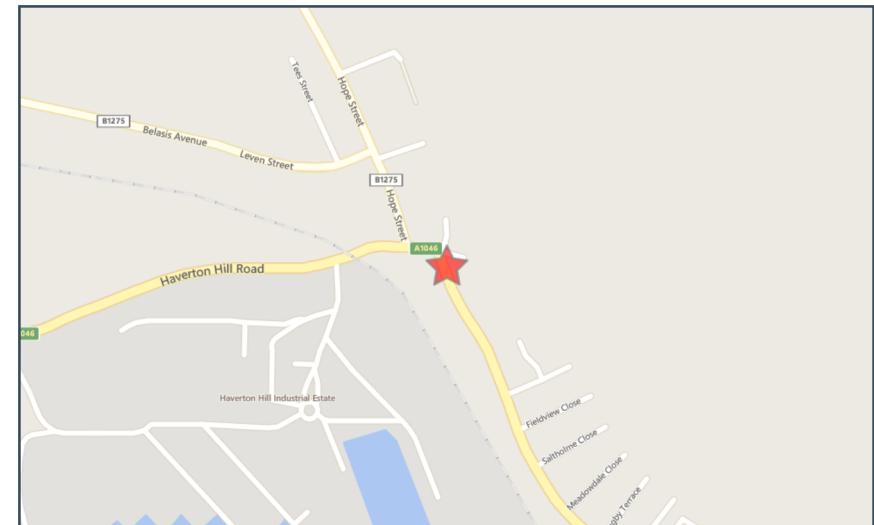




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Crash Date:	Wednesday, November 04, 2015	Time of Crash:	10:25:00 AM	Crash Reference:	2015170S22685
Highest Injury Severity:	Slight	Road Number:	A1046	Number of Casualties:	1
Highway Authority:	Stockton-on-Tees			Number of Vehicles:	2
Local Authority:	Stockton-on-Tees			OS Grid Reference:	448953 522597
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is passing another moving vehicle on its offside	Nearside	Other	None	None
1	Pedal cycle	-1	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

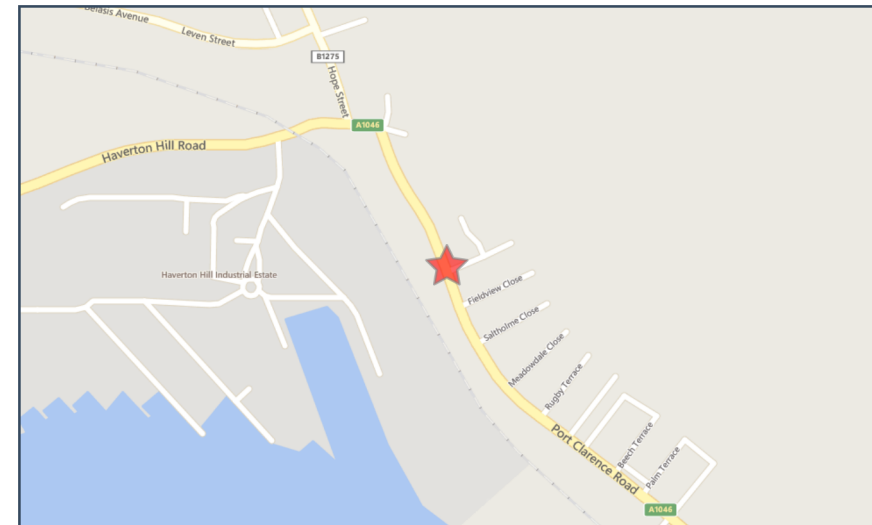
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Crash Date:	Sunday, March 22, 2015	Time of Crash:	7:50:00 PM	Crash Reference:	2015170S20745
Highest Injury Severity:	Slight	Road Number:	A1046	Number of Casualties:	3
Highway Authority:	Stockton-on-Tees			Number of Vehicles:	2
Local Authority:	Stockton-on-Tees			OS Grid Reference:	449048 522404
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	12	Male	26 - 35	Vehicle is parked in the carriageway	Back	Other	None	None
1	Taxi/Private hire car	10	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	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

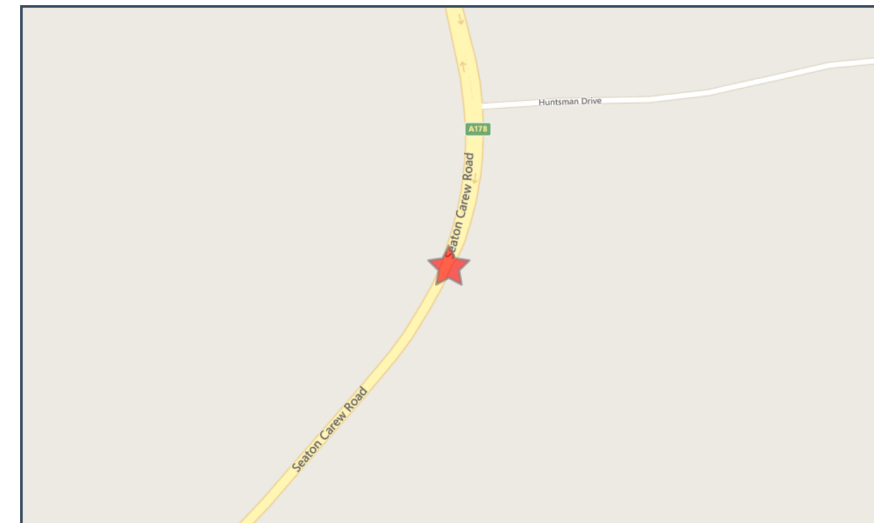
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Crash Date:	Tuesday, June 30, 2015	Time of Crash:	4:14:00 PM	Crash Reference:	2015170S21535
Highest Injury Severity:	Serious	Road Number:	A178	Number of Casualties:	1
Highway Authority:	Stockton-on-Tees			Number of Vehicles:	2
Local Authority:	Stockton-on-Tees			OS Grid Reference:	450806 522342
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	21 - 25	Vehicle is performing a U turn	Offside	Commuting to/from work	None	None
2	Motorcycle over 50cc and up to 125cc	34	Male	46 - 55	Vehicle is passing a stationary vehicle on its offside	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

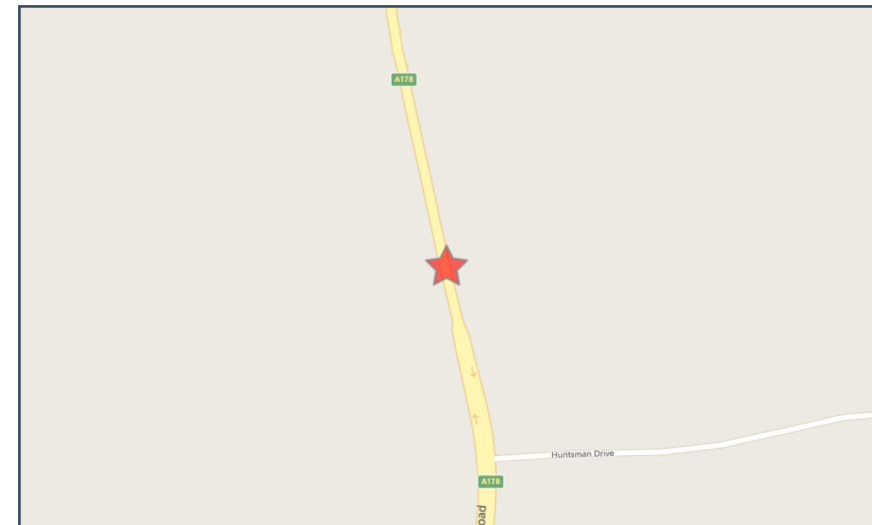
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2016 Reports



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Crash Date:	Tuesday, March 22, 2016	Time of Crash:	3:54:00 PM	Crash Reference:	2016170S20726
Highest Injury Severity:	Slight	Road Number:	A178	Number of Casualties:	1
Highway Authority:	Stockton-on-Tees			Number of Vehicles:	2
Local Authority:	Stockton-on-Tees Borough			OS Grid Reference:	450776 522896
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None
1	Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw	2	Male	26 - 35	Vehicle is passing another moving vehicle on its offside	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

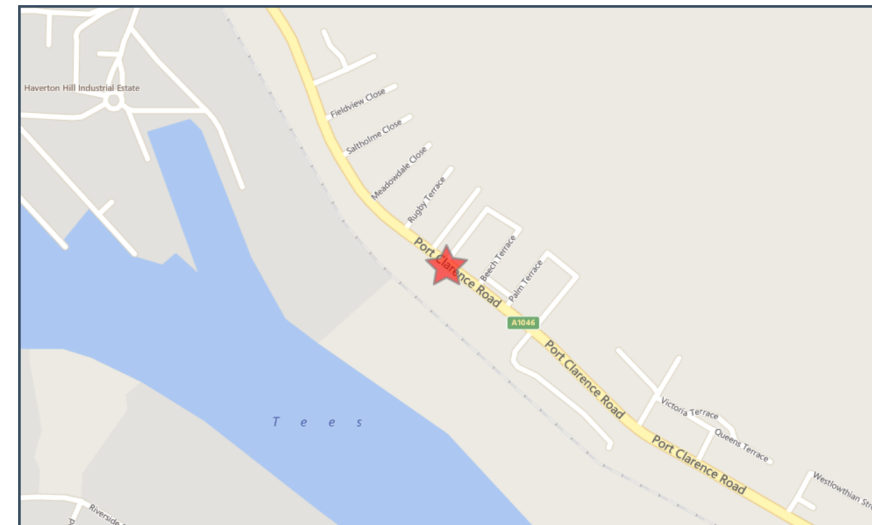
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Crash Date:	Monday, August 08, 2016	Time of Crash:	6:50:00 AM	Crash Reference:	2016170S21846
Highest Injury Severity:	Slight	Road Number:	A1046	Number of Casualties:	1
Highway Authority:	Stockton-on-Tees			Number of Vehicles:	2
Local Authority:	Stockton-on-Tees Borough			OS Grid Reference:	449268 522116
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		4 Male	21 - 25	Vehicle is performing a U turn	Offside	Commuting to/from work	None	None
1	Motorcycle over 125cc and up to 500cc		7 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

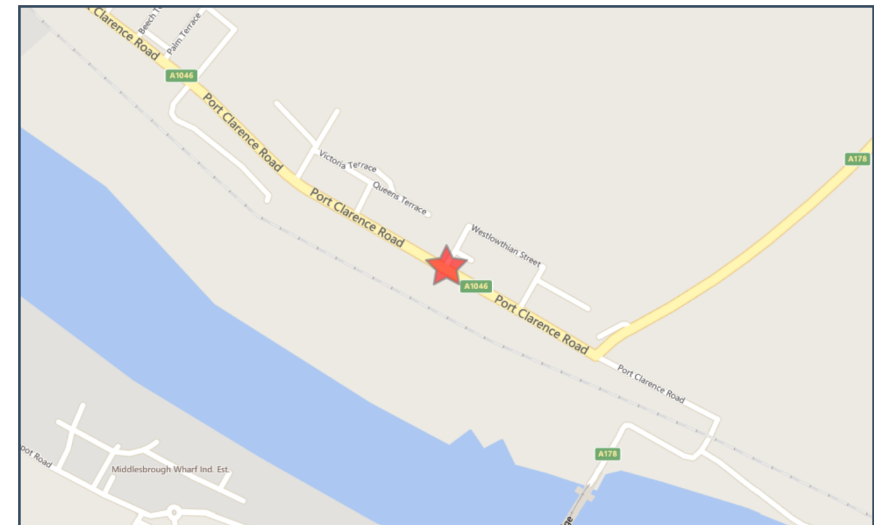
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Crash Date:	Monday, August 29, 2016	Time of Crash:	4:35:00 PM	Crash Reference:	2016170S21966
Highest Injury Severity:	Slight	Road Number:	A1046	Number of Casualties:	3
Highway Authority:	Stockton-on-Tees			Number of Vehicles:	2
Local Authority:	Stockton-on-Tees Borough			OS Grid Reference:	449811 521723
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None
1	Car (excluding private hire)	5	Male	26 - 35	Vehicle is in the act of turning right	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	0 - 5	Unknown or other	Unknown or other

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Crash Date: Thursday, December 15, 2016 **Time of Crash:** 1:45:00 PM **Crash Reference:** 2016170S22756

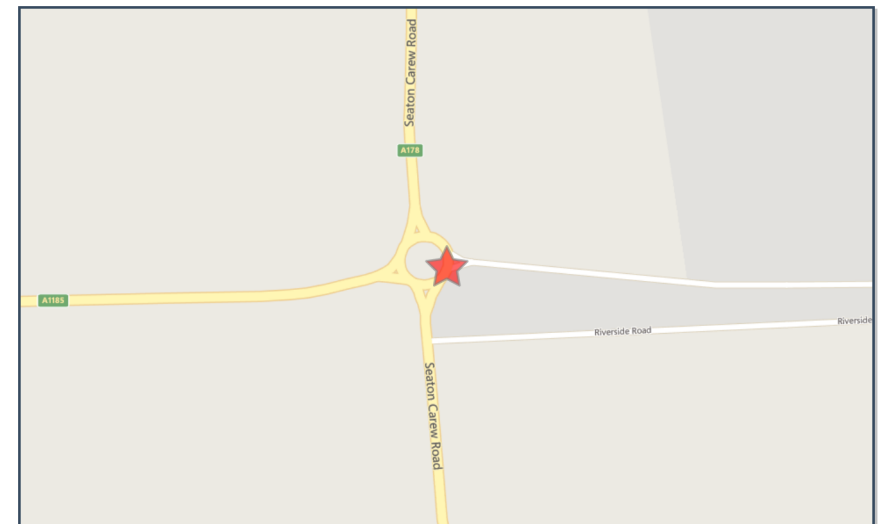
Highest Injury Severity: Fatal
Highway Authority: Stockton-on-Tees
Local Authority: Stockton-on-Tees Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: A178

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 450689 523683



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Central island of roundabout	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

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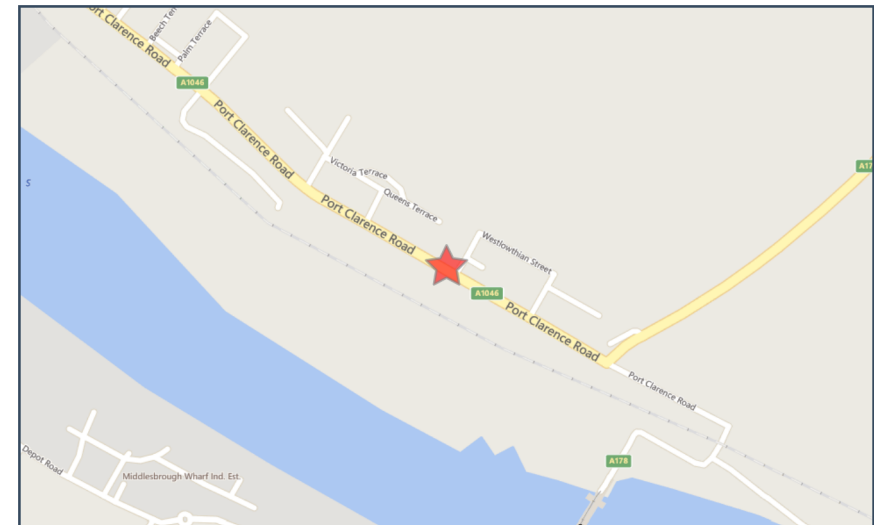
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2017 Reports



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Crash Date:	Friday, August 18, 2017	Time of Crash:	7:46:00 AM	Crash Reference:	2017170S21557
Highest Injury Severity:	Slight	Road Number:	A1046	Number of Casualties:	1
Highway Authority:	Stockton-on-Tees			Number of Vehicles:	3
Local Authority:	Stockton-on-Tees Borough			OS Grid Reference:	449795 521734
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Van or goods vehicle 3.5 tonnes mgw and under	6	Male	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Journey as part of work	None	None
1	Car (excluding private hire)	13	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	3	Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

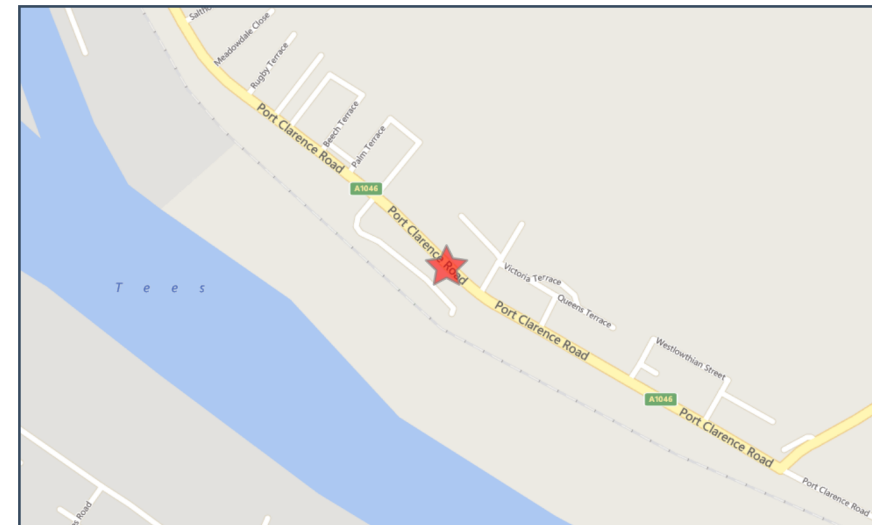
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Crash Date:	Sunday, July 02, 2017	Time of Crash:	10:39:00 PM	Crash Reference:	2017170S21197
Highest Injury Severity:	Serious	Road Number:	A1046	Number of Casualties:	2
Highway Authority:	Stockton-on-Tees			Number of Vehicles:	1
Local Authority:	Stockton-on-Tees Borough			OS Grid Reference:	449519 521906
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Bollard/Refuge	None

Casualties

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

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2018 Reports



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Crash Date: Thursday, November 15, 2018 **Time of Crash:** 9:20:00 AM **Crash Reference:** 2018170S11668

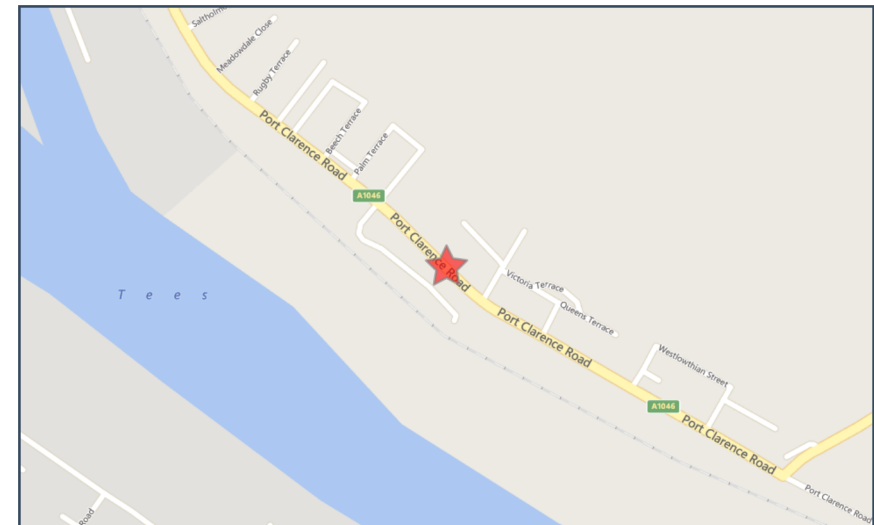
Highest Injury Severity: Slight
Highway Authority: Stockton-on-Tees
Local Authority: Stockton-on-Tees Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A1046

