



4095 / CROWLAND
JUNE 2014
CLASSIFIED TURNING COUNT

SITE: 1

DATE: 25/06/2014

LOCATION: Harvester Way

DAY: Wednesday

TIME	TO ARM A							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	5	2	2	2	0	0	0	11
07:15	7	1	1	1	0	0	0	10
07:30	15	0	2	1	0	0	0	18
07:45	19	2	1	0	0	0	0	22
H/TOT	46	5	6	4	0	0	0	61
08:00	8	1	2	0	0	0	0	11
08:15	11	4	2	0	0	0	0	17
08:30	20	3	1	0	0	0	1	25
08:45	19	2	1	0	0	0	0	22
H/TOT	58	10	6	0	0	0	1	75
09:00	5	4	1	0	0	0	0	10
09:15	7	0	0	1	0	0	0	8
09:30	6	1	0	0	0	0	0	7
09:45	8	6	1	0	0	0	1	16
H/TOT	26	11	2	1	0	0	1	41
10:00	2	2	0	0	0	0	0	4
10:15	9	1	0	0	0	0	0	10
10:30	10	1	0	0	0	0	0	11
10:45	4	0	0	0	0	0	0	4
H/TOT	25	4	0	0	0	0	0	29
11:00	1	0	1	0	0	0	0	2
11:15	5	3	0	0	0	0	0	8
11:30	3	5	1	0	0	0	0	9
11:45	1	1	1	0	0	0	0	3
H/TOT	10	9	3	0	0	0	0	22
12:00	7	0	3	0	0	0	0	10
12:15	5	1	0	0	0	0	0	6
12:30	3	1	0	0	0	1	0	5
12:45	4	1	1	0	0	0	0	6
H/TOT	19	3	4	0	0	1	0	27
13:00	2	4	0	1	0	0	0	7
13:15	3	2	1	0	0	0	0	6
13:30	2	1	1	0	0	0	0	4
13:45	4	2	1	0	0	0	0	7
H/TOT	11	9	3	1	0	0	0	24
14:00	8	2	2	0	0	0	0	12
14:15	7	1	1	0	0	0	0	9
14:30	5	0	0	0	0	0	0	5
14:45	3	1	0	0	0	0	0	4
H/TOT	23	4	3	0	0	0	0	30
15:00	6	0	0	0	0	0	1	7
15:15	3	1	1	0	0	0	0	5
15:30	12	3	1	0	0	0	0	16
15:45	6	3	2	0	0	0	0	11
H/TOT	27	7	4	0	0	0	1	39
16:00	4	2	1	0	0	0	0	7
16:15	6	2	0	0	0	0	0	8
16:30	12	4	0	0	0	1	0	17
16:45	7	2	0	0	0	0	0	9
H/TOT	29	10	1	0	0	1	0	41
17:00	19	3	0	0	0	0	0	22
17:15	4	3	0	0	0	0	0	7
17:30	5	2	0	0	0	0	0	7
17:45	3	1	0	0	0	0	2	6
H/TOT	31	9	0	0	0	0	2	42
18:00	7	0	0	0	0	0	0	7
18:15	6	0	0	0	0	0	0	6
18:30	3	0	0	0	0	0	0	3
18:45	6	0	0	0	0	0	0	6
H/TOT	22	0	0	0	0	0	0	22
P/TOT	327	81	32	6	0	2	5	453



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TIME	FROM ARM A						MCL	PCL	TOT
	CAR	LGV	OGV1	OGV2	PSV				
07:00	7	0	0	0	0		0	0	7
07:15	9	0	2	0	0		0	0	11
07:30	8	0	0	0	0		0	0	8
07:45	17	3	0	2	0		0	0	22
H/TOT	41	3	2	2	0		0	0	48
08:00	6	0	1	0	0		0	0	7
08:15	4	1	0	0	0		0	0	5
08:30	1	2	0	0	0		0	0	3
08:45	4	4	1	0	0		0	0	9
H/TOT	15	7	2	0	0		0	0	24
09:00	6	1	0	0	0		0	0	7
09:15	6	2	0	0	1		0	0	9
09:30	10	0	0	0	0		0	0	10
09:45	4	1	0	0	0		1	0	6
H/TOT	26	4	0	0	1		1	0	32
10:00	8	1	0	0	0		0	0	9
10:15	3	2	0	0	0		0	0	5
10:30	6	0	0	0	0		0	0	6
10:45	1	2	0	0	0		0	0	3
H/TOT	18	5	0	0	0		0	0	23
11:00	2	0	1	0	0		0	0	3
11:15	5	4	0	0	0		0	0	9
11:30	2	2	1	0	0		0	0	5
11:45	3	3	2	0	0		0	0	8
H/TOT	12	9	4	0	0		0	0	25
12:00	5	4	2	0	0		0	0	11
12:15	3	2	0	0	0		0	0	5
12:30	4	3	1	0	0		1	1	10
12:45	3	1	0	0	0		0	0	4
H/TOT	15	10	3	0	0		1	1	30
13:00	7	1	1	0	0		0	0	9
13:15	3	0	1	0	0		0	0	4
13:30	2	0	1	0	0		0	0	3
13:45	4	2	1	0	0		0	0	7
H/TOT	16	3	4	0	0		0	0	23
14:00	9	1	0	0	0		0	0	10
14:15	5	0	0	0	0		0	0	5
14:30	8	1	0	0	0		0	1	10
14:45	6	0	1	0	0		0	0	7
H/TOT	28	2	1	0	0		0	1	32
15:00	5	2	0	0	0		0	0	7
15:15	10	3	2	0	0		0	0	15
15:30	6	3	0	1	0		0	1	11
15:45	10	3	1	1	0		0	0	15
H/TOT	31	11	3	2	0		0	1	48
16:00	7	1	0	1	0		0	0	9
16:15	9	4	1	2	0		0	0	16
16:30	13	2	1	0	0		0	0	16
16:45	8	5	0	0	0		0	0	13
H/TOT	37	12	2	3	0		0	0	54
17:00	6	1	0	1	0		0	0	8
17:15	9	1	1	0	0		0	0	11
17:30	13	0	0	0	0		0	0	13
17:45	26	0	0	0	0		0	0	26
H/TOT	54	2	1	1	0		0	0	58
18:00	11	0	0	0	0		0	0	11
18:15	8	0	1	0	0		0	0	9
18:30	6	0	0	0	0		0	0	6
18:45	5	0	0	0	0		0	0	5
H/TOT	30	0	1	0	0		0	0	31
P/TOT	323	68	23	8	1		2	3	428



