

**East Midlands Gateway
Phase 2 (EMG2)**

Document DCO 6.6A/MCO 6.6A (Part 8)

ENVIRONMENTAL STATEMENT

Technical Appendices

Appendix 6A

Transport Assessment

~~October 2025~~ April 2026

06

The East Midlands Gateway Phase 2
and Highway Order 202X and The East Midlands Gateway
Rail Freight and Highway (Amendment) Order 202X

[SEGRO.COM/SLPEMG2](https://segro.com/slpemg2)

SEGRO

**The East Midlands Gateway Phase 2 and
Highway Order 202X and The East Midlands
Gateway Rail Freight and Highway (Amendment)
Order 202X**

**APPENDIX 6.6A TRANSPORT ASSESSMENT
(PART 8)
(DOCUMENT DCO 6.6A/MCO 6.6A)**

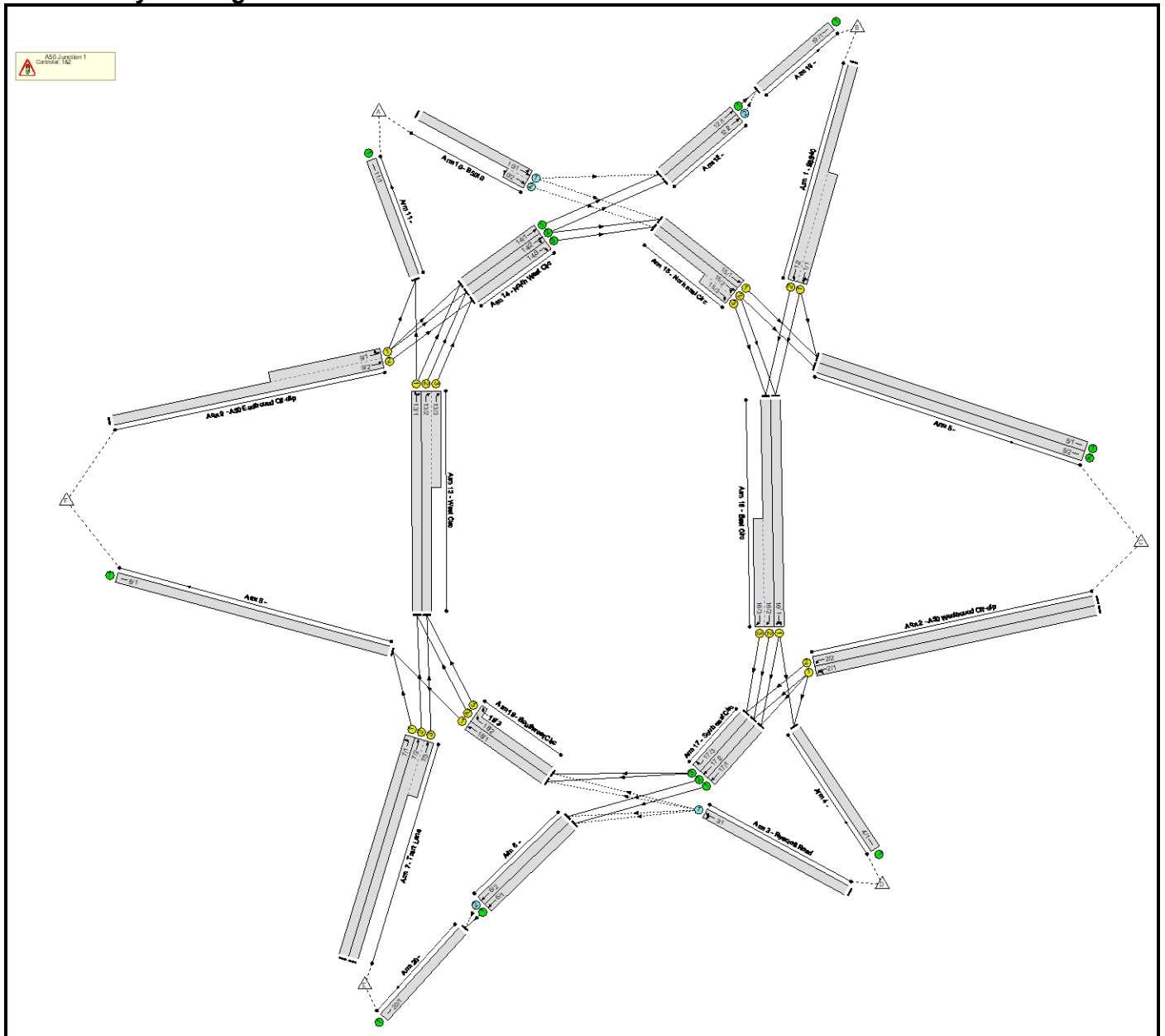
<u>Version</u>	<u>Date</u>	<u>Status of Version</u>
<u>0</u>	<u>October 2025</u>	<u>Submission</u>
<u>1</u>	<u>April 2026</u>	<u>Deadline 1</u>