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 449514 521913



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)		8 Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)		3 Male	21 - 25	Vehicle is parked in the carriageway	Back	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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Crash Date: Thursday, November 29, 2018 **Time of Crash:** 7:23:00 PM **Crash Reference:** 2018170S21798

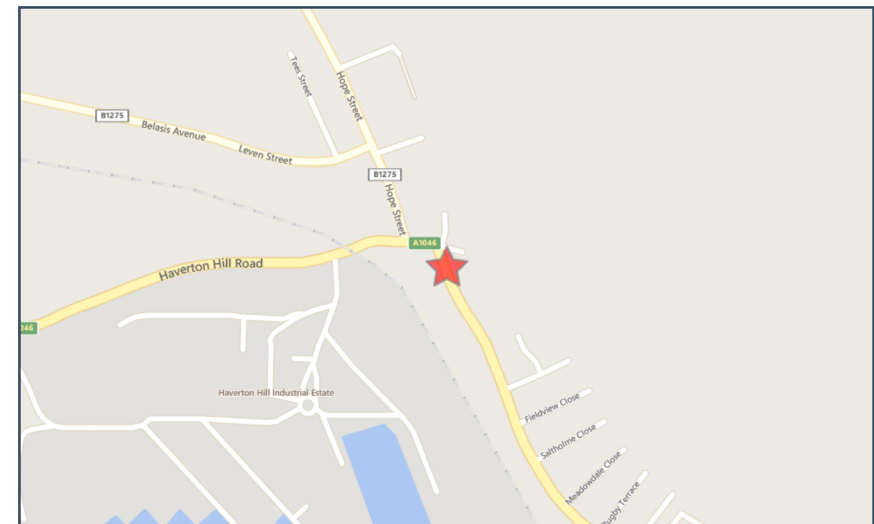
Highest Injury Severity: Slight
Highway Authority: Stockton-on-Tees
Local Authority: Stockton-on-Tees Borough
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A1046

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 448957 522585



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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Female	26 - 35	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

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2019 Reports



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No

Crash Date: Wednesday, March 13, 2019 **Time of Crash:** 7:23:00 AM **Crash Reference:** 2019170S20509

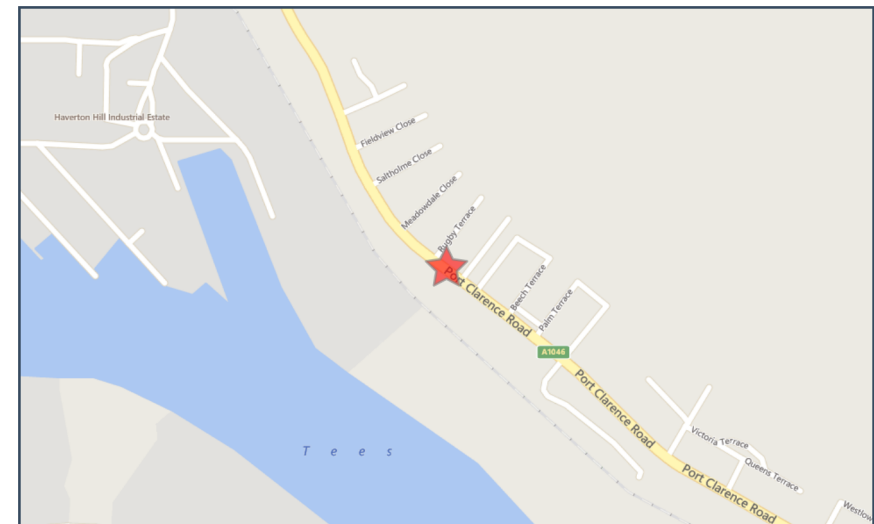
Highest Injury Severity: Slight
Highway Authority: Stockton-on-Tees
Local Authority: Stockton-on-Tees Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A1046

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 449221 522151



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	16	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)	3	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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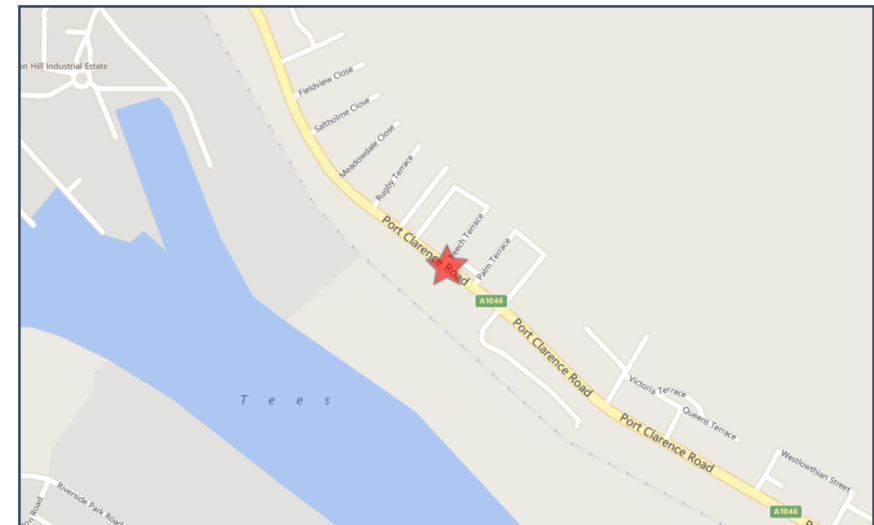


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No

Crash Date: Thursday, March 21, 2019 **Time of Crash:** 11:20:00 AM **Crash Reference:** 2019170S20529

Highest Injury Severity:	Serious	Road Number:	A1046	Number of Casualties:	2
Highway Authority:	Stockton-on-Tees	Number of Vehicles:	2	OS Grid Reference:	449320 522079
Local Authority:	Stockton-on-Tees Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle is in the act of turning right	Front	Other	None	None
2	Car (excluding private hire)	13	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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No

Crash Date: Wednesday, April 03, 2019 **Time of Crash:** 9:29:00 AM **Crash Reference:** 2019170S20729

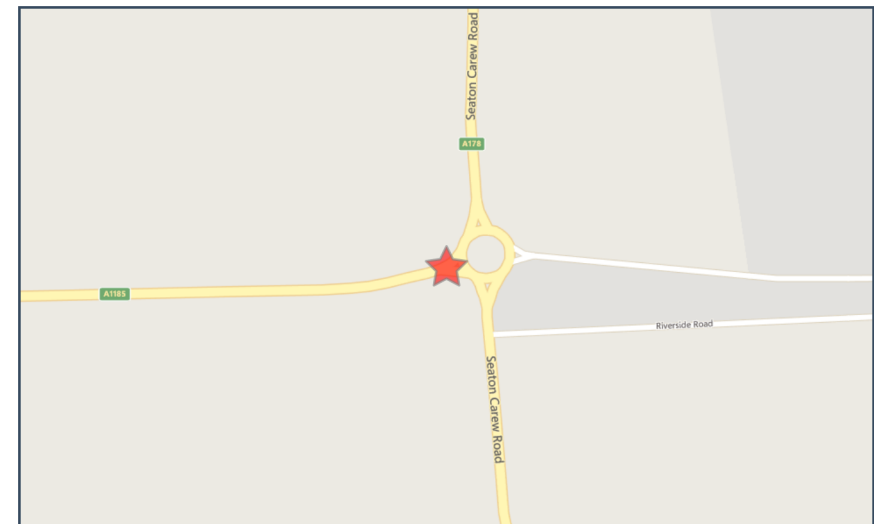
Highest Injury Severity: Slight
Highway Authority: Stockton-on-Tees
Local Authority: Stockton-on-Tees Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A1185

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 450592 523675



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	1	Male	46 - 55	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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No

Crash Date: Friday, June 14, 2019 **Time of Crash:** 6:50:00 PM **Crash Reference:** 2019170S21119

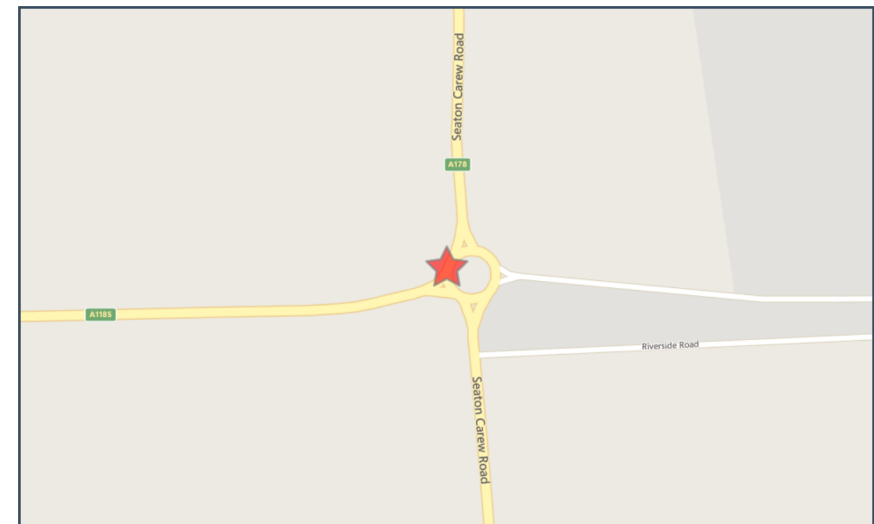
Highest Injury Severity: Slight
Highway Authority: Stockton-on-Tees
Local Authority: Stockton-on-Tees Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: A1185

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 450614 523709



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	46 - 55	Vehicle is in the act of turning left	Nearside	Other	None	None
2	Pedal cycle	-1	Female	11 - 15	Vehicle is in the act of turning left	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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No

Crash Date: Thursday, July 25, 2019 **Time of Crash:** 6:15:00 AM **Crash Reference:** 2019170S21499

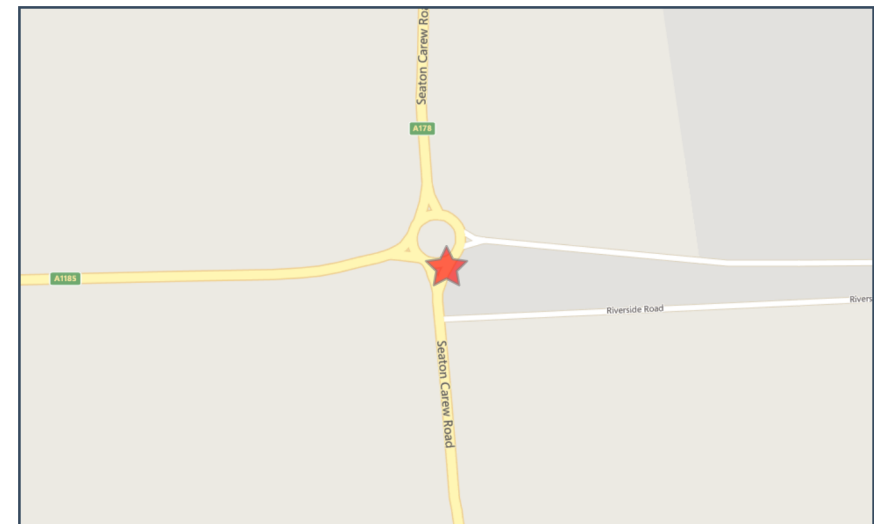
Highest Injury Severity: Slight
Highway Authority: Stockton-on-Tees
Local Authority: Stockton-on-Tees Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: A178

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 450670 523651



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	46 - 55	Vehicle is passing another moving vehicle on its offside	Nearside	Commuting to/from work	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

No

Crash Date: Friday, September 20, 2019 **Time of Crash:** 9:09:00 AM **Crash Reference:** 2019170S21759

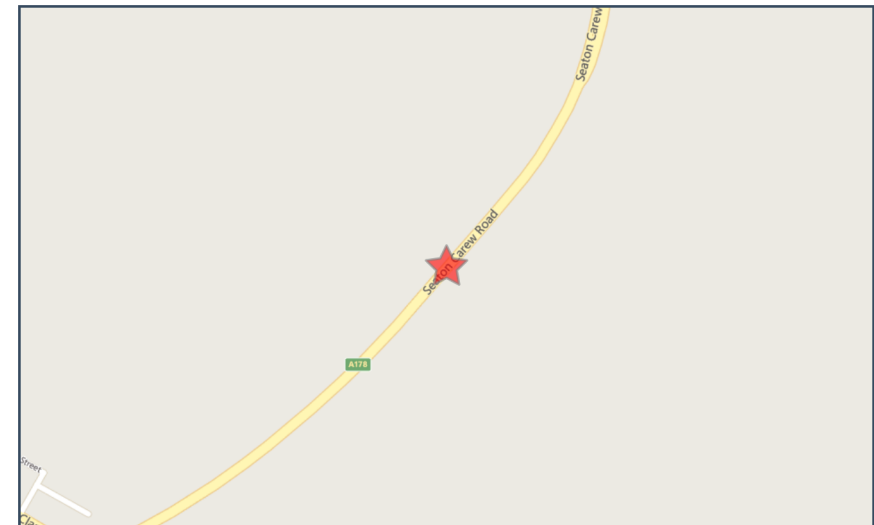
Highest Injury Severity: Slight
Highway Authority: Stockton-on-Tees
Local Authority: Stockton-on-Tees Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A178

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 450599 522053



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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No

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	Kerb	None
2	Car (excluding private hire)	1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

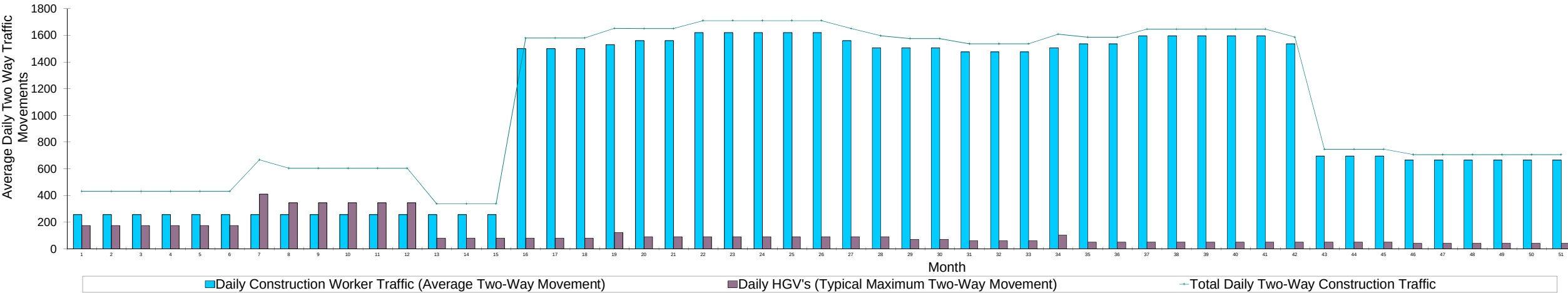
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Annex 16A.3: Profile of Construction Work Traffic

	Month of Construction																																																			
Description	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	
Site Remediation																																																				
Site Establishment																																																				
Tees Crossing / Near Shore Crossing																																																				
Power Plant and Capture Construction																																																				
Gas Pipeline																																																				
CO2 Gathering Pipeline																																																				
Commisioning																																																				
Typical Daily CCGT Construction Workforce in Month	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	
Typical Daily Construction Worker Private Car (Inbound)(Based on 2 per vehicle)	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	700	700	700	700	700	700	700	700	700	700	700	700	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689
Typical Daily Construction Worker Private Car (Outbound)(Based on 2 per vehicle)	120	120	120	120	120	120	120	120	120	120	120	120	120	120	120	700	700	700	700	700	700	700	700	700	700	700	700	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689	689
Typical Daily Construction Worker Minibus (Inbound) (Based on 7.0 per vehicle)	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	50	50	50	50	50	50	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	
Typical Daily Construction Worker Minibus (Outbound) (Based on 7.0 per vehicle)	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	50	50	50	50	50	50	50	50	50	50	50	50	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49	49
Typical Maximum Daily HGV Traffic in Month (Inbound)	87	87	87	87	87	87	173	173	173	173	173	173	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	30	30	30	30	30	30	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Typical Maximum Daily HGV Traffic in Month (Outbound)	87	87	87	87	87	87	173	173	173	173	173	173	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	30	30	30	30	30	30	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Typical Daily Pipeline Workforce in Month																			30	60	60	120	120	120	120	120	60	30	30	30				30	60	60	120	120	120	120	120	60	30	30	30							
Typical Daily Pipeline Traffic (Inbound) (Based on 2.0 per vehicle)																			15	30	30	60	60	60	60	60	30	15	15	15				15	30	30	60	60	60	60	60	30	15	15	15							
Typical Daily Pipeline Traffic (Outbound) (Based on 2.0 per vehicle)																			15	30	30	60	60	60	60	60	30	15	15	15				15	30	30	60	60	60	60	60	30	15	15	15							
Typical Daily Pipeline HGV Traffic (Inbound)							32												21	5	5	5	5	5	5	5	5	5	5	5				21	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Typical Daily Pipeline HGV Traffic (Outbound)							32												21	5	5	5	5	5	5	5	5	5	5	5				21	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Daily Construction Worker Traffic (Average Two-Way Movement)	257	257	257	257	257	257	257	257	257	257	257	257	257	257	257	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	1476	
Daily HGV's (Typical Maximum Two-Way Movement)	174	174	174	174	174	174	346	346	346	346	346	346	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	60	60	60	60	60	60	60	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Total Daily Two-Way Construction Traffic	431	431	431	431	431	431	603	603	603	603	603	603	337	337	337	1580	1580	1580	1580	1580	1580	1580	1580	1580	1580	1580	1580	1556	1536	1536	1536	1536	1536	1536	1516	1516	1516	1516	1516	1516	1516	1516	1516	1516	1516	1516	1516	1516	1516	1516	1516	
Daily Pipeline Worker Traffic (Average Two-Way Movement)																			30	60	60	120	120	120	120	120	60	30	30	30				30	60	60	120	120	120	120	120	60	30	30	30							
Daily Pipeline HGV's (Typical Maximum Two-Way Movement)							64												42	10	10	10	10	10	10	10	10	10	10	10				42	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
Total Daily Two-Way Pipeline Traffic							64												72	70	70	130	130	130	130	130	130	70	40	40	40				72	70	70	130	130	130	130	130	130	130	130	130	130	130	130	130	130	
Daily Total Construction Worker Traffic (2-way movement)	257	257	257	257	257	257	257	257	257	257	257	257	257	257	257	1500	1500	1500	1530	1560	1560	1620	1620	1620	1620	1620	1560	1506	1506	1506	1476	1476	1476	1506	1536	1536	1596	1596	1596	1596	1596	1596	1536	696	696	696	666	666	666	666	666	
Daily Total HGV's (Typical Maximum Two-Way Movement)	174	174	174	174	174	174	410	346	346	346	346	346	80	80	80	80	80	80	122	90	90	90	90	90	90	90	90	90	70	70	60	60	60	102	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	
Total Daily Two-Way Construction Traffic	431	431	431	431	431	431	667	603	603	603	603	603	337	337	337	1580	1580	1580	1652	1650	1650	1710	1710	1710	1710	1710	1650	1596	1576	1576	1536	1536	1536	1608	1586	1586	1646	1646	1646	1646	1646	1646	1586	746	746	746	706	706	706	706	706	706