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TIME	TO ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0
07:30	1	0	0	0	0	0	0	1
07:45	2	1	0	0	0	0	0	3
H/TOT	5	1	0	0	0	0	0	6
08:00	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2
08:30	1	1	0	0	0	0	0	2
08:45	2	0	0	0	0	0	0	2
H/TOT	5	1	0	0	0	0	0	6
09:00	1	0	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1
09:30	2	0	0	0	0	0	0	2
09:45	3	0	0	0	0	0	0	3
H/TOT	7	0	0	0	0	0	0	7
10:00	1	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0
10:30	1	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
11:00	1	0	0	0	0	0	0	1
11:15	2	1	0	0	0	0	0	3
11:30	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	0	1
H/TOT	4	1	0	0	0	0	0	5
12:00	1	0	0	0	0	0	0	1
12:15	1	1	0	0	0	0	0	2
12:30	1	0	0	0	0	0	0	1
12:45	2	0	0	0	0	0	0	2
H/TOT	5	1	0	0	0	0	0	6
13:00	0	0	0	0	0	0	0	0
13:15	1	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0
13:45	2	0	0	0	0	0	0	2
H/TOT	3	0	0	0	0	0	0	3
14:00	3	1	0	0	0	0	0	4
14:15	2	0	0	0	0	0	0	2
14:30	2	0	0	0	0	0	0	2
14:45	2	0	0	0	0	0	0	2
H/TOT	9	1	0	0	0	0	0	10
15:00	0	0	0	0	0	0	0	0
15:15	6	0	0	0	0	0	0	6
15:30	2	0	0	0	0	0	0	2
15:45	2	0	0	0	0	0	0	2
H/TOT	10	0	0	0	0	0	0	10
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	1	0	0	0	0	0	0	1
16:45	2	1	0	0	0	0	0	3
H/TOT	4	1	0	0	0	0	0	5
17:00	0	0	0	0	0	0	0	0
17:15	1	1	0	0	0	0	0	2
17:30	3	0	0	0	0	0	0	3
17:45	12	0	0	0	0	0	0	12
H/TOT	16	1	0	0	0	0	0	17
18:00	4	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0
18:30	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0
H/TOT	5	0	0	0	0	0	0	5
P/TOT	75	7	0	0	0	0	0	82



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TIME	FROM ARM B							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	2	0	0	0	0	0	0	2
07:15	2	0	0	0	0	0	0	2
07:30	6	0	0	0	0	0	0	6
07:45	5	0	0	0	0	0	0	5
H/TOT	15	0	0	0	0	0	0	15
08:00	1	1	0	0	0	0	0	2
08:15	5	1	0	0	0	0	0	6
08:30	8	0	0	0	0	0	0	8
08:45	3	0	0	0	0	0	0	3
H/TOT	17	2	0	0	0	0	0	19
09:00	2	0	0	0	0	0	0	2
09:15	1	0	0	0	0	0	0	1
09:30	3	0	0	0	0	0	0	3
09:45	1	1	1	0	0	0	0	3
H/TOT	7	1	1	0	0	0	0	9
10:00	1	0	0	0	0	0	0	1
10:15	2	0	0	0	0	0	0	2
10:30	2	0	0	0	0	0	0	2
10:45	1	0	0	0	0	0	0	1
H/TOT	6	0	0	0	0	0	0	6
11:00	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0
11:45	1	0	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	0	2
12:00	1	0	0	0	0	0	0	1
12:15	1	1	0	0	0	0	0	2
12:30	1	0	0	0	0	0	0	1
12:45	1	0	0	0	0	0	0	1
H/TOT	4	1	0	0	0	0	0	5
13:00	0	0	0	0	0	0	0	0
13:15	1	1	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0
13:45	1	0	0	0	0	0	0	1
H/TOT	2	1	0	0	0	0	0	3
14:00	3	1	0	0	0	0	0	4
14:15	0	0	0	0	0	0	0	0
14:30	1	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0
H/TOT	4	1	0	0	0	0	0	5
15:00	4	0	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0
15:30	2	0	0	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0
H/TOT	6	0	0	0	0	0	0	6
16:00	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1
16:30	2	0	0	0	0	0	0	2
16:45	1	0	0	0	0	0	0	1
H/TOT	4	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2
P/TOT	69	7	1	0	0	0	0	77



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TIME	TO ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	5	0	0	0	0	0	0	5
07:15	9	0	2	0	0	0	0	11
07:30	8	0	0	0	0	0	0	8
07:45	15	2	0	2	0	0	0	19
H/TOT	37	2	2	2	0	0	0	43
08:00	6	0	1	0	0	0	0	7
08:15	3	1	0	0	0	0	0	4
08:30	1	2	0	0	0	0	0	3
08:45	4	4	1	0	0	0	0	9
H/TOT	14	7	2	0	0	0	0	23
09:00	5	1	0	0	0	0	0	6
09:15	5	2	0	0	1	0	0	8
09:30	8	0	0	0	0	0	0	8
09:45	2	1	0	0	0	1	0	4
H/TOT	20	4	0	0	1	1	0	26
10:00	7	1	0	0	0	0	0	8
10:15	3	2	0	0	0	0	0	5
10:30	5	0	0	0	0	0	0	5
10:45	1	2	0	0	0	0	0	3
H/TOT	16	5	0	0	0	0	0	21
11:00	1	0	1	0	0	0	0	2
11:15	4	4	0	0	0	0	0	8
11:30	2	2	1	0	0	0	0	5
11:45	3	3	2	0	0	0	0	8
H/TOT	10	9	4	0	0	0	0	23
12:00	5	4	2	0	0	0	0	11
12:15	2	2	0	0	0	0	0	4
12:30	4	3	1	0	0	1	1	10
12:45	1	1	0	0	0	0	0	2
H/TOT	12	10	3	0	0	1	1	27
13:00	7	1	1	0	0	0	0	9
13:15	3	0	1	0	0	0	0	4
13:30	2	0	1	0	0	0	0	3
13:45	3	2	1	0	0	0	0	6
H/TOT	15	3	4	0	0	0	0	22
14:00	6	1	0	0	0	0	0	7
14:15	3	0	0	0	0	0	0	3
14:30	6	1	0	0	0	0	1	8
14:45	5	0	1	0	0	0	0	6
H/TOT	20	2	1	0	0	0	1	24
15:00	5	2	0	0	0	0	0	7
15:15	4	3	2	0	0	0	0	9
15:30	5	3	0	1	0	0	1	10
15:45	8	3	1	1	0	0	0	13
H/TOT	22	11	3	2	0	0	1	39
16:00	6	1	0	1	0	0	0	8
16:15	9	4	1	2	0	0	0	16
16:30	12	2	1	0	0	0	0	15
16:45	6	4	0	0	0	0	0	10
H/TOT	33	11	2	3	0	0	0	49
17:00	6	1	0	1	0	0	0	8
17:15	9	0	1	0	0	0	0	10
17:30	11	0	0	0	0	0	0	11
17:45	16	0	0	0	0	0	0	16
H/TOT	42	1	1	1	0	0	0	45
18:00	7	0	0	0	0	0	0	7
18:15	8	0	1	0	0	0	0	9
18:30	6	0	0	0	0	0	0	6
18:45	5	0	0	0	0	0	0	5
H/TOT	26	0	1	0	0	0	0	27
P/TOT	267	65	23	8	1	2	3	369