APPENDIX 58: Junction 13: A50 Junction 1 Stage 1A/2A Modelling Results

Full Input Data And Results**User and Project Details**

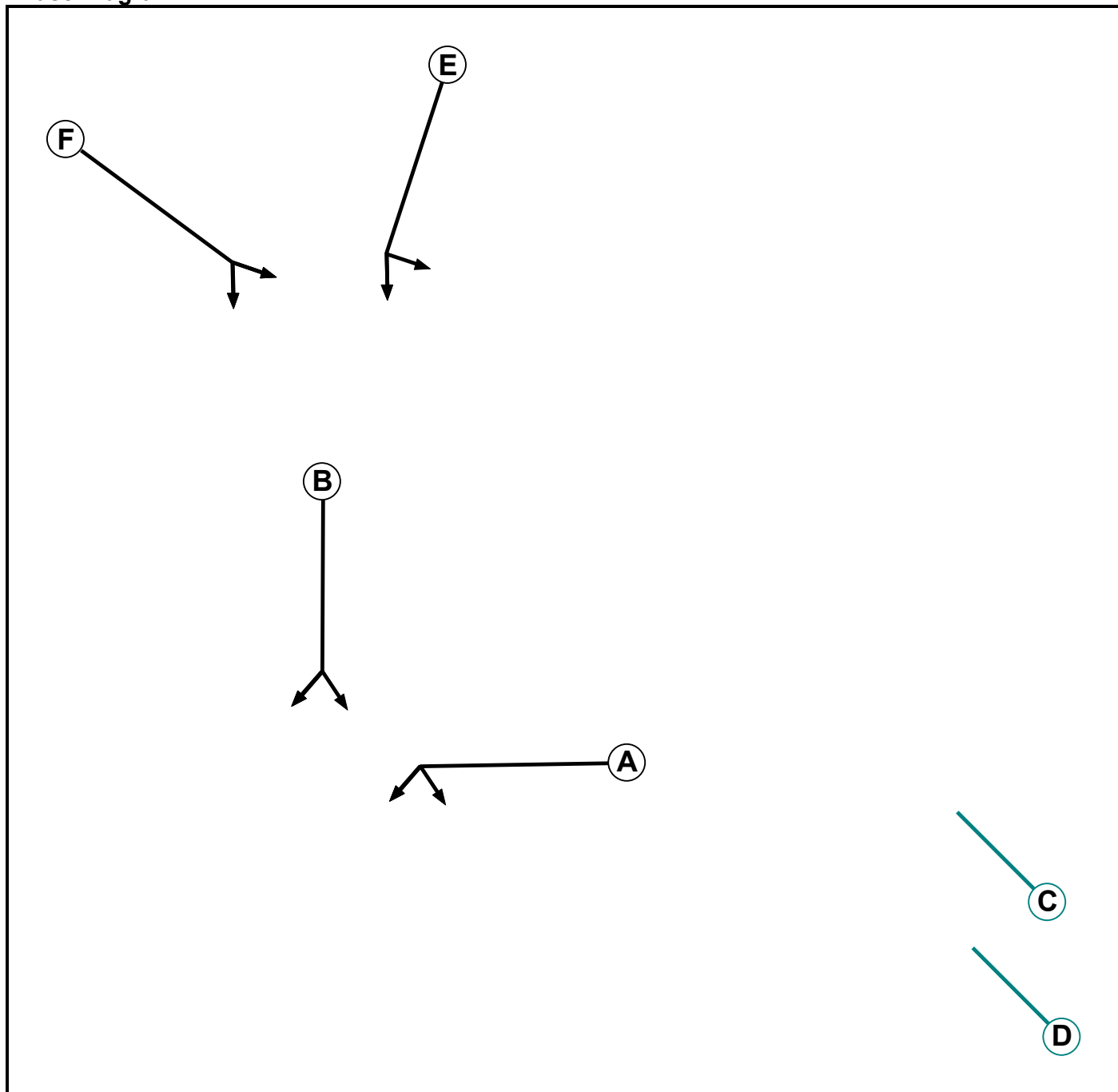
Project:	A50 Junction 1
Title:	A50 Junction 1
Location:	
Client:	SEGRO
Site Ref(s):	Junction 13
Date Completed:	27/03/2024
Checked By:	██████████
Additional detail:	
File name:	250622 A50 Junction 1 (Consented Scheme)_Stage 1a+2a.lsg3x
Author:	██████████
Company:	
Address:	

Network Layout Diagram



Controller :C1 - Eastside E36308

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Dummy		7	7
D	Dummy		7	7
E	Traffic		7	7
F	Traffic		7	7

Full Input Data And Results

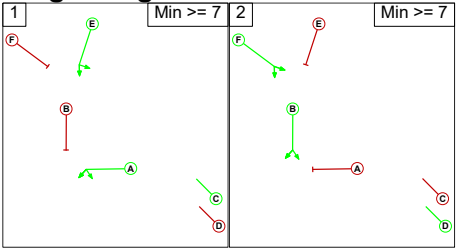
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	-	-	-	-
	B	5		-	-	-	-
	C	-	-		7	-	-
	D	-	-	5		-	-
	E	-	-	-	-		7
	F	-	-	-	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A C E
2	B D F

Stage Diagram



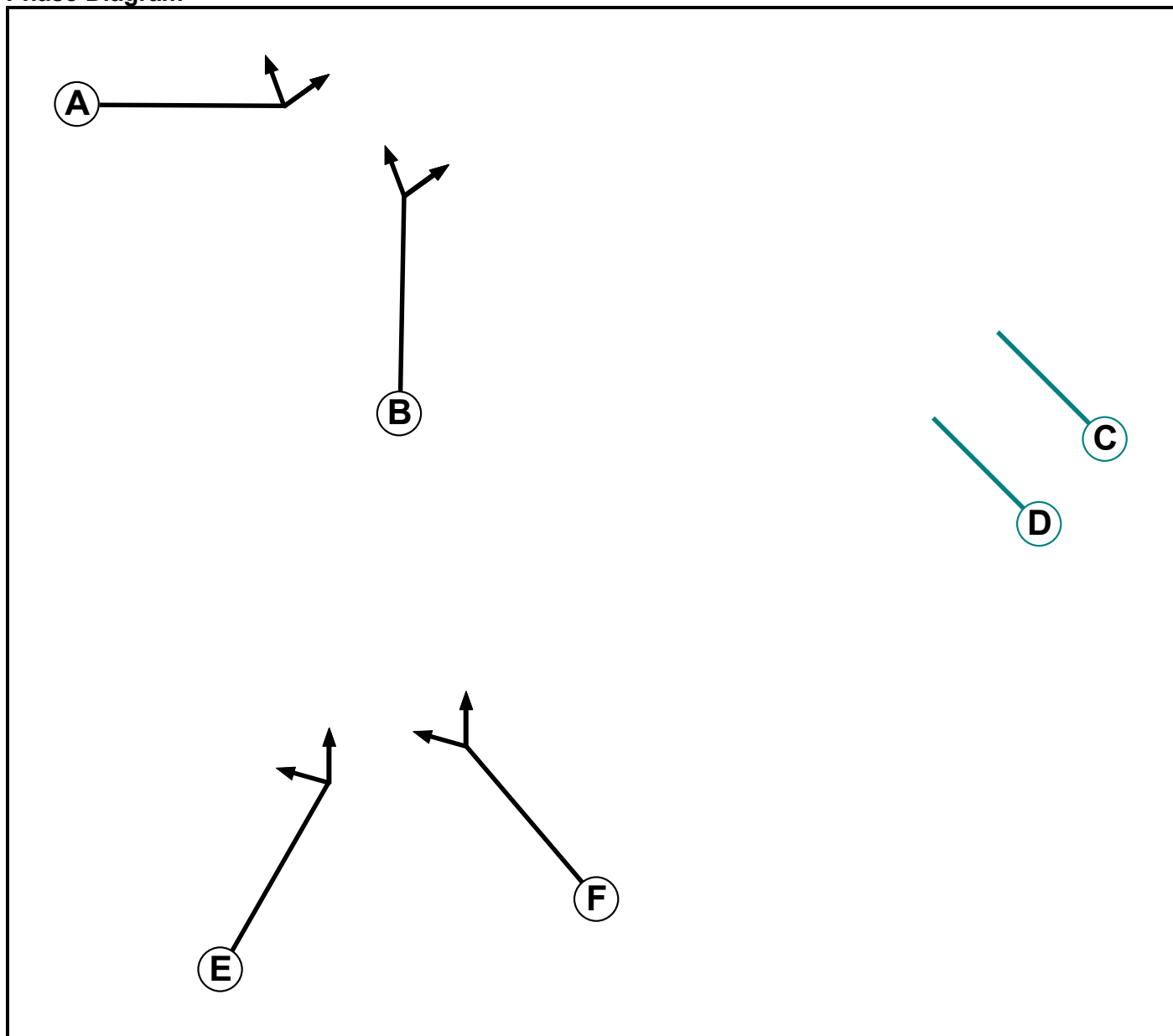
Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage		
		1	2
	1		7
	2	5	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Dummy		7	7
D	Dummy		7	7
E	Traffic		7	7
F	Traffic		7	7