Annex 16A.4: Visit Britain Accommodation Stock Audit 2016

Table 3: Total Bedspace Stock in English Counties by Accommodation type

<https://www.visitbritain.org/accommodation-stock>

County & Districts	Total Serviced and Non-serviced establishments	Serviced Accommodation	Non-serviced Accommodation ("Collective Accommodation Establishments")			
		Hotels and similar establishments	Total Non-serviced	Holiday dwellings	Tourist campsites	Other collective accommodation
Durham	24168	18561	5607	1225	2569	1813
County Durham (U)	15985	11360	4625	1101	2261	1263
Hartlepool (U)	951	946	5	5	0	0
Darlington (U)	1106	946	160	76	54	30
Stockton on Tees (U)	3528	2711	817	43	254	520
Redcar & Cleveland (U)	1703	1484	219	153	66	0
Middlesbrough (U)	3384	2870	514	41	0	473
Northamptonshire	28766	17491	11275	344	8961	1970
South Northamptonshire	10795	2609	8186	86	8100	0
Northampton	7347	5407	1940	0	0	1940
Daventry	4321	4129	192	120	48	24
Wellingborough	1262	1044	218	8	210	0
Kettering	2720	2357	363	9	354	0
Corby	1257	1249	8	8	0	0
East Northamptonshire	1064	696	368	113	249	6
Northumberland (U)	29103	9880	19223	5591	12510	1122
Nottinghamshire	27493	19759	7734	1125	2134	4475
Rushcliffe	1696	1350	346	81	265	0
Broxtowe	1467	1395	72	13	0	59
Ashfield	789	765	24	22	2	0
Gedling	1118	373	745	40	705	0
Newark & Sherwood	2603	1749	854	229	259	366
Mansfield	753	618	135	0	135	0
Bassetlaw	2622	1738	884	108	764	12
Nottingham (U)	16445	11771	4674	632	4	4038
Oxfordshire	49245	22981	26264	1604	21617	3043
Oxford	11195	7542	3653	91	815	2747
Cherwell	21485	4021	17464	172	17228	64
South Oxfordshire	4453	3466	987	215	744	28
Vale of White Horse	3191	2664	527	144	360	23
West Oxfordshire	8922	5289	3633	982	2470	181
Shropshire (U)	21813	10709	11104	1914	8136	1054
Telford & Wrekin (U)	5482	4253	1229	237	604	388
Somerset	105552	30660	74892	22199	49566	3127
South Somerset	5840	3737	2103	904	1156	43
Taunton Deane	5537	3756	1781	805	976	0
West Somerset	16434	2999	13435	8629	4488	318
Sedgemoor	29565	2687	26878	5850	20779	249
Mendip	25673	4335	21338	1493	18733	1112
Bath & North East Somerset (U)	11912	7720	4192	1428	1359	1405
North Somerset (U)	10591	5426	5165	3090	2075	0
South Yorkshire	26438	22650	3788	1498	1765	525
Sheffield	12790	11251	1539	1337	160	42
Rotherham	3413	3177	236	6	230	0
Doncaster	6888	5514	1374	82	810	482
Barnsley	3347	2708	639	73	565	1
Staffordshire	22810	19112	3698	1305	2019	374
Tamworth	1617	1595	22	2	20	0
Lichfield	1790	1748	42	40	0	2
Cannock Chase	990	910	80	0	80	0
South Staffordshire	1873	1697	176	6	133	37
Stafford	3283	3234	49	49	0	0
Newcastle under Lyme	1862	1812	50	50	0	0
Staffordshire Moorlands	5385	2531	2854	913	1634	307
East Staffordshire	3627	3240	387	235	152	0
Stoke on Trent (U)	2384	2346	38	10	0	28
Suffolk	20620	12233	8387	5302	2989	96
Ipswich	1905	1884	21	21	0	0
Suffolk Coastal	6066	2464	3602	2021	1518	63
Waveney	4939	1704	3235	2241	994	0
Mid Suffolk	1802	1201	601	450	138	13
Babergh	2336	1871	465	360	85	20
St Edmundsbury	1913	1682	231	167	64	0
Forest Heath	1660	1428	232	42	190	0
Surrey	39645	30770	8875	330	6656	1889

Key:

(U) denotes Unitary Authority

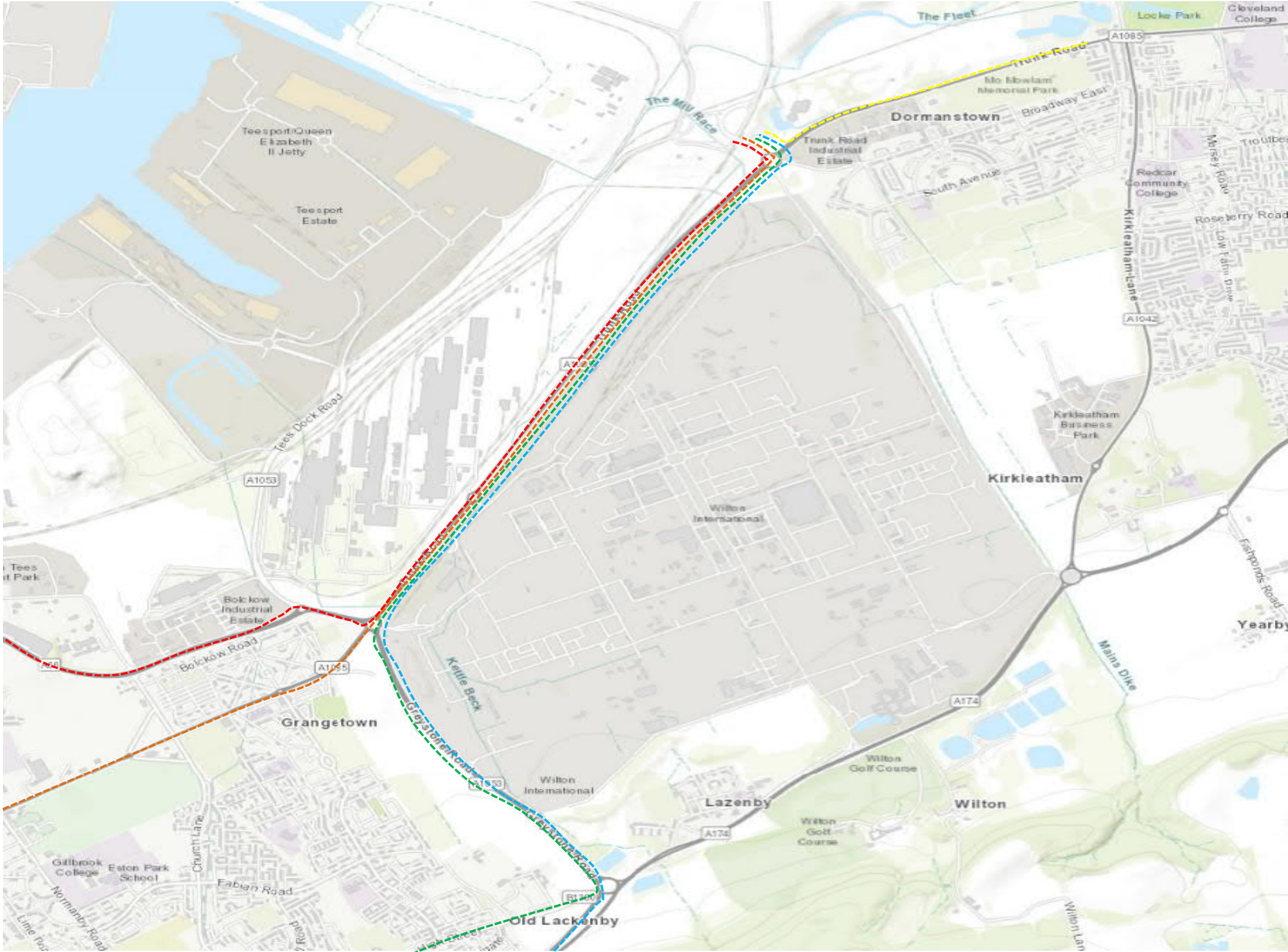
For a definition of 'Tourist Accommodation establishments' and 'Hotels and similar establishments' please see: http://ec.europa.eu/eurostat/statistics-explained/index.php/Glossary:Hotels_and_similar_accommodation

For a definition of 'Collective establishments' and 'Holiday dwellings' : http://ec.europa.eu/eurostat/statistics-explained/index.php/Glossary:Holiday_and_other_short-stay_accommodation

For a definition of 'Tourist campsites' please see: http://ec.europa.eu/eurostat/statistics-explained/index.php/Glossary:Camping_grounds_recreational_vehicle_parks_and_trailer_parks

*Please note that we do not have detailed room and bedspace information for all establishments. In addition, self-catering holiday cottages that are part of a group may only be listed as one establishment even if they have a large number of cottages. The reason for this is that there is no statutory obligation for accommodation businesses to supply information on accommodation stock and so there may be some gaps. Although this document represents the most accurate picture of accommodation stock available, please be mindful that in some areas the proportion of bedspaces and rooms relative to the number of establishments will appear to be high.

Annex 16A.5: Worker Routes

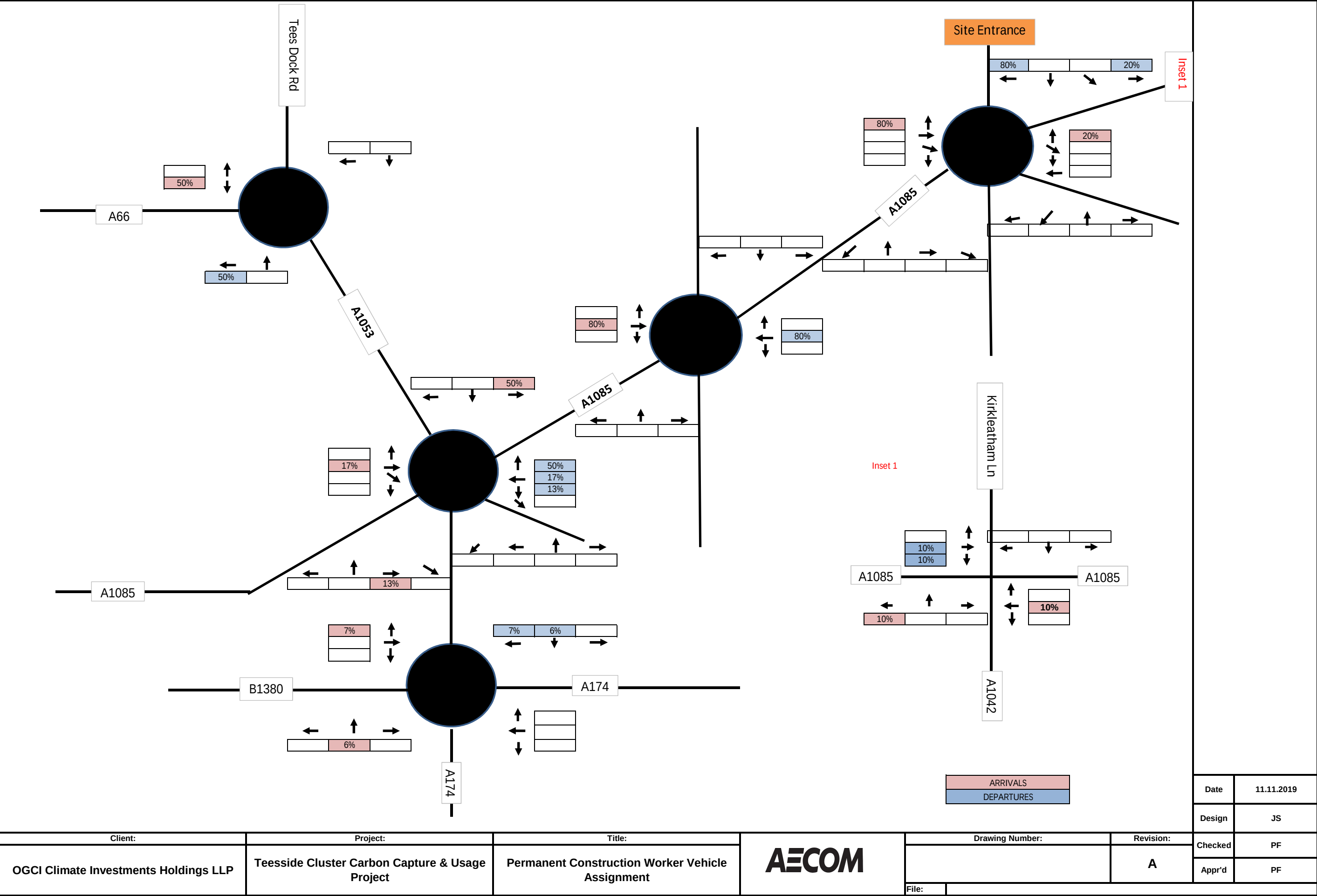


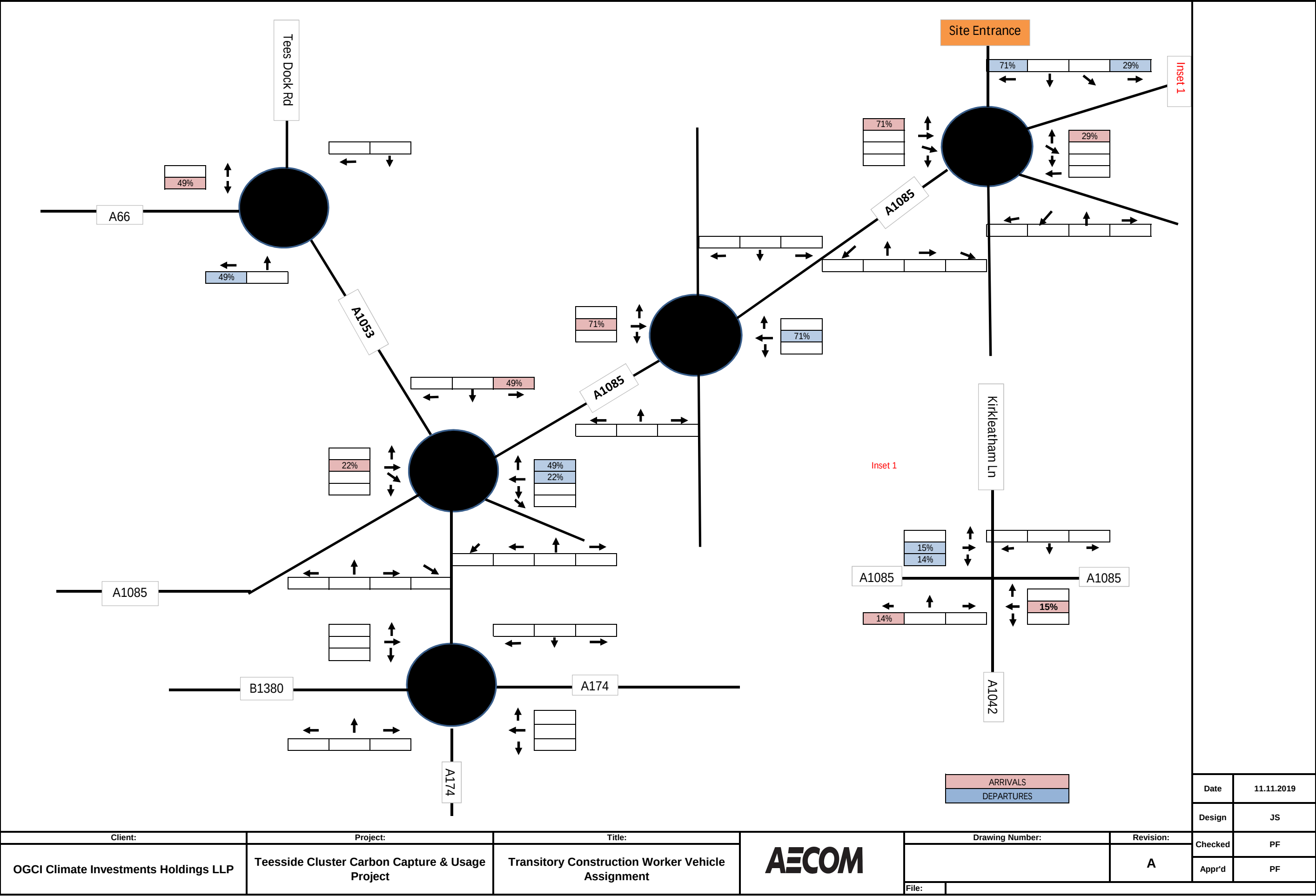
- Route 1
- Route 2
- Route 3
- Route 4
- Route 5

Date	11.11.2019
Design	JS
Checked	PF
Appr'd	PF

Client:	Project:	Title:		Drawing Number:		Revision:		Checked	PF
OGCI Climate Investments Holdings LLP	Teesside Cluster Carbon Capture & Usage Project	Key Construction Worker Routes		Figure 16		A			
				File:					