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TIME	FROM ARM C							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	3	2	2	2	0	0	0	9
07:15	5	1	1	1	0	0	0	8
07:30	10	0	2	1	0	0	0	13
07:45	14	2	1	0	0	0	0	17
H/TOT	32	5	6	4	0	0	0	47
08:00	7	0	2	0	0	0	0	9
08:15	7	3	2	0	0	0	0	12
08:30	13	4	1	0	0	0	1	19
08:45	18	2	1	0	0	0	0	21
H/TOT	45	9	6	0	0	0	1	61
09:00	3	4	1	0	0	0	0	8
09:15	6	0	0	1	0	0	0	7
09:30	3	1	0	0	0	0	0	4
09:45	8	5	0	0	0	0	1	14
H/TOT	20	10	1	1	0	0	1	33
10:00	1	2	0	0	0	0	0	3
10:15	7	1	0	0	0	0	0	8
10:30	8	1	0	0	0	0	0	9
10:45	3	0	0	0	0	0	0	3
H/TOT	19	4	0	0	0	0	0	23
11:00	1	0	1	0	0	0	0	2
11:15	6	3	0	0	0	0	0	9
11:30	3	5	1	0	0	0	0	9
11:45	1	1	1	0	0	0	0	3
H/TOT	11	9	3	0	0	0	0	23
12:00	7	0	3	0	0	0	0	10
12:15	4	1	0	0	0	0	0	5
12:30	3	1	0	0	0	1	0	5
12:45	3	1	1	0	0	0	0	5
H/TOT	17	3	4	0	0	1	0	25
13:00	2	4	0	1	0	0	0	7
13:15	3	1	1	0	0	0	0	5
13:30	2	1	1	0	0	0	0	4
13:45	4	2	1	0	0	0	0	7
H/TOT	11	8	3	1	0	0	0	23
14:00	5	2	2	0	0	0	0	9
14:15	7	1	1	0	0	0	0	9
14:30	4	0	0	0	0	0	0	4
14:45	4	1	0	0	0	0	0	5
H/TOT	20	4	3	0	0	0	0	27
15:00	2	0	0	0	0	0	1	3
15:15	3	1	1	0	0	0	0	5
15:30	11	3	1	0	0	0	0	15
15:45	6	3	2	0	0	0	0	11
H/TOT	22	7	4	0	0	0	1	34
16:00	4	2	1	0	0	0	0	7
16:15	5	2	0	0	0	0	0	7
16:30	10	4	0	0	0	1	0	15
16:45	6	2	0	0	0	0	0	8
H/TOT	25	10	1	0	0	1	0	37
17:00	19	3	0	0	0	0	0	22
17:15	5	3	0	0	0	0	0	8
17:30	6	2	0	0	0	0	0	8
17:45	4	1	0	0	0	0	2	7
H/TOT	34	9	0	0	0	0	2	45
18:00	7	0	0	0	0	0	0	7
18:15	5	0	0	0	0	0	0	5
18:30	4	0	0	0	0	0	0	4
18:45	5	0	0	0	0	0	0	5
H/TOT	21	0	0	0	0	0	0	21
P/TOT	277	78	31	6	0	2	5	399



4095 / CROWLAND
JUNE 2014
CLASSIFIED TURNING COUNT

SITE: 2

DATE: 25/06/2014

LOCATION: Crease Drove

DAY: Wednesday

TIME	Northbound							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	1	0	0	0	0	0	0	1
07:15	2	0	0	0	0	0	0	2
07:30	4	0	0	0	0	0	1	5
07:45	3	2	0	0	0	0	0	5
H/TOT	10	2	0	0	0	0	1	13
08:00	5	0	0	0	0	0	0	5
08:15	1	0	0	0	0	0	0	1
08:30	2	0	0	0	0	0	0	2
08:45	0	2	0	0	0	0	2	4
H/TOT	8	2	0	0	0	0	2	12
09:00	3	1	0	0	1	0	0	5
09:15	3	0	0	0	0	0	0	3
09:30	2	1	0	0	0	0	0	3
09:45	1	1	0	0	0	0	0	2
H/TOT	9	3	0	0	1	0	0	13
10:00	7	1	0	0	0	0	0	8
10:15	0	3	0	0	0	0	0	3
10:30	3	0	0	0	0	0	1	4
10:45	0	1	0	0	0	0	0	1
H/TOT	10	5	0	0	0	0	1	16
11:00	1	0	1	0	0	0	0	2
11:15	2	3	0	0	0	0	0	5
11:30	1	1	0	0	0	0	0	2
11:45	1	1	0	0	0	0	0	2
H/TOT	5	5	1	0	0	0	0	11
12:00	3	2	1	0	0	0	0	6
12:15	2	1	0	0	0	0	0	3
12:30	3	1	0	0	0	0	0	4
12:45	1	2	0	0	0	0	0	3
H/TOT	9	6	1	0	0	0	0	16
13:00	5	0	0	0	0	0	0	5
13:15	3	0	0	0	0	0	0	3
13:30	3	2	0	0	0	0	0	5
13:45	4	1	0	0	0	0	0	5
H/TOT	15	3	0	0	0	0	0	18
14:00	4	2	1	0	0	0	0	7
14:15	2	1	0	0	0	0	0	3
14:30	5	1	0	0	0	0	0	6
14:45	4	1	0	0	0	0	0	5
H/TOT	15	5	1	0	0	0	0	21
15:00	6	0	0	0	0	0	0	6
15:15	6	4	1	0	0	0	0	11
15:30	5	0	0	0	0	0	0	5
15:45	4	4	0	0	0	0	0	8
H/TOT	21	8	1	0	0	0	0	30
16:00	9	0	0	0	0	0	0	9
16:15	10	3	0	0	0	0	0	13
16:30	9	1	0	0	0	0	0	10
16:45	6	4	0	0	0	0	0	10
H/TOT	34	8	0	0	0	0	0	42
17:00	8	4	0	0	0	0	1	13
17:15	7	1	0	0	0	0	0	8
17:30	9	0	0	0	0	0	0	9
17:45	9	0	0	0	0	0	2	11
H/TOT	33	5	0	0	0	0	3	41
18:00	8	1	0	0	0	0	1	10
18:15	5	0	0	0	0	0	0	5
18:30	5	0	0	0	0	0	0	5
18:45	3	0	0	0	0	0	0	3
H/TOT	21	1	0	0	0	0	1	23
P/TOT	190	53	4	0	1	0	8	256