Full Input Data And Results

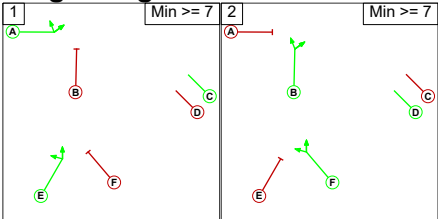
Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		7	-	-	-	-
	B	5		-	-	-	-
	C	-	-		7	-	-
	D	-	-	5		-	-
	E	-	-	-	-		7
	F	-	-	-	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A C E
2	B D F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage		
	1	2	
	1		7
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A50 Junction 1											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Ryecroft Road)	6/1 (Left)	1000	0	17/1	0.33	All	-	-	-	-	-
				17/2	0.33	All					
	6/2 (Left)	1000	0	17/1	0.33	All					
				17/2	0.33	All					
	18/1 (Ahead)	1000	0	17/1	0.33	All					
				17/2	0.33	All					
				17/3	0.33	All					
	18/2 (Ahead)	1000	0	17/1	0.33	All					
				17/2	0.33	All					
				17/3	0.33	All					
6/2	20/1 (Ahead)	715	0	6/1	0.22	All	-	-	-	-	-
10/1 (B5010)	12/1 (Left)	1000	0	14/1	0.33	All	-	-	-	-	-
				14/2	0.33	All					
				14/3	0.33	All					
	15/1 (Ahead)	1000	0	14/1	0.33	All					
				14/2	0.33	All					
				14/3	0.33	All					
10/2 (B5010)	15/2 (Ahead)	1000	0	14/1	0.33	All	-	-	-	-	-
				14/2	0.33	All					
				14/3	0.33	All					
12/2	19/1 (Ahead)	715	0	12/1	0.22	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: A50 Junction 1												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (B6540)	U	E	2	3	17.4	Geom	-	4.00	0.00	Y	Arm 5 Left	45.00
											Arm 16 Ahead	45.00
1/2 (B6540)	U	E	2	3	60.0	Geom	-	4.00	0.00	N	Arm 16 Ahead	47.00
2/1 (A50 Westbound Off-slip)	U	A	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 4 Left	39.00
											Arm 17 Ahead	39.00
2/2 (A50 Westbound Off-slip)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm 17 Ahead	43.00
3/1 (Ryecroft Road)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm 6 Left	36.00
											Arm 18 Ahead	36.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	17.4	Geom	-	3.65	0.00	Y	Arm 20 Ahead	Inf
6/2	O		2	3	17.4	Geom	-	3.65	0.00	Y	Arm 20 Ahead	Inf
7/1 (Trent Lane)	U	E	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 8 Left	51.00
7/2 (Trent Lane)	U	E	2	3	60.0	Geom	-	3.65	0.00	N	Arm 13 Ahead	54.00
7/3 (Trent Lane)	U	E	2	3	8.7	Geom	-	4.00	0.00	N	Arm 13 Ahead	58.00
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (A50 Eastbound Off-slip)	U	A	2	3	17.4	Geom	-	3.00	0.00	Y	Arm 11 Left	40.00
											Arm 14 Ahead	45.00
9/2 (A50 Eastbound Off-slip)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 14 Ahead	50.00
10/1 (B5010)	O		2	3	60.0	Geom	-	3.65	0.00	Y	Arm 12 Left	33.00
											Arm 15 Ahead	33.00
10/2 (B5010)	O		2	3	3.5	Geom	-	3.50	0.00	N	Arm 15 Ahead	43.00
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

12/1	U		2	3	12.2	Geom	-	3.50	0.00	Y	Arm 19 Ahead	Inf
12/2	O		2	3	12.2	Geom	-	3.50	0.00	Y	Arm 19 Ahead	Inf
13/1 (West Circ)	U	B	2	3	23.5	Geom	-	3.65	0.00	Y	Arm 11 Ahead	80.00
											Arm 14 Right	80.00
13/2 (West Circ)	U	B	2	3	24.0	Geom	-	3.65	0.00	Y	Arm 14 Right	77.00
13/3 (West Circ)	U	B	2	3	14.8	Geom	-	3.65	0.00	Y	Arm 14 Right	73.00
14/1 (North West Circ)	U		2	3	7.0	Geom	-	3.65	0.00	Y	Arm 12 Ahead	58.00
14/2 (North West Circ)	U		2	3	7.0	Geom	-	3.65	0.00	Y	Arm 12 Ahead	54.00
											Arm 15 Right	54.00
14/3 (North West Circ)	U		2	3	7.0	Geom	-	3.65	0.00	Y	Arm 15 Right	51.00
15/1 (Northeast Circ)	U	F	2	3	13.0	Geom	-	3.65	0.00	Y	Arm 5 Ahead	61.00
15/2 (Northeast Circ)	U	F	2	3	13.0	Geom	-	3.65	0.00	Y	Arm 5 Ahead	57.00
											Arm 16 Right	57.00
15/3 (Northeast Circ)	U	F	2	3	5.2	Geom	-	3.65	0.00	Y	Arm 16 Right	54.00
16/1 (East Circ)	U	B	2	3	26.1	Geom	-	3.65	0.00	Y	Arm 4 Ahead	62.00
											Arm 17 Ahead	62.00
16/2 (East Circ)	U	B	2	3	25.2	Geom	-	3.65	0.00	Y	Arm 17 Ahead	58.00
16/3 (East Circ)	U	B	2	3	16.5	Geom	-	3.65	0.00	Y	Arm 17 Ahead	55.00
17/1 (Southeast Circ)	U		2	3	9.6	Geom	-	3.65	0.00	Y	Arm 6 Ahead	42.00
17/2 (Southeast Circ)	U		2	3	9.0	Geom	-	3.65	0.00	Y	Arm 6 Ahead	39.00
17/3 (Southeast Circ)	U		2	3	8.7	Geom	-	3.65	0.00	Y	Arm 18 Right	35.00
18/1 (Southwest Circ)	U	F	2	3	13.0	Geom	-	3.65	0.00	Y	Arm 8 Ahead	68.00
18/2 (Southwest Circ)	U	F	2	3	13.0	Geom	-	3.65	0.00	Y	Arm 13 Right	64.00

Full Input Data And Results

18/3 (Southwest Circ)	U	F	2	3	1.0	Geom	-	3.65	0.00	Y	Arm 13 Right	58.00
19/1	U		2	3	60.0	Inf	-	-	-	-	-	-
20/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base Flows AM'	07:45	08:45	01:00	
2: '2023 Base Flows PM'	17:00	18:00	01:00	
3: '2028 WoD Flows AM'	07:45	08:45	01:00	
4: '2028 WoD Flows PM'	17:00	18:00	01:00	
5: '2028 WD Flows AM'	07:45	08:45	01:00	
6: '2028 WD Flows PM'	17:00	18:00	01:00	
7: '2038 WoD Flows AM'	07:45	08:45	01:00	
8: '2038 WoD Flows PM'	17:00	18:00	01:00	
9: '2038 WD Flows AM'	07:45	08:45	01:00	
10: '2038 WD Flows PM'	17:00	18:00	01:00	
11: '2a 2028 WD Flows AM'	07:45	08:45	01:00	
12: '2a 2028 WD Flows PM'	17:00	18:00	01:00	
13: '2a 2038 WD Flows AM'	07:45	08:45	01:00	
14: '2a 2038 WD Flows PM'	17:00	18:00	01:00	