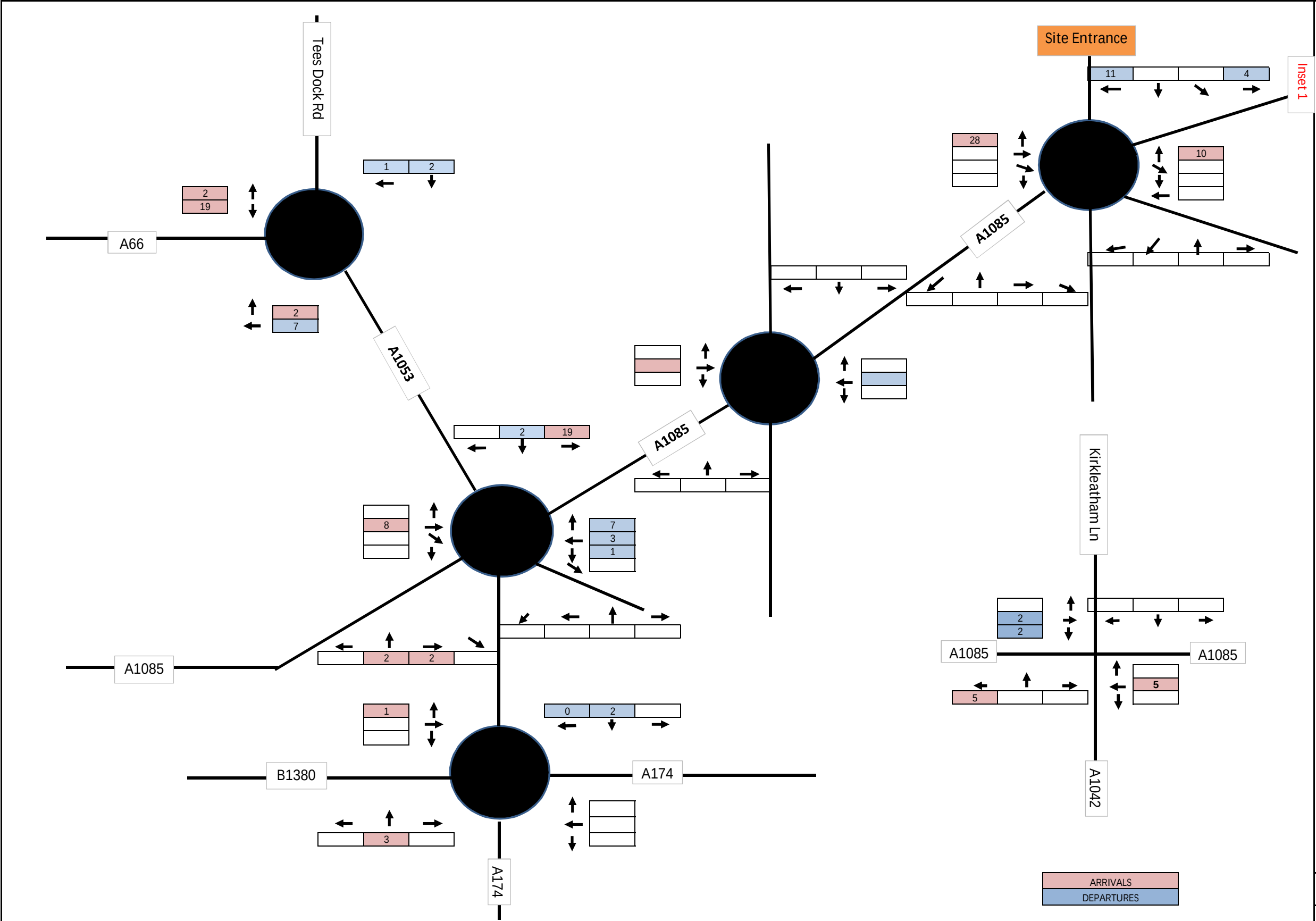
Annex 16A.6: Construction Worker Assignment





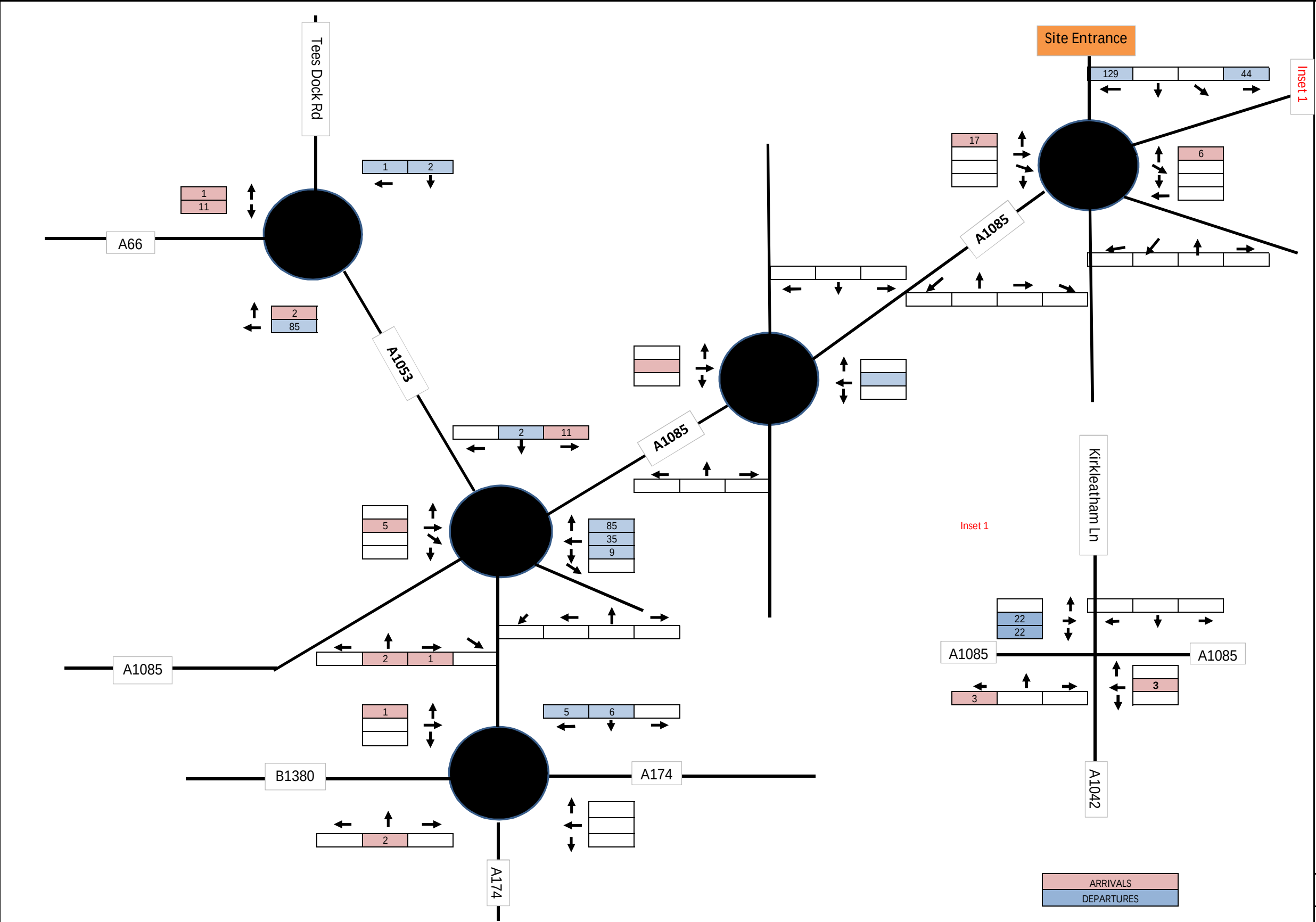
Date	11.11.2019
Design	JS
Checked	PF
Appr'd	PF

Annex 16A.7: Total Construction Vehicle Flows during AM and PM Network Peak Hours



Inset 1

Client:	Project:	Title:		Drawing Number:		Revision:	
OGCI Climate Investments Holdings LLP	Teesside Cluster Carbon Capture & Usage Project	Total Vehicle Flows (08:00 - 09:00)				A	
				File:			



Client:	Project:	Title:		Drawing Number:		Revision:
OGCI Climate Investments Holdings LLP	Teesside Cluster Carbon Capture & Usage Project	Total Vehicle Flows (17:00 - 18:00)				A
				File:		

Annex 16A.8: A1085 / West Coatham Lane / Site Access Modelling Outputs

Junctions 9			
ARCADY 9 - Roundabout Module			
Version: 9.5.1.7462 © Copyright TRL Limited, 2019			
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Filename: Junction 1 April 2020_rev1.j9

Path: K:\Transport Projects\60559231 - Teeside Carbon Capture Project\DCO\Modelling\Junction 1

Report generation date: 28/04/2021 09:18:53

- »2019 Base, AM
- »2019 Base, PM
- »2024 Base + Committed, AM
- »2024 Base + Committed, PM
- »2024 Base + Committed + Development Peak of Construction, AM
- »2024 Base + Committed + Development Peak of Construction, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2019 Base								
A - A1085 N	0.6	3.21	0.37	A	0.3	2.78	0.25	A
B - W Coatham Ln	0.3	3.30	0.23	A	0.1	2.68	0.12	A
C - Wilton Site Access	0.0	3.26	0.01	A	0.0	2.21	0.01	A
D - A1085 S	0.7	3.30	0.40	A	1.8	5.30	0.64	A
E - Mini Chef Stop (York Potash Access)	0.0	0.00	0.00	A	0.0	0.00	0.00	A
F - Site Access	0.0	2.81	0.01	A	0.0	2.72	0.02	A
2024 Base + Committed								
A - A1085 N	1.2	4.57	0.54	A	0.6	3.95	0.37	A
B - W Coatham Ln	0.4	4.02	0.27	A	0.2	3.45	0.16	A
C - Wilton Site Access	0.0	3.95	0.01	A	0.0	2.82	0.03	A
D - A1085 S	3.0	7.80	0.74	A	4.0	9.49	0.80	A
E - Mini Chef Stop (York Potash Access)	0.0	0.00	0.00	A	0.1	4.22	0.08	A
F - Site Access	0.1	2.74	0.09	A	0.6	3.65	0.35	A
2024 Base + Committed + Development Peak of Construction								
A - A1085 N	1.2	4.67	0.55	A	0.7	4.29	0.39	A
B - W Coatham Ln	0.4	4.06	0.28	A	0.2	3.69	0.17	A
C - Wilton Site Access	0.0	3.98	0.01	A	0.0	2.99	0.03	A
D - A1085 S	3.3	8.38	0.76	A	4.3	10.03	0.81	B
E - Mini Chef Stop (York Potash Access)	0.0	0.00	0.00	A	0.1	4.28	0.08	A
F - Site Access	0.1	2.68	0.10	A	0.9	4.34	0.47	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

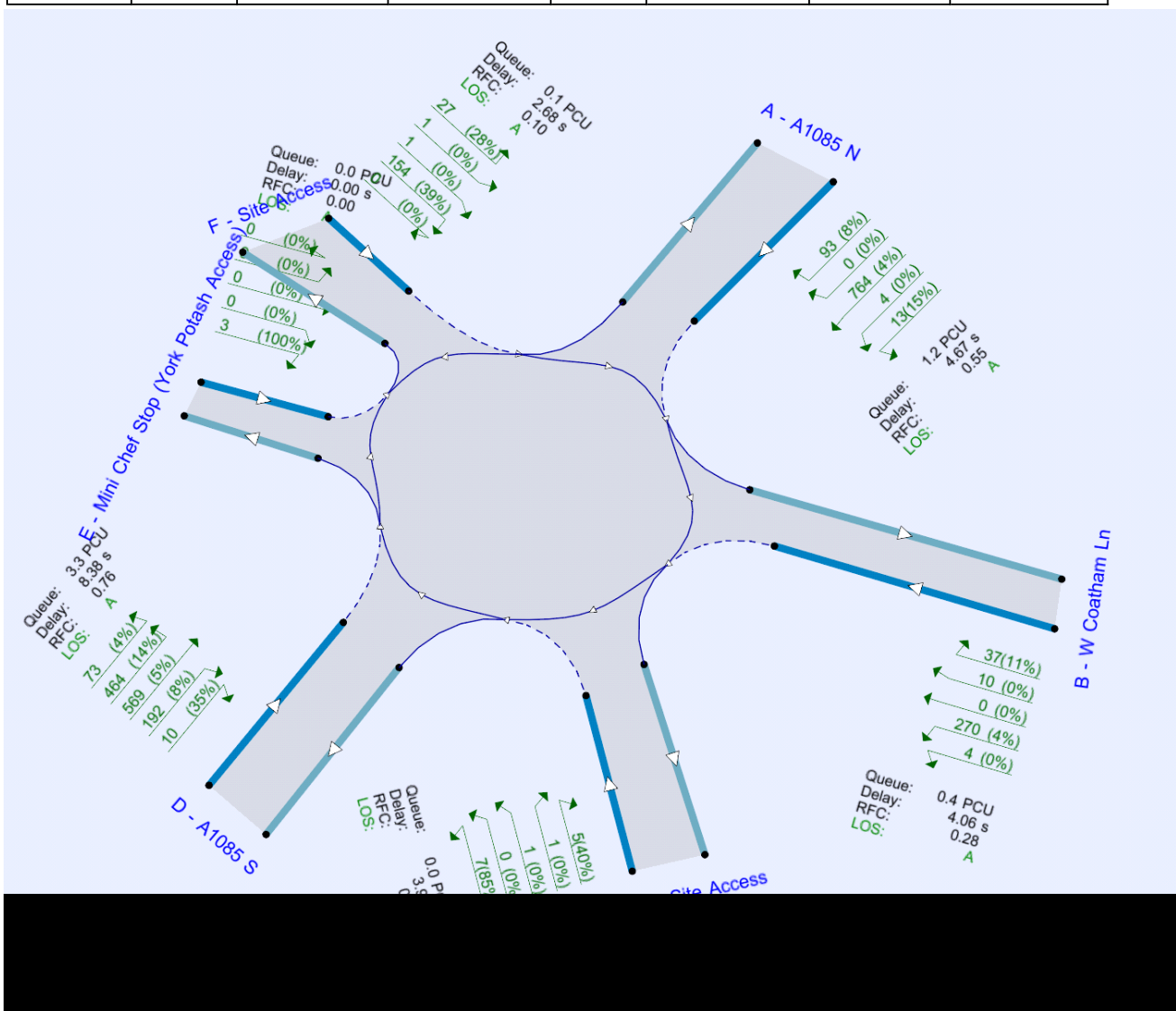
File summary

File Description

Title	Junction 1 - A1085 / West Coatham Lane / Site Access Roundabout
Location	
Site number	
Date	17/12/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JC
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2024 Base	AM	ONE HOUR	07:45	09:15	15			
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15			
D5	Committed Development (exc. York Potash)	AM	ONE HOUR	07:45	09:15	15			
D6	Committed Development (exc. York Potash)	PM	ONE HOUR	16:45	18:15	15			
D7	York Potash	AM	ONE HOUR	07:45	09:15	15			
D8	York Potash	PM	ONE HOUR	16:45	18:15	15			
D9	2024 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3 + D5 + D7
D10	2024 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4 + D6 + D8
D11	Development Flows	AM	ONE HOUR	07:45	09:15	15			
D12	Development Flows	PM	ONE HOUR	16:45	18:15	15			
D13	2024 Base + Committed + Development Peak of Construction	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D9 + D11
D14	2024 Base + Committed + Development Peak of Construction	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D10 + D12

Analysis Set Details

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

2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D13 - 2024 Base + Committed + Development Peak of Construction, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 1 - A1085 / West Coatham Lane / Site Access Roundabout	Standard Roundabout		A, B, C, D, E, F	3.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A1085 N	
B	W Coatham Ln	
C	Wilton Site Access	
D	A1085 S	
E	Mini Chef Stop (York Potash Access)	
F	Site Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A1085 N	6.49	6.50	4.9	15.2	99.4	27.0	
B - W Coatham Ln	4.53	7.68	7.6	21.7	99.4	27.0	
C - Wilton Site Access	6.38	6.82	2.0	20.1	99.4	12.5	
D - A1085 S	6.45	6.67	5.5	12.6	99.4	26.0	
E - Mini Chef Stop (York Potash Access)	4.46	12.00	5.1	12.1	99.4	33.0	
F - Site Access	7.53	9.64	3.6	12.5	99.4	15.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A1085 N	0.485	1960
B - W Coatham Ln	0.468	1808
C - Wilton Site Access	0.524	2134
D - A1085 S	0.486	1984
E - Mini Chef Stop (York Potash Access)	0.438	1676
F - Site Access	0.575	2561

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1085 N		ONE HOUR	✓	625	100.000
B - W Coatham Ln		ONE HOUR	✓	307	100.000
C - Wllton Site Access		ONE HOUR	✓	12	100.000
D - A1085 S		ONE HOUR	✓	715	100.000
E - Mini Chef Stop (York Potash Access)		ONE HOUR	✓	0	100.000
F - Site Access		ONE HOUR	✓	19	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		A - A1085 N	B - W Coatham Ln	C - Wllton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	12	4	606	0	3
	B - W Coatham Ln	35	0	4	258	0	10
	C - Wllton Site Access	1	5	0	5	0	1
	D - A1085 S	483	183	8	0	0	41
	E - Mini Chef Stop (York Potash Access)	0	0	0	0	0	0
	F - Site Access	0	1	1	17	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
		A - A1085 N	B - W Coatham Ln	C - Wllton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	17	0	3	0	0
	B - W Coatham Ln	11	0	0	4	0	0
	C - Wllton Site Access	0	40	0	80	0	0
	D - A1085 S	4	8	25	0	0	49
	E - Mini Chef Stop (York Potash Access)	0	0	0	0	0	0
	F - Site Access	0	0	0	76	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1085 N	0.37	3.21	0.6	A	574	860
B - W Coatham Ln	0.23	3.30	0.3	A	282	423
C - Wilton Site Access	0.01	3.26	0.0	A	11	17
D - A1085 S	0.40	3.30	0.7	A	656	984
E - Mini Chef Stop (York Potash Access)	0.00	0.00	0.0	A	0	0
F - Site Access	0.01	2.81	0.0	A	17	26

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	471	118	161	1881	0.250	469	390	0.0	0.3	2.628	A
B - W Coatham Ln	231	58	480	1584	0.146	230	151	0.0	0.2	2.780	A
C - Wilton Site Access	9	2	697	1769	0.005	9	13	0.0	0.0	2.939	A
D - A1085 S	538	135	41	1963	0.274	537	665	0.0	0.4	2.699	A
E - Mini Chef Stop (York Potash Access)	0	0	578	1423	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	14	4	537	2252	0.006	14	41	0.0	0.0	2.621	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	562	140	193	1866	0.301	561	466	0.3	0.4	2.848	A
B - W Coatham Ln	276	69	574	1540	0.179	276	181	0.2	0.2	2.978	A
C - Wilton Site Access	11	3	835	1697	0.006	11	15	0.0	0.0	3.067	A
D - A1085 S	643	161	49	1960	0.328	642	796	0.4	0.5	2.926	A
E - Mini Chef Stop (York Potash Access)	0	0	692	1373	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	17	4	642	2191	0.008	17	49	0.0	0.0	2.697	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	688	172	236	1845	0.373	687	571	0.4	0.6	3.208	A
B - W Coatham Ln	338	85	703	1479	0.229	338	221	0.2	0.3	3.297	A
C - Wilton Site Access	13	3	1022	1599	0.008	13	19	0.0	0.0	3.262	A
D - A1085 S	787	197	60	1954	0.403	786	975	0.5	0.7	3.299	A
E - Mini Chef Stop (York Potash Access)	0	0	847	1305	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	21	5	786	2108	0.010	21	60	0.0	0.0	2.809	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	688	172	237	1845	0.373	688	571	0.6	0.6	3.211	A
B - W Coatham Ln	338	85	704	1479	0.229	338	221	0.3	0.3	3.298	A
C - Wllton Site Access	13	3	1023	1599	0.008	13	19	0.0	0.0	3.263	A
D - A1085 S	787	197	61	1954	0.403	787	975	0.7	0.7	3.302	A
E - Mini Chef Stop (York Potash Access)	0	0	848	1305	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	21	5	787	2108	0.010	21	61	0.0	0.0	2.810	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	562	140	194	1866	0.301	563	467	0.6	0.4	2.854	A
B - W Coatham Ln	276	69	575	1539	0.179	276	181	0.3	0.2	2.981	A
C - Wllton Site Access	11	3	836	1696	0.006	11	15	0.0	0.0	3.069	A
D - A1085 S	643	161	50	1959	0.328	644	797	0.7	0.5	2.932	A
E - Mini Chef Stop (York Potash Access)	0	0	693	1373	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	17	4	644	2191	0.008	17	50	0.0	0.0	2.700	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	471	118	162	1881	0.250	471	391	0.4	0.3	2.635	A
B - W Coatham Ln	231	58	481	1583	0.146	231	151	0.2	0.2	2.787	A
C - Wllton Site Access	9	2	700	1768	0.005	9	13	0.0	0.0	2.944	A
D - A1085 S	538	135	41	1963	0.274	539	668	0.5	0.4	2.705	A
E - Mini Chef Stop (York Potash Access)	0	0	580	1422	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	14	4	539	2251	0.006	14	41	0.0	0.0	2.624	A