4095 / CROWLAND
JUNE 2014
CLASSIFIED TURNING COUNT

SITE: 2

DATE: 25/06/2014

LOCATION: Crease Drove

DAY: Wednesday

TIME	Southbound							TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	
07:00	4	3	1	0	0	0	0	8
07:15	4	1	1	0	0	0	0	6
07:30	6	2	1	0	0	0	0	9
07:45	8	2	1	0	0	0	1	12
H/TOT	22	8	4	0	0	0	1	35
08:00	7	0	0	0	0	0	0	7
08:15	6	3	0	0	0	0	1	10
08:30	12	3	0	0	0	0	0	15
08:45	15	0	0	0	0	0	0	15
H/TOT	40	6	0	0	0	0	1	47
09:00	10	2	0	0	0	0	0	12
09:15	5	2	1	0	0	0	0	8
09:30	5	2	0	0	0	0	0	7
09:45	3	0	0	0	0	0	1	4
H/TOT	23	6	1	0	0	0	1	31
10:00	4	2	0	0	0	0	0	6
10:15	3	0	0	0	0	0	0	3
10:30	5	1	0	0	0	0	0	6
10:45	3	0	0	0	0	0	0	3
H/TOT	15	3	0	0	0	0	0	18
11:00	1	0	1	0	0	0	0	2
11:15	3	3	0	0	0	0	0	6
11:30	0	2	1	0	0	0	0	3
11:45	0	0	0	0	0	0	0	0
H/TOT	4	5	2	0	0	0	0	11
12:00	1	0	0	0	0	0	0	1
12:15	3	0	0	0	0	0	0	3
12:30	3	1	0	0	0	0	0	4
12:45	3	2	0	0	0	0	0	5
H/TOT	10	3	0	0	0	0	0	13
13:00	4	1	0	0	0	0	0	5
13:15	1	0	0	0	0	0	0	1
13:30	3	2	1	0	0	0	0	6
13:45	1	1	0	0	0	0	0	2
H/TOT	9	4	1	0	0	0	0	14
14:00	6	1	0	0	0	0	0	7
14:15	6	0	1	0	0	0	0	7
14:30	3	0	0	0	0	0	0	3
14:45	5	0	0	0	0	0	0	5
H/TOT	20	1	1	0	0	0	0	22
15:00	1	3	0	0	0	0	1	5
15:15	3	2	0	0	0	0	0	5
15:30	6	3	1	0	0	0	0	10
15:45	5	2	1	0	0	0	0	8
H/TOT	15	10	2	0	0	0	1	28
16:00	4	2	0	0	0	0	0	6
16:15	2	0	0	0	0	0	0	2
16:30	5	1	0	0	0	0	1	7
16:45	1	0	0	0	0	0	2	3
H/TOT	12	3	0	0	0	0	3	18
17:00	4	2	0	0	0	0	0	6
17:15	2	1	0	0	0	0	0	3
17:30	4	1	0	0	0	0	0	5
17:45	4	1	1	0	0	0	4	10
H/TOT	14	5	1	0	0	0	4	24
18:00	3	1	0	0	0	0	0	4
18:15	3	0	0	0	0	0	0	3
18:30	2	1	0	0	0	0	0	3
18:45	1	0	0	0	0	0	1	2
H/TOT	9	2	0	0	0	0	1	12
P/TOT	193	56	12	0	0	0	12	273



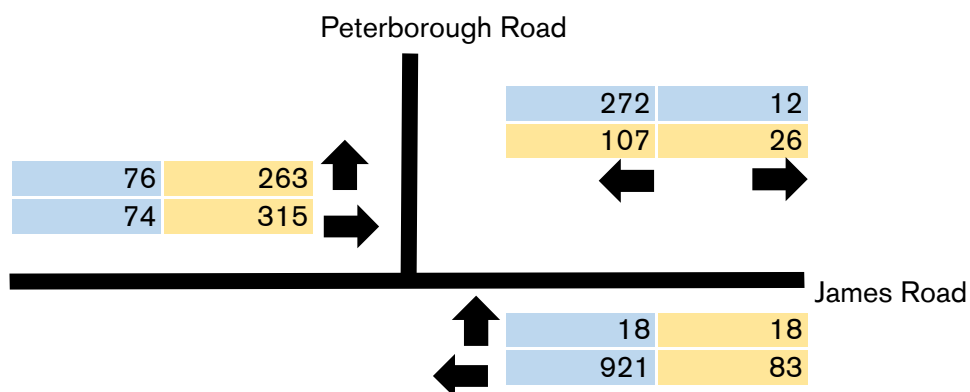
Place: **Crowland**
Date: **19.04.2016**

Weather: **Sunny**
Junction Ref: **James Road / Peterborough Road**

Page: **1**
of: **1**

Time	Entering on: James Road Northbound												Entering on: Peterborough Road Eastbound												Entering on: James Road Southbound																			
	Left turn to:			Straight on to:			Right turn to:			U turn to:			Total		Left turn to:			Straight on to:			Right turn to:			U turn to:			Total		Left turn to:			Straight on to:			Right turn to:			U turn to:			Total		Grand	
	Peterboro Rd WB			James Rd NB			NA			James Rd SB					James Rd NB			NA			James Rd SB			Peterboro Rd WB					NA			James Rd SB			Peterboro Rd WB			James Rd NB						
	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Vehs	PCUs	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Vehs	PCUs	Light	Heavy	Total	Light	Heavy	Total	Light	Heavy	Total	Vehs	PCUs	Totals				
0730	14	1	15	17	3	20	0	0	0	0	0	0	35		2	0	2	0	0	0	63	4	67	0	0	0	69		0	0	0	235	4	239	4	2	6	0	0	0	245		349	
0745	18	3	21	15	0	15	0	0	0	0	0	0	36		5	0	5	0	0	0	56	3	59	0	0	0	64		0	0	0	247	1	248	1	0	1	0	0	0	249		349	
0800	12	3	15	17	1	18	0	0	0	0	0	0	33		1	0	1	0	0	0	53	6	59	0	0	0	60		0	0	0	233	2	235	5	0	5	0	0	0	240		333	
0815	12	3	15	15	1	16	0	0	0	0	0	0	31		4	0	4	0	0	0	70	2	72	0	0	0	76		0	0	0	182	5	187	2	1	3	0	0	0	190		297	
0830	10	0	10	13	3	16	0	0	0	0	0	0	26		2	1	3	0	0	0	35	2	37	0	0	0	40		0	0	0	93	2	95	3	0	3	0	0	0	98		164	
0845	22	1	23	9	0	9	0	0	0	0	0	0	32		2	0	2	0	0	0	35	1	36	0	0	0	38		0	0	0	55	3	58	3	0	3	0	0	0	61		131	
0900	17	4	21	22	4	26	0	0	0	0	0	0	47		3	0	3	0	0	0	21	1	22	0	0	0	25		0	0	0	42	2	44	3	0	3	0	0	0	47		119	
0915	14	1	15	17	0	17	0	0	0	0	0	0	32		1	0	1	0	0	0	27	2	29	0	0	0	30		0	0	0	30	2	32	1	0	1	0	0	0	33		95	
Total	119	16	135	125	12	137	0	0	0	0	0	0	272		20	1	21	0	0	0	360	21	381	0	0	0	402		0	0	0	###	21	###	22	3	25	0	0	0	1163		1837	
1630	50	3	53	61	1	62	0	0	0	0	0	0	115		8	0	8	0	0	0	16	1	17	0	0	0	25		0	0	0	19	2	21	9	1	10	0	0	0	31		171	
1645	52	2	54	54	3	57	0	0	0	0	0	0	111		5	1	6	0	0	0	16	1	17	0	0	0	23		0	0	0	10	1	11	5	0	5	0	0	0	16		150	
1700	47	0	47	65	0	65	0	0	0	0	0	0	112		6	0	6	0	0	0	31	1	32	0	0	0	38		0	0	0	15	2	17	5	0	5	0	0	0	22		172	
1715	66	2	68	90	0	90	0	0	0	0	0	0	158		9	0	9	0	0	0	17	1	18	0	0	0	27		0	0	0	29	1	30	3	0	3	0	0	0	33		218	
1730	70	2	72	81	1	82	0	0	0	0	0	0	154		3	0	3	0	0	0	27	3	30	0	0	0	33		0	0	0	19	0	19	9	0	9	0	0	0	28		215	
1745	64	4	68	77	0	77	0	0	0	0	0	0	145		8	0	8	0	0	0	22	0	22	0	0	0	30		0	0	0	14	0	14	1	0	1	0	0	0	15		190	
1800	47	1	48	69	1	70	0	0	0	0	0	0	118		5	0	5	0	0	0	20	0	20	0	0	0	25		0	0	0	10	0	10	1	0	1	0	0	0	11		154	
1830	56	0	56	53	1	54	0	0	0	0	0	0	110		2	0	2	0	0	0	18	0	18	0	0	0	20		0	0	0	12	0	12	2	0	2	0	0	0	14		144	
Total	452	14	466	550	7	557	0	0	0	0	0	0	1023		46	1	47	0	0	0	167	7	174	0	0	0	221		0	0	0	128	6	134	35	1	36	0	0	0	170		1414	