Scenario 1: '2022 Base AM' (FG1: '2023 Base Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination							
		A	B	C	D	E	F	Tot.
	A	0	65	88	5	95	72	325
	B	37	0	315	11	237	198	798
	C	64	269	0	13	419	0	765
	D	3	10	15	0	10	12	50
	E	49	145	292	12	0	347	845
	F	14	245	0	15	449	0	723
	Tot.	167	734	710	56	1210	629	3506

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2022 Base AM
Junction: A50 Junction 1	
1/1 (short)	416
1/2 (with short)	798(In) 382(Out)
2/1	432
2/2	333
3/1	50
4/1	56
5/1	579
5/2	131
6/1	923
6/2	287
7/1	347
7/2 (with short)	498(In) 80(Out)
7/3 (short)	418
8/1	629
9/1 (short)	259
9/2 (with short)	723(In) 464(Out)
10/1 (with short)	325(In) 153(Out)
10/2 (short)	172
11/1	167
12/1	567
12/2	167
13/1	410
13/2 (with short)	486(In) 343(Out)
13/3 (short)	143
14/1	502
14/2	343
14/3	607
15/1	264
15/2 (with short)	779(In) 567(Out)
15/3 (short)	212
16/1	537
16/2 (with short)	594(In) 287(Out)

Full Input Data And Results

16/3 (short)	307
17/1	913
17/2	287
17/3	640
18/1	282
18/2 (with short)	398(In) 330(Out)
18/3 (short)	68
19/1	734
20/1	1210

Lane Saturation Flows

Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	75.7 %	1950	1950
				Arm 16 Ahead	45.00	24.3 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	3.0 %	1907	1907
				Arm 17 Ahead	39.00	97.0 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	20.0 %	1886	1886
				Arm 18 Ahead	36.00	80.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	5.4 %	1853	1853
				Arm 14 Ahead	45.00	94.6 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	42.5 %	1894	1894
				Arm 15 Ahead	33.00	57.5 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	37.3 %	1944	1944
				Arm 14 Right	80.00	62.7 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	48.7 %	1926	1926
				Arm 15 Right	54.00	51.3 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	23.1 %	1929	1929
				Arm 16 Right	57.00	76.9 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	8.0 %	1933	1933
				Arm 17 Ahead	62.00	92.0 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2022 Base PM' (FG2: '2023 Base Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	51	61	3	65	79	259
	B	69	0	261	6	173	182	691
	C	121	279	0	16	330	0	746
	D	5	15	17	0	11	15	63
	E	107	235	415	17	0	501	1275
	F	20	199	0	14	383	0	616
	Tot.	322	779	754	56	962	777	3650

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2022 Base PM
Junction: A50 Junction 1	
1/1 (short)	349
1/2 (with short)	691(In) 342(Out)
2/1	346
2/2	400
3/1	63
4/1	56
5/1	612
5/2	142
6/1	710
6/2	252
7/1	501
7/2 (with short)	774(In) 212(Out)
7/3 (short)	562
8/1	777
9/1 (short)	219
9/2 (with short)	616(In) 397(Out)
10/1 (with short)	259(In) 112(Out)
10/2 (short)	147
11/1	322
12/1	554
12/2	225
13/1	606
13/2 (with short)	674(In) 515(Out)
13/3 (short)	159
14/1	503
14/2	515
14/3	556
15/1	351
15/2 (with short)	703(In) 463(Out)
15/3 (short)	240
16/1	409
16/2 (with short)	582(In) 252(Out)

Full Input Data And Results

16/3 (short)	330
17/1	699
17/2	252
17/3	730
18/1	276
18/2 (with short)	506(In) 394(Out)
18/3 (short)	112
19/1	779
20/1	962

Lane Saturation Flows

Lane Saturation Flows									
Junction: A50 Junction 1									
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	74.8 %	1950	1950	
				Arm 16 Ahead	45.00	25.2 %			
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088	
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	4.6 %	1907	1907	
				Arm 17 Ahead	39.00	95.4 %			
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049	
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	17.5 %	1886	1886	
				Arm 18 Ahead	36.00	82.5 %			
4/1	Infinite Saturation Flow						Inf	Inf	
5/1	Infinite Saturation Flow						Inf	Inf	
5/2	Infinite Saturation Flow						Inf	Inf	
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980	
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980	
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923	
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063	
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101	
8/1	Infinite Saturation Flow						Inf	Inf	
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	9.1 %	1853	1853	
				Arm 14 Ahead	45.00	90.9 %			
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995	
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	45.5 %	1894	1894	
				Arm 15 Ahead	33.00	54.5 %			
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034	
11/1	Infinite Saturation Flow						Inf	Inf	
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965	
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965	
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	49.8 %	1944	1944	
				Arm 14 Right	80.00	50.2 %			
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942	
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940	
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930	

Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	43.7 %	1926	1926
				Arm 15 Right	54.00	56.3 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	30.7 %	1929	1929
				Arm 16 Right	57.00	69.3 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	9.8 %	1933	1933
				Arm 17 Ahead	62.00	90.2 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2028 WoD AM' (FG3: '2028 WoD Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	101	90	39	113	94	437
	B	36	0	380	91	277	282	1066
	C	65	441	0	109	521	0	1136
	D	3	15	14	0	11	15	58
	E	42	182	303	82	0	409	1018
	F	14	389	0	127	548	0	1078
	Tot.	160	1128	787	448	1470	800	4793

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2028 WoD AM
Junction: A50 Junction 1	
1/1 (short)	646
1/2 (with short)	1066(In) 420(Out)
2/1	630
2/2	506
3/1	58
4/1	448
5/1	683
5/2	155
6/1	955
6/2	515
7/1	409
7/2 (with short)	660(In) 106(Out)
7/3 (short)	554
8/1	800
9/1 (short)	403
9/2 (with short)	1078(In) 675(Out)
10/1 (with short)	437(In) 191(Out)
10/2 (short)	246
11/1	160
12/1	929
12/2	199
13/1	585
13/2 (with short)	649(In) 412(Out)
13/3 (short)	237
14/1	828
14/2	412
14/3	912
15/1	303
15/2 (with short)	1158(In) 651(Out)
15/3 (short)	507
16/1	762
16/2 (with short)	927(In) 515(Out)

Full Input Data And Results

16/3 (short)	412
17/1	944
17/2	515
17/3	918
18/1	391
18/2 (with short)	574(In) 479(Out)
18/3 (short)	95
19/1	1128
20/1	1470