2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D13 - 2024 Base + Committed + Development Peak of Construction, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 1 - A1085 / West Coatham Lane / Site Access Roundabout	Standard Roundabout		A, B, C, D, E, F	4.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1085 N		ONE HOUR	✓	410	100.000
B - W Coatham Ln		ONE HOUR	✓	175	100.000
C - Wilton Site Access		ONE HOUR	✓	22	100.000
D - A1085 S		ONE HOUR	✓	1146	100.000
E - Mini Chef Stop (York Potash Access)		ONE HOUR	✓	0	100.000
F - Site Access		ONE HOUR	✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	11	0	397	0	2
	B - W Coatham Ln	33	0	2	138	0	2
	C - Wilton Site Access	3	8	0	10	0	1
	D - A1085 S	827	303	1	0	0	15
	E - Mini Chef Stop (York Potash Access)	0	0	0	0	0	0
	F - Site Access	7	0	0	27	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	27	0	2	0	0
	B - W Coatham Ln	0	0	0	5	0	0
	C - Wilton Site Access	0	0	0	20	0	0
	D - A1085 S	1	4	0	0	0	93
	E - Mini Chef Stop (York Potash Access)	0	0	0	0	0	0
	F - Site Access	0	0	0	48	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1085 N	0.25	2.78	0.3	A	376	564
B - W Coatham Ln	0.12	2.68	0.1	A	161	241
C - Wilton Site Access	0.01	2.21	0.0	A	20	30
D - A1085 S	0.64	5.30	1.8	A	1052	1577
E - Mini Chef Stop (York Potash Access)	0.00	0.00	0.0	A	0	0
F - Site Access	0.02	2.72	0.0	A	31	47

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	309	77	254	1836	0.168	308	653	0.0	0.2	2.414	A
B - W Coatham Ln	132	33	321	1658	0.079	131	242	0.0	0.1	2.449	A
C - Wilton Site Access	17	4	450	1899	0.009	17	2	0.0	0.0	2.069	A
D - A1085 S	863	216	37	1966	0.439	860	429	0.0	0.8	3.324	A
E - Mini Chef Stop (York Potash Access)	0	0	896	1284	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	26	6	881	2054	0.012	26	15	0.0	0.0	2.390	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	369	92	304	1812	0.203	368	781	0.2	0.3	2.556	A
B - W Coatham Ln	157	39	384	1629	0.097	157	289	0.1	0.1	2.541	A
C - Wilton Site Access	20	5	538	1852	0.011	20	3	0.0	0.0	2.125	A
D - A1085 S	1030	258	44	1962	0.525	1029	514	0.8	1.1	3.945	A
E - Mini Chef Stop (York Potash Access)	0	0	1073	1206	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	31	8	1055	1954	0.016	31	18	0.0	0.0	2.520	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	451	113	372	1779	0.254	451	956	0.3	0.3	2.780	A
B - W Coatham Ln	193	48	470	1588	0.121	193	354	0.1	0.1	2.679	A
C - Wlton Site Access	24	6	659	1789	0.014	24	3	0.0	0.0	2.206	A
D - A1085 S	1262	315	54	1957	0.645	1259	629	1.1	1.8	5.258	A
E - Mini Chef Stop (York Potash Access)	0	0	1313	1101	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	37	9	1291	1818	0.021	37	22	0.0	0.0	2.722	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	451	113	373	1778	0.254	451	958	0.3	0.3	2.780	A
B - W Coatham Ln	193	48	470	1588	0.121	193	355	0.1	0.1	2.679	A
C - Wlton Site Access	24	6	660	1789	0.014	24	3	0.0	0.0	2.207	A
D - A1085 S	1262	315	54	1957	0.645	1262	630	1.8	1.8	5.300	A
E - Mini Chef Stop (York Potash Access)	0	0	1316	1100	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	37	9	1294	1817	0.021	37	22	0.0	0.0	2.724	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	369	92	306	1811	0.203	369	784	0.3	0.3	2.561	A
B - W Coatham Ln	157	39	384	1628	0.097	157	290	0.1	0.1	2.544	A
C - Wlton Site Access	20	5	539	1852	0.011	20	3	0.0	0.0	2.127	A
D - A1085 S	1030	258	44	1962	0.525	1033	515	1.8	1.1	3.980	A
E - Mini Chef Stop (York Potash Access)	0	0	1077	1205	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	31	8	1059	1952	0.016	31	18	0.0	0.0	2.523	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	309	77	256	1836	0.168	309	656	0.3	0.2	2.419	A
B - W Coatham Ln	132	33	322	1658	0.079	132	243	0.1	0.1	2.452	A
C - Wlton Site Access	17	4	451	1898	0.009	17	2	0.0	0.0	2.071	A
D - A1085 S	863	216	37	1966	0.439	864	431	1.1	0.8	3.353	A
E - Mini Chef Stop (York Potash Access)	0	0	901	1282	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	26	6	886	2051	0.012	26	15	0.0	0.0	2.395	A

2024 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D13 - 2024 Base + Committed + Development Peak of Construction, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 1 - A1085 / West Coatham Lane / Site Access Roundabout	Standard Roundabout		A, B, C, D, E, F	5.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2024 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3 + D5 + D7

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1085 N		ONE HOUR	✓	864	100.000
B - W Coatham Ln		ONE HOUR	✓	321	100.000
C - Wllton Site Access		ONE HOUR	✓	14	100.000
D - A1085 S		ONE HOUR	✓	1280	100.000
E - Mini Chef Stop (York Potash Access)		ONE HOUR	✓	3	100.000
F - Site Access		ONE HOUR	✓	168	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		A - A1085 N	B - W Coatham Ln	C - Wllton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	13	4	764	0	83
	B - W Coatham Ln	37	0	4	270	0	10
	C - Wllton Site Access	1	5	0	7	0	1
	D - A1085 S	569	192	10	0	73	436
	E - Mini Chef Stop (York Potash Access)	0	0	0	3	0	0
	F - Site Access	23	1	1	143	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	15	0	4	0	9
	B - W Coatham Ln	11	0	0	4	0	0
	C - Wilton Site Access	0	40	0	85	0	0
	D - A1085 S	5	8	35	0	4	15
	E - Mini Chef Stop (York Potash Access)	0	0	0	100	0	0
	F - Site Access	35	0	0	44	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1085 N	0.54	4.57	1.2	A	793	1189
B - W Coatham Ln	0.27	4.02	0.4	A	295	442
C - Wilton Site Access	0.01	3.95	0.0	A	13	19
D - A1085 S	0.74	7.80	3.0	A	1175	1762
E - Mini Chef Stop (York Potash Access)	0.00	0.00	0.0	A	0	0
F - Site Access	0.09	2.74	0.1	A	154	231

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	650	163	264	1831	0.355	648	472	0.0	0.6	3.167	A
B - W Coatham Ln	242	60	754	1455	0.166	241	158	0.0	0.2	3.098	A
C - Wilton Site Access	11	3	981	1621	0.007	11	14	0.0	0.0	3.347	A
D - A1085 S	964	241	103	1934	0.498	959	888	0.0	1.1	3.996	A
E - Mini Chef Stop (York Potash Access)	0	0	1007	1235	0.000	0	55	0.0	0.0	0.000	A
F - Site Access	126	32	610	2210	0.057	126	397	0.0	0.1	2.450	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	777	194	316	1806	0.430	776	565	0.6	0.8	3.638	A
B - W Coatham Ln	289	72	903	1386	0.208	288	189	0.2	0.3	3.430	A
C - Wilton Site Access	13	3	1174	1519	0.008	13	17	0.0	0.0	3.576	A
D - A1085 S	1151	288	123	1924	0.598	1149	1063	1.1	1.6	5.030	A
E - Mini Chef Stop (York Potash Access)	0	0	1206	1148	0.000	0	66	0.0	0.0	0.000	A
F - Site Access	151	38	730	2141	0.071	151	476	0.1	0.1	2.566	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	951	238	387	1772	0.537	950	691	0.8	1.2	4.554	A
B - W Coatham Ln	353	88	1105	1291	0.274	353	231	0.3	0.4	4.011	A
C - Wllton Site Access	15	4	1437	1382	0.011	15	21	0.0	0.0	3.945	A
D - A1085 S	1409	352	151	1910	0.738	1404	1302	1.6	3.0	7.638	A
E - Mini Chef Stop (York Potash Access)	0	0	1474	1031	0.000	0	80	0.0	0.0	0.000	A
F - Site Access	185	46	893	2047	0.090	185	582	0.1	0.1	2.741	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	951	238	388	1772	0.537	951	694	1.2	1.2	4.574	A
B - W Coatham Ln	353	88	1106	1290	0.274	353	232	0.4	0.4	4.017	A
C - Wllton Site Access	15	4	1439	1381	0.011	15	21	0.0	0.0	3.948	A
D - A1085 S	1409	352	151	1910	0.738	1409	1304	3.0	3.0	7.795	A
E - Mini Chef Stop (York Potash Access)	0	0	1480	1029	0.000	0	80	0.0	0.0	0.000	A
F - Site Access	185	46	896	2045	0.090	185	583	0.1	0.1	2.744	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	777	194	317	1806	0.430	778	569	1.2	0.8	3.661	A
B - W Coatham Ln	289	72	905	1385	0.208	289	191	0.4	0.3	3.437	A
C - Wllton Site Access	13	3	1177	1518	0.008	13	17	0.0	0.0	3.580	A
D - A1085 S	1151	288	123	1924	0.598	1156	1066	3.0	1.6	5.130	A
E - Mini Chef Stop (York Potash Access)	0	0	1214	1145	0.000	0	66	0.0	0.0	0.000	A
F - Site Access	151	38	735	2138	0.071	151	478	0.1	0.1	2.569	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	650	163	265	1831	0.355	651	475	0.8	0.6	3.183	A
B - W Coatham Ln	242	60	758	1454	0.166	242	159	0.3	0.2	3.106	A
C - Wllton Site Access	11	3	985	1618	0.007	11	14	0.0	0.0	3.352	A
D - A1085 S	964	241	103	1933	0.498	966	892	1.6	1.1	4.050	A
E - Mini Chef Stop (York Potash Access)	0	0	1014	1232	0.000	0	55	0.0	0.0	0.000	A
F - Site Access	126	32	614	2208	0.057	127	400	0.1	0.1	2.453	A

2024 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D13 - 2024 Base + Committed + Development Peak of Construction, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 1 - A1085 / West Coatham Lane / Site Access Roundabout	Standard Roundabout		A, B, C, D, E, F	6.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2024 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4 + D6 + D8

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1085 N		ONE HOUR	✓	504	100.000
B - W Coatham Ln		ONE HOUR	✓	183	100.000
C - Wllton Site Access		ONE HOUR	✓	38	100.000
D - A1085 S		ONE HOUR	✓	1408	100.000
E - Mini Chef Stop (York Potash Access)		ONE HOUR	✓	73	100.000
F - Site Access		ONE HOUR	✓	537	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		A - A1085 N	B - W Coatham Ln	C - Wllton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	12	0	473	0	19
	B - W Coatham Ln	35	0	2	144	0	2
	C - Wllton Site Access	3	8	0	26	0	1
	D - A1085 S	973	317	5	0	3	110
	E - Mini Chef Stop (York Potash Access)	0	0	0	73	0	0
	F - Site Access	92	0	0	445	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	25	0	3	0	30
	B - W Coatham Ln	0	0	0	5	0	0
	C - Wilton Site Access	0	0	0	16	0	0
	D - A1085 S	1	4	36	0	100	52
	E - Mini Chef Stop (York Potash Access)	0	0	0	4	0	0
	F - Site Access	5	0	0	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1085 N	0.37	3.95	0.6	A	462	694
B - W Coatham Ln	0.16	3.45	0.2	A	168	252
C - Wilton Site Access	0.03	2.82	0.0	A	35	52
D - A1085 S	0.80	9.49	4.0	A	1292	1938
E - Mini Chef Stop (York Potash Access)	0.08	4.22	0.1	A	67	100
F - Site Access	0.35	3.65	0.6	A	493	739

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	379	95	636	1651	0.230	378	827	0.0	0.3	2.950	A
B - W Coatham Ln	138	34	762	1452	0.095	137	253	0.0	0.1	2.845	A
C - Wilton Site Access	29	7	894	1666	0.017	29	5	0.0	0.0	2.421	A
D - A1085 S	1060	265	51	1959	0.541	1055	871	0.0	1.2	4.159	A
E - Mini Chef Stop (York Potash Access)	55	14	1104	1193	0.046	55	2	0.0	0.1	3.289	A
F - Site Access	404	101	1060	1951	0.207	403	99	0.0	0.3	2.533	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	453	113	761	1590	0.285	453	990	0.3	0.4	3.303	A
B - W Coatham Ln	165	41	912	1382	0.119	164	302	0.1	0.1	3.072	A
C - Wilton Site Access	34	9	1070	1574	0.022	34	6	0.0	0.0	2.575	A
D - A1085 S	1266	316	61	1954	0.648	1263	1043	1.2	1.9	5.447	A
E - Mini Chef Stop (York Potash Access)	66	16	1321	1098	0.060	66	3	0.1	0.1	3.626	A
F - Site Access	483	121	1269	1831	0.264	482	118	0.3	0.4	2.909	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	555	139	931	1508	0.368	554	1209	0.4	0.6	3.936	A
B - W Coatham Ln	201	50	1116	1286	0.157	201	369	0.1	0.2	3.448	A
C - Wllton Site Access	42	10	1310	1448	0.029	42	8	0.0	0.0	2.819	A
D - A1085 S	1550	388	75	1947	0.796	1542	1277	1.9	3.9	9.150	A
E - Mini Chef Stop (York Potash Access)	80	20	1614	970	0.083	80	3	0.1	0.1	4.208	A
F - Site Access	591	148	1549	1670	0.354	590	145	0.4	0.6	3.634	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	555	139	934	1507	0.368	555	1214	0.6	0.6	3.948	A
B - W Coatham Ln	201	50	1118	1285	0.157	201	371	0.2	0.2	3.450	A
C - Wllton Site Access	42	10	1311	1447	0.029	42	8	0.0	0.0	2.820	A
D - A1085 S	1550	388	75	1947	0.796	1550	1278	3.9	4.0	9.487	A
E - Mini Chef Stop (York Potash Access)	80	20	1621	966	0.083	80	3	0.1	0.1	4.224	A
F - Site Access	591	148	1557	1666	0.355	591	145	0.6	0.6	3.651	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	453	113	765	1588	0.285	454	997	0.6	0.4	3.315	A
B - W Coatham Ln	165	41	914	1380	0.119	165	305	0.2	0.1	3.078	A
C - Wllton Site Access	34	9	1072	1573	0.022	34	6	0.0	0.0	2.577	A
D - A1085 S	1266	316	61	1954	0.648	1274	1045	4.0	2.0	5.624	A
E - Mini Chef Stop (York Potash Access)	66	16	1332	1093	0.060	66	3	0.1	0.1	3.644	A
F - Site Access	483	121	1279	1825	0.264	484	119	0.6	0.4	2.927	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	379	95	639	1649	0.230	380	832	0.4	0.3	2.960	A
B - W Coatham Ln	138	34	765	1450	0.095	138	254	0.1	0.1	2.851	A
C - Wllton Site Access	29	7	898	1664	0.017	29	5	0.0	0.0	2.424	A
D - A1085 S	1060	265	51	1959	0.541	1063	875	2.0	1.3	4.231	A
E - Mini Chef Stop (York Potash Access)	55	14	1112	1189	0.046	55	2	0.1	0.1	3.299	A
F - Site Access	404	101	1067	1947	0.208	405	100	0.4	0.3	2.546	A

2024 Base + Committed + Development Peak of Construction, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D13 - 2024 Base + Committed + Development Peak of Construction, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 1 - A1085 / West Coatham Lane / Site Access Roundabout	Standard Roundabout		A, B, C, D, E, F	6.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2024 Base + Committed + Development Peak of Construction	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D9 + D11

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1085 N		ONE HOUR	✓	874	100.000
B - W Coatham Ln		ONE HOUR	✓	321	100.000
C - Wilton Site Access		ONE HOUR	✓	14	100.000
D - A1085 S		ONE HOUR	✓	1308	100.000
E - Mini Chef Stop (York Potash Access)		ONE HOUR	✓	3	100.000
F - Site Access		ONE HOUR	✓	183	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
	A - A1085 N	0	13	4	764	0	93
	B - W Coatham Ln	37	0	4	270	0	10
	C - Wilton Site Access	1	5	0	7	0	1
	D - A1085 S	569	192	10	0	73	464
	E - Mini Chef Stop (York Potash Access)	0	0	0	3	0	0
	F - Site Access	27	1	1	154	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
	A - A1085 N	0	15	0	4	0	8
	B - W Coatham Ln	11	0	0	4	0	0
	C - Wilton Site Access	0	40	0	85	0	0
	D - A1085 S	5	8	35	0	4	14
	E - Mini Chef Stop (York Potash Access)	0	0	0	100	0	0
	F - Site Access	28	0	0	39	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1085 N	0.55	4.67	1.2	A	802	1203
B - W Coatham Ln	0.28	4.06	0.4	A	295	442
C - Wilton Site Access	0.01	3.98	0.0	A	13	19
D - A1085 S	0.76	8.38	3.3	A	1200	1800
E - Mini Chef Stop (York Potash Access)	0.00	0.00	0.0	A	0	0
F - Site Access	0.10	2.68	0.1	A	168	252