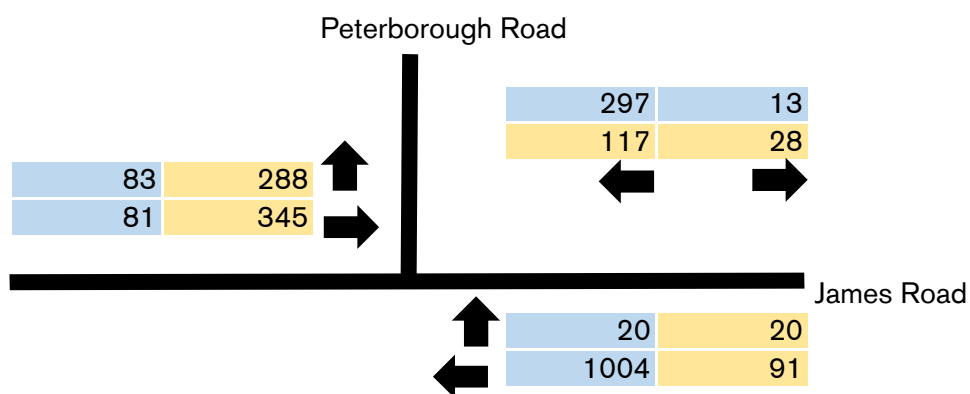
0730-0830	56	10	66	64	5	69	0	0	0	0	0	0	135		12	0	12	0	0	0	242	15	257	0	0	0	269		0	0	0	897	12	909	12	3	15	0	0	0	924			1328	vehicles
			76			74											12						272																						PCUs
1700-1800	247	8	255	313	1	314	0	0	0	0	0	0	569		26	0	26	0	0	0	97	5	102	0	0	0	128		0	0	0	77	3	80	18	0	18	0	0	0	98			795	vehicles
			263			315											26						107																						PCUs



AM peak hour (7.30-8.30am)

PM peak hour (5-6pm)