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	58.8 %	1950	1950
				Arm 16 Ahead	45.00	41.2 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	17.3 %	1907	1907
				Arm 17 Ahead	39.00	82.7 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	19.0 %	1886	1886
				Arm 18 Ahead	36.00	81.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	3.5 %	1853	1853
				Arm 14 Ahead	45.00	96.5 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	52.9 %	1894	1894
				Arm 15 Ahead	33.00	47.1 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	25.0 %	1944	1944
				Arm 14 Right	80.00	75.0 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	48.3 %	1926	1926
				Arm 15 Right	54.00	51.7 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	23.8 %	1929	1929
				Arm 16 Right	57.00	76.2 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	44.5 %	1933	1933
				Arm 17 Ahead	62.00	55.5 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2028 WoD PM' (FG4: '2028 WoD Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	68	74	5	79	91	317
	B	83	0	516	14	195	304	1112
	C	136	479	0	59	355	0	1029
	D	4	17	16	0	8	15	60
	E	88	295	519	26	0	608	1536
	F	24	394	0	32	469	0	919
	Tot.	335	1253	1125	136	1106	1018	4973

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2028 WoD PM
Junction: A50 Junction 1	
1/1 (short)	621
1/2 (with short)	1112(In) 491(Out)
2/1	414
2/2	615
3/1	60
4/1	136
5/1	974
5/2	151
6/1	815
6/2	291
7/1	608
7/2 (with short)	928(In) 249(Out)
7/3 (short)	679
8/1	1018
9/1 (short)	418
9/2 (with short)	919(In) 501(Out)
10/1 (with short)	317(In) 142(Out)
10/2 (short)	175
11/1	335
12/1	904
12/2	349
13/1	753
13/2 (with short)	910(In) 733(Out)
13/3 (short)	177
14/1	836
14/2	733
14/3	678
15/1	458
15/2 (with short)	853(In) 575(Out)
15/3 (short)	278
16/1	529
16/2 (with short)	769(In) 291(Out)

Full Input Data And Results

16/3 (short)	478
17/1	807
17/2	291
17/3	1093
18/1	410
18/2 (with short)	735(In) 504(Out)
18/3 (short)	231
19/1	1253
20/1	1106

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	83.1 %	1950	1950
				Arm 16 Ahead	45.00	16.9 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	14.3 %	1907	1907
				Arm 17 Ahead	39.00	85.7 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	13.3 %	1886	1886
				Arm 18 Ahead	36.00	86.7 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	5.7 %	1853	1853
				Arm 14 Ahead	45.00	94.3 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	47.9 %	1894	1894
				Arm 15 Ahead	33.00	52.1 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	41.3 %	1944	1944
				Arm 14 Right	80.00	58.7 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	47.6 %	1926	1926
				Arm 15 Right	54.00	52.4 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	26.3 %	1929	1929
				Arm 16 Right	57.00	73.7 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	14.6 %	1933	1933
				Arm 17 Ahead	62.00	85.4 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2028 WD AM' (FG5: '2028 WD Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	97	95	39	115	89	435
	B	35	0	396	89	280	272	1072
	C	65	427	0	110	535	0	1137
	D	3	17	18	0	13	17	68
	E	43	180	335	87	0	426	1071
	F	14	394	0	136	593	0	1137
	Tot.	160	1115	844	461	1536	804	4920

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2028 WD AM
Junction: A50 Junction 1	
1/1 (short)	625
1/2 (with short)	1072(In) 447(Out)
2/1	645
2/2	492
3/1	68
4/1	461
5/1	844
5/2	0
6/1	994
6/2	542
7/1	426
7/2 (with short)	645(In) 109(Out)
7/3 (short)	536
8/1	804
9/1 (short)	408
9/2 (with short)	1137(In) 729(Out)
10/1 (with short)	435(In) 192(Out)
10/2 (short)	243
11/1	160
12/1	945
12/2	170
13/1	600
13/2 (with short)	610(In) 523(Out)
13/3 (short)	87
14/1	848
14/2	523
14/3	816
15/1	448
15/2 (with short)	1059(In) 568(Out)
15/3 (short)	491
16/1	797
16/2 (with short)	938(In) 542(Out)
16/3 (short)	396

Full Input Data And Results

17/1	981
17/2	542
17/3	888
18/1	378
18/2 (with short)	565(In) 491(Out)
18/3 (short)	74
19/1	1115
20/1	1536

Lane Saturation Flows

Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	63.4 %	1950	1950
				Arm 16 Ahead	45.00	36.6 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	17.1 %	1907	1907
				Arm 17 Ahead	39.00	82.9 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	19.1 %	1886	1886
				Arm 18 Ahead	36.00	80.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	3.4 %	1853	1853
				Arm 14 Ahead	45.00	96.6 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	50.5 %	1894	1894
				Arm 15 Ahead	33.00	49.5 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	24.3 %	1944	1944
				Arm 14 Right	80.00	75.7 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	32.5 %	1926	1926
				Arm 15 Right	54.00	67.5 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	0.0 %	1929	1929
				Arm 16 Right	57.00	100.0 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	44.0 %	1933	1933
				Arm 17 Ahead	62.00	56.0 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 WD PM' (FG6: '2028 WD Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	71	70	7	66	90	304
	B	85	0	439	18	197	292	1031
	C	121	421	0	49	303	0	894
	D	4	17	16	0	8	14	59
	E	91	302	466	34	0	557	1450
	F	24	376	0	41	444	0	885
	Tot.	325	1187	991	149	1018	953	4623

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2028 WD PM
Junction: A50 Junction 1	
1/1 (short)	559
1/2 (with short)	1031(In) 472(Out)
2/1	352
2/2	542
3/1	59
4/1	149
5/1	653
5/2	338
6/1	667
6/2	351
7/1	557
7/2 (with short)	893(In) 270(Out)
7/3 (short)	623
8/1	953
9/1 (short)	400
9/2 (with short)	885(In) 485(Out)
10/1 (with short)	304(In) 141(Out)
10/2 (short)	163
11/1	325
12/1	829
12/2	358
13/1	683
13/2 (with short)	874(In) 502(Out)
13/3 (short)	372
14/1	758
14/2	502
14/3	857
15/1	214
15/2 (with short)	1020(In) 674(Out)
15/3 (short)	346
16/1	456
16/2 (with short)	818(In) 351(Out)
16/3 (short)	467

Full Input Data And Results

17/1	659
17/2	351
17/3	1009
18/1	396
18/2 (with short)	664(In) 413(Out)
18/3 (short)	251
19/1	1187
20/1	1018

Lane Saturation Flows

Junction: A50 Junction 1									
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)	
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	78.5 %	1950	1950	
				Arm 16 Ahead	45.00	21.5 %			
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088	
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	13.9 %	1907	1907	
				Arm 17 Ahead	39.00	86.1 %			
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049	
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	13.6 %	1886	1886	
				Arm 18 Ahead	36.00	86.4 %			
4/1	Infinite Saturation Flow					Inf	Inf		
5/1	Infinite Saturation Flow					Inf	Inf		
5/2	Infinite Saturation Flow					Inf	Inf		
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980	
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980	
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923	
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063	
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101	
8/1	Infinite Saturation Flow					Inf	Inf		
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	6.0 %	1853	1853	
				Arm 14 Ahead	45.00	94.0 %			
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995	
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	50.4 %	1894	1894	
				Arm 15 Ahead	33.00	49.6 %			
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034	
11/1	Infinite Saturation Flow					Inf	Inf		
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965	
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965	
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	44.1 %	1944	1944	
				Arm 14 Right	80.00	55.9 %			
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942	
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940	
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930	

Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	71.3 %	1926	1926
				Arm 15 Right	54.00	28.7 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	50.1 %	1929	1929
				Arm 16 Right	57.00	49.9 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	21.9 %	1933	1933
				Arm 17 Ahead	62.00	78.1 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2038 WoD AM' (FG7: '2038 WoD Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	85	105	39	100	78	407
	B	41	0	474	105	301	266	1187
	C	68	415	0	116	522	0	1121
	D	3	17	23	0	13	17	73
	E	61	251	505	135	0	535	1487
	F	15	380	0	139	568	0	1102
	Tot.	188	1148	1107	534	1504	896	5377

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2038 WoD AM
Junction: A50 Junction 1	
1/1 (short)	622
1/2 (with short)	1187(In) 565(Out)
2/1	638
2/2	483
3/1	73
4/1	534
5/1	1107
5/2	0
6/1	921
6/2	583
7/1	535
7/2 (with short)	952(In) 198(Out)
7/3 (short)	754
8/1	896
9/1 (short)	395
9/2 (with short)	1102(In) 707(Out)
10/1 (with short)	407(In) 190(Out)
10/2 (short)	217
11/1	188
12/1	979
12/2	169
13/1	687
13/2 (with short)	832(In) 697(Out)
13/3 (short)	135
14/1	894
14/2	697
14/3	842
15/1	633
15/2 (with short)	1059(In) 656(Out)
15/3 (short)	403
16/1	804
16/2 (with short)	968(In) 583(Out)

Full Input Data And Results

16/3 (short)	385
17/1	908
17/2	583
17/3	868
18/1	361
18/2 (with short)	567(In) 489(Out)
18/3 (short)	78
19/1	1148
20/1	1504

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	76.2 %	1950	1950
				Arm 16 Ahead	45.00	23.8 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	18.2 %	1907	1907
				Arm 17 Ahead	39.00	81.8 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	17.8 %	1886	1886
				Arm 18 Ahead	36.00	82.2 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	3.8 %	1853	1853
				Arm 14 Ahead	45.00	96.2 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	44.7 %	1894	1894
				Arm 15 Ahead	33.00	55.3 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	25.2 %	1944	1944
				Arm 14 Right	80.00	74.8 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	24.2 %	1926	1926
				Arm 15 Right	54.00	75.8 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	0.0 %	1929	1929
				Arm 16 Right	57.00	100.0 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	52.0 %	1933	1933
				Arm 17 Ahead	62.00	48.0 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2038 WoD PM' (FG8: '2038 WoD Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	91	70	15	77	81	334
	B	128	0	513	49	340	316	1346
	C	117	405	0	71	329	0	922
	D	6	30	23	0	14	18	91
	E	124	436	518	85	0	560	1723
	F	21	328	0	61	439	0	849
	Tot.	396	1290	1124	281	1199	975	5265

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2038 WoD PM
Junction: A50 Junction 1	
1/1 (short)	651
1/2 (with short)	1346(In) 695(Out)
2/1	400
2/2	522
3/1	91
4/1	281
5/1	989
5/2	135
6/1	787
6/2	412
7/1	560
7/2 (with short)	1163(In) 361(Out)
7/3 (short)	802
8/1	975
9/1 (short)	349
9/2 (with short)	849(In) 500(Out)
10/1 (with short)	334(In) 161(Out)
10/2 (short)	173
11/1	396
12/1	867
12/2	423
13/1	823
13/2 (with short)	1049(In) 829(Out)
13/3 (short)	220
14/1	776
14/2	829
14/3	720
15/1	476
15/2 (with short)	893(In) 651(Out)
15/3 (short)	242
16/1	654
16/2 (with short)	937(In) 412(Out)

Full Input Data And Results

16/3 (short)	525
17/1	773
17/2	412
17/3	1047
18/1	415
18/2 (with short)	709(In) 462(Out)
18/3 (short)	247
19/1	1290
20/1	1199

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	78.8 %	1950	1950
				Arm 16 Ahead	45.00	21.2 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	17.8 %	1907	1907
				Arm 17 Ahead	39.00	82.2 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	15.4 %	1886	1886
				Arm 18 Ahead	36.00	84.6 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	6.0 %	1853	1853
				Arm 14 Ahead	45.00	94.0 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	56.5 %	1894	1894
				Arm 15 Ahead	33.00	43.5 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	45.6 %	1944	1944
				Arm 14 Right	80.00	54.4 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	51.0 %	1926	1926
				Arm 15 Right	54.00	49.0 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	20.7 %	1929	1929
				Arm 16 Right	57.00	79.3 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	32.1 %	1933	1933
				Arm 17 Ahead	62.00	67.9 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2038 WD AM' (FG9: '2038 WD Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	84	109	39	102	79	413
	B	38	0	479	103	303	265	1188
	C	65	412	0	115	522	0	1114
	D	3	17	25	0	14	18	77
	E	60	258	534	140	0	558	1550
	F	15	385	0	141	584	0	1125
	Tot.	181	1156	1147	538	1525	920	5467

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2038 WD AM
Junction: A50 Junction 1	
1/1 (short)	708
1/2 (with short)	1188(In) 480(Out)
2/1	637
2/2	477
3/1	77
4/1	538
5/1	1146
5/2	1
6/1	949
6/2	576
7/1	558
7/2 (with short)	992(In) 239(Out)
7/3 (short)	753
8/1	920
9/1 (short)	400
9/2 (with short)	1125(In) 725(Out)
10/1 (with short)	413(In) 193(Out)
10/2 (short)	220
11/1	181
12/1	1007
12/2	149
13/1	704
13/2 (with short)	848(In) 707(Out)
13/3 (short)	141
14/1	923
14/2	707
14/3	866
15/1	667
15/2 (with short)	1086(In) 608(Out)
15/3 (short)	478
16/1	836
16/2 (with short)	958(In) 576(Out)
16/3 (short)	382

Full Input Data And Results

17/1	935
17/2	576
17/3	859
18/1	362
18/2 (with short)	560(In) 465(Out)
18/3 (short)	95
19/1	1156
20/1	1525

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	67.7 %	1950	1950
				Arm 16 Ahead	45.00	32.3 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	18.1 %	1907	1907
				Arm 17 Ahead	39.00	81.9 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	18.2 %	1886	1886
				Arm 18 Ahead	36.00	81.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	3.8 %	1853	1853
				Arm 14 Ahead	45.00	96.2 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	43.5 %	1894	1894
				Arm 15 Ahead	33.00	56.5 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	23.6 %	1944	1944
				Arm 14 Right	80.00	76.4 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	21.1 %	1926	1926
				Arm 15 Right	54.00	78.9 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	0.2 %	1929	1929
				Arm 16 Right	57.00	99.8 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	50.6 %	1933	1933
				Arm 17 Ahead	62.00	49.4 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2038 WD PM' (FG10: '2038 WD Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	91	63	16	80	79	329
	B	131	0	489	53	359	315	1347
	C	115	394	0	74	329	0	912
	D	8	41	28	0	19	22	118
	E	129	457	497	98	0	570	1751
	F	20	320	0	65	442	0	847
	Tot.	403	1303	1077	306	1229	986	5304