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	658	164	272	1827	0.360	656	475	0.0	0.6	3.194	A
B - W Coatham Ln	242	60	770	1448	0.167	241	158	0.0	0.2	3.117	A
C - Wilton Site Access	11	3	996	1612	0.007	11	14	0.0	0.0	3.364	A
D - A1085 S	985	246	110	1930	0.510	980	897	0.0	1.1	4.092	A
E - Mini Chef Stop (York Potash Access)	0	0	1036	1223	0.000	0	55	0.0	0.0	0.000	A
F - Site Access	138	34	610	2210	0.062	137	426	0.0	0.1	2.382	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	786	196	326	1801	0.436	785	569	0.6	0.8	3.686	A
B - W Coatham Ln	289	72	921	1377	0.210	288	189	0.2	0.3	3.458	A
C - Wilton Site Access	13	3	1193	1510	0.008	13	17	0.0	0.0	3.600	A
D - A1085 S	1176	294	132	1919	0.613	1174	1073	1.1	1.7	5.218	A
E - Mini Chef Stop (York Potash Access)	0	0	1240	1133	0.000	0	65	0.0	0.0	0.000	A
F - Site Access	165	41	730	2141	0.077	164	510	0.1	0.1	2.497	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	962	241	399	1766	0.545	961	695	0.8	1.2	4.645	A
B - W Coatham Ln	353	88	1128	1280	0.276	353	231	0.3	0.4	4.057	A
C - Wilton Site Access	15	4	1460	1370	0.011	15	21	0.0	0.0	3.980	A
D - A1085 S	1440	360	162	1905	0.756	1434	1314	1.7	3.2	8.178	A
E - Mini Chef Stop (York Potash Access)	0	0	1515	1013	0.000	0	80	0.0	0.0	0.000	A
F - Site Access	201	50	893	2047	0.098	201	623	0.1	0.1	2.674	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	962	241	400	1766	0.545	962	698	1.2	1.2	4.668	A
B - W Coatham Ln	353	88	1130	1280	0.276	353	232	0.4	0.4	4.064	A
C - Wilton Site Access	15	4	1462	1369	0.011	15	21	0.0	0.0	3.983	A
D - A1085 S	1440	360	162	1905	0.756	1440	1316	3.2	3.3	8.384	A
E - Mini Chef Stop (York Potash Access)	0	0	1521	1010	0.000	0	80	0.0	0.0	0.000	A
F - Site Access	201	50	896	2045	0.099	201	625	0.1	0.1	2.677	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	786	196	327	1801	0.436	787	573	1.2	0.8	3.707	A
B - W Coatham Ln	289	72	924	1376	0.210	289	191	0.4	0.3	3.468	A
C - Wilton Site Access	13	3	1196	1508	0.008	13	17	0.0	0.0	3.604	A
D - A1085 S	1176	294	132	1919	0.613	1182	1076	3.3	1.7	5.340	A
E - Mini Chef Stop (York Potash Access)	0	0	1249	1130	0.000	0	66	0.0	0.0	0.000	A
F - Site Access	165	41	736	2138	0.077	165	513	0.1	0.1	2.501	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	658	164	274	1827	0.360	659	478	0.8	0.6	3.216	A
B - W Coatham Ln	242	60	773	1446	0.167	242	159	0.3	0.2	3.126	A
C - Wilton Site Access	11	3	1001	1610	0.007	11	14	0.0	0.0	3.372	A
D - A1085 S	985	246	111	1930	0.510	987	901	1.7	1.1	4.151	A
E - Mini Chef Stop (York Potash Access)	0	0	1043	1220	0.000	0	55	0.0	0.0	0.000	A
F - Site Access	138	34	614	2207	0.062	138	429	0.1	0.1	2.385	A

2024 Base + Committed + Development Peak of Construction, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D13 - 2024 Base + Committed + Development Peak of Construction, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 1 - A1085 / West Coatham Lane / Site Access Roundabout	Standard Roundabout		A, B, C, D, E, F	7.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2024 Base + Committed + Development Peak of Construction	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D10 + D12

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1085 N		ONE HOUR	✓	510	100.000
B - W Coatham Ln		ONE HOUR	✓	183	100.000
C - Wilton Site Access		ONE HOUR	✓	38	100.000
D - A1085 S		ONE HOUR	✓	1425	100.000
E - Mini Chef Stop (York Potash Access)		ONE HOUR	✓	73	100.000
F - Site Access		ONE HOUR	✓	710	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	12	0	473	0	25
	B - W Coatham Ln	35	0	2	144	0	2
	C - Wilton Site Access	3	8	0	26	0	1
	D - A1085 S	973	317	5	0	3	127
	E - Mini Chef Stop (York Potash Access)	0	0	0	73	0	0
	F - Site Access	136	0	0	574	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	25	0	3	0	21
	B - W Coatham Ln	0	0	0	5	0	0
	C - Wilton Site Access	0	0	0	16	0	0
	D - A1085 S	1	4	36	0	100	42
	E - Mini Chef Stop (York Potash Access)	0	0	0	4	0	0
	F - Site Access	3	0	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1085 N	0.39	4.29	0.7	A	468	702
B - W Coatham Ln	0.17	3.69	0.2	A	168	252
C - Wilton Site Access	0.03	2.99	0.0	A	35	52
D - A1085 S	0.81	10.03	4.3	B	1308	1961
E - Mini Chef Stop (York Potash Access)	0.08	4.28	0.1	A	67	100
F - Site Access	0.47	4.34	0.9	A	652	977

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	384	96	733	1604	0.239	383	860	0.0	0.3	3.072	A
B - W Coatham Ln	138	34	863	1404	0.098	137	253	0.0	0.1	2.952	A
C - Wilton Site Access	29	7	995	1613	0.018	29	5	0.0	0.0	2.502	A
D - A1085 S	1073	268	56	1957	0.548	1068	968	0.0	1.3	4.226	A
E - Mini Chef Stop (York Potash Access)	55	14	1121	1185	0.046	55	2	0.0	0.1	3.311	A
F - Site Access	535	134	1060	1951	0.274	533	116	0.0	0.4	2.705	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	458	115	877	1534	0.299	458	1029	0.3	0.4	3.488	A
B - W Coatham Ln	165	41	1033	1325	0.124	164	302	0.1	0.1	3.222	A
C - Wllton Site Access	34	9	1191	1511	0.023	34	6	0.0	0.0	2.685	A
D - A1085 S	1281	320	66	1951	0.657	1278	1159	1.3	2.0	5.587	A
E - Mini Chef Stop (York Potash Access)	66	16	1342	1089	0.060	66	3	0.1	0.1	3.658	A
F - Site Access	638	160	1268	1831	0.349	638	139	0.4	0.6	3.215	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	562	140	1072	1439	0.390	561	1257	0.4	0.7	4.270	A
B - W Coatham Ln	201	50	1264	1217	0.166	201	369	0.1	0.2	3.683	A
C - Wllton Site Access	42	10	1458	1371	0.031	42	8	0.0	0.0	2.983	A
D - A1085 S	1569	392	81	1944	0.807	1560	1418	2.0	4.2	9.622	A
E - Mini Chef Stop (York Potash Access)	80	20	1638	959	0.084	80	3	0.1	0.1	4.260	A
F - Site Access	782	195	1549	1670	0.468	780	170	0.6	0.9	4.308	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	562	140	1076	1438	0.391	562	1263	0.7	0.7	4.285	A
B - W Coatham Ln	201	50	1266	1216	0.166	201	371	0.2	0.2	3.687	A
C - Wllton Site Access	42	10	1460	1370	0.031	42	8	0.0	0.0	2.986	A
D - A1085 S	1569	392	81	1944	0.807	1569	1420	4.2	4.3	10.026	B
E - Mini Chef Stop (York Potash Access)	80	20	1647	955	0.084	80	3	0.1	0.1	4.278	A
F - Site Access	782	195	1556	1666	0.469	782	171	0.9	0.9	4.343	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	458	115	882	1532	0.299	459	1038	0.7	0.4	3.503	A
B - W Coatham Ln	165	41	1036	1323	0.124	165	305	0.2	0.1	3.230	A
C - Wllton Site Access	34	9	1194	1509	0.023	34	6	0.0	0.0	2.691	A
D - A1085 S	1281	320	67	1951	0.657	1290	1162	4.3	2.0	5.787	A
E - Mini Chef Stop (York Potash Access)	66	16	1354	1084	0.061	66	3	0.1	0.1	3.677	A
F - Site Access	638	160	1279	1825	0.350	640	140	0.9	0.6	3.245	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	384	96	737	1602	0.240	384	866	0.4	0.3	3.087	A
B - W Coatham Ln	138	34	867	1403	0.098	138	254	0.1	0.1	2.959	A
C - Wllton Site Access	29	7	999	1611	0.018	29	5	0.0	0.0	2.506	A
D - A1085 S	1073	268	56	1956	0.548	1076	972	2.0	1.3	4.304	A
E - Mini Chef Stop (York Potash Access)	55	14	1129	1182	0.047	55	2	0.1	0.1	3.322	A
F - Site Access	535	134	1067	1947	0.275	535	117	0.6	0.4	2.722	A

Junctions 9			
ARCADY 9 - Roundabout Module			
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Filename: Junction 1 April 2020_rev1.j9

Path: K:\Transport Projects\60559231 - Teeside Carbon Capture Project\DCO\Modelling\Junction 1

Report generation date: 28/04/2021 09:18:53

- »2019 Base, AM
- »2019 Base, PM
- »2024 Base + Committed, AM
- »2024 Base + Committed, PM
- »2024 Base + Committed + Development Peak of Construction, AM
- »2024 Base + Committed + Development Peak of Construction, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2019 Base								
A - A1085 N	0.6	3.21	0.37	A	0.3	2.78	0.25	A
B - W Coatham Ln	0.3	3.30	0.23	A	0.1	2.68	0.12	A
C - Wilton Site Access	0.0	3.26	0.01	A	0.0	2.21	0.01	A
D - A1085 S	0.7	3.30	0.40	A	1.8	5.30	0.64	A
E - Mini Chef Stop (York Potash Access)	0.0	0.00	0.00	A	0.0	0.00	0.00	A
F - Site Access	0.0	2.81	0.01	A	0.0	2.72	0.02	A
2024 Base + Committed								
A - A1085 N	1.2	4.57	0.54	A	0.6	3.95	0.37	A
B - W Coatham Ln	0.4	4.02	0.27	A	0.2	3.45	0.16	A
C - Wilton Site Access	0.0	3.95	0.01	A	0.0	2.82	0.03	A
D - A1085 S	3.0	7.80	0.74	A	4.0	9.49	0.80	A
E - Mini Chef Stop (York Potash Access)	0.0	0.00	0.00	A	0.1	4.22	0.08	A
F - Site Access	0.1	2.74	0.09	A	0.6	3.65	0.35	A
2024 Base + Committed + Development Peak of Construction								
A - A1085 N	1.2	4.67	0.55	A	0.7	4.29	0.39	A
B - W Coatham Ln	0.4	4.06	0.28	A	0.2	3.69	0.17	A
C - Wilton Site Access	0.0	3.98	0.01	A	0.0	2.99	0.03	A
D - A1085 S	3.3	8.38	0.76	A	4.3	10.03	0.81	B
E - Mini Chef Stop (York Potash Access)	0.0	0.00	0.00	A	0.1	4.28	0.08	A
F - Site Access	0.1	2.68	0.10	A	0.9	4.34	0.47	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

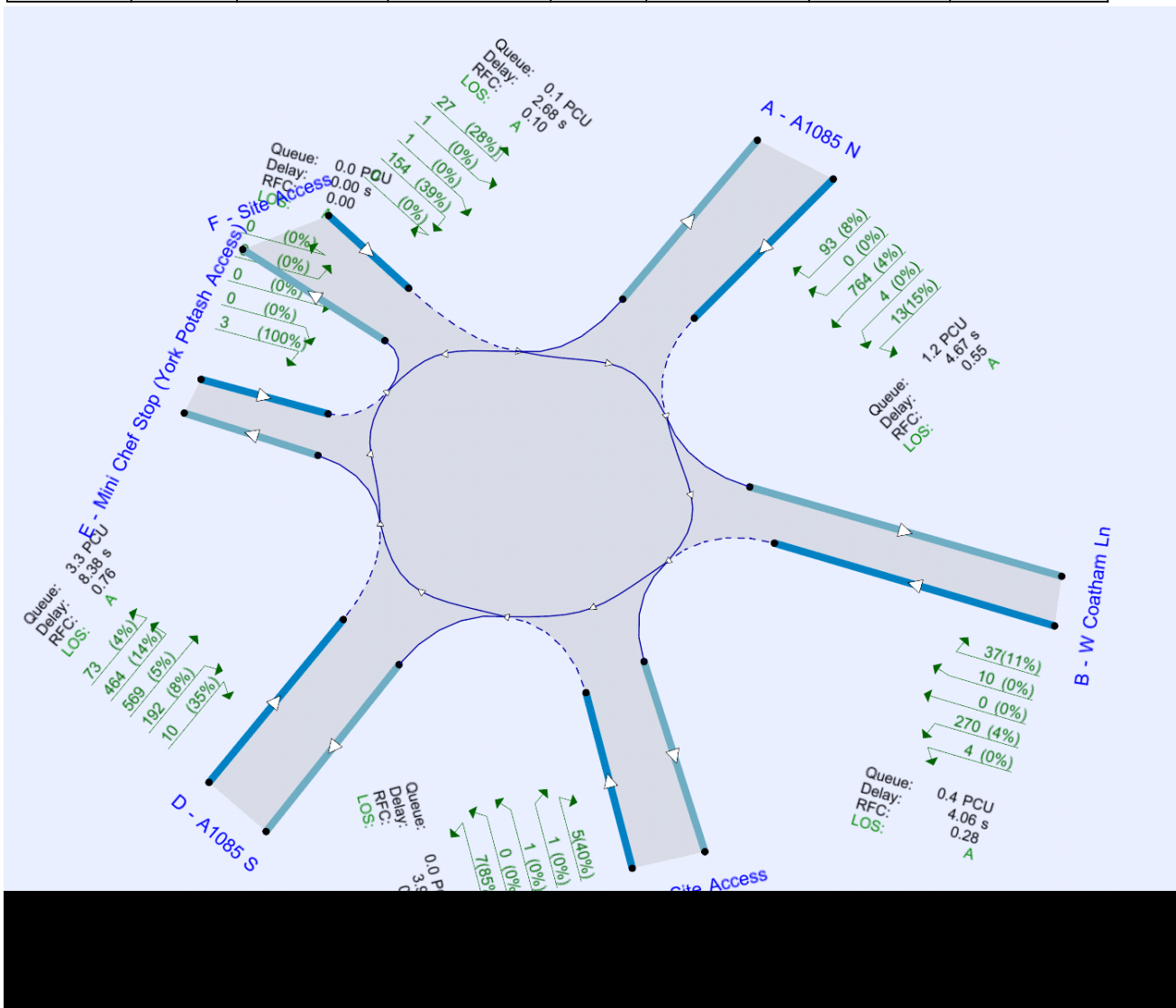
File summary

File Description

Title	Junction 1 - A1085 / West Coatham Lane / Site Access Roundabout
Location	
Site number	
Date	17/12/2020
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JC
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓		
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15	✓		
D3	2024 Base	AM	ONE HOUR	07:45	09:15	15			
D4	2024 Base	PM	ONE HOUR	16:45	18:15	15			
D5	Committed Development (exc. York Potash)	AM	ONE HOUR	07:45	09:15	15			
D6	Committed Development (exc. York Potash)	PM	ONE HOUR	16:45	18:15	15			
D7	York Potash	AM	ONE HOUR	07:45	09:15	15			
D8	York Potash	PM	ONE HOUR	16:45	18:15	15			
D9	2024 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3 + D5 + D7
D10	2024 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4 + D6 + D8
D11	Development Flows	AM	ONE HOUR	07:45	09:15	15			
D12	Development Flows	PM	ONE HOUR	16:45	18:15	15			
D13	2024 Base + Committed + Development Peak of Construction	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D9 + D11
D14	2024 Base + Committed + Development Peak of Construction	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D10 + D12

Analysis Set Details

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

2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D13 - 2024 Base + Committed + Development Peak of Construction, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 1 - A1085 / West Coatham Lane / Site Access Roundabout	Standard Roundabout		A, B, C, D, E, F	3.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A1085 N	
B	W Coatham Ln	
C	Wilton Site Access	
D	A1085 S	
E	Mini Chef Stop (York Potash Access)	
F	Site Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A1085 N	6.49	6.50	4.9	15.2	99.4	27.0	
B - W Coatham Ln	4.53	7.68	7.6	21.7	99.4	27.0	
C - Wilton Site Access	6.38	6.82	2.0	20.1	99.4	12.5	
D - A1085 S	6.45	6.67	5.5	12.6	99.4	26.0	
E - Mini Chef Stop (York Potash Access)	4.46	12.00	5.1	12.1	99.4	33.0	
F - Site Access	7.53	9.64	3.6	12.5	99.4	15.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A1085 N	0.485	1960
B - W Coatham Ln	0.468	1808
C - Wilton Site Access	0.524	2134
D - A1085 S	0.486	1984
E - Mini Chef Stop (York Potash Access)	0.438	1676
F - Site Access	0.575	2561

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1085 N		ONE HOUR	✓	625	100.000
B - W Coatham Ln		ONE HOUR	✓	307	100.000
C - Wllton Site Access		ONE HOUR	✓	12	100.000
D - A1085 S		ONE HOUR	✓	715	100.000
E - Mini Chef Stop (York Potash Access)		ONE HOUR	✓	0	100.000
F - Site Access		ONE HOUR	✓	19	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		A - A1085 N	B - W Coatham Ln	C - Wllton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	12	4	606	0	3
	B - W Coatham Ln	35	0	4	258	0	10
	C - Wllton Site Access	1	5	0	5	0	1
	D - A1085 S	483	183	8	0	0	41
	E - Mini Chef Stop (York Potash Access)	0	0	0	0	0	0
	F - Site Access	0	1	1	17	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
		A - A1085 N	B - W Coatham Ln	C - Wllton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	17	0	3	0	0
	B - W Coatham Ln	11	0	0	4	0	0
	C - Wllton Site Access	0	40	0	80	0	0
	D - A1085 S	4	8	25	0	0	49
	E - Mini Chef Stop (York Potash Access)	0	0	0	0	0	0
	F - Site Access	0	0	0	76	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1085 N	0.37	3.21	0.6	A	574	860
B - W Coatham Ln	0.23	3.30	0.3	A	282	423
C - Wilton Site Access	0.01	3.26	0.0	A	11	17
D - A1085 S	0.40	3.30	0.7	A	656	984
E - Mini Chef Stop (York Potash Access)	0.00	0.00	0.0	A	0	0
F - Site Access	0.01	2.81	0.0	A	17	26

