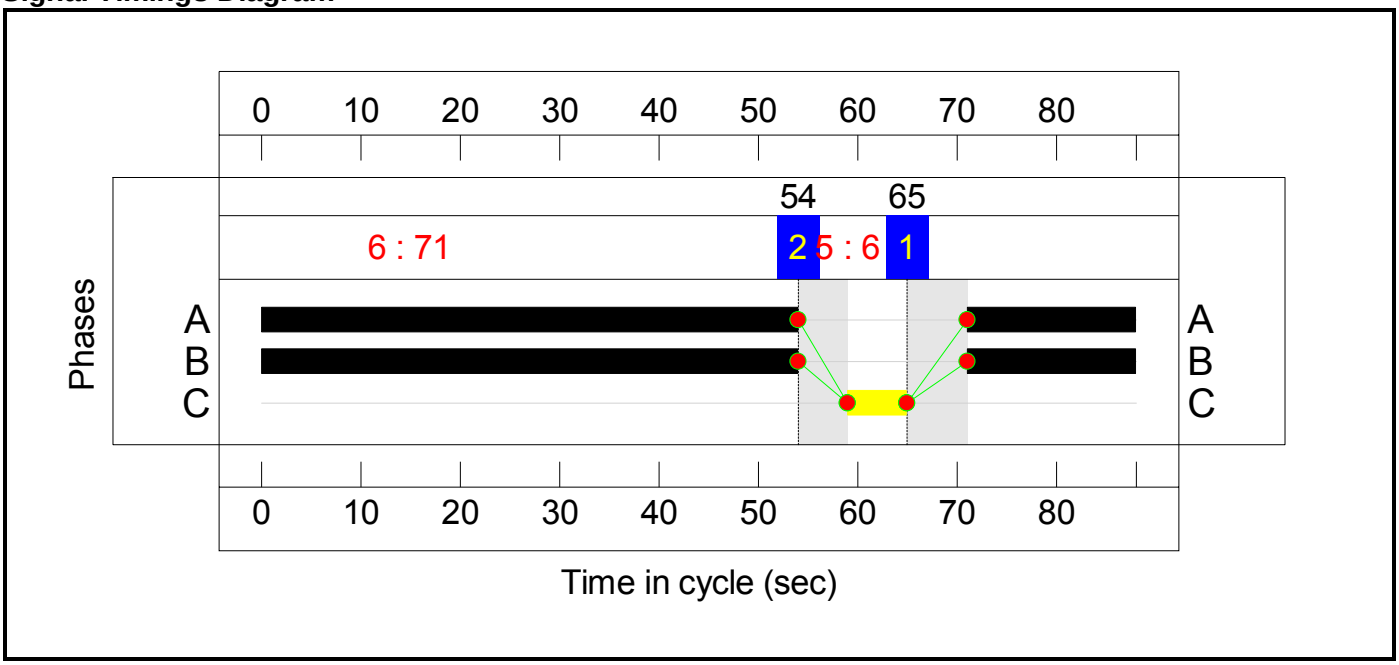


Stage Timings

Stage	1	2
Duration	71	6
Change Point	65	54

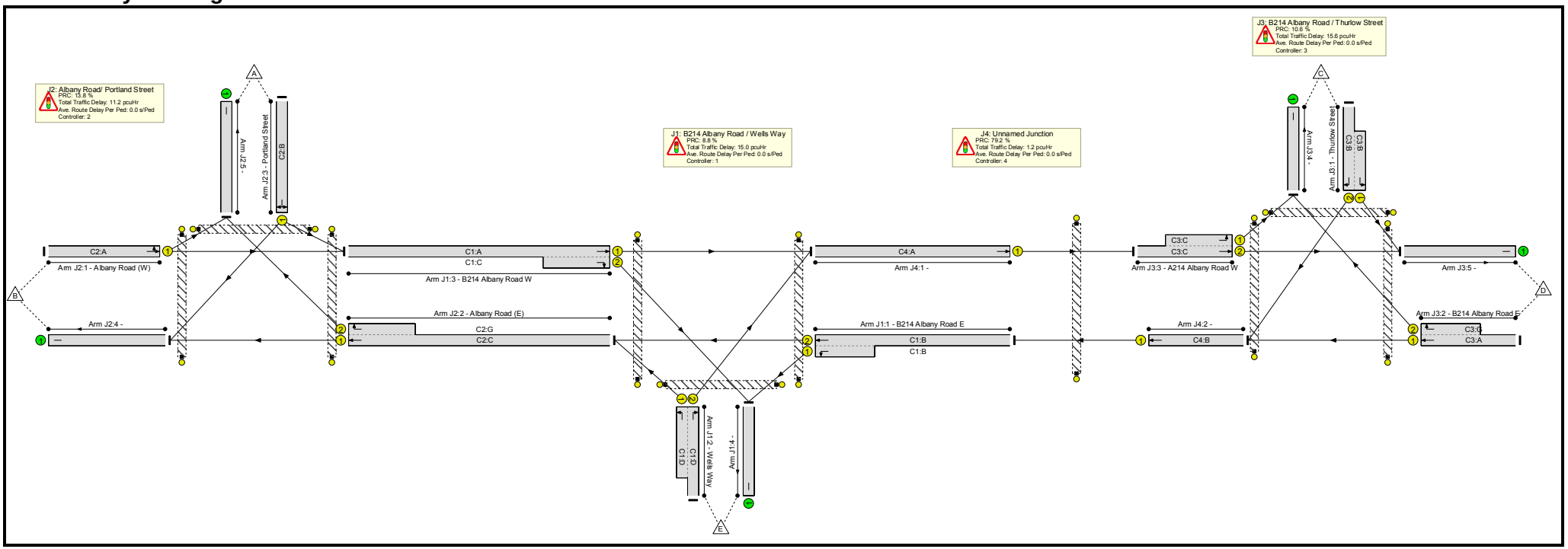
Full Input Data And Results

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: B214 Albany Road / Wells Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.7%**
J1: B214 Albany Road / Wells Way	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.7%**
1/2+1/1	B214 Albany Road E Left Ahead	U	N/A	N/A	C1:B		1	36	-	797	2005:1571	436+534	82.2 : 82.2%
2/2+2/1	Wells Way Right Left	U	N/A	N/A	C1:D		1	15	-	365	1695:1622	308+133	82.7 : 82.7%
3/1+3/2	B214 Albany Road W Ahead Right	U	N/A	N/A	C1:A C1:C		1	59:11	-	575	1865:1698	516+232	76.9 : 76.9%
4/1		U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C1:E		1	15	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C1:F		0	0	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J2: Albany Road/ Portland Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.1%**
1/1	Albany Road (W) Ahead Left	U	N/A	N/A	C2:A		1	28	-	479	1838	606	79.1%
2/1+2/2	Albany Road (E) Ahead Right	U	N/A	N/A	C2:C C2:G		1	50:9	-	468	1865:1823	527+207	63.7 : 63.7%
3/1	Portland Street Left Right	U	N/A	N/A	C2:B		1	11	-	177	1751	239	74.1%
4/1		U	N/A	N/A	-		-	-	-	370	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C2:D		1	6	-	0	-	0	0.0%

Full Input Data And Results

Ped Link: P2	Unnamed Ped Link	-	N/A	-	C2:E		1	8	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	C2:F		1	6	-	0	-	0	0.0%
J3: B214 Albany Road / Thurlow Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**
1/2+1/1	Thurlow Street Left Right	U	N/A	N/A	C3:B		1	21	-	553	1791:1630	396+284	81.4 : 81.4%
2/1+2/2	B214 Albany Road E Right Ahead	U	N/A	N/A	C3:A C3:G		1	40:7	-	597	1875:1667	757+152	62.7 : 80.5%
3/2+3/1	A214 Albany Road W Left Ahead	U	N/A	N/A	C3:C		1	28	-	652	2015:1630	514+433	68.9 : 68.9%
4/1		U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C3:D		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	C3:E		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	-	-			0	0	-	0	-	0	0.0%
J4: Unnamed Junction	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**50.2%**
1/1	Ahead	U	N/A	N/A	C4:A		1	71	-	652	1940	1587	41.1%
2/1	Ahead	U	N/A	N/A	C4:B		1	71	-	797	1940	1587	50.2%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	C4:C		1	6	-	0	-	0	0.0%

Full Input Data And Results

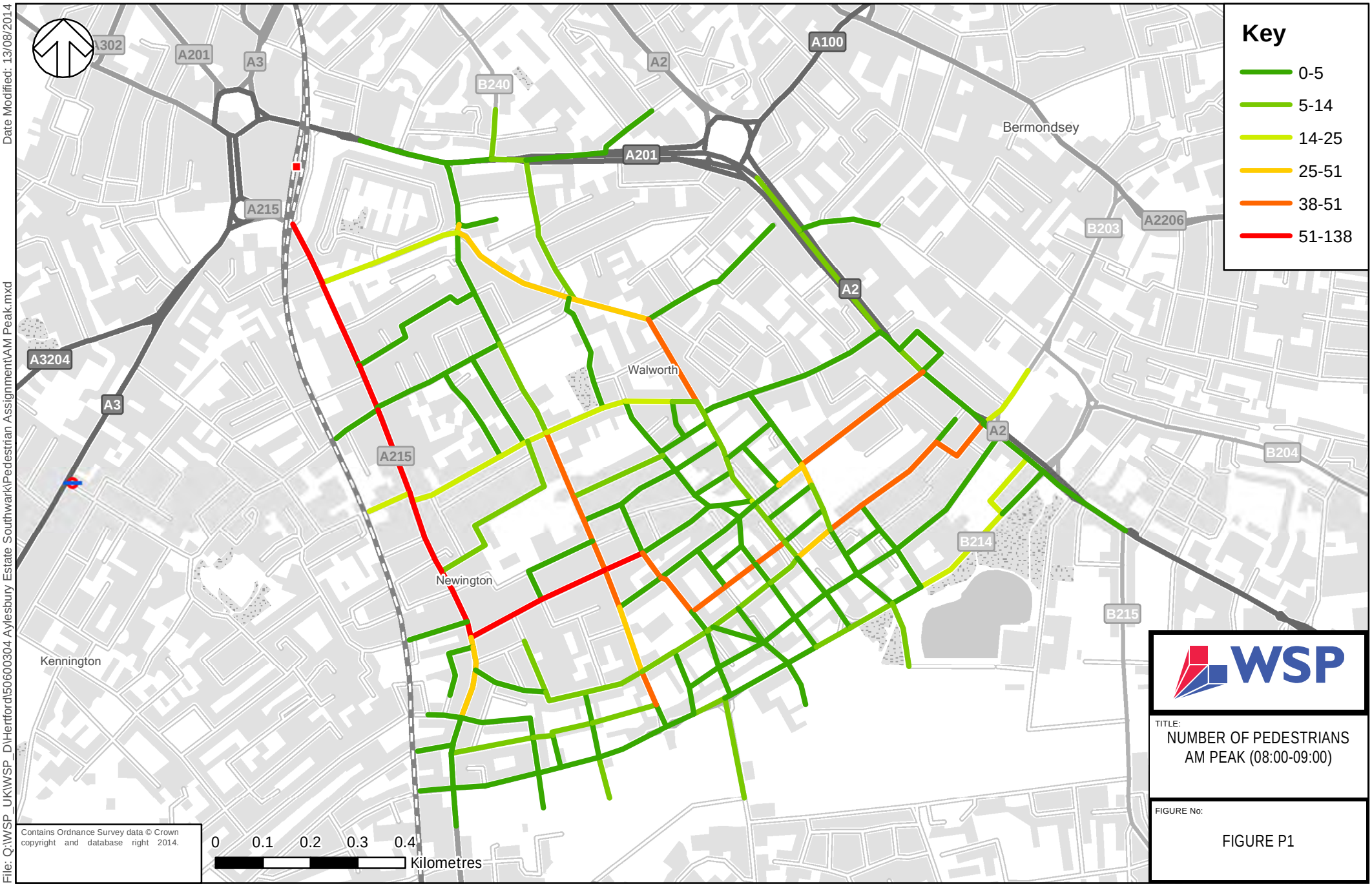
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B214 Albany Road / Wells Way	**-**	**-**	**0**	**0**	**0**	**27.8**	**15.2**	**0.0**	**43.1**	**-**	**-**	**-**	**-**
J1: B214 Albany Road / Wells Way	**-**	**-**	**0**	**0**	**0**	**8.9**	**6.1**	**0.0**	**15.0**	**-**	**-**	**-**	**-**
1/2+1/1	797	797	-	-	-	4.0	2.2	-	6.3	28.4	7.3	2.2	9.5
2/2+2/1	365	365	-	-	-	3.4	2.3	-	5.7	56.1	5.9	2.3	8.2
3/1+3/2	575	575	-	-	-	1.4	1.6	-	3.0	19.1	4.0	1.6	5.7
4/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J2: Albany Road/ Portland Street	**-**	**-**	**0**	**0**	**0**	**7.2**	**4.1**	**0.0**	**11.2**	**-**	**-**	**-**	**-**
1/1	479	479	-	-	-	3.6	1.8	-	5.4	40.6	10.5	1.8	12.3
2/1+2/2	468	468	-	-	-	1.8	0.9	-	2.7	20.6	2.9	0.9	3.8
3/1	177	177	-	-	-	1.8	1.4	-	3.2	64.4	4.1	1.4	5.5
4/1	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: B214 Albany Road / Thurlow Street	**-**	**-**	**0**	**0**	**0**	**11.5**	**4.2**	**0.0**	**15.6**	**-**	**-**	**-**	**-**
1/2+1/1	553	553	-	-	-	4.6	2.1	-	6.7	43.4	7.2	2.1	9.3
2/1+2/2	597	597	-	-	-	3.5	1.0	-	4.5	27.1	8.3	1.0	9.3
3/2+3/1	652	652	-	-	-	3.4	1.1	-	4.5	24.7	6.0	1.1	7.1
4/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

5/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	Inf	Inf	-	-	Inf
J4: Unnamed Junction	**-**	**-**	**0**	**0**	**0**	**0.3**	**0.9**	**0.0**	**1.2**	**-**	**-**	**-**	**-**
1/1	652	652	-	-	-	0.2	0.3	-	0.5	2.8	1.4	0.3	1.8
2/1	797	797	-	-	-	0.1	0.5	-	0.7	2.9	1.3	0.5	1.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 - Albany Road/ Wells Way	PRC for Signalled Lanes (%):	8.8	Total Delay for Signalled Lanes (pcuHr):	15.02	Cycle Time (s): 88
C2 - Albany Road/ Portland Street	PRC for Signalled Lanes (%):	13.8	Total Delay for Signalled Lanes (pcuHr):	11.25	Cycle Time (s): 88
C3 - Albany Road/ Thurlow Street	PRC for Signalled Lanes (%):	10.6	Total Delay for Signalled Lanes (pcuHr):	15.64	Cycle Time (s): 88
C4 - Albany Road Crossig	PRC for Signalled Lanes (%):	79.2	Total Delay for Signalled Lanes (pcuHr):	1.15	Cycle Time (s): 88
	PRC Over All Lanes (%):	8.8	Total Delay Over All Lanes(pcuHr):	43.05	