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2038 WD PM
Junction: A50 Junction 1	
1/1 (short)	651
1/2 (with short)	1347(In) 696(Out)
2/1	403
2/2	509
3/1	118
4/1	306
5/1	959
5/2	118
6/1	807
6/2	422
7/1	570
7/2 (with short)	1181(In) 356(Out)
7/3 (short)	825
8/1	986
9/1 (short)	340
9/2 (with short)	847(In) 507(Out)
10/1 (with short)	329(In) 154(Out)
10/2 (short)	175
11/1	403
12/1	864
12/2	439
13/1	836
13/2 (with short)	1062(In) 846(Out)
13/3 (short)	216
14/1	773
14/2	846
14/3	723
15/1	470
15/2 (with short)	898(In) 647(Out)
15/3 (short)	251
16/1	691
16/2 (with short)	947(In) 422(Out)
16/3 (short)	525

Full Input Data And Results

17/1	788
17/2	422
17/3	1034
18/1	416
18/2 (with short)	717(In) 480(Out)
18/3 (short)	237
19/1	1303
20/1	1229

Lane Saturation Flows

Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	75.1 %	1950	1950
				Arm 16 Ahead	45.00	24.9 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	18.4 %	1907	1907
				Arm 17 Ahead	39.00	81.6 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	16.1 %	1886	1886
				Arm 18 Ahead	36.00	83.9 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	5.9 %	1853	1853
				Arm 14 Ahead	45.00	94.1 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	59.1 %	1894	1894
				Arm 15 Ahead	33.00	40.9 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	45.8 %	1944	1944
				Arm 14 Right	80.00	54.2 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	51.9 %	1926	1926
				Arm 15 Right	54.00	48.1 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	18.2 %	1929	1929
				Arm 16 Right	57.00	81.8 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	33.6 %	1933	1933
				Arm 17 Ahead	62.00	66.4 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2a 2028 WD AM' (FG11: '2a 2028 WD Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	105	90	34	120	93	442
	B	37	0	374	78	296	279	1064
	C	62	430	0	88	523	0	1103
	D	2	13	13	0	10	13	51
	E	45	196	313	73	0	417	1044
	F	13	368	0	98	524	0	1003
	Tot.	159	1112	790	371	1473	802	4707

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2a 2028 WD AM
Junction: A50 Junction 1	
1/1 (short)	596
1/2 (with short)	1064(In) 468(Out)
2/1	611
2/2	492
3/1	51
4/1	371
5/1	715
5/2	75
6/1	1038
6/2	435
7/1	417
7/2 (with short)	627(In) 103(Out)
7/3 (short)	524
8/1	802
9/1 (short)	381
9/2 (with short)	1003(In) 622(Out)
10/1 (with short)	442(In) 195(Out)
10/2 (short)	247
11/1	159
12/1	888
12/2	224
13/1	561
13/2 (with short)	623(In) 475(Out)
13/3 (short)	148
14/1	783
14/2	475
14/3	770
15/1	341
15/2 (with short)	1017(In) 641(Out)
15/3 (short)	376
16/1	788
16/2 (with short)	844(In) 435(Out)

Full Input Data And Results

16/3 (short)	409
17/1	1028
17/2	435
17/3	901
18/1	385
18/2 (with short)	557(In) 458(Out)
18/3 (short)	99
19/1	1112
20/1	1473

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	62.8 %	1950	1950
				Arm 16 Ahead	45.00	37.2 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	14.4 %	1907	1907
				Arm 17 Ahead	39.00	85.6 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	19.6 %	1886	1886
				Arm 18 Ahead	36.00	80.4 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	3.4 %	1853	1853
				Arm 14 Ahead	45.00	96.6 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	53.8 %	1894	1894
				Arm 15 Ahead	33.00	46.2 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	26.0 %	1944	1944
				Arm 14 Right	80.00	74.0 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	47.2 %	1926	1926
				Arm 15 Right	54.00	52.8 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	11.7 %	1929	1929
				Arm 16 Right	57.00	88.3 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	35.9 %	1933	1933
				Arm 17 Ahead	62.00	64.1 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2a 2028 WD PM' (FG12: '2a 2028 WD Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	65	75	5	64	88	297
	B	85	0	467	13	195	286	1046
	C	122	407	0	41	300	0	870
	D	5	20	21	0	10	17	73
	E	93	301	517	24	0	566	1501
	F	26	393	0	31	474	0	924
	Tot.	331	1186	1080	114	1043	957	4711

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2a 2028 WD PM
Junction: A50 Junction 1	
1/1 (short)	603
1/2 (with short)	1046(In) 443(Out)
2/1	341
2/2	529
3/1	73
4/1	114
5/1	761
5/2	319
6/1	733
6/2	310
7/1	566
7/2 (with short)	935(In) 260(Out)
7/3 (short)	675
8/1	957
9/1 (short)	419
9/2 (with short)	924(In) 505(Out)
10/1 (with short)	297(In) 140(Out)
10/2 (short)	157
11/1	331
12/1	845
12/2	341
13/1	692
13/2 (with short)	903(In) 560(Out)
13/3 (short)	343
14/1	780
14/2	560
14/3	848
15/1	294
15/2 (with short)	1005(In) 679(Out)
15/3 (short)	326
16/1	496
16/2 (with short)	769(In) 310(Out)

Full Input Data And Results

16/3 (short)	459
17/1	723
17/2	310
17/3	988
18/1	391
18/2 (with short)	660(In) 432(Out)
18/3 (short)	228
19/1	1186
20/1	1043

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	77.4 %	1950	1950
				Arm 16 Ahead	45.00	22.6 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	12.0 %	1907	1907
				Arm 17 Ahead	39.00	88.0 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	13.7 %	1886	1886
				Arm 18 Ahead	36.00	86.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	6.2 %	1853	1853
				Arm 14 Ahead	45.00	93.8 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	46.4 %	1894	1894
				Arm 15 Ahead	33.00	53.6 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	44.1 %	1944	1944
				Arm 14 Right	80.00	55.9 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	60.9 %	1926	1926
				Arm 15 Right	54.00	39.1 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	47.0 %	1929	1929
				Arm 16 Right	57.00	53.0 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	14.7 %	1933	1933
				Arm 17 Ahead	62.00	85.3 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2a 2038 WD AM' (FG13: '2a 2038 WD Flows AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	90	103	30	105	79	407
	B	43	0	474	81	318	266	1182
	C	64	399	0	79	492	0	1034
	D	3	16	20	0	12	15	66
	E	64	269	513	105	0	551	1502
	F	13	359	0	93	523	0	988
	Tot.	187	1133	1110	388	1450	911	5179