2016 survey (Tues 19 April 2016, in PCUs)
FIGURE B1

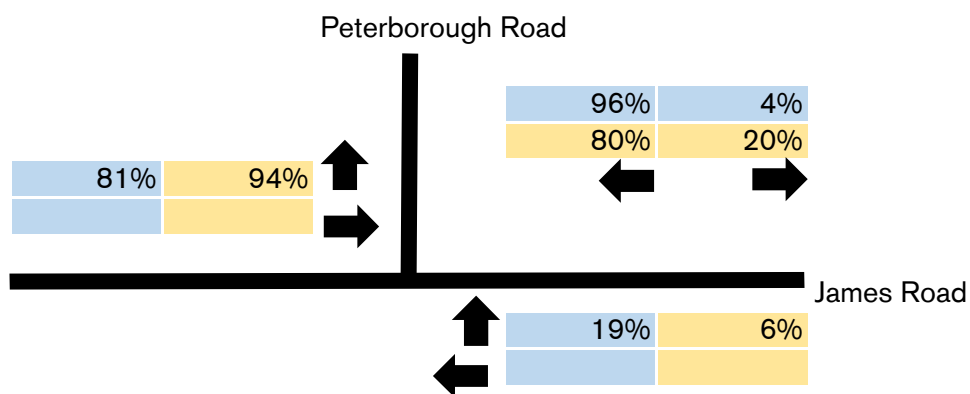


growth factor

AM peak hour 1.0901

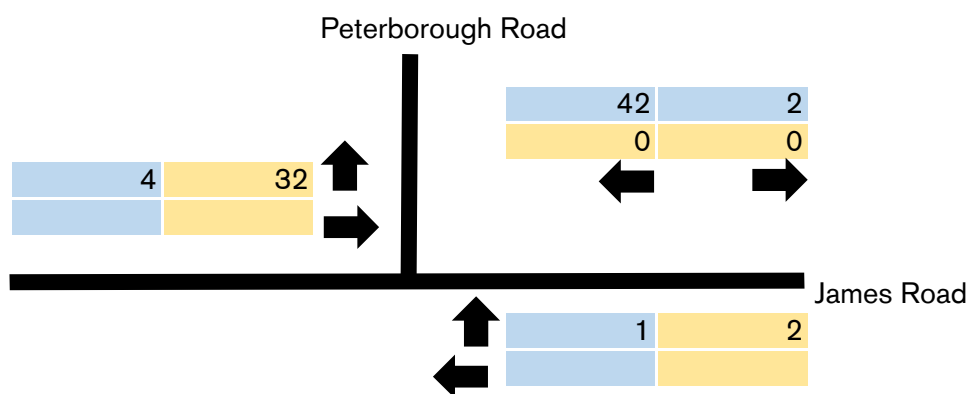
PM peak hour 1.0948

2021 factored survey (=2016 survey x growth factors)
FIGURE B2



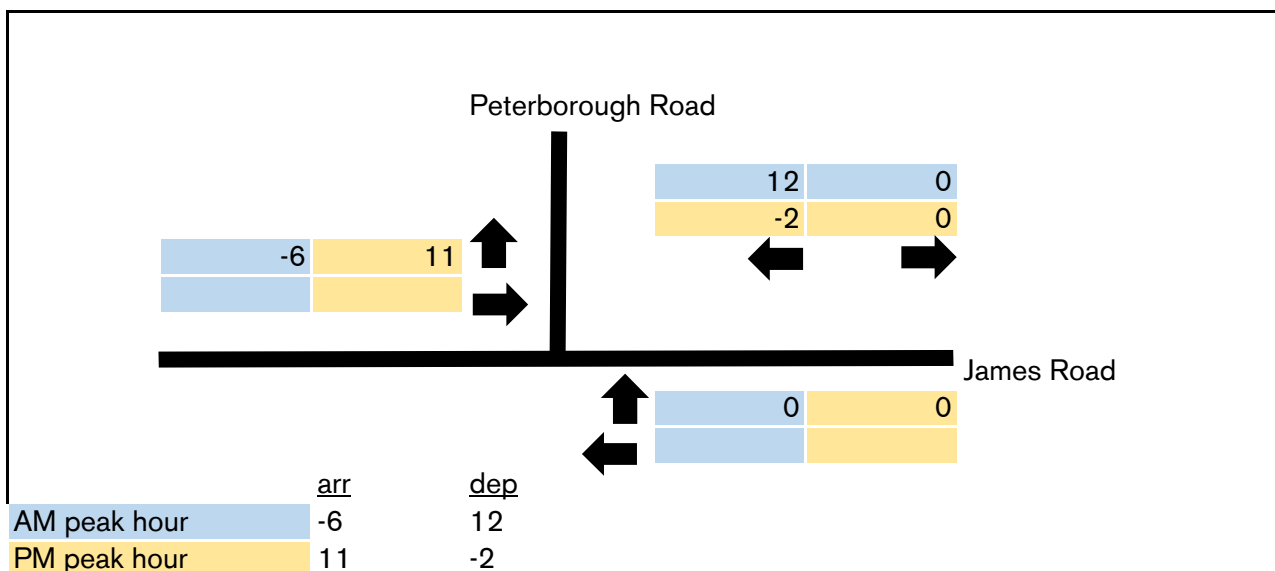
AM peak hour
PM peak hour

distribution pattern
FIGURE B3

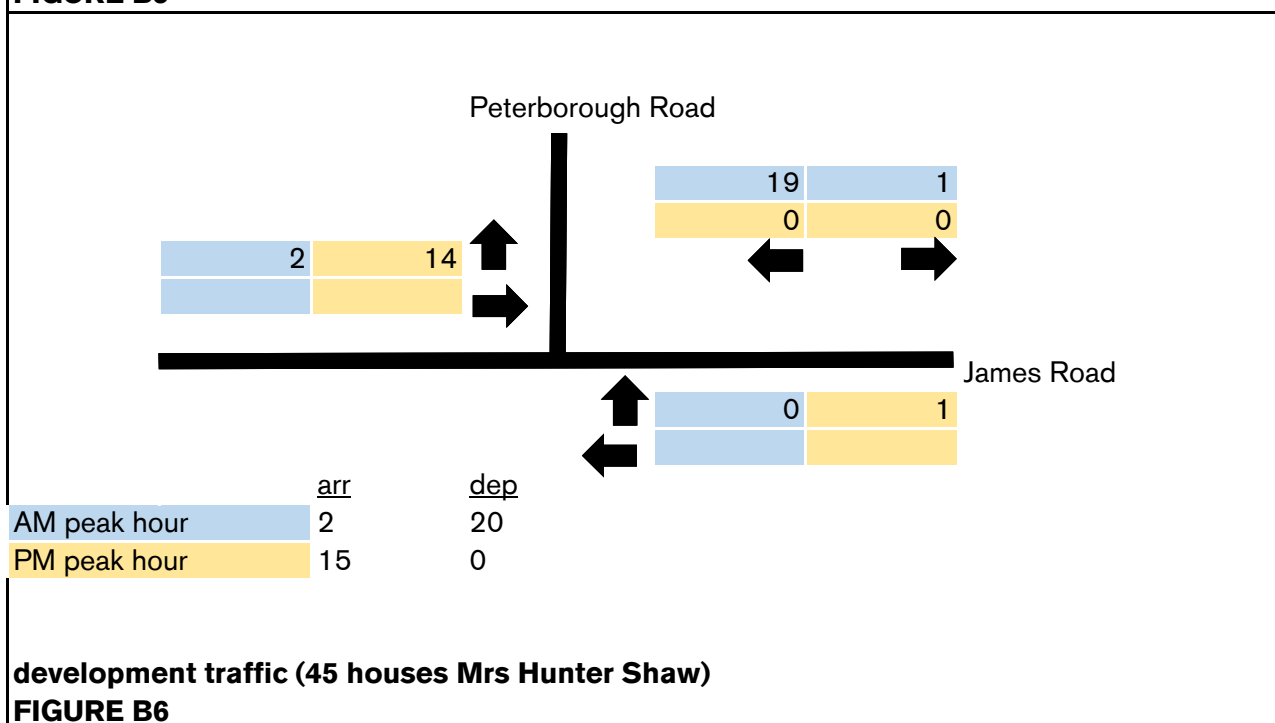


	<u>arr</u>	<u>dep</u>
AM peak hour	5	44
PM peak hour	34	0

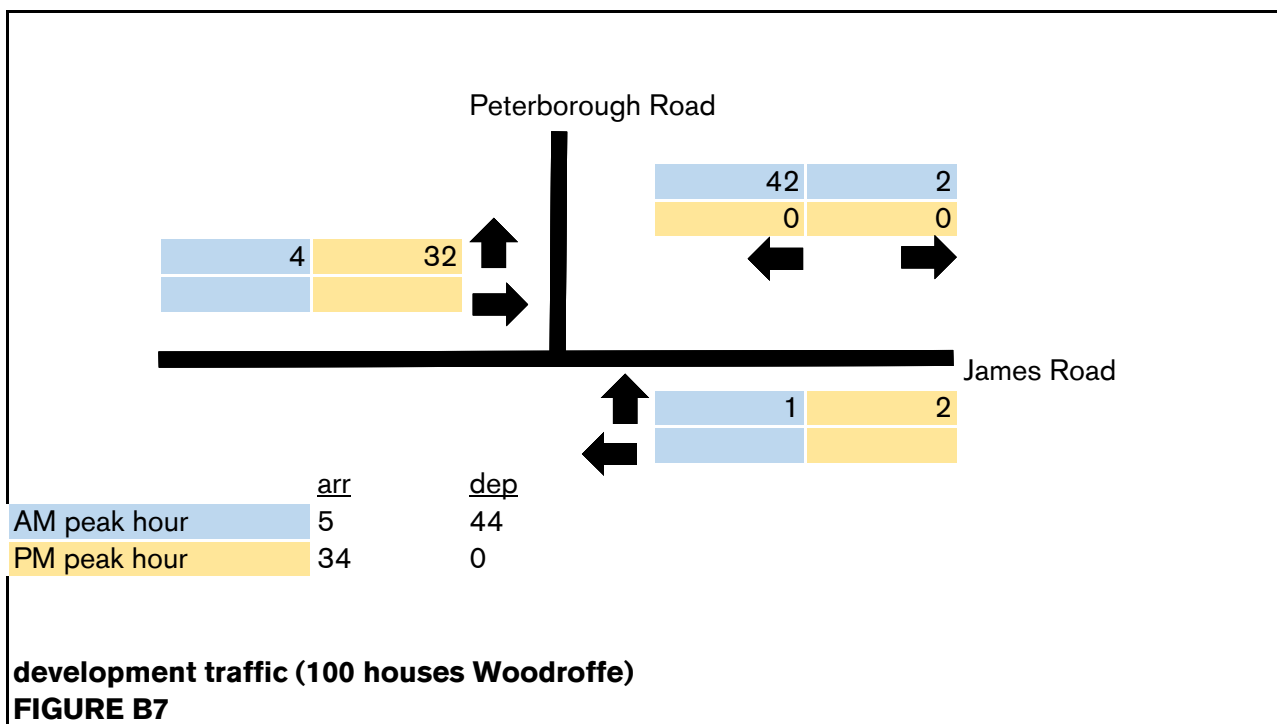
development traffic (100 houses Wheatley Homes)
FIGURE B4