Appendix P – Walking Trip Distribution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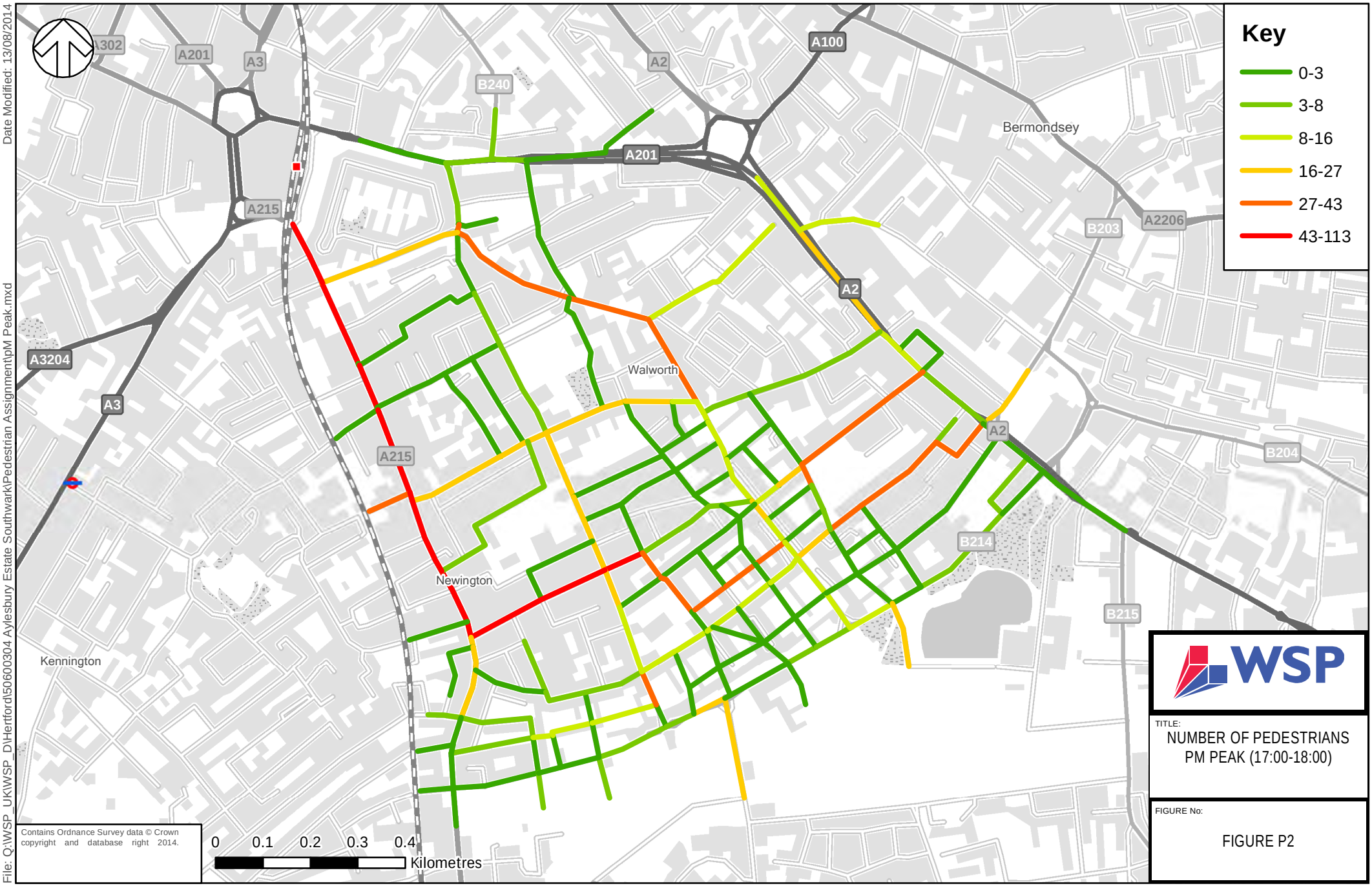
14-25
25-51
38-51
51-138
A302
A201
A3
B240
A2
A100
Bermondsey
A215
B203
A2206
A3204
Walworth
Newington
Kennington
B204
B214
B215
0
0.1
0.2
0.3
0.4
Kilometres
Contains Ordnance Survey data © Crown copyright and database right 2014.
WSP
TITLE:
NUMBER OF PEDESTRIANS
AM PEAK (08:00-09:00)
FIGURE No:
FIGURE P1
Date Modified: 13/08/2014
File: Q:\WSP_UK\WSP_D\Herford\50600304 Aylesbury Estate Southwark\Pedestrian Assignment\AM Peak.mxd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0-3
3-8
8-16
16-27
27-43
43-113
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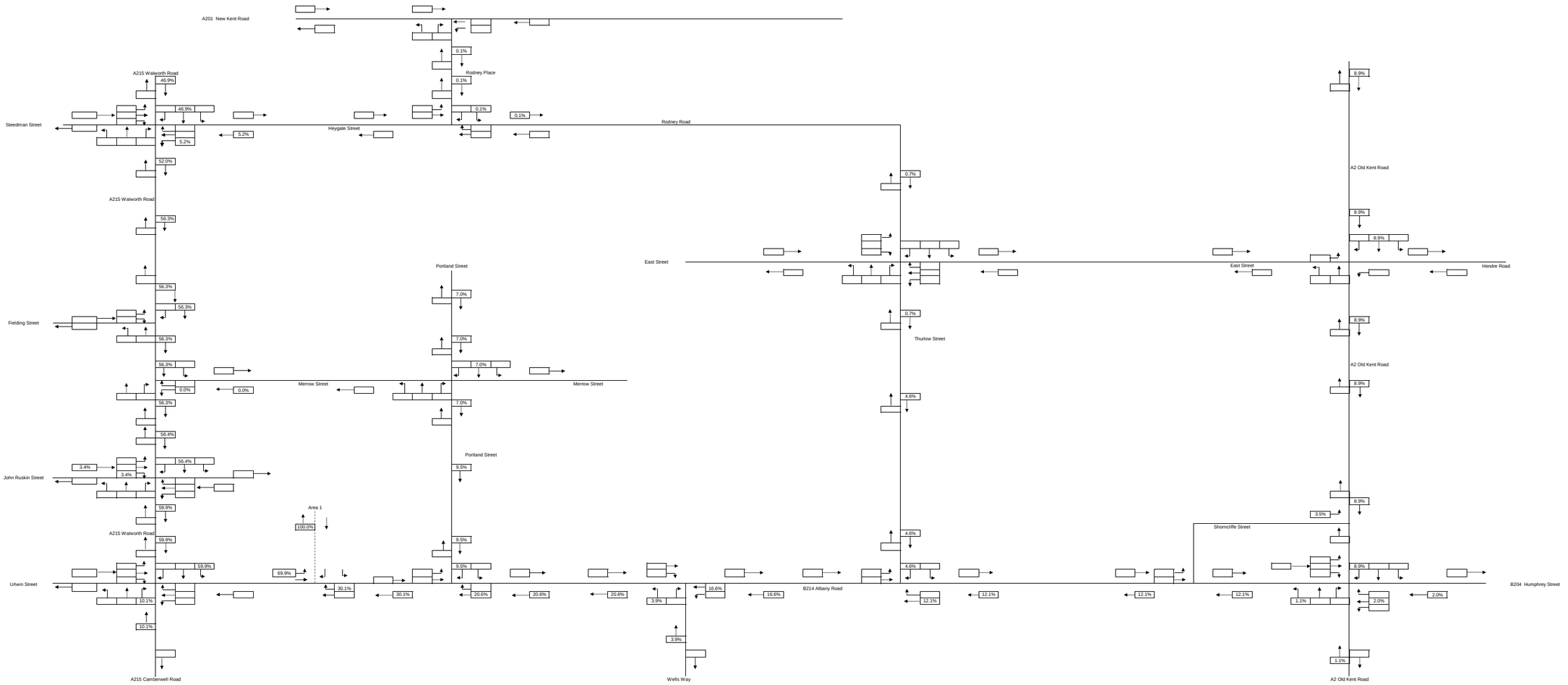
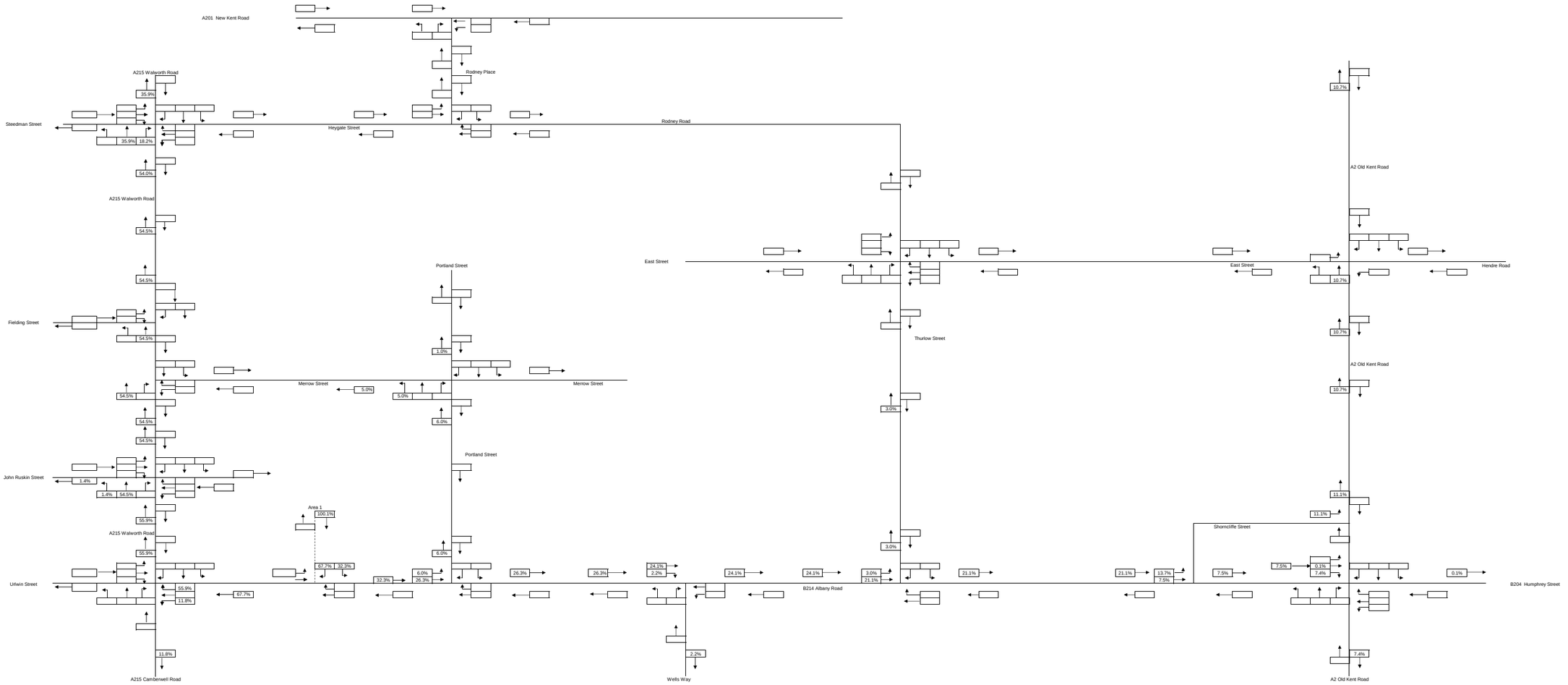
A201
A3
B240
A2
A100
Bermondsey
A215
B203
A2206
A3204
Walworth
Newington
Kennington
B204
B214
B215
0
0.1
0.2
0.3
0.4
Kilometres
Contains Ordnance Survey data © Crown copyright and database right 2014.
WSP
TITLE:
NUMBER OF PEDESTRIANS
PM PEAK (17:00-18:00)
FIGURE No:
FIGURE P2
Date Modified: 13/08/2014
File: Q:\WSP_UK\WSP_D\Herford\50600304 Aylesbury Estate Southwark\Pedestrian Assignment\pM Peak.mxd

Appendix Q – Cycle Trip Distribution



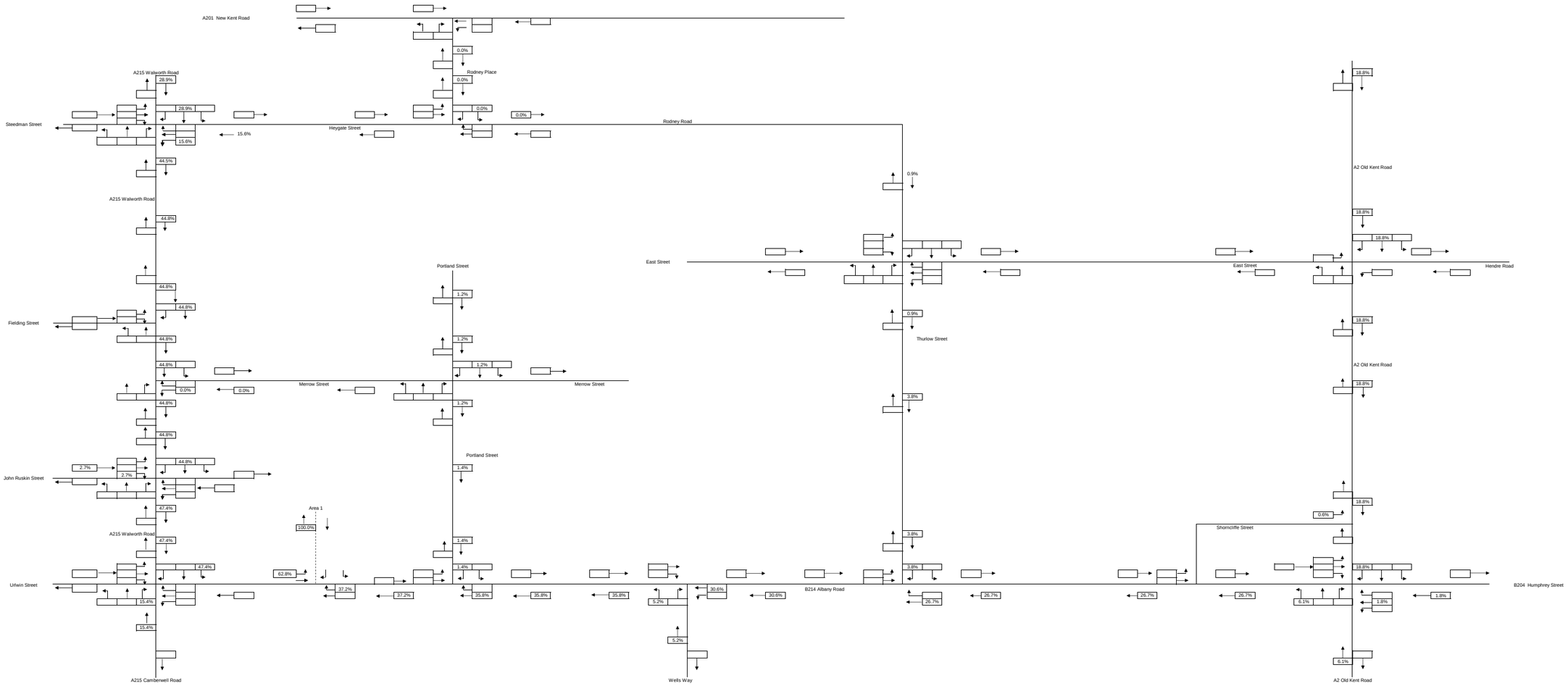
WSP

Aylesbury Estate Southwark
%Bicycle Trip Distribution (Arrivals)
Development Area 1
AM Peak