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	471	118	161	1881	0.250	469	390	0.0	0.3	2.628	A
B - W Coatham Ln	231	58	480	1584	0.146	230	151	0.0	0.2	2.780	A
C - Wilton Site Access	9	2	697	1769	0.005	9	13	0.0	0.0	2.939	A
D - A1085 S	538	135	41	1963	0.274	537	665	0.0	0.4	2.699	A
E - Mini Chef Stop (York Potash Access)	0	0	578	1423	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	14	4	537	2252	0.006	14	41	0.0	0.0	2.621	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	562	140	193	1866	0.301	561	466	0.3	0.4	2.848	A
B - W Coatham Ln	276	69	574	1540	0.179	276	181	0.2	0.2	2.978	A
C - Wilton Site Access	11	3	835	1697	0.006	11	15	0.0	0.0	3.067	A
D - A1085 S	643	161	49	1960	0.328	642	796	0.4	0.5	2.926	A
E - Mini Chef Stop (York Potash Access)	0	0	692	1373	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	17	4	642	2191	0.008	17	49	0.0	0.0	2.697	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	688	172	236	1845	0.373	687	571	0.4	0.6	3.208	A
B - W Coatham Ln	338	85	703	1479	0.229	338	221	0.2	0.3	3.297	A
C - Wilton Site Access	13	3	1022	1599	0.008	13	19	0.0	0.0	3.262	A
D - A1085 S	787	197	60	1954	0.403	786	975	0.5	0.7	3.299	A
E - Mini Chef Stop (York Potash Access)	0	0	847	1305	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	21	5	786	2108	0.010	21	60	0.0	0.0	2.809	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	688	172	237	1845	0.373	688	571	0.6	0.6	3.211	A
B - W Coatham Ln	338	85	704	1479	0.229	338	221	0.3	0.3	3.298	A
C - Wllton Site Access	13	3	1023	1599	0.008	13	19	0.0	0.0	3.263	A
D - A1085 S	787	197	61	1954	0.403	787	975	0.7	0.7	3.302	A
E - Mini Chef Stop (York Potash Access)	0	0	848	1305	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	21	5	787	2108	0.010	21	61	0.0	0.0	2.810	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	562	140	194	1866	0.301	563	467	0.6	0.4	2.854	A
B - W Coatham Ln	276	69	575	1539	0.179	276	181	0.3	0.2	2.981	A
C - Wllton Site Access	11	3	836	1696	0.006	11	15	0.0	0.0	3.069	A
D - A1085 S	643	161	50	1959	0.328	644	797	0.7	0.5	2.932	A
E - Mini Chef Stop (York Potash Access)	0	0	693	1373	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	17	4	644	2191	0.008	17	50	0.0	0.0	2.700	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	471	118	162	1881	0.250	471	391	0.4	0.3	2.635	A
B - W Coatham Ln	231	58	481	1583	0.146	231	151	0.2	0.2	2.787	A
C - Wllton Site Access	9	2	700	1768	0.005	9	13	0.0	0.0	2.944	A
D - A1085 S	538	135	41	1963	0.274	539	668	0.5	0.4	2.705	A
E - Mini Chef Stop (York Potash Access)	0	0	580	1422	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	14	4	539	2251	0.006	14	41	0.0	0.0	2.624	A

2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D13 - 2024 Base + Committed + Development Peak of Construction, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 1 - A1085 / West Coatham Lane / Site Access Roundabout	Standard Roundabout		A, B, C, D, E, F	4.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base	PM	ONE HOUR	16:45	18:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1085 N		ONE HOUR	✓	410	100.000
B - W Coatham Ln		ONE HOUR	✓	175	100.000
C - Wilton Site Access		ONE HOUR	✓	22	100.000
D - A1085 S		ONE HOUR	✓	1146	100.000
E - Mini Chef Stop (York Potash Access)		ONE HOUR	✓	0	100.000
F - Site Access		ONE HOUR	✓	34	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	11	0	397	0	2
	B - W Coatham Ln	33	0	2	138	0	2
	C - Wilton Site Access	3	8	0	10	0	1
	D - A1085 S	827	303	1	0	0	15
	E - Mini Chef Stop (York Potash Access)	0	0	0	0	0	0
	F - Site Access	7	0	0	27	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	27	0	2	0	0
	B - W Coatham Ln	0	0	0	5	0	0
	C - Wilton Site Access	0	0	0	20	0	0
	D - A1085 S	1	4	0	0	0	93
	E - Mini Chef Stop (York Potash Access)	0	0	0	0	0	0
	F - Site Access	0	0	0	48	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1085 N	0.25	2.78	0.3	A	376	564
B - W Coatham Ln	0.12	2.68	0.1	A	161	241
C - Wilton Site Access	0.01	2.21	0.0	A	20	30
D - A1085 S	0.64	5.30	1.8	A	1052	1577
E - Mini Chef Stop (York Potash Access)	0.00	0.00	0.0	A	0	0
F - Site Access	0.02	2.72	0.0	A	31	47

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	309	77	254	1836	0.168	308	653	0.0	0.2	2.414	A
B - W Coatham Ln	132	33	321	1658	0.079	131	242	0.0	0.1	2.449	A
C - Wilton Site Access	17	4	450	1899	0.009	17	2	0.0	0.0	2.069	A
D - A1085 S	863	216	37	1966	0.439	860	429	0.0	0.8	3.324	A
E - Mini Chef Stop (York Potash Access)	0	0	896	1284	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	26	6	881	2054	0.012	26	15	0.0	0.0	2.390	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	369	92	304	1812	0.203	368	781	0.2	0.3	2.556	A
B - W Coatham Ln	157	39	384	1629	0.097	157	289	0.1	0.1	2.541	A
C - Wilton Site Access	20	5	538	1852	0.011	20	3	0.0	0.0	2.125	A
D - A1085 S	1030	258	44	1962	0.525	1029	514	0.8	1.1	3.945	A
E - Mini Chef Stop (York Potash Access)	0	0	1073	1206	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	31	8	1055	1954	0.016	31	18	0.0	0.0	2.520	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	451	113	372	1779	0.254	451	956	0.3	0.3	2.780	A
B - W Coatham Ln	193	48	470	1588	0.121	193	354	0.1	0.1	2.679	A
C - Wllton Site Access	24	6	659	1789	0.014	24	3	0.0	0.0	2.206	A
D - A1085 S	1262	315	54	1957	0.645	1259	629	1.1	1.8	5.258	A
E - Mini Chef Stop (York Potash Access)	0	0	1313	1101	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	37	9	1291	1818	0.021	37	22	0.0	0.0	2.722	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	451	113	373	1778	0.254	451	958	0.3	0.3	2.780	A
B - W Coatham Ln	193	48	470	1588	0.121	193	355	0.1	0.1	2.679	A
C - Wllton Site Access	24	6	660	1789	0.014	24	3	0.0	0.0	2.207	A
D - A1085 S	1262	315	54	1957	0.645	1262	630	1.8	1.8	5.300	A
E - Mini Chef Stop (York Potash Access)	0	0	1316	1100	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	37	9	1294	1817	0.021	37	22	0.0	0.0	2.724	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	369	92	306	1811	0.203	369	784	0.3	0.3	2.561	A
B - W Coatham Ln	157	39	384	1628	0.097	157	290	0.1	0.1	2.544	A
C - Wllton Site Access	20	5	539	1852	0.011	20	3	0.0	0.0	2.127	A
D - A1085 S	1030	258	44	1962	0.525	1033	515	1.8	1.1	3.980	A
E - Mini Chef Stop (York Potash Access)	0	0	1077	1205	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	31	8	1059	1952	0.016	31	18	0.0	0.0	2.523	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	309	77	256	1836	0.168	309	656	0.3	0.2	2.419	A
B - W Coatham Ln	132	33	322	1658	0.079	132	243	0.1	0.1	2.452	A
C - Wllton Site Access	17	4	451	1898	0.009	17	2	0.0	0.0	2.071	A
D - A1085 S	863	216	37	1966	0.439	864	431	1.1	0.8	3.353	A
E - Mini Chef Stop (York Potash Access)	0	0	901	1282	0.000	0	0	0.0	0.0	0.000	A
F - Site Access	26	6	886	2051	0.012	26	15	0.0	0.0	2.395	A

2024 Base + Committed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D13 - 2024 Base + Committed + Development Peak of Construction, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 1 - A1085 / West Coatham Lane / Site Access Roundabout	Standard Roundabout		A, B, C, D, E, F	5.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D9	2024 Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3 + D5 + D7

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1085 N		ONE HOUR	✓	864	100.000
B - W Coatham Ln		ONE HOUR	✓	321	100.000
C - Wllton Site Access		ONE HOUR	✓	14	100.000
D - A1085 S		ONE HOUR	✓	1280	100.000
E - Mini Chef Stop (York Potash Access)		ONE HOUR	✓	3	100.000
F - Site Access		ONE HOUR	✓	168	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		A - A1085 N	B - W Coatham Ln	C - Wllton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	13	4	764	0	83
	B - W Coatham Ln	37	0	4	270	0	10
	C - Wllton Site Access	1	5	0	7	0	1
	D - A1085 S	569	192	10	0	73	436
	E - Mini Chef Stop (York Potash Access)	0	0	0	3	0	0
	F - Site Access	23	1	1	143	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	15	0	4	0	9
	B - W Coatham Ln	11	0	0	4	0	0
	C - Wilton Site Access	0	40	0	85	0	0
	D - A1085 S	5	8	35	0	4	15
	E - Mini Chef Stop (York Potash Access)	0	0	0	100	0	0
	F - Site Access	35	0	0	44	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1085 N	0.54	4.57	1.2	A	793	1189
B - W Coatham Ln	0.27	4.02	0.4	A	295	442
C - Wilton Site Access	0.01	3.95	0.0	A	13	19
D - A1085 S	0.74	7.80	3.0	A	1175	1762
E - Mini Chef Stop (York Potash Access)	0.00	0.00	0.0	A	0	0
F - Site Access	0.09	2.74	0.1	A	154	231

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	650	163	264	1831	0.355	648	472	0.0	0.6	3.167	A
B - W Coatham Ln	242	60	754	1455	0.166	241	158	0.0	0.2	3.098	A
C - Wilton Site Access	11	3	981	1621	0.007	11	14	0.0	0.0	3.347	A
D - A1085 S	964	241	103	1934	0.498	959	888	0.0	1.1	3.996	A
E - Mini Chef Stop (York Potash Access)	0	0	1007	1235	0.000	0	55	0.0	0.0	0.000	A
F - Site Access	126	32	610	2210	0.057	126	397	0.0	0.1	2.450	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	777	194	316	1806	0.430	776	565	0.6	0.8	3.638	A
B - W Coatham Ln	289	72	903	1386	0.208	288	189	0.2	0.3	3.430	A
C - Wilton Site Access	13	3	1174	1519	0.008	13	17	0.0	0.0	3.576	A
D - A1085 S	1151	288	123	1924	0.598	1149	1063	1.1	1.6	5.030	A
E - Mini Chef Stop (York Potash Access)	0	0	1206	1148	0.000	0	66	0.0	0.0	0.000	A
F - Site Access	151	38	730	2141	0.071	151	476	0.1	0.1	2.566	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	951	238	387	1772	0.537	950	691	0.8	1.2	4.554	A
B - W Coatham Ln	353	88	1105	1291	0.274	353	231	0.3	0.4	4.011	A
C - Wllton Site Access	15	4	1437	1382	0.011	15	21	0.0	0.0	3.945	A
D - A1085 S	1409	352	151	1910	0.738	1404	1302	1.6	3.0	7.638	A
E - Mini Chef Stop (York Potash Access)	0	0	1474	1031	0.000	0	80	0.0	0.0	0.000	A
F - Site Access	185	46	893	2047	0.090	185	582	0.1	0.1	2.741	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	951	238	388	1772	0.537	951	694	1.2	1.2	4.574	A
B - W Coatham Ln	353	88	1106	1290	0.274	353	232	0.4	0.4	4.017	A
C - Wllton Site Access	15	4	1439	1381	0.011	15	21	0.0	0.0	3.948	A
D - A1085 S	1409	352	151	1910	0.738	1409	1304	3.0	3.0	7.795	A
E - Mini Chef Stop (York Potash Access)	0	0	1480	1029	0.000	0	80	0.0	0.0	0.000	A
F - Site Access	185	46	896	2045	0.090	185	583	0.1	0.1	2.744	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	777	194	317	1806	0.430	778	569	1.2	0.8	3.661	A
B - W Coatham Ln	289	72	905	1385	0.208	289	191	0.4	0.3	3.437	A
C - Wllton Site Access	13	3	1177	1518	0.008	13	17	0.0	0.0	3.580	A
D - A1085 S	1151	288	123	1924	0.598	1156	1066	3.0	1.6	5.130	A
E - Mini Chef Stop (York Potash Access)	0	0	1214	1145	0.000	0	66	0.0	0.0	0.000	A
F - Site Access	151	38	735	2138	0.071	151	478	0.1	0.1	2.569	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	650	163	265	1831	0.355	651	475	0.8	0.6	3.183	A
B - W Coatham Ln	242	60	758	1454	0.166	242	159	0.3	0.2	3.106	A
C - Wllton Site Access	11	3	985	1618	0.007	11	14	0.0	0.0	3.352	A
D - A1085 S	964	241	103	1933	0.498	966	892	1.6	1.1	4.050	A
E - Mini Chef Stop (York Potash Access)	0	0	1014	1232	0.000	0	55	0.0	0.0	0.000	A
F - Site Access	126	32	614	2208	0.057	127	400	0.1	0.1	2.453	A

2024 Base + Committed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D13 - 2024 Base + Committed + Development Peak of Construction, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 1 - A1085 / West Coatham Lane / Site Access Roundabout	Standard Roundabout		A, B, C, D, E, F	6.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D10	2024 Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4 + D6 + D8

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1085 N		ONE HOUR	✓	504	100.000
B - W Coatham Ln		ONE HOUR	✓	183	100.000
C - Wllton Site Access		ONE HOUR	✓	38	100.000
D - A1085 S		ONE HOUR	✓	1408	100.000
E - Mini Chef Stop (York Potash Access)		ONE HOUR	✓	73	100.000
F - Site Access		ONE HOUR	✓	537	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		A - A1085 N	B - W Coatham Ln	C - Wllton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	12	0	473	0	19
	B - W Coatham Ln	35	0	2	144	0	2
	C - Wllton Site Access	3	8	0	26	0	1
	D - A1085 S	973	317	5	0	3	110
	E - Mini Chef Stop (York Potash Access)	0	0	0	73	0	0
	F - Site Access	92	0	0	445	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	25	0	3	0	30
	B - W Coatham Ln	0	0	0	5	0	0
	C - Wilton Site Access	0	0	0	16	0	0
	D - A1085 S	1	4	36	0	100	52
	E - Mini Chef Stop (York Potash Access)	0	0	0	4	0	0
	F - Site Access	5	0	0	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1085 N	0.37	3.95	0.6	A	462	694
B - W Coatham Ln	0.16	3.45	0.2	A	168	252
C - Wilton Site Access	0.03	2.82	0.0	A	35	52
D - A1085 S	0.80	9.49	4.0	A	1292	1938
E - Mini Chef Stop (York Potash Access)	0.08	4.22	0.1	A	67	100
F - Site Access	0.35	3.65	0.6	A	493	739

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	379	95	636	1651	0.230	378	827	0.0	0.3	2.950	A
B - W Coatham Ln	138	34	762	1452	0.095	137	253	0.0	0.1	2.845	A
C - Wilton Site Access	29	7	894	1666	0.017	29	5	0.0	0.0	2.421	A
D - A1085 S	1060	265	51	1959	0.541	1055	871	0.0	1.2	4.159	A
E - Mini Chef Stop (York Potash Access)	55	14	1104	1193	0.046	55	2	0.0	0.1	3.289	A
F - Site Access	404	101	1060	1951	0.207	403	99	0.0	0.3	2.533	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	453	113	761	1590	0.285	453	990	0.3	0.4	3.303	A
B - W Coatham Ln	165	41	912	1382	0.119	164	302	0.1	0.1	3.072	A
C - Wilton Site Access	34	9	1070	1574	0.022	34	6	0.0	0.0	2.575	A
D - A1085 S	1266	316	61	1954	0.648	1263	1043	1.2	1.9	5.447	A
E - Mini Chef Stop (York Potash Access)	66	16	1321	1098	0.060	66	3	0.1	0.1	3.626	A
F - Site Access	483	121	1269	1831	0.264	482	118	0.3	0.4	2.909	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	555	139	931	1508	0.368	554	1209	0.4	0.6	3.936	A
B - W Coatham Ln	201	50	1116	1286	0.157	201	369	0.1	0.2	3.448	A
C - Wllton Site Access	42	10	1310	1448	0.029	42	8	0.0	0.0	2.819	A
D - A1085 S	1550	388	75	1947	0.796	1542	1277	1.9	3.9	9.150	A
E - Mini Chef Stop (York Potash Access)	80	20	1614	970	0.083	80	3	0.1	0.1	4.208	A
F - Site Access	591	148	1549	1670	0.354	590	145	0.4	0.6	3.634	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	555	139	934	1507	0.368	555	1214	0.6	0.6	3.948	A
B - W Coatham Ln	201	50	1118	1285	0.157	201	371	0.2	0.2	3.450	A
C - Wllton Site Access	42	10	1311	1447	0.029	42	8	0.0	0.0	2.820	A
D - A1085 S	1550	388	75	1947	0.796	1550	1278	3.9	4.0	9.487	A
E - Mini Chef Stop (York Potash Access)	80	20	1621	966	0.083	80	3	0.1	0.1	4.224	A
F - Site Access	591	148	1557	1666	0.355	591	145	0.6	0.6	3.651	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	453	113	765	1588	0.285	454	997	0.6	0.4	3.315	A
B - W Coatham Ln	165	41	914	1380	0.119	165	305	0.2	0.1	3.078	A
C - Wllton Site Access	34	9	1072	1573	0.022	34	6	0.0	0.0	2.577	A
D - A1085 S	1266	316	61	1954	0.648	1274	1045	4.0	2.0	5.624	A
E - Mini Chef Stop (York Potash Access)	66	16	1332	1093	0.060	66	3	0.1	0.1	3.644	A
F - Site Access	483	121	1279	1825	0.264	484	119	0.6	0.4	2.927	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	379	95	639	1649	0.230	380	832	0.4	0.3	2.960	A
B - W Coatham Ln	138	34	765	1450	0.095	138	254	0.1	0.1	2.851	A
C - Wllton Site Access	29	7	898	1664	0.017	29	5	0.0	0.0	2.424	A
D - A1085 S	1060	265	51	1959	0.541	1063	875	2.0	1.3	4.231	A
E - Mini Chef Stop (York Potash Access)	55	14	1112	1189	0.046	55	2	0.1	0.1	3.299	A
F - Site Access	404	101	1067	1947	0.208	405	100	0.4	0.3	2.546	A

2024 Base + Committed + Development Peak of Construction, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D13 - 2024 Base + Committed + Development Peak of Construction, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 1 - A1085 / West Coatham Lane / Site Access Roundabout	Standard Roundabout		A, B, C, D, E, F	6.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D13	2024 Base + Committed + Development Peak of Construction	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D9 + D11