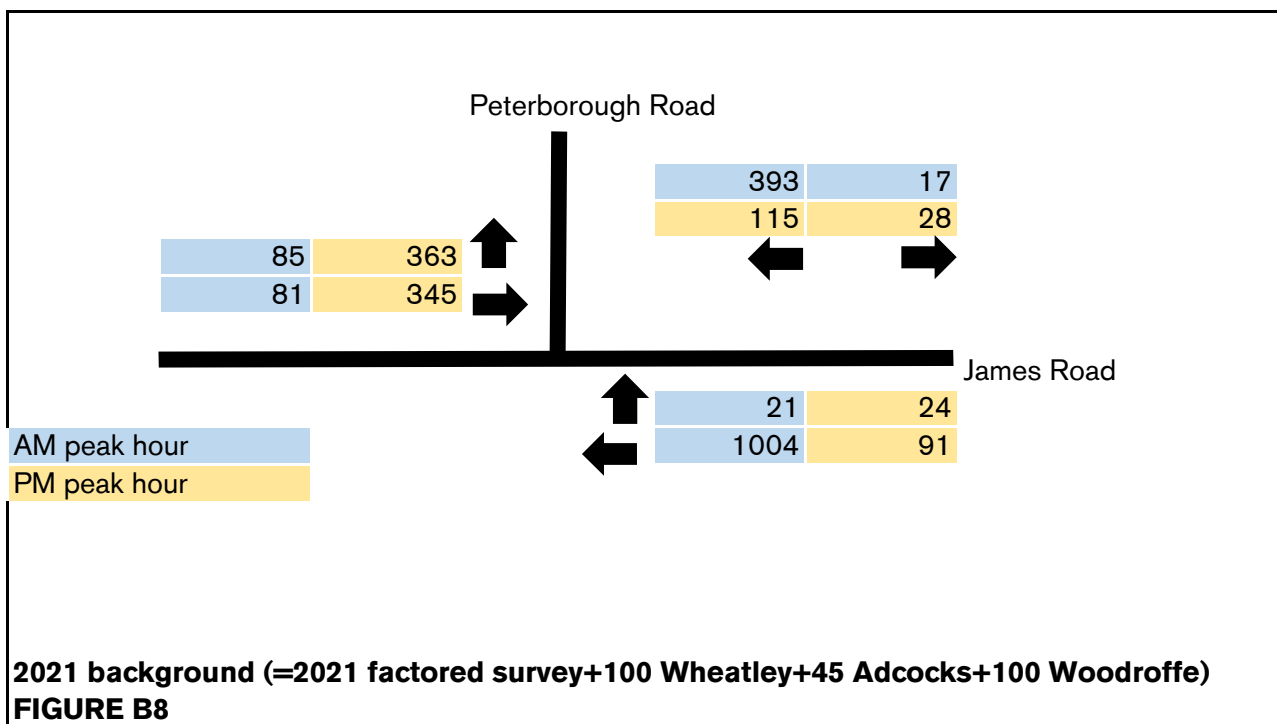


development traffic (45 houses Adcocks Drinks Company)
FIGURE B5



development traffic (45 houses Mrs Hunter Shaw)
FIGURE B6





APPENDIX C

ACCIDENT ANALYSIS

Crash Report including Vehicle and Casualty Information



Crash Date:	Saturday, December 15, 2012	Time of Crash:	11:00:00 AM	Crash Reference:	201232B410912
Highest Injury Severity:	Slight	Number of Vehicles:	2	Number of Casualties:	3
Highway Authority:	Lincolnshire			OS Grid Reference:	523670 309690
Local Authority:	South Holland District				
Road Number:	U0	Road Type:	Single carriageway		
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30	Junction Control:	Give way or uncontrolled		
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre
1	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw (1999 onwards)	-1	Male	Unknown	Vehicle is in the act of turning right
2	Car (excluding private hire cars 2005 onwards)	-1	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>



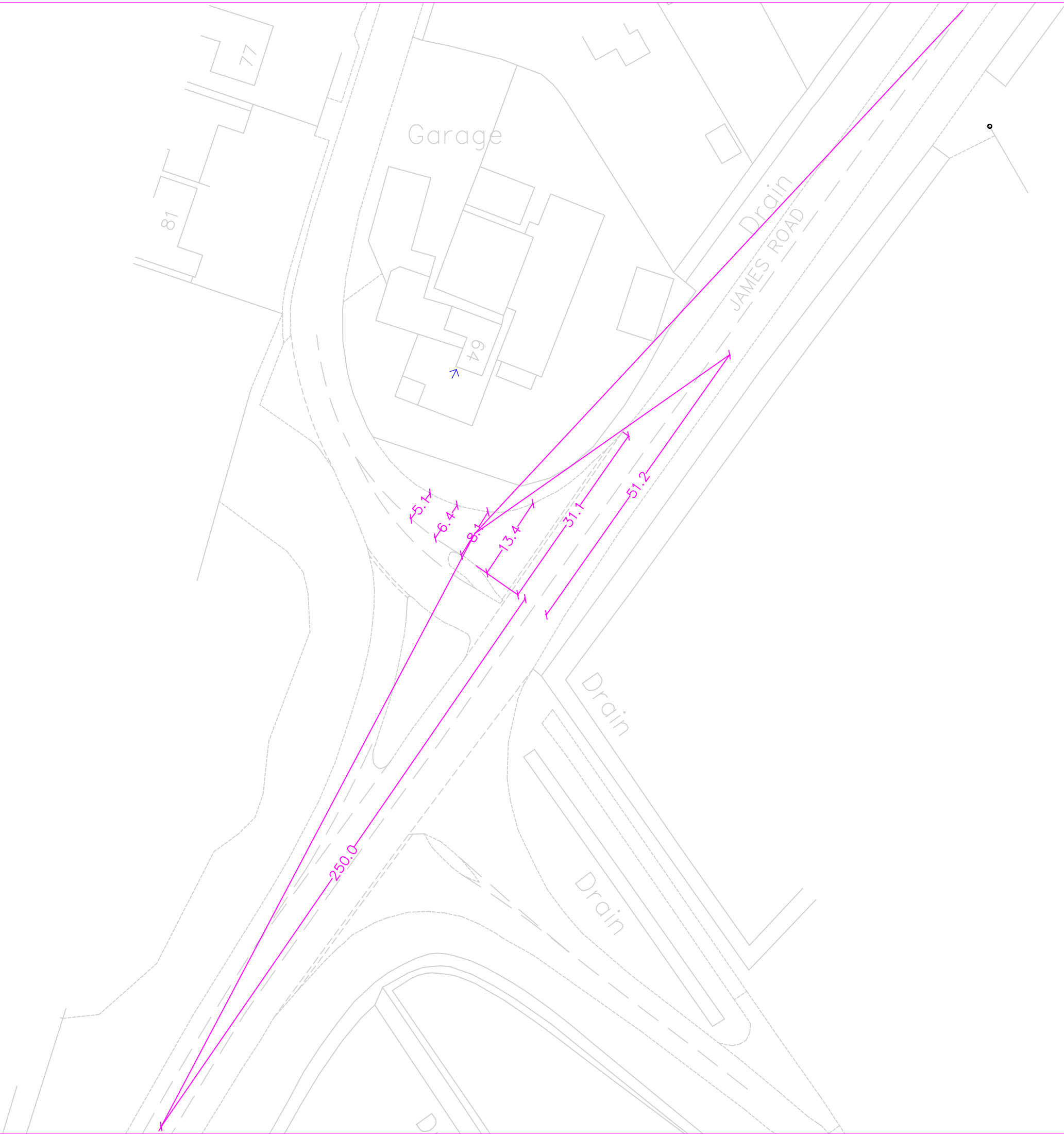
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	Unknown	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: <http://www.crashmap.com/home/aboutthedata> and <http://www.crashmap.com/home/definitions>

APPENDIX D

JAMES ROAD/PETERBOROUGH ROAD JUNCTION



Junctions 8		
PICADY 8 - Priority Intersection Module		
Version: 8.0.4.487 [15039,24/03/2014] © Copyright TRL Limited, 2016		
For sales and distribution information, program advice and maintenance, contact TRL: Tel: +44 (0)1344 770758 email: software@trl.co.uk Web: http://www.trlsoftware.co.uk		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: JamesRd_PboroRd (HunterShaw).arc8

Path: C:\Users\David\Dropbox (ADC Infrastructure)\!!! ADC Projects\ADC1220 Crease Drove, Crowland\Calculations