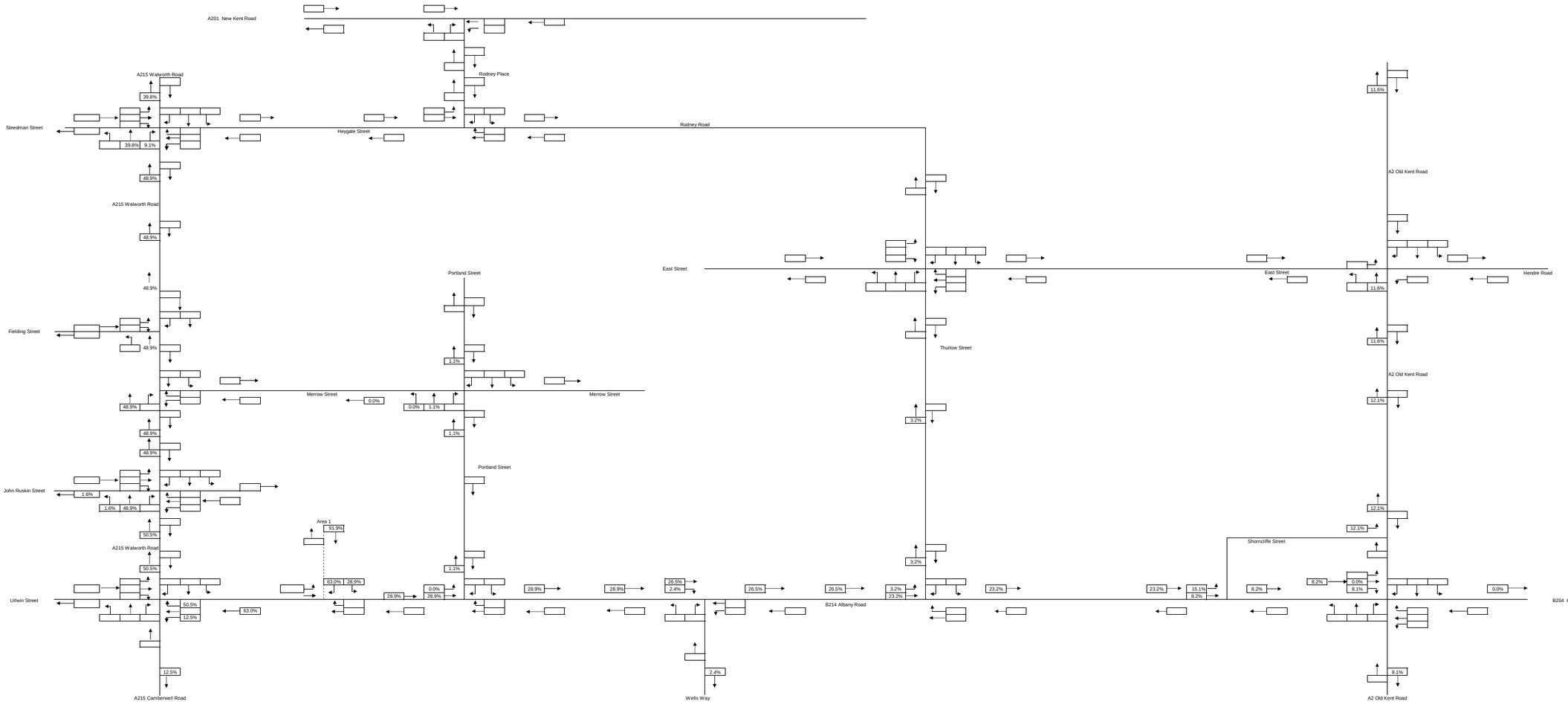
WSP

Aylesbury Estate Southwark
%Bicycle Trip Distribution (Departures)
Development Area 1
AM Peak



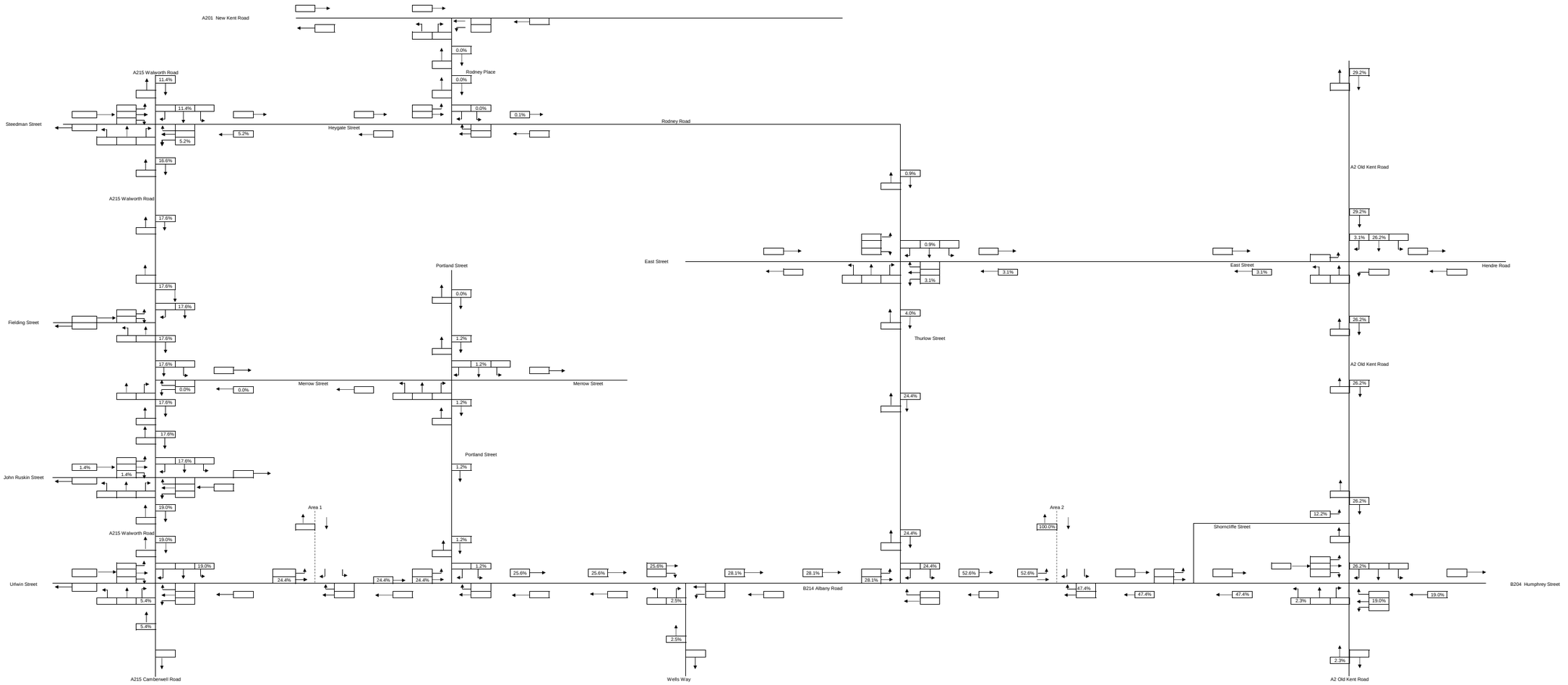
WSP

Aylesbury Estate Southwark
%Bicycle Trip Distribution (Arrivals)
Development Area 1
PM Peak



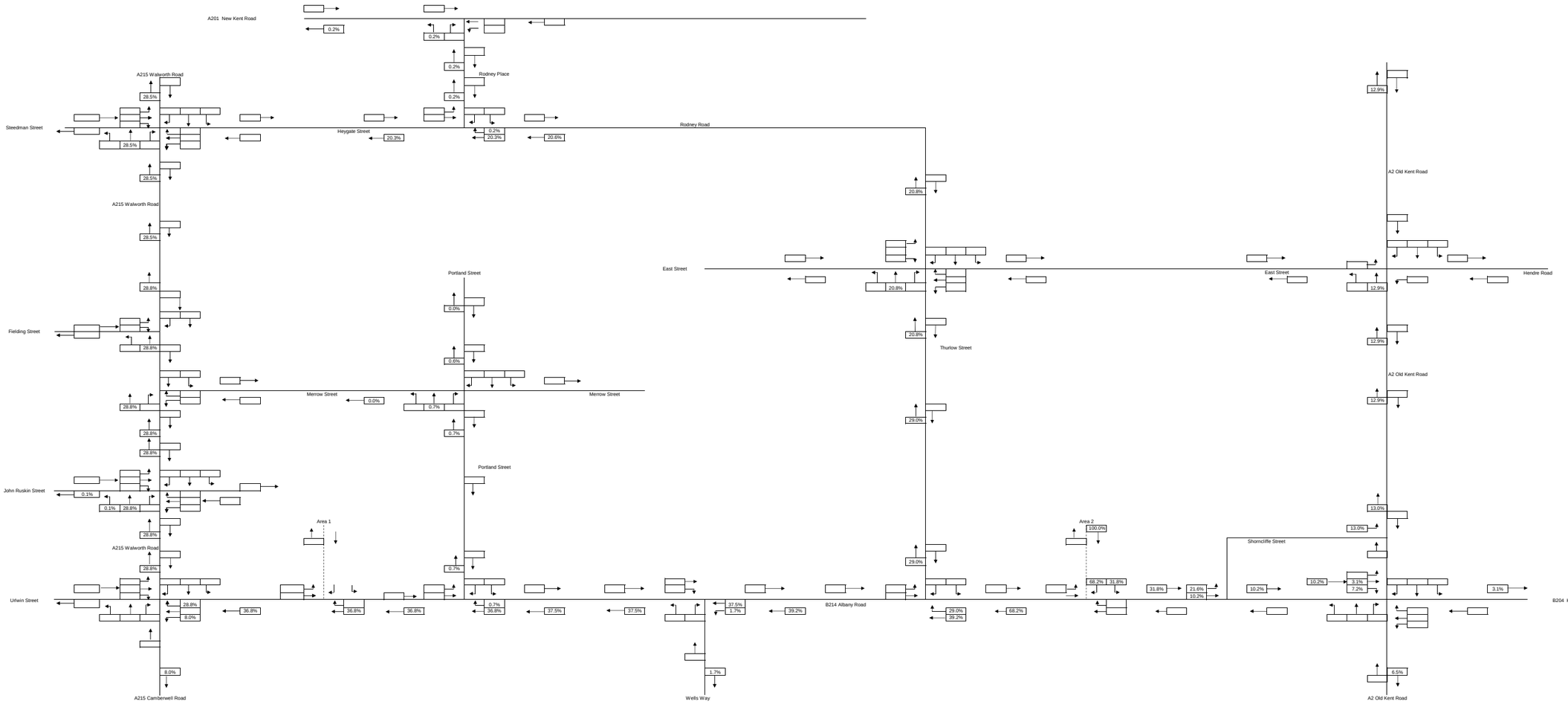
WSP

Aylesbury Estate Southwark
%Bicycle Trip Distribution (Departures)
Development Area 1
PM Peak



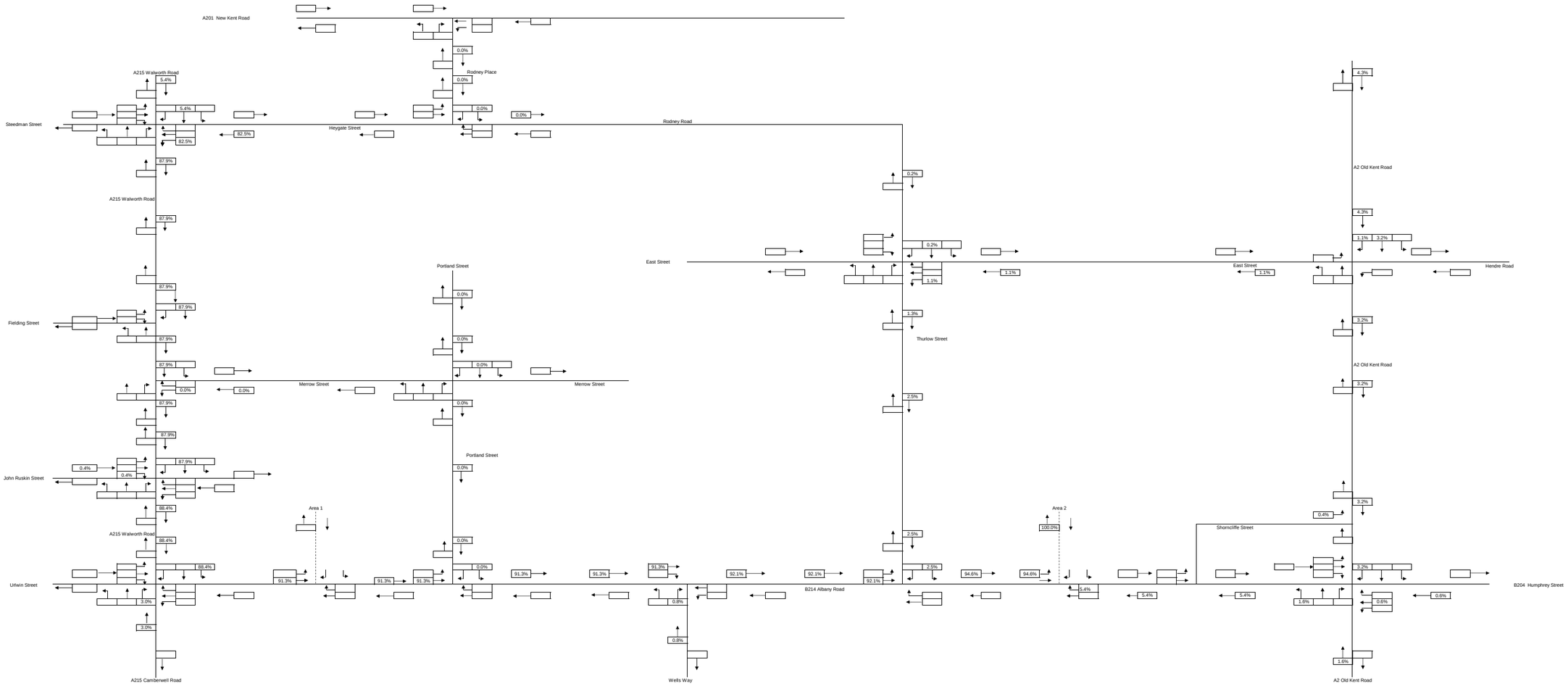
WSP

Aylesbury Estate Southwark
%Bicycle Trip Distribution (Arrivals)
Development Area 2
AM Peak