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1085 N		ONE HOUR	✓	874	100.000
B - W Coatham Ln		ONE HOUR	✓	321	100.000
C - Wilton Site Access		ONE HOUR	✓	14	100.000
D - A1085 S		ONE HOUR	✓	1308	100.000
E - Mini Chef Stop (York Potash Access)		ONE HOUR	✓	3	100.000
F - Site Access		ONE HOUR	✓	183	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	13	4	764	0	93
	B - W Coatham Ln	37	0	4	270	0	10
	C - Wilton Site Access	1	5	0	7	0	1
	D - A1085 S	569	192	10	0	73	464
	E - Mini Chef Stop (York Potash Access)	0	0	0	3	0	0
	F - Site Access	27	1	1	154	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	15	0	4	0	8
	B - W Coatham Ln	11	0	0	4	0	0
	C - Wilton Site Access	0	40	0	85	0	0
	D - A1085 S	5	8	35	0	4	14
	E - Mini Chef Stop (York Potash Access)	0	0	0	100	0	0
	F - Site Access	28	0	0	39	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1085 N	0.55	4.67	1.2	A	802	1203
B - W Coatham Ln	0.28	4.06	0.4	A	295	442
C - Wilton Site Access	0.01	3.98	0.0	A	13	19
D - A1085 S	0.76	8.38	3.3	A	1200	1800
E - Mini Chef Stop (York Potash Access)	0.00	0.00	0.0	A	0	0
F - Site Access	0.10	2.68	0.1	A	168	252

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	658	164	272	1827	0.360	656	475	0.0	0.6	3.194	A
B - W Coatham Ln	242	60	770	1448	0.167	241	158	0.0	0.2	3.117	A
C - Wilton Site Access	11	3	996	1612	0.007	11	14	0.0	0.0	3.364	A
D - A1085 S	985	246	110	1930	0.510	980	897	0.0	1.1	4.092	A
E - Mini Chef Stop (York Potash Access)	0	0	1036	1223	0.000	0	55	0.0	0.0	0.000	A
F - Site Access	138	34	610	2210	0.062	137	426	0.0	0.1	2.382	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	786	196	326	1801	0.436	785	569	0.6	0.8	3.686	A
B - W Coatham Ln	289	72	921	1377	0.210	288	189	0.2	0.3	3.458	A
C - Wilton Site Access	13	3	1193	1510	0.008	13	17	0.0	0.0	3.600	A
D - A1085 S	1176	294	132	1919	0.613	1174	1073	1.1	1.7	5.218	A
E - Mini Chef Stop (York Potash Access)	0	0	1240	1133	0.000	0	65	0.0	0.0	0.000	A
F - Site Access	165	41	730	2141	0.077	164	510	0.1	0.1	2.497	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	962	241	399	1766	0.545	961	695	0.8	1.2	4.645	A
B - W Coatham Ln	353	88	1128	1280	0.276	353	231	0.3	0.4	4.057	A
C - Wilton Site Access	15	4	1460	1370	0.011	15	21	0.0	0.0	3.980	A
D - A1085 S	1440	360	162	1905	0.756	1434	1314	1.7	3.2	8.178	A
E - Mini Chef Stop (York Potash Access)	0	0	1515	1013	0.000	0	80	0.0	0.0	0.000	A
F - Site Access	201	50	893	2047	0.098	201	623	0.1	0.1	2.674	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	962	241	400	1766	0.545	962	698	1.2	1.2	4.668	A
B - W Coatham Ln	353	88	1130	1280	0.276	353	232	0.4	0.4	4.064	A
C - Wilton Site Access	15	4	1462	1369	0.011	15	21	0.0	0.0	3.983	A
D - A1085 S	1440	360	162	1905	0.756	1440	1316	3.2	3.3	8.384	A
E - Mini Chef Stop (York Potash Access)	0	0	1521	1010	0.000	0	80	0.0	0.0	0.000	A
F - Site Access	201	50	896	2045	0.099	201	625	0.1	0.1	2.677	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	786	196	327	1801	0.436	787	573	1.2	0.8	3.707	A
B - W Coatham Ln	289	72	924	1376	0.210	289	191	0.4	0.3	3.468	A
C - Wilton Site Access	13	3	1196	1508	0.008	13	17	0.0	0.0	3.604	A
D - A1085 S	1176	294	132	1919	0.613	1182	1076	3.3	1.7	5.340	A
E - Mini Chef Stop (York Potash Access)	0	0	1249	1130	0.000	0	66	0.0	0.0	0.000	A
F - Site Access	165	41	736	2138	0.077	165	513	0.1	0.1	2.501	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	658	164	274	1827	0.360	659	478	0.8	0.6	3.216	A
B - W Coatham Ln	242	60	773	1446	0.167	242	159	0.3	0.2	3.126	A
C - Wilton Site Access	11	3	1001	1610	0.007	11	14	0.0	0.0	3.372	A
D - A1085 S	985	246	111	1930	0.510	987	901	1.7	1.1	4.151	A
E - Mini Chef Stop (York Potash Access)	0	0	1043	1220	0.000	0	55	0.0	0.0	0.000	A
F - Site Access	138	34	614	2207	0.062	138	429	0.1	0.1	2.385	A

2024 Base + Committed + Development Peak of Construction, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Demand Set Relationship	D13 - 2024 Base + Committed + Development Peak of Construction, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Junction 1 - A1085 / West Coatham Lane / Site Access Roundabout	Standard Roundabout		A, B, C, D, E, F	7.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D14	2024 Base + Committed + Development Peak of Construction	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D10 + D12

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1085 N		ONE HOUR	✓	510	100.000
B - W Coatham Ln		ONE HOUR	✓	183	100.000
C - Wilton Site Access		ONE HOUR	✓	38	100.000
D - A1085 S		ONE HOUR	✓	1425	100.000
E - Mini Chef Stop (York Potash Access)		ONE HOUR	✓	73	100.000
F - Site Access		ONE HOUR	✓	710	100.000

Origin-Destination Data

Demand (PCU/hr)

	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	12	0	473	0	25
	B - W Coatham Ln	35	0	2	144	0	2
	C - Wilton Site Access	3	8	0	26	0	1
	D - A1085 S	973	317	5	0	3	127
	E - Mini Chef Stop (York Potash Access)	0	0	0	73	0	0
	F - Site Access	136	0	0	574	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To						
		A - A1085 N	B - W Coatham Ln	C - Wilton Site Access	D - A1085 S	E - Mini Chef Stop (York Potash Access)	F - Site Access
From	A - A1085 N	0	25	0	3	0	21
	B - W Coatham Ln	0	0	0	5	0	0
	C - Wilton Site Access	0	0	0	16	0	0
	D - A1085 S	1	4	36	0	100	42
	E - Mini Chef Stop (York Potash Access)	0	0	0	4	0	0
	F - Site Access	3	0	0	8	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1085 N	0.39	4.29	0.7	A	468	702
B - W Coatham Ln	0.17	3.69	0.2	A	168	252
C - Wilton Site Access	0.03	2.99	0.0	A	35	52
D - A1085 S	0.81	10.03	4.3	B	1308	1961
E - Mini Chef Stop (York Potash Access)	0.08	4.28	0.1	A	67	100
F - Site Access	0.47	4.34	0.9	A	652	977

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	384	96	733	1604	0.239	383	860	0.0	0.3	3.072	A
B - W Coatham Ln	138	34	863	1404	0.098	137	253	0.0	0.1	2.952	A
C - Wilton Site Access	29	7	995	1613	0.018	29	5	0.0	0.0	2.502	A
D - A1085 S	1073	268	56	1957	0.548	1068	968	0.0	1.3	4.226	A
E - Mini Chef Stop (York Potash Access)	55	14	1121	1185	0.046	55	2	0.0	0.1	3.311	A
F - Site Access	535	134	1060	1951	0.274	533	116	0.0	0.4	2.705	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	458	115	877	1534	0.299	458	1029	0.3	0.4	3.488	A
B - W Coatham Ln	165	41	1033	1325	0.124	164	302	0.1	0.1	3.222	A
C - Wilton Site Access	34	9	1191	1511	0.023	34	6	0.0	0.0	2.685	A
D - A1085 S	1281	320	66	1951	0.657	1278	1159	1.3	2.0	5.587	A
E - Mini Chef Stop (York Potash Access)	66	16	1342	1089	0.060	66	3	0.1	0.1	3.658	A
F - Site Access	638	160	1268	1831	0.349	638	139	0.4	0.6	3.215	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	562	140	1072	1439	0.390	561	1257	0.4	0.7	4.270	A
B - W Coatham Ln	201	50	1264	1217	0.166	201	369	0.1	0.2	3.683	A
C - Wilton Site Access	42	10	1458	1371	0.031	42	8	0.0	0.0	2.983	A
D - A1085 S	1569	392	81	1944	0.807	1560	1418	2.0	4.2	9.622	A
E - Mini Chef Stop (York Potash Access)	80	20	1638	959	0.084	80	3	0.1	0.1	4.260	A
F - Site Access	782	195	1549	1670	0.468	780	170	0.6	0.9	4.308	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	562	140	1076	1438	0.391	562	1263	0.7	0.7	4.285	A
B - W Coatham Ln	201	50	1266	1216	0.166	201	371	0.2	0.2	3.687	A
C - Wilton Site Access	42	10	1460	1370	0.031	42	8	0.0	0.0	2.986	A
D - A1085 S	1569	392	81	1944	0.807	1569	1420	4.2	4.3	10.026	B
E - Mini Chef Stop (York Potash Access)	80	20	1647	955	0.084	80	3	0.1	0.1	4.278	A
F - Site Access	782	195	1556	1666	0.469	782	171	0.9	0.9	4.343	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	458	115	882	1532	0.299	459	1038	0.7	0.4	3.503	A
B - W Coatham Ln	165	41	1036	1323	0.124	165	305	0.2	0.1	3.230	A
C - Wilton Site Access	34	9	1194	1509	0.023	34	6	0.0	0.0	2.691	A
D - A1085 S	1281	320	67	1951	0.657	1290	1162	4.3	2.0	5.787	A
E - Mini Chef Stop (York Potash Access)	66	16	1354	1084	0.061	66	3	0.1	0.1	3.677	A
F - Site Access	638	160	1279	1825	0.350	640	140	0.9	0.6	3.245	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A1085 N	384	96	737	1602	0.240	384	866	0.4	0.3	3.087	A
B - W Coatham Ln	138	34	867	1403	0.098	138	254	0.1	0.1	2.959	A
C - Wilton Site Access	29	7	999	1611	0.018	29	5	0.0	0.0	2.506	A
D - A1085 S	1073	268	56	1956	0.548	1076	972	2.0	1.3	4.304	A
E - Mini Chef Stop (York Potash Access)	55	14	1129	1182	0.047	55	2	0.1	0.1	3.322	A
F - Site Access	535	134	1067	1947	0.275	535	117	0.6	0.4	2.722	A

Annex 16A.9: A1085 / A1053 Modelling Outputs

Basic Results Summary

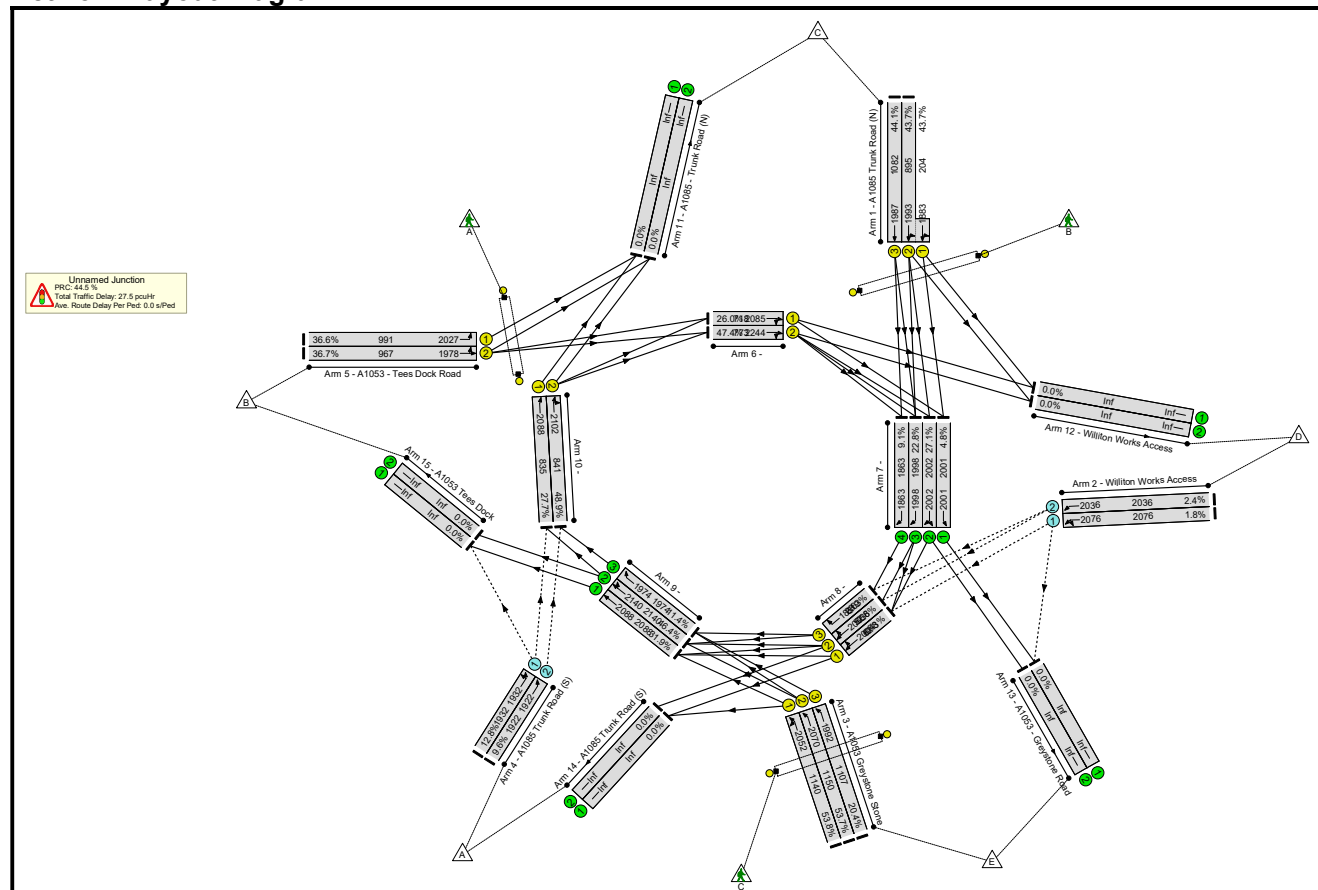
Basic Results Summary

User and Project Details

Project:	Teesside
Title:	Junction 2
Location:	
Additional detail:	
File name:	Junction 2_update_April2021_rev1.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2019 Base AM' (FG1: '2019 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	62.3%	0	518	0	27.5	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	62.3%	0	518	0	27.5	-	-
1/2+1/1	A1085 Trunk Road (N) Ahead Left	U	E		1	48	-	480	1993:1883	895+204	43.7 : 43.7%	-	-	-	2.0	14.6	6.8
1/3	A1085 Trunk Road (N) Ahead	U	E		1	48	-	477	1987	1082	44.1%	-	-	-	2.0	15.3	7.4
2/1	Williton Works Access Ahead Left	O	-		-	-	-	37	2076	2076	1.8%	0	37	0	0.0	0.9	0.0
2/2	Williton Works Access Ahead	O	-		-	-	-	49	2036	2036	2.4%	0	49	0	0.0	0.9	0.0
3/1	A1053 Greystone Stone Ahead Left	U	H		1	49	-	613	2052	1140	53.8%	-	-	-	2.7	16.1	10.3
3/2	A1053 Greystone Stone Ahead	U	H		1	49	-	617	2070	1150	53.7%	-	-	-	2.7	16.0	10.2
3/3	A1053 Greystone Stone Ahead	U	H		1	49	-	226	1992	1107	20.4%	-	-	-	0.8	12.1	3.0
4/1	A1085 Trunk Road (S) Ahead Left	O	-		-	-	-	247	1932	1932	12.8%	0	247	0	0.1	1.1	0.1
4/2	A1085 Trunk Road (S) Ahead	O	-		-	-	-	185	1922	1922	9.6%	0	185	0	0.1	1.0	0.1
5/1	A1053 - Tees Dock Road Left	U	B		1	43	-	363	2027	991	36.6%	-	-	-	1.7	17.2	5.9
5/2	A1053 - Tees Dock Road Ahead Left	U	B		1	43	-	355	1978	967	36.7%	-	-	-	1.7	17.3	5.8
6/1	Right Ahead	U	D		1	30	-	187	2085	718	26.0%	-	-	-	1.1	21.4	4.5

Basic Results Summary

6/2	Right Ahead	U	D		1	30	-	366	2244	773	47.4%	-	-	-	2.2	21.4	4.1
7/1	Ahead	U	-		-	-	-	97	2001	2001	4.8%	-	-	-	0.0	0.9	0.0
7/2	Right Ahead	U	-		-	-	-	542	2002	2002	27.1%	-	-	-	0.2	1.2	0.2
7/3	Right	U	-		-	-	-	456	1998	1998	22.8%	-	-	-	0.1	1.2	0.1
7/4	Right	U	-		-	-	-	169	1863	1863	9.1%	-	-	-	0.0	1.1	0.0
8/1	Right Ahead	U	G		1	29	-	416	2004	668	62.3%	-	-	-	2.5	21.9	4.3
8/2	Right Ahead	U	G		1	29	-	351	2003	668	52.6%	-	-	-	2.0	20.8	3.5
8/3	Right	U	G		1	29	-	175	1856	619	28.3%	-	-	-	0.9	18.1	1.5
9/1	Ahead	U	-		-	-	-	667	2088	2088	31.9%	-	-	-	0.2	1.3	0.2
9/2	Right Ahead	U	-		-	-	-	992	2140	2140	46.4%	-	-	-	0.4	1.6	0.4
9/3	Right	U	-		-	-	-	226	1974	1974	11.4%	-	-	-	0.1	1.0	0.1
10/1	Ahead	U	A		1	35	-	231	2088	835	27.7%	-	-	-	1.4	21.2	4.0
10/2	Right Ahead	U	A		1	35	-	411	2102	841	48.9%	-	-	-	2.4	21.2	5.8
Ped Link: P1	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P2	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
Ped Link: P3	Unnamed Ped Link	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf
C1Stream: 1 PRC for Signalled Lanes (%):84.1Total Delay for Signalled Lanes (pcuHr):7.22Cycle Time (s):90 C1Stream: 2 PRC for Signalled Lanes (%):90.1Total Delay for Signalled Lanes (pcuHr):7.26Cycle Time (s):90 C1Stream: 3 PRC for Signalled Lanes (%):44.5Total Delay for Signalled Lanes (pcuHr):11.69Cycle Time (s):90 PRC Over All Lanes (%):44.5Total Delay Over All Lanes(pcuHr):27.45																	