Report generation date: 26/07/2016 11:23:17

- » existing junction - 2021 background, AM
- » existing junction - 2021 background, PM
- » existing junction - 2021 with HunterShaw development, AM
- » existing junction - 2021 with HunterShaw development, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
existing junction - 2021 background						
Stream B-C	0.09	17.19	0.08	0.05	5.81	0.05
Stream B-A	5.64	50.45	0.87	0.27	7.80	0.22
Stream C-AB	0.13	3.34	0.07	0.06	5.45	0.04
Stream C-A	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-
existing junction - 2021 with HunterShaw development						
Stream B-C	0.21	39.67	0.18	0.05	5.81	0.05
Stream B-A	7.62	65.10	0.91	0.27	7.81	0.22
Stream C-AB	0.13	3.34	0.07	0.06	5.46	0.05
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 - 2021 background, AM" model duration: 07:45 - 09:15

"D2 - 2021 background, PM" model duration: 16:45 - 18:15

"D3 - 2021 with HunterShaw development, AM" model duration: 07:45 - 09:15

"D4 - 2021 with HunterShaw development, PM" model duration: 16:45 - 18:15

Run using Junctions 8.0.4.487 at 26/07/2016 11:23:16

File summary

Title	(untitled)
Location	
Site Number	
Date	18/06/2016
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	David
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

existing junction - 2021 background, 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
existing junction	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	Re
2021 background, AM	2021 background	AM		ONE HOUR	07:45	09:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	James Road/Peterborough Road existing	T-Junction	Two-way	A,B,C		42.42	E

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	James Road (south)		Major
B	B	Peterborough Road		Minor
C	C	James Road (north)		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	9.00		0.00		2.20	250.00	✓	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 plus flare				10.00	10.00	8.10	6.40	5.10	✓	3.00	45	250

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	738.138	0.117	0.295	0.186	0.422
1	B-C	776.806	0.104	0.262	-	-
1	C-B	718.741	0.242	0.242	-	-

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

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

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

Traffic 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	✓	81.00	100.000
B	ONE HOUR	✓	410.00	100.000
C	ONE HOUR	✓	1025.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.000	81.000
	B	393.000	0.000	17.000
	C	1004.000	21.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.00	1.00
	B	0.96	0.00	0.04
	C	0.98	0.02	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	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	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-C	0.08	17.19	0.09	C	15.60	23.40	3.79	9.71	0.04	3.79	9.71
B-A	0.87	50.45	5.64	F	360.62	540.94	233.49	25.90	2.59	233.55	25.91
C-AB	0.07	3.34	0.13	A	63.94	95.91	7.38	4.62	0.08	7.38	4.62
C-A	-	-	-	-	876.62	1314.93	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	74.33	111.49	-	-	-	-	-

existing junction - 2021 background, 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
existing junction	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	Re
2021 background, PM	2021 background	PM		ONE HOUR	16:45	18:15	90	15				✓		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	James Road/Peterborough Road existing	T-Junction	Two-way	A,B,C		7.09	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	James Road (south)		Major
B	B	Peterborough Road		Minor
C	C	James Road (north)		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	9.00		0.00		2.20	250.00	✓	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 plus flare				10.00	10.00	8.10	6.40	5.10	✓	3.00	45	250

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	728.427	0.115	0.292	0.183	0.417
1	B-C	789.120	0.105	0.266	-	-
1	C-B	718.741	0.242	0.242	-	-

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

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

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

Traffic 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	✓	345.00	100.000
B	ONE HOUR	✓	143.00	100.000
C	ONE HOUR	✓	115.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.000	345.000
	B	115.000	0.000	28.000
	C	91.000	24.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.00	1.00
	B	0.80	0.00	0.20
	C	0.79	0.21	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	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	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-C	0.05	5.81	0.05	A	25.69	38.54	3.57	5.55	0.04	3.57	5.55
B-A	0.22	7.80	0.27	A	105.53	158.29	18.87	7.15	0.21	18.87	7.15
C-AB	0.04	5.45	0.06	A	25.08	37.62	4.17	6.65	0.05	4.17	6.65
C-A	-	-	-	-	80.44	120.67	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	316.58	474.87	-	-	-	-	-

existing junction - 2021 with HunterShaw development, 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
existing junction	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
2021 with HunterShaw development, AM	2021 with HunterShaw development	AM		ONE HOUR	07:45	09:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	James Road/Peterborough Road existing	T-Junction	Two-way	A,B,C		55.57	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	James Road (south)		Major
B	B	Peterborough Road		Minor
C	C	James Road (north)		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	9.00		0.00		2.20	250.00	✓	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 plus flare				10.00	10.00	8.10	6.40	5.10	✓	3.00	45	250

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	738.113	0.117	0.295	0.186	0.422
1	B-C	776.837	0.104	0.262	-	-
1	C-B	718.741	0.242	0.242	-	-

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

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

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

Traffic 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	✓	81.00	100.000
B	ONE HOUR	✓	430.00	100.000
C	ONE HOUR	✓	1025.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.000	81.000
	B	412.000	0.000	18.000
	C	1004.000	21.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.00	1.00
	B	0.96	0.00	0.04
	C	0.98	0.02	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	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	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-C	0.18	39.67	0.21	E	16.52	24.78	6.16	14.92	0.07	6.16	14.92
B-A	0.91	65.10	7.62	F	378.06	567.09	289.11	30.59	3.21	289.18	30.60
C-AB	0.07	3.34	0.13	A	63.94	95.91	7.38	4.62	0.08	7.38	4.62
C-A	-	-	-	-	876.62	1314.93	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	74.33	111.49	-	-	-	-	-

existing junction - 2021 with HunterShaw development, 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
existing junction	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
2021 with HunterShaw development, PM	2021 with HunterShaw development	PM		ONE HOUR	16:45	18:15	90	15				✓	

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Do Geometric Delay	Junction Delay (s)	Junction LOS
1	James Road/Peterborough Road existing	T-Junction	Two-way	A,B,C		7.09	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	James Road (south)		Major
B	B	Peterborough Road		Minor
C	C	James Road (north)		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	9.00		0.00		2.20	250.00	✓	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 plus flare				10.00	10.00	8.10	6.40	5.10	✓	3.00	45	250

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	728.427	0.115	0.292	0.183	0.417
1	B-C	789.120	0.105	0.266	-	-
1	C-B	718.741	0.242	0.242	-	-

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

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

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

Traffic 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	✓	345.00	100.000
B	ONE HOUR	✓	143.00	100.000
C	ONE HOUR	✓	116.00	100.000

Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.000	0.000	345.000
	B	115.000	0.000	28.000
	C	91.000	25.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
From	A	0.00	0.00	1.00
	B	0.80	0.00	0.20
	C	0.78	0.22	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	0.0	0.0	0.0
	B	0.0	0.0	0.0
	C	0.0	0.0	0.0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)	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-C	0.05	5.81	0.05	A	25.69	38.54	3.57	5.55	0.04	3.57	5.55
B-A	0.22	7.81	0.27	A	105.53	158.29	18.89	7.16	0.21	18.89	7.16
C-AB	0.05	5.46	0.06	A	26.13	39.19	4.33	6.64	0.05	4.33	6.64
C-A	-	-	-	-	80.32	120.47	-	-	-	-	-
A-B	-	-	-	-	0.00	0.00	-	-	-	-	-
A-C	-	-	-	-	316.58	474.87	-	-	-	-	-