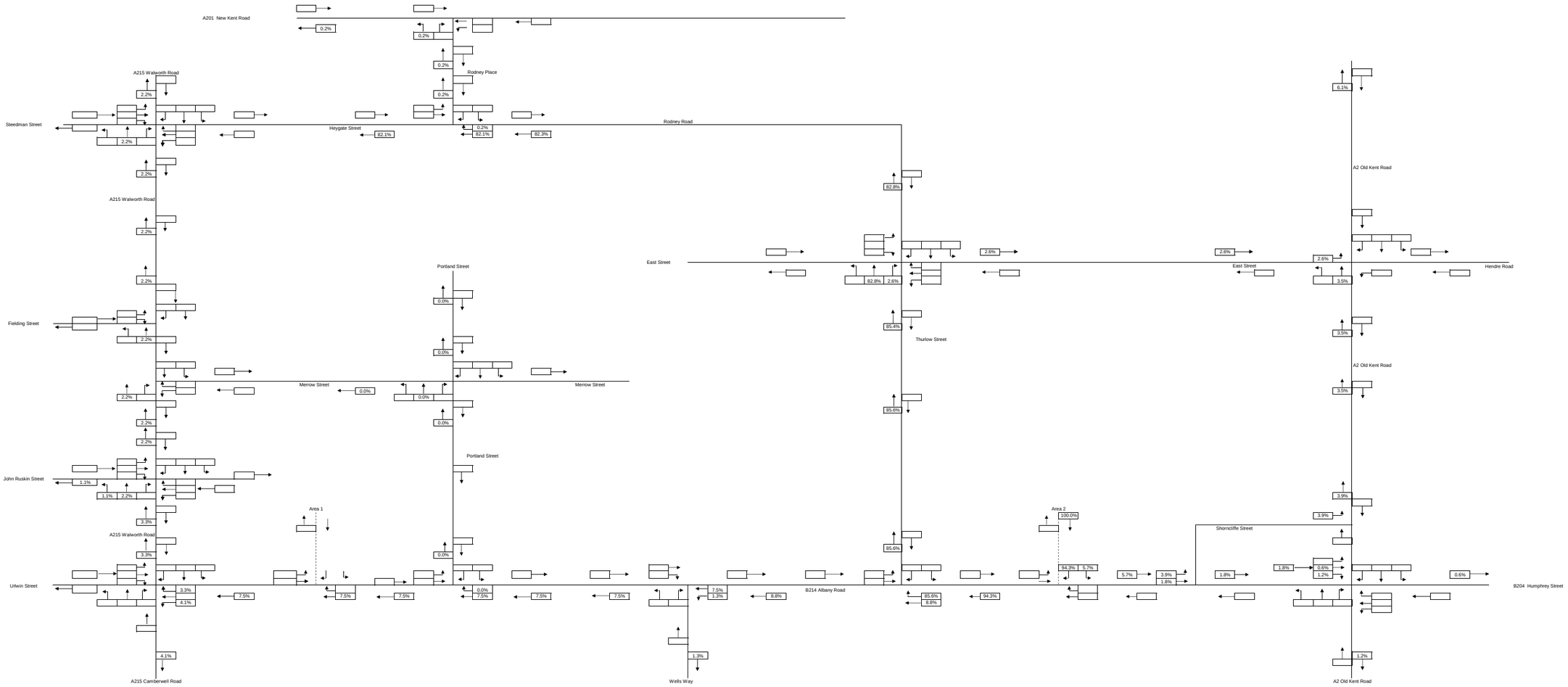
WSP

Aylesbury Estate Southwark
%Bicycle Trip Distribution (Departures)
Development Area 2
AM Peak



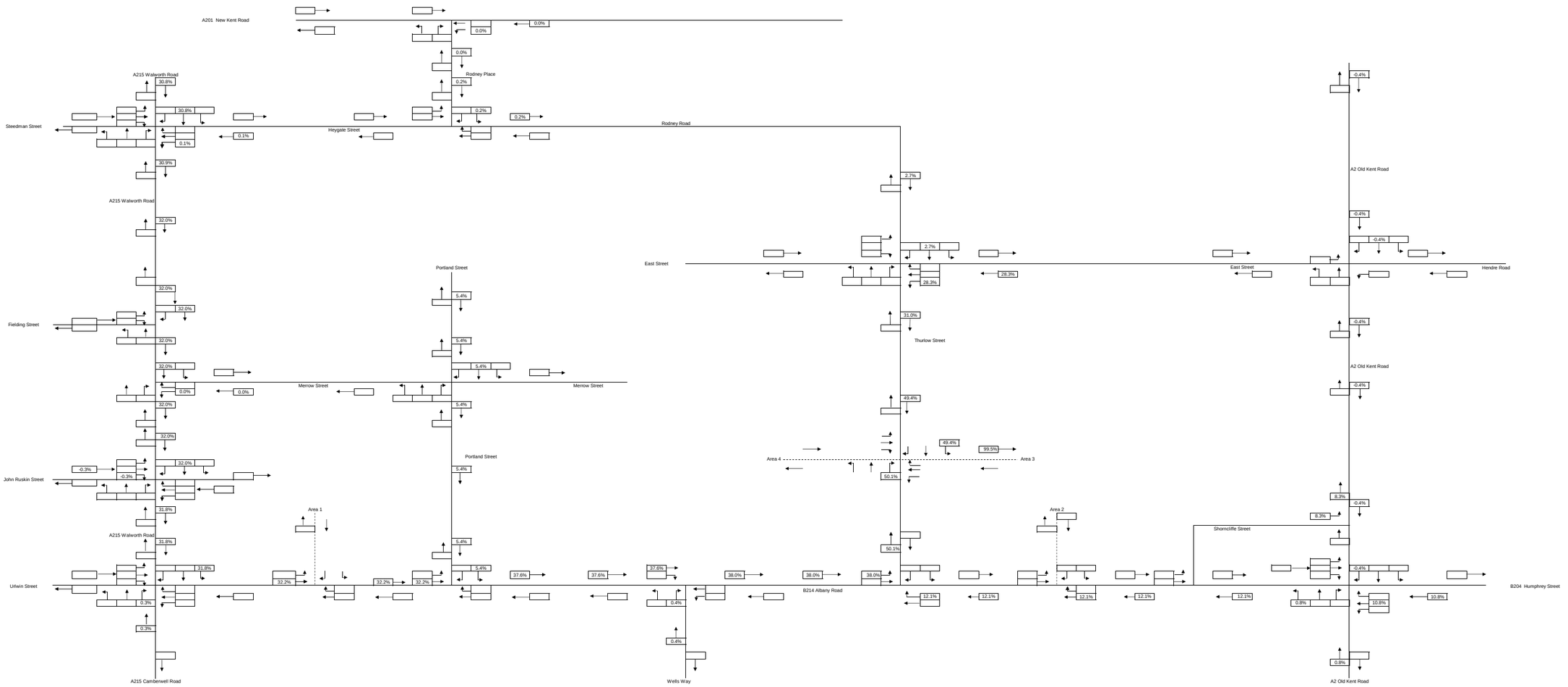
WSP

Aylesbury Estate Southwark
%Bicycle Trip Distribution (Arrivals)
Development Area 2
PM Peak



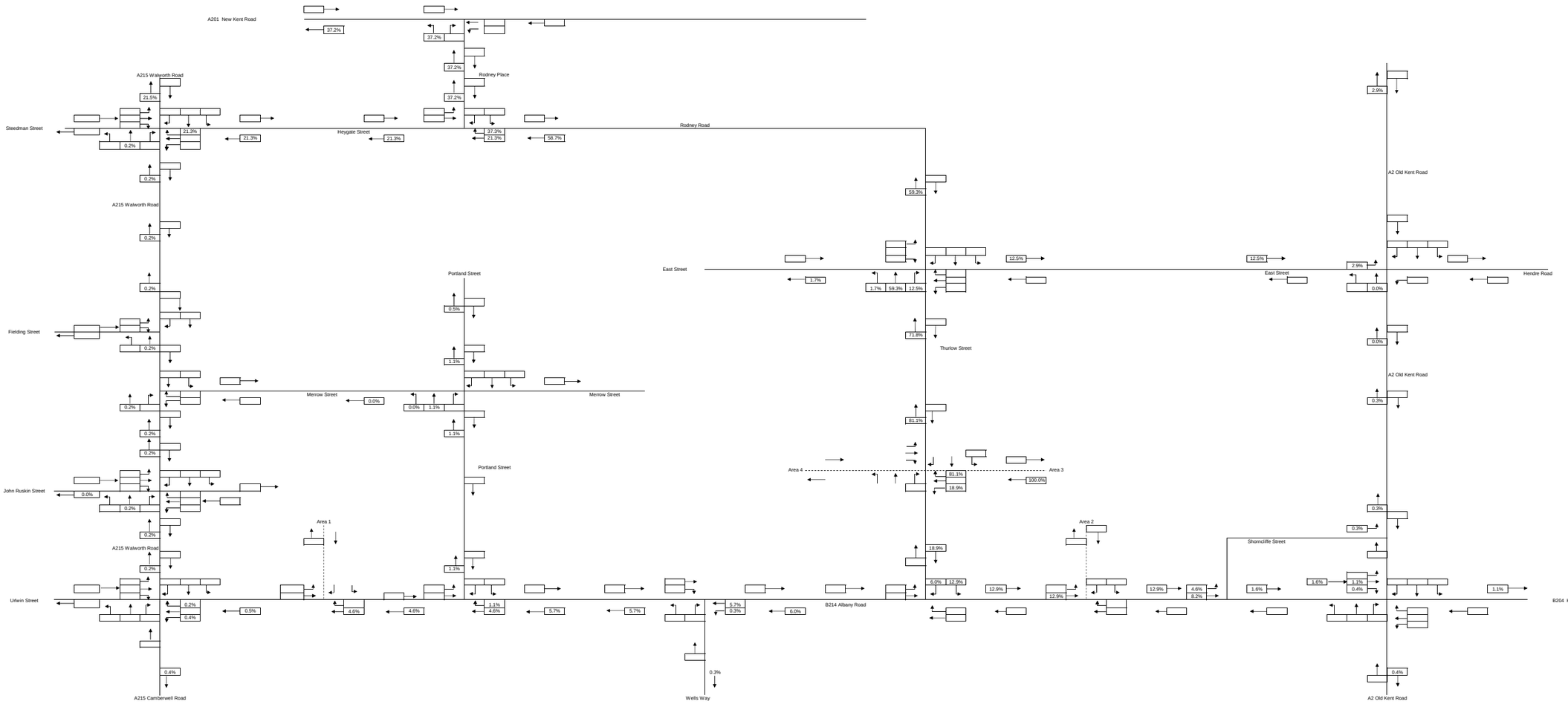
WSP

Aylesbury Estate Southwark
%Bicycle Trip Distribution (Departures)
Development Area 2
PM Peak



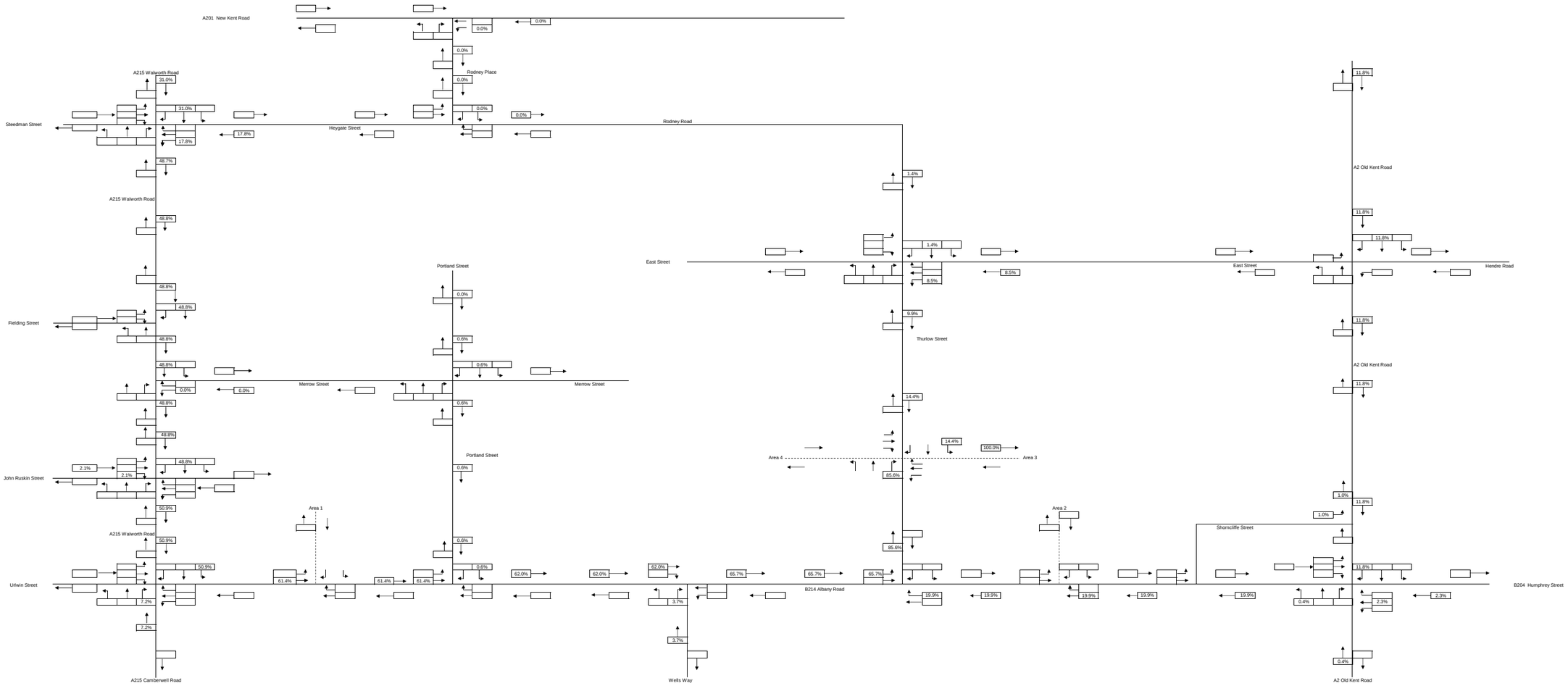
WSP

Aylesbury Estate Southwark
%Bicycle Trip Distribution (Arrivals)
Development Area 3
AM Peak



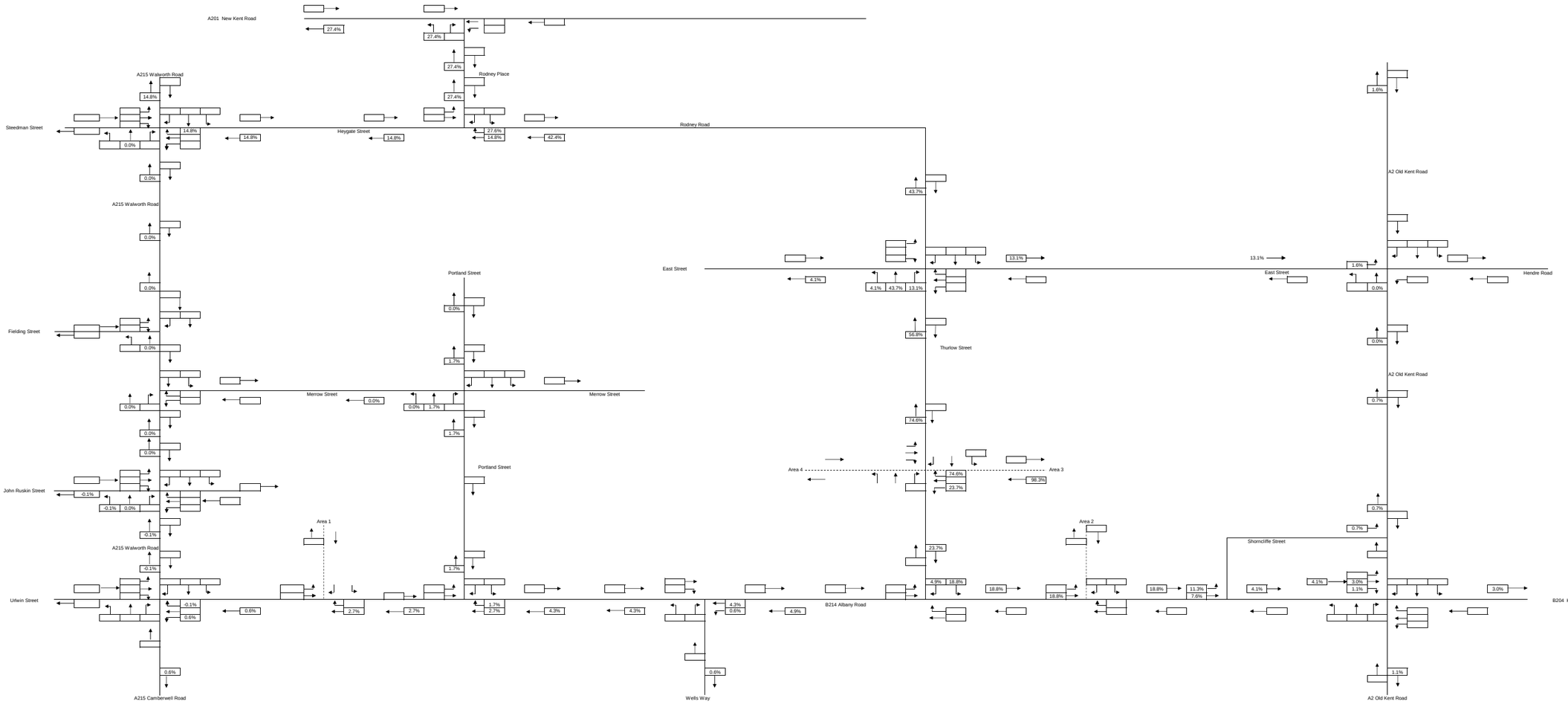
WSP

Aylesbury Estate Southwark
%Bicycle Trip Distribution (Departures)
Development Area 3
AM Peak



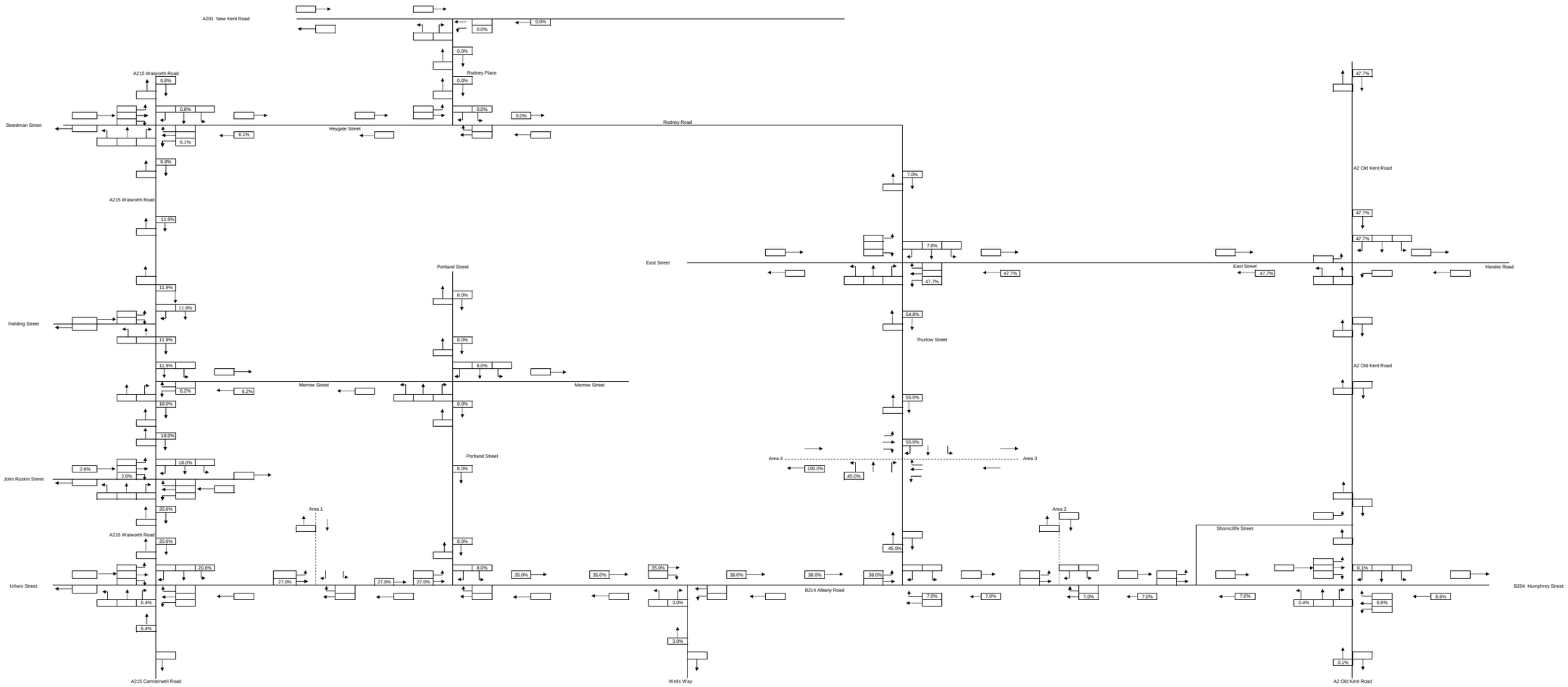
WSP

Aylesbury Estate Southwark
%Bicycle Trip Distribution (Arrivals)
Development Area 3
PM Peak



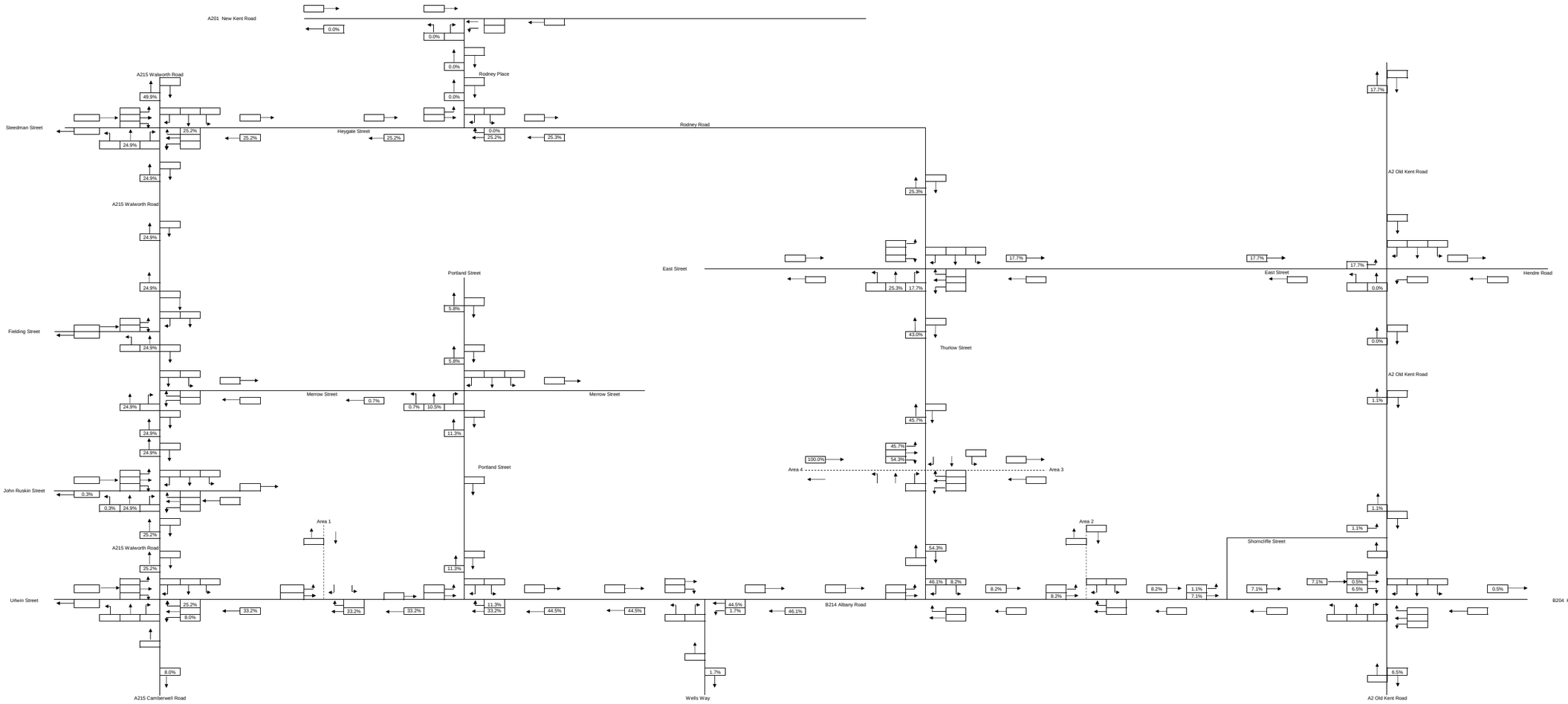
WSP

Aylesbury Estate Southwark
%Bicycle Trip Distribution (Departures)
Development Area 3
PM Peak



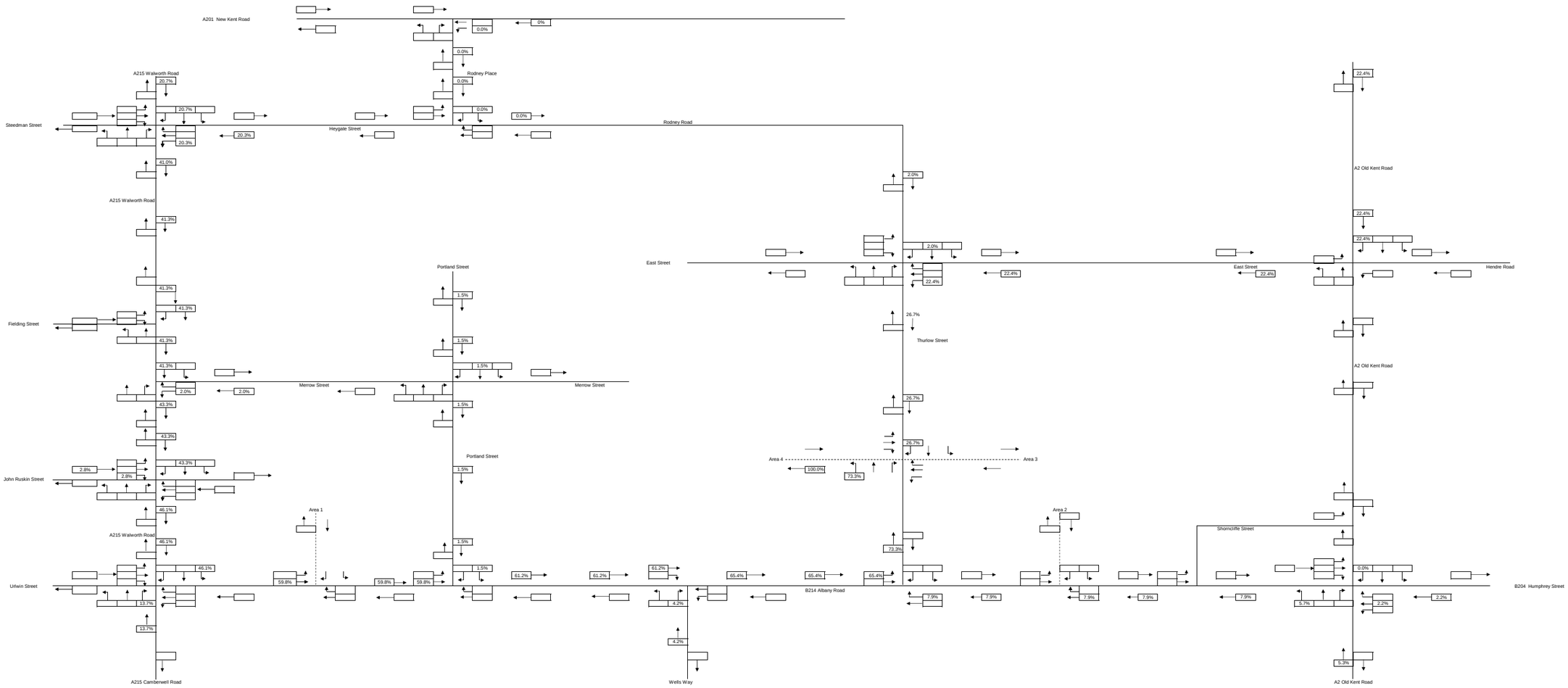
WSP

Aylesbury Estate Southwark
%Bicycle Trip Distribution (Arrivals)
Development Area 4
AM Peak

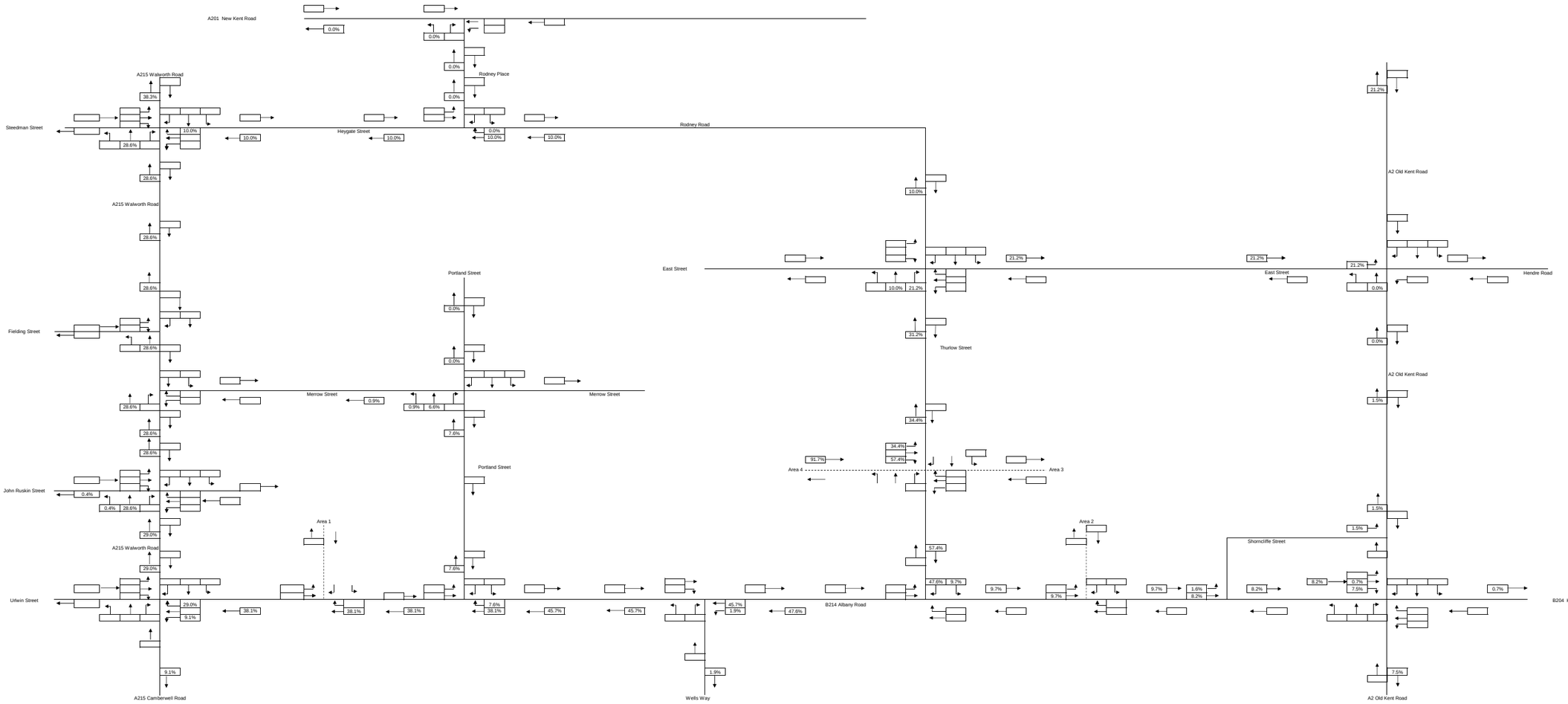


WSP

Aylesbury Estate Southwark
% Bicycle Trip Distribution (Departures)
Development Area 4
AM Peak

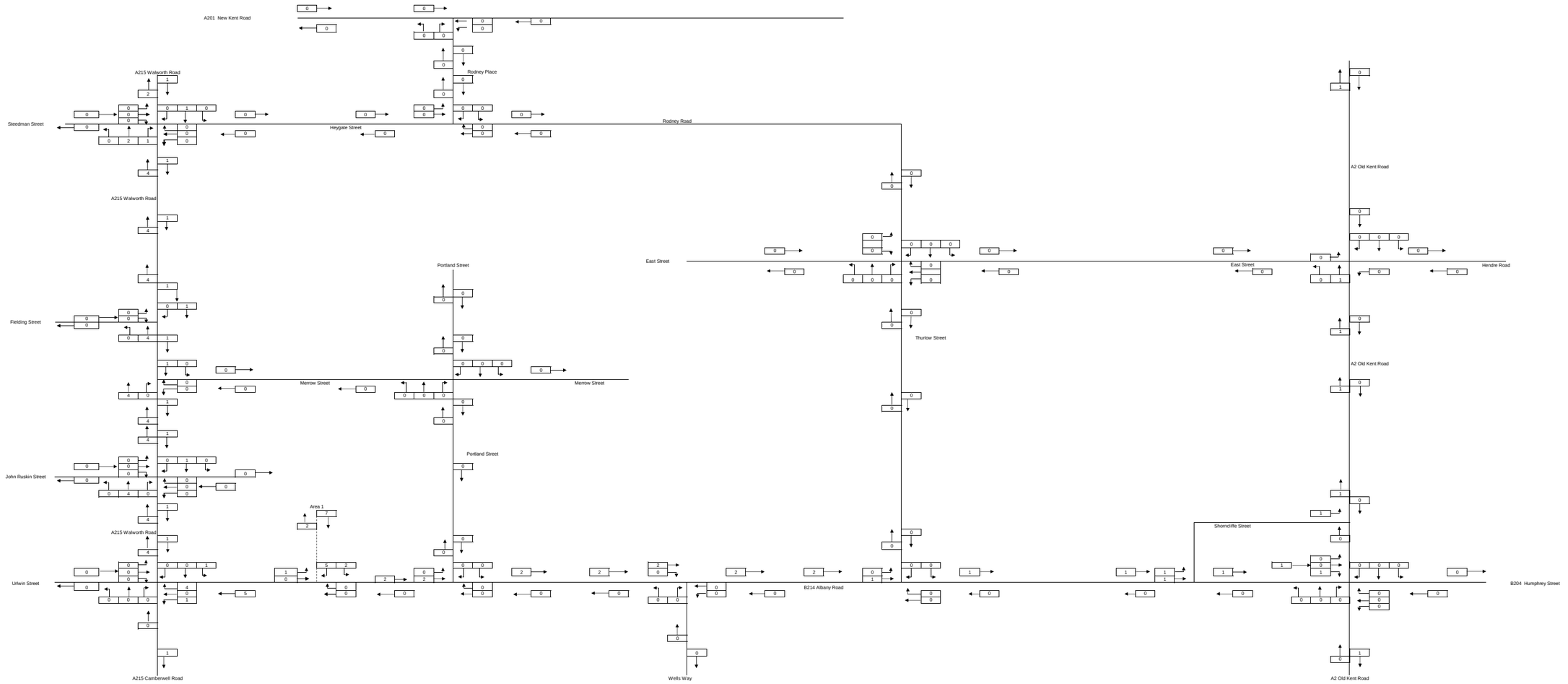


Aylesbury Estate Southwark
%Bicycle Trip Distribution (Arrivals)
Development Area 4
PM Peak



WSP

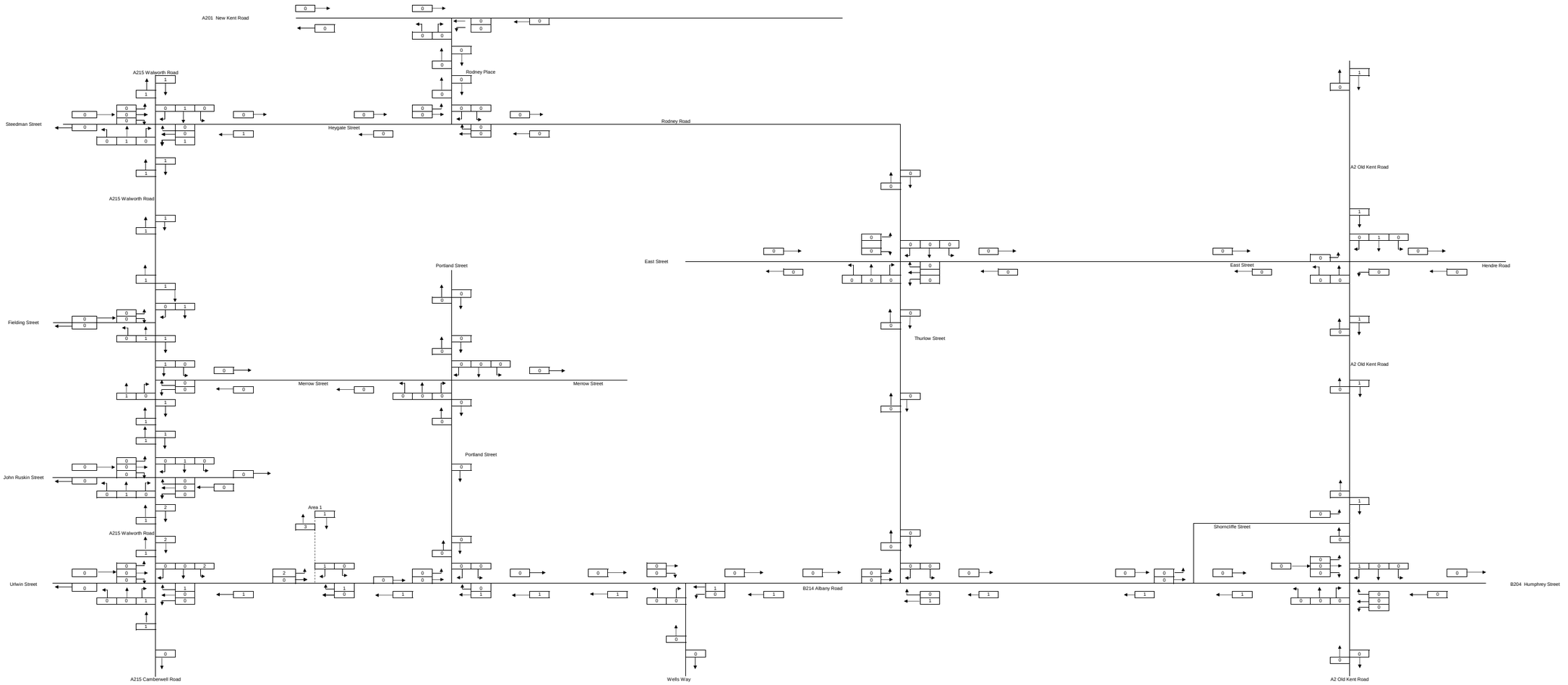
Aylesbury Estate Southwark
%Bicycle Trip Distribution (Departures)
Development Area 4
PM Peak



WSP

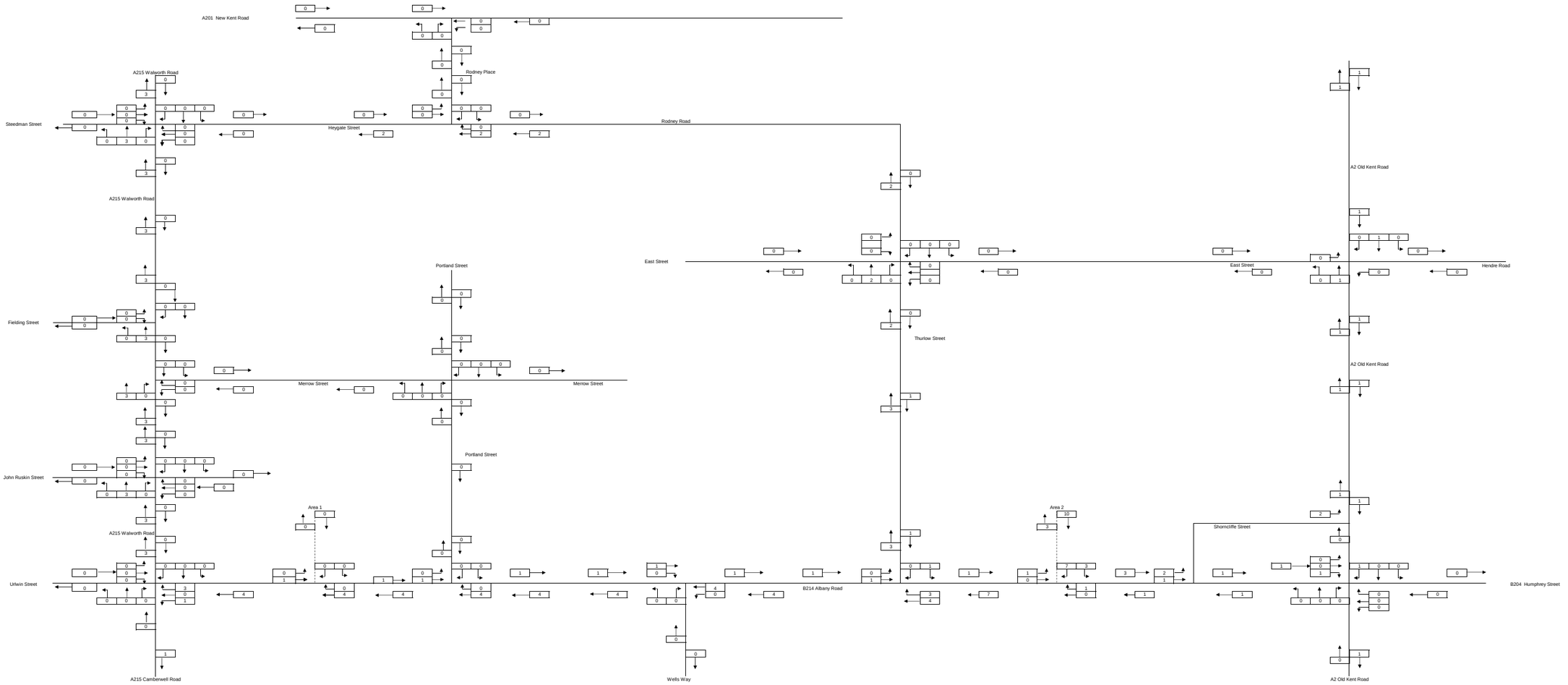
Arrivals 2
Departures 7

Aylesbury Estate, Southwark
Development Area 1
Pedal Cycles
AM PEAK (08:00-09:00)



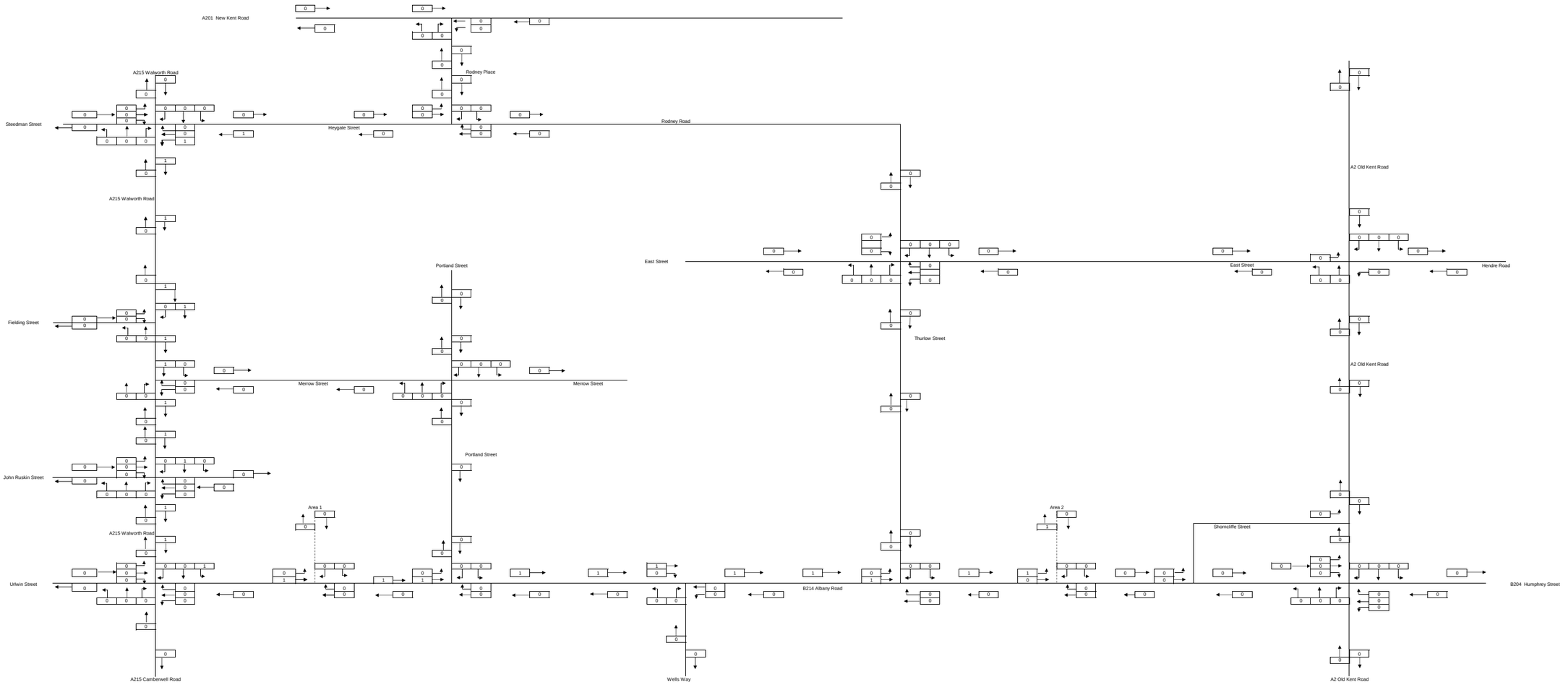
Arrivals 3
Departures 2

Aylesbury Estate, Southwark
Development Area 1
Pedal Cycles
PM Peak (17:00-18:00)



Arrivals 3
Departures 10

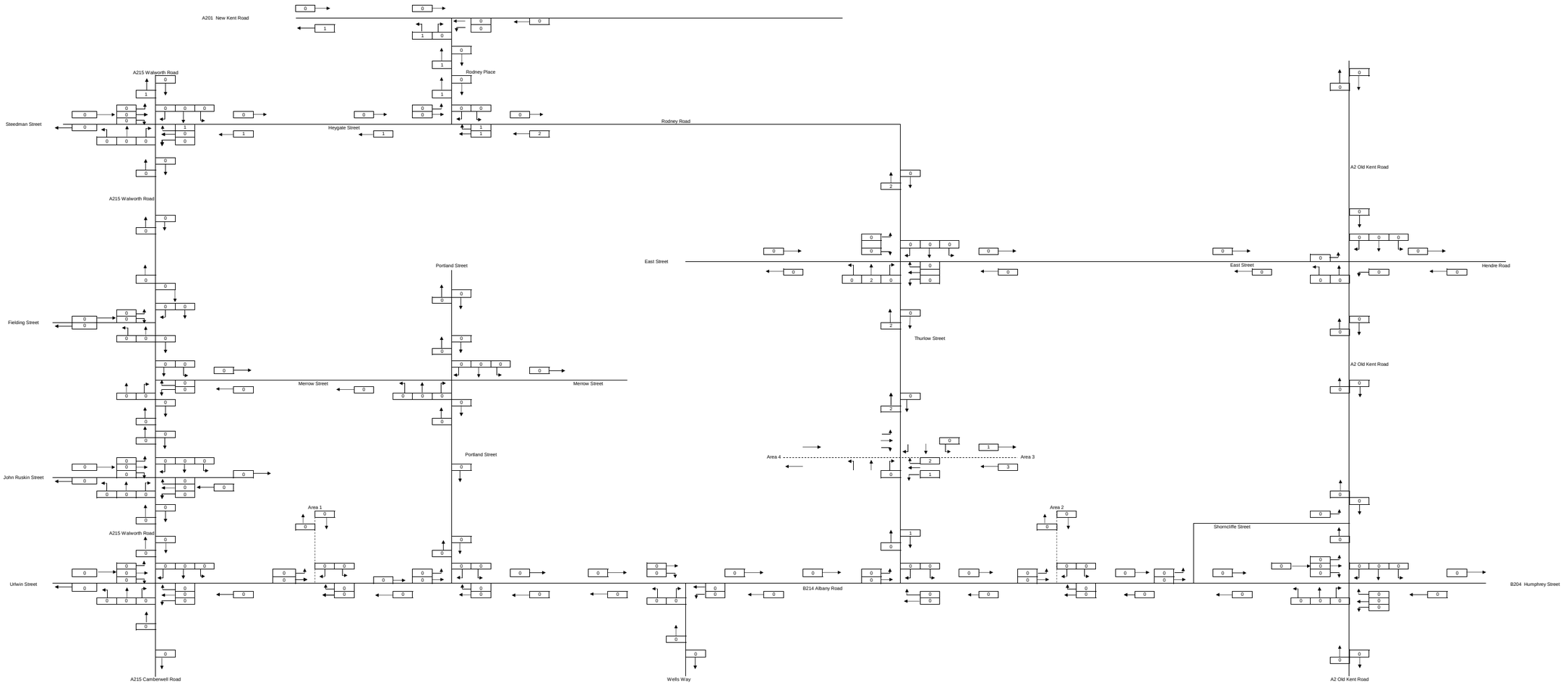
Aylesbury Estate, Southwark
Development Area 2
All Cycles
AM PEAK (08:00-09:00)



WSP

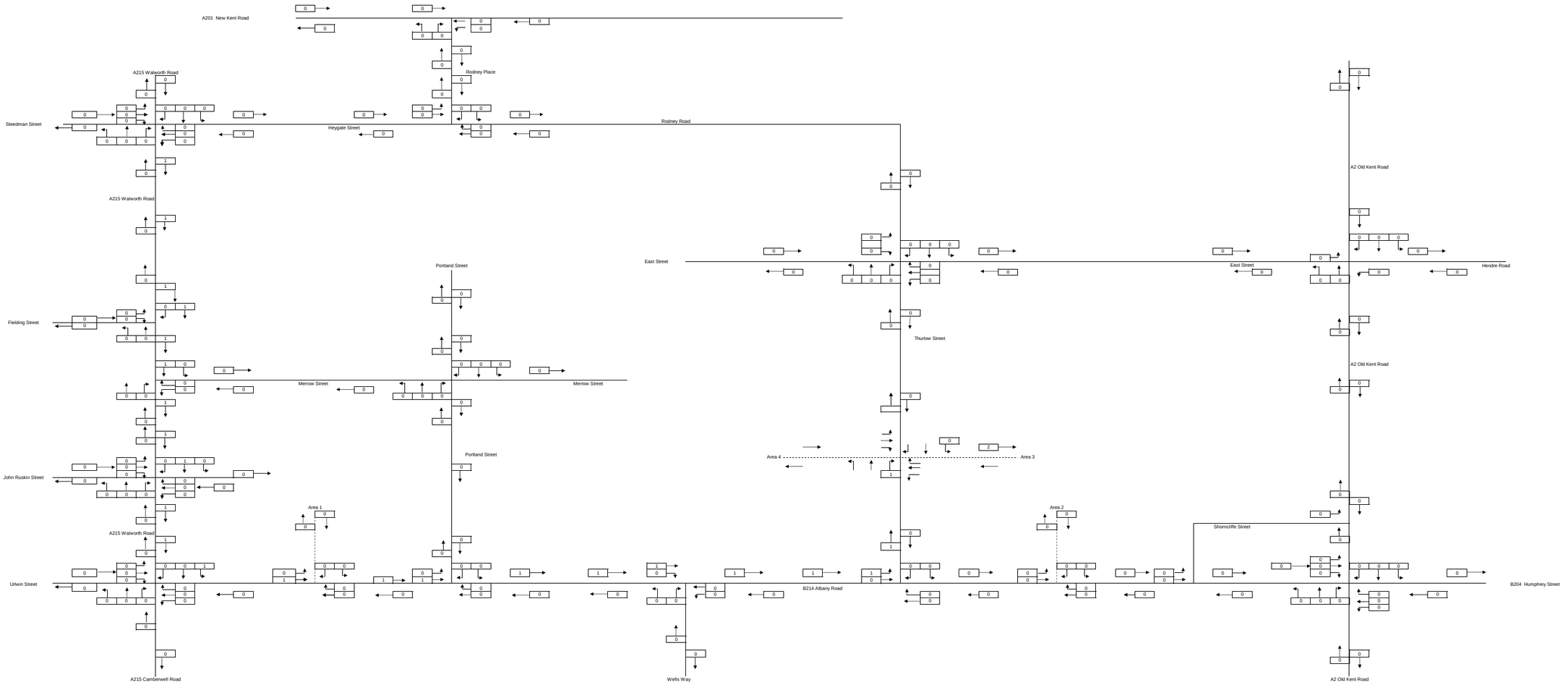
Arrivals 1
Departures 0

Aylesbury Estate, Southwark
Development Area 2
All Cycles
PM Peak (17:00-18:00)



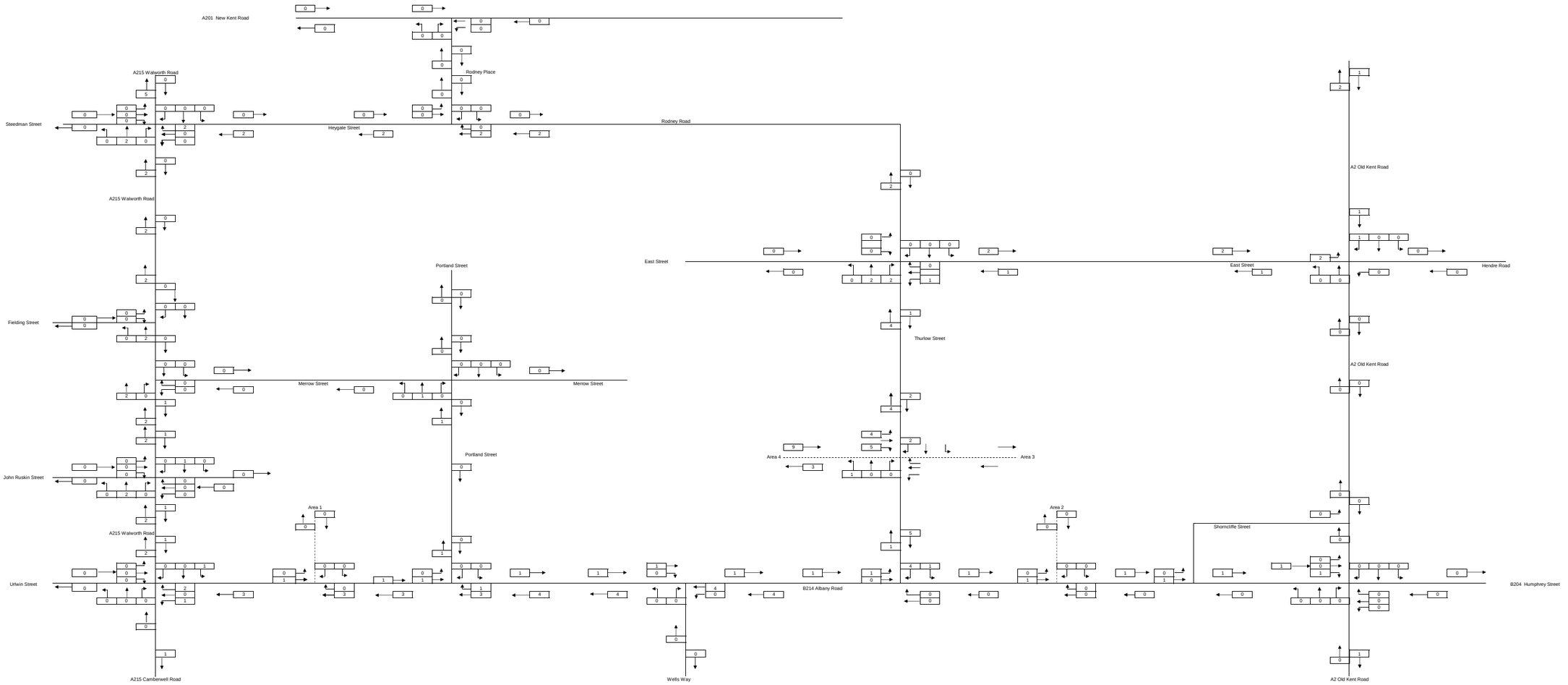
Arrivals 1
Departures 3

Aylesbury Estate, Southwark
Development Area 3
All Cycles
AM PEAK (08:00-09:00)



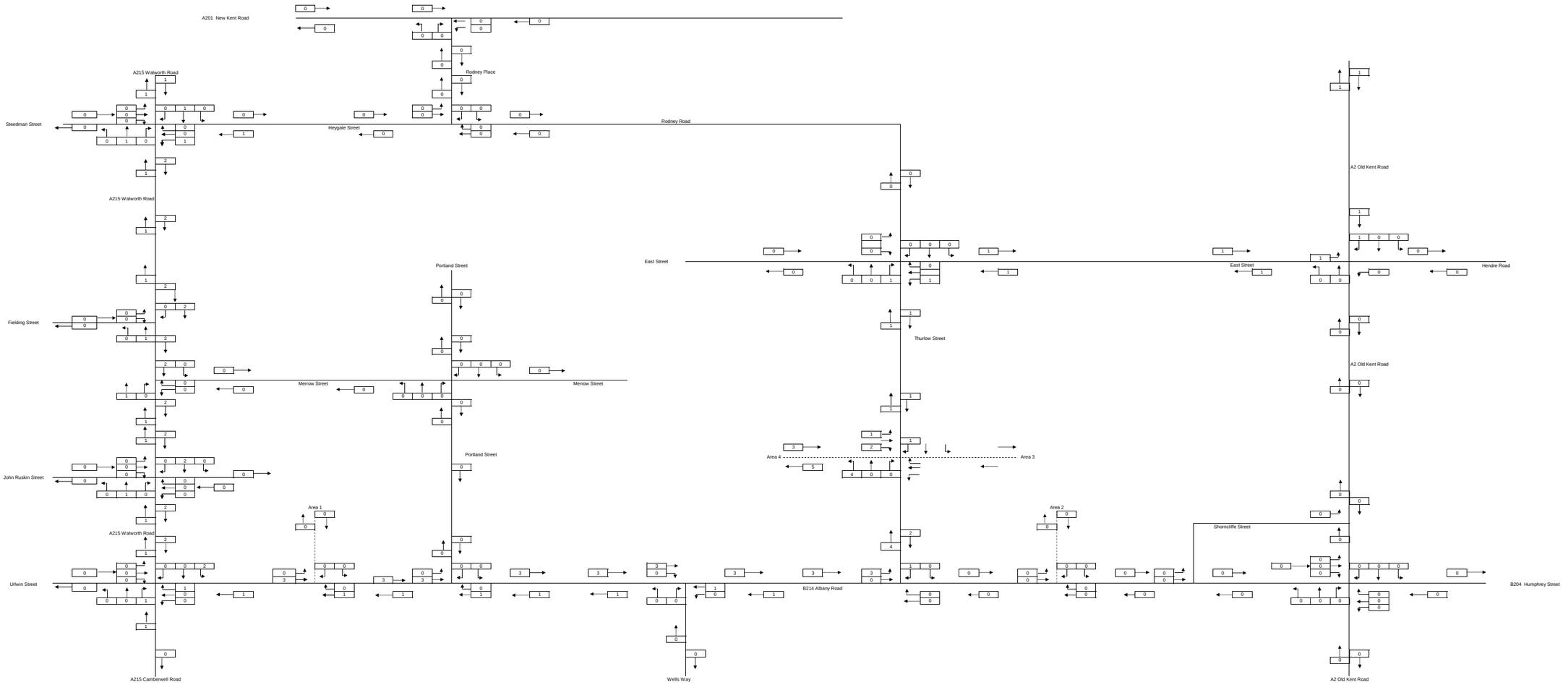
Arrivals 2
Departures 1

Aylesbury Estate, Southwark
Development Area 3
All Cycles
PM PEAK (17:00-18:00)



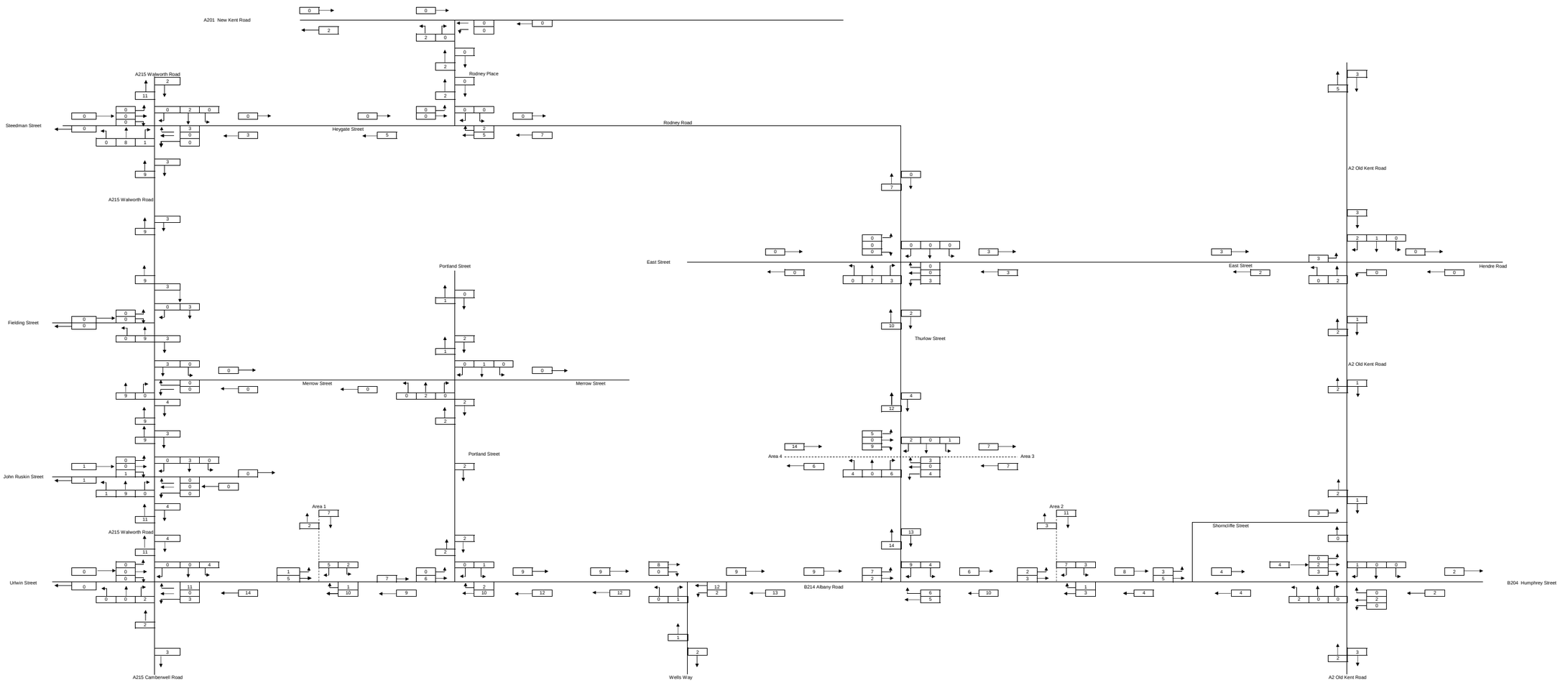
Arrivals 3
Departures 9

Aylesbury Estate, Southwark
Development Area 4
All Cycles
AM PEAK (08:00-09:00)



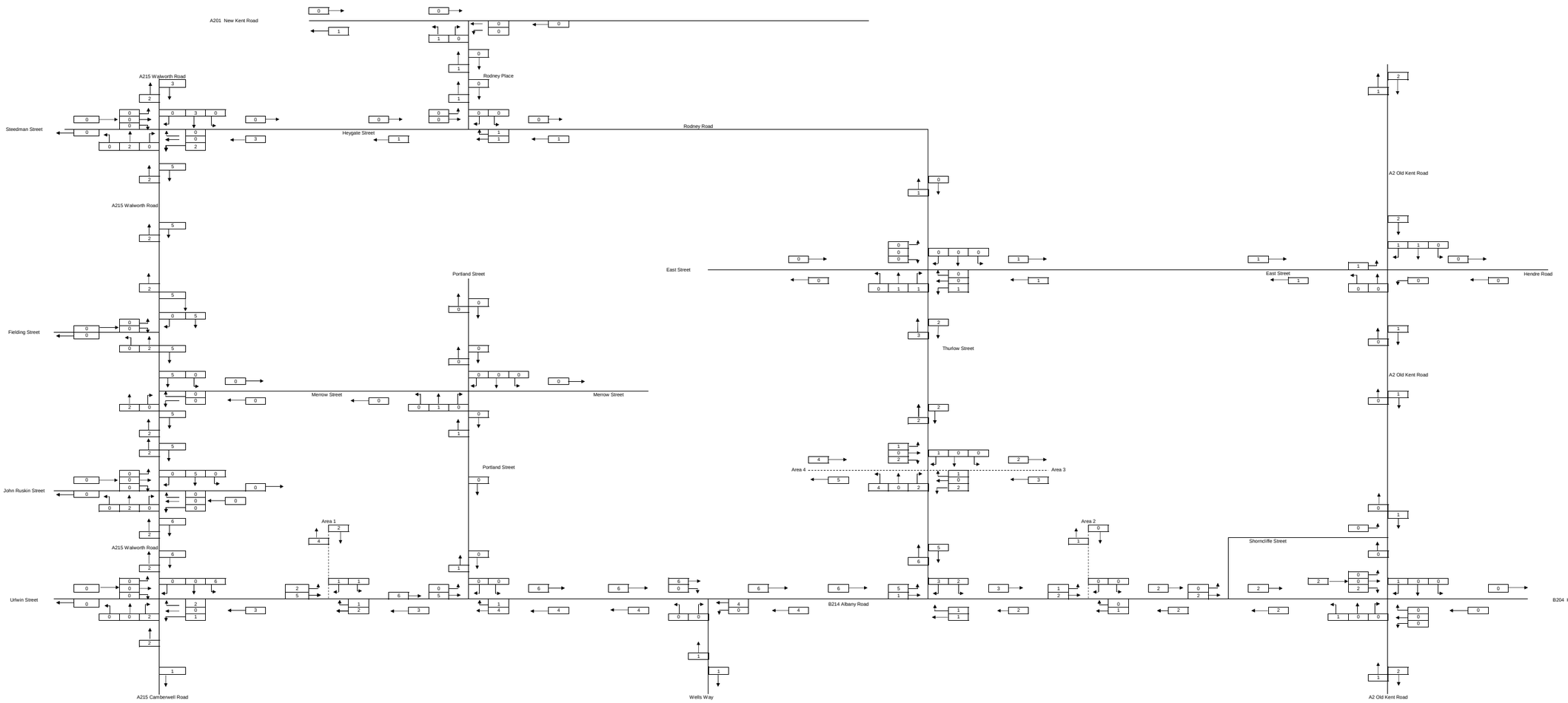
Arrivals 5
Departures 3

Aylesbury Estate, Southwark
Development Area 4
All Cycles
PM PEAK (17:00-18:00)



Arrivals 8
Departures 28

Aylesbury Estate, Southwark
Development Areas 1-4
All Cycles
AM PEAK (08:00-09:00)



Arrivals 11
Departures 6

Aylesbury Estate, Southwark
Development Areas 1-4
All Cycles
PM PEAK (17:00-18:00)

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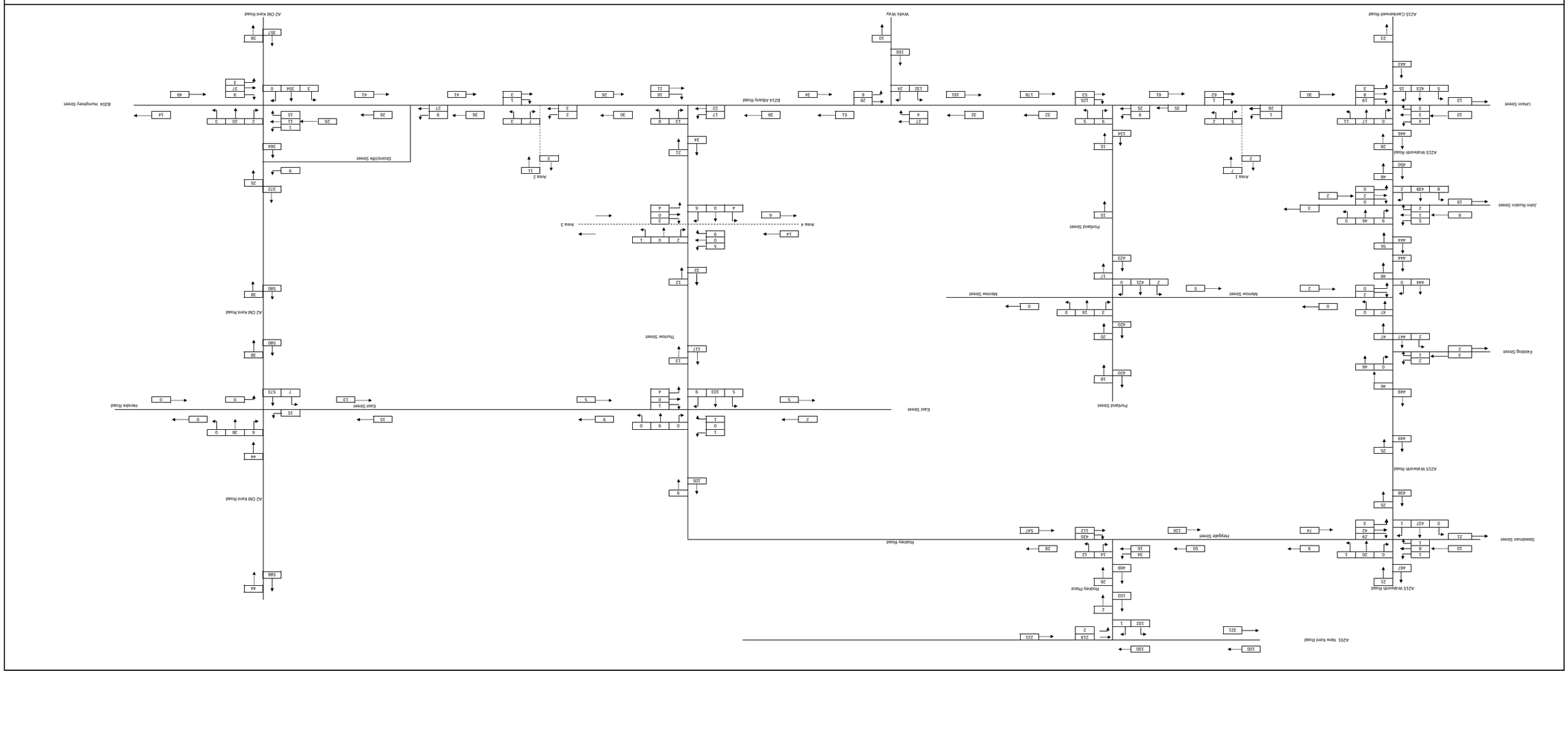
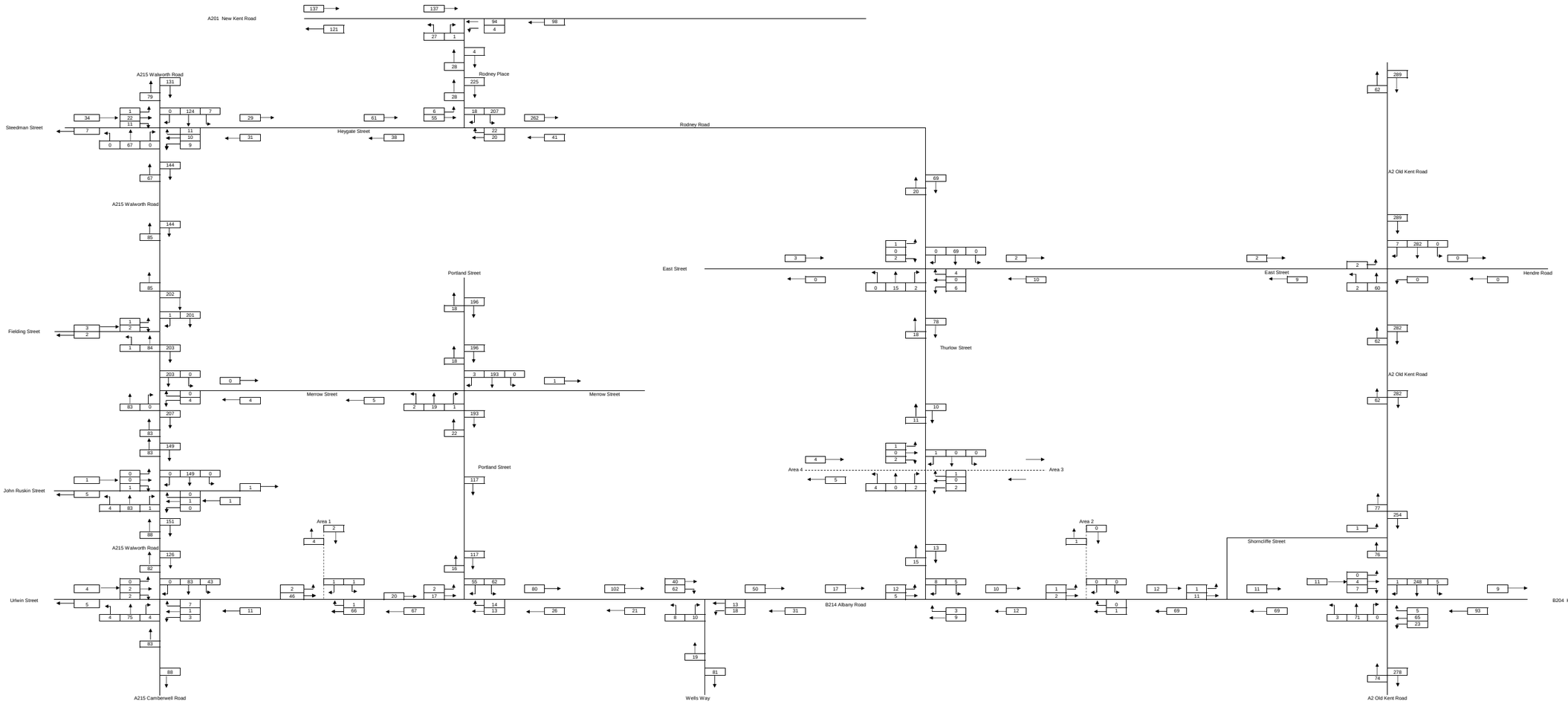
Aylesbury Estate, Southwark
2014 + Proposed Development
All Cycles
AM PEAK (08:00-09:00)





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Aylesbury Estate, Southwark
2014 + Proposed Development
All Cycles
PM PEAK (17:00-18:00)

Appendix R – Framework Travel Plan

Appendix S – Delivery and Servicing Plan

Appendix T – Construction Logistics Plan

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AYLESBURYNOW

Planning Application for
the Aylesbury Estate Regeneration