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2a 2038 WD AM
Junction: A50 Junction 1	
1/1 (short)	651
1/2 (with short)	1182(In) 531(Out)
2/1	571
2/2	463
3/1	66
4/1	388
5/1	1108
5/2	2
6/1	991
6/2	459
7/1	551
7/2 (with short)	951(In) 291(Out)
7/3 (short)	660
8/1	911
9/1 (short)	372
9/2 (with short)	988(In) 616(Out)
10/1 (with short)	407(In) 193(Out)
10/2 (short)	214
11/1	187
12/1	964
12/2	169
13/1	689
13/2 (with short)	807(In) 700(Out)
13/3 (short)	107
14/1	874
14/2	700
14/3	723
15/1	634
15/2 (with short)	937(In) 621(Out)
15/3 (short)	316
16/1	796
16/2 (with short)	847(In) 459(Out)

Full Input Data And Results

16/3 (short)	388
17/1	979
17/2	459
17/3	851
18/1	360
18/2 (with short)	545(In) 398(Out)
18/3 (short)	147
19/1	1133
20/1	1450

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	72.8 %	1950	1950
				Arm 16 Ahead	45.00	27.2 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	13.8 %	1907	1907
				Arm 17 Ahead	39.00	86.2 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	18.2 %	1886	1886
				Arm 18 Ahead	36.00	81.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	3.5 %	1853	1853
				Arm 14 Ahead	45.00	96.5 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	46.6 %	1894	1894
				Arm 15 Ahead	33.00	53.4 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	25.3 %	1944	1944
				Arm 14 Right	80.00	74.7 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	24.1 %	1926	1926
				Arm 15 Right	54.00	75.9 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	0.3 %	1929	1929
				Arm 16 Right	57.00	99.7 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	38.8 %	1933	1933
				Arm 17 Ahead	62.00	61.2 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2a 2038 WD PM' (FG14: '2a 2038 WD Flows PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	86	72	6	76	77	317
	B	131	0	545	22	343	307	1348
	C	113	372	0	45	314	0	844
	D	15	71	55	0	32	41	214
	E	129	440	563	38	0	558	1728
	F	21	326	0	28	449	0	824
	Tot.	409	1295	1235	139	1214	983	5275

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2a 2038 WD PM
Junction: A50 Junction 1	
1/1 (short)	697
1/2 (with short)	1348(In) 651(Out)
2/1	359
2/2	485
3/1	214
4/1	139
5/1	1031
5/2	204
6/1	867
6/2	347
7/1	558
7/2 (with short)	1170(In) 340(Out)
7/3 (short)	830
8/1	983
9/1 (short)	347
9/2 (with short)	824(In) 477(Out)
10/1 (with short)	317(In) 158(Out)
10/2 (short)	159
11/1	409
12/1	859
12/2	436
13/1	835
13/2 (with short)	1092(In) 850(Out)
13/3 (short)	242
14/1	773
14/2	850
14/3	719
15/1	486
15/2 (with short)	878(In) 667(Out)
15/3 (short)	211
16/1	615
16/2 (with short)	862(In) 347(Out)

Full Input Data And Results

16/3 (short)	515
17/1	835
17/2	347
17/3	1000
18/1	425
18/2 (with short)	757(In) 495(Out)
18/3 (short)	262
19/1	1295
20/1	1214

Lane Saturation Flows

Lane Saturation Flows								
Junction: A50 Junction 1								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6540)	4.00	0.00	Y	Arm 5 Left	45.00	78.2 %	1950	1950
				Arm 16 Ahead	45.00	21.8 %		
1/2 (B6540)	4.00	0.00	N	Arm 16 Ahead	47.00	100.0 %	2088	2088
2/1 (A50 Westbound Off-slip)	3.65	0.00	Y	Arm 4 Left	39.00	12.5 %	1907	1907
				Arm 17 Ahead	39.00	87.5 %		
2/2 (A50 Westbound Off-slip)	3.65	0.00	N	Arm 17 Ahead	43.00	100.0 %	2049	2049
3/1 (Ryecroft Road)	3.50	0.00	Y	Arm 6 Left	36.00	15.0 %	1886	1886
				Arm 18 Ahead	36.00	85.0 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
6/2	3.65	0.00	Y	Arm 20 Ahead	Inf	100.0 %	1980	1980
7/1 (Trent Lane)	3.65	0.00	Y	Arm 8 Left	51.00	100.0 %	1923	1923
7/2 (Trent Lane)	3.65	0.00	N	Arm 13 Ahead	54.00	100.0 %	2063	2063
7/3 (Trent Lane)	4.00	0.00	N	Arm 13 Ahead	58.00	100.0 %	2101	2101
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (A50 Eastbound Off-slip)	3.00	0.00	Y	Arm 11 Left	40.00	6.1 %	1853	1853
				Arm 14 Ahead	45.00	93.9 %		
9/2 (A50 Eastbound Off-slip)	3.00	0.00	N	Arm 14 Ahead	50.00	100.0 %	1995	1995
10/1 (B5010)	3.65	0.00	Y	Arm 12 Left	33.00	54.4 %	1894	1894
				Arm 15 Ahead	33.00	45.6 %		
10/2 (B5010)	3.50	0.00	N	Arm 15 Ahead	43.00	100.0 %	2034	2034
11/1	Infinite Saturation Flow						Inf	Inf
12/1	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
12/2	3.50	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1965	1965
13/1 (West Circ)	3.65	0.00	Y	Arm 11 Ahead	80.00	46.5 %	1944	1944
				Arm 14 Right	80.00	53.5 %		
13/2 (West Circ)	3.65	0.00	Y	Arm 14 Right	77.00	100.0 %	1942	1942
13/3 (West Circ)	3.65	0.00	Y	Arm 14 Right	73.00	100.0 %	1940	1940
14/1 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	58.00	100.0 %	1930	1930

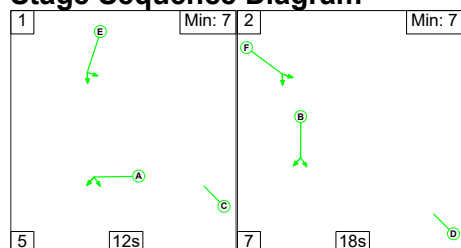
Full Input Data And Results

14/2 (North West Circ)	3.65	0.00	Y	Arm 12 Ahead	54.00	51.3 %	1926	1926
				Arm 15 Right	54.00	48.7 %		
14/3 (North West Circ)	3.65	0.00	Y	Arm 15 Right	51.00	100.0 %	1923	1923
15/1 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	61.00	100.0 %	1932	1932
15/2 (Northeast Circ)	3.65	0.00	Y	Arm 5 Ahead	57.00	30.6 %	1929	1929
				Arm 16 Right	57.00	69.4 %		
15/3 (Northeast Circ)	3.65	0.00	Y	Arm 16 Right	54.00	100.0 %	1926	1926
16/1 (East Circ)	3.65	0.00	Y	Arm 4 Ahead	62.00	15.3 %	1933	1933
				Arm 17 Ahead	62.00	84.7 %		
16/2 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	58.00	100.0 %	1930	1930
16/3 (East Circ)	3.65	0.00	Y	Arm 17 Ahead	55.00	100.0 %	1927	1927
17/1 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	42.00	100.0 %	1912	1912
17/2 (Southeast Circ)	3.65	0.00	Y	Arm 6 Ahead	39.00	100.0 %	1907	1907
17/3 (Southeast Circ)	3.65	0.00	Y	Arm 18 Right	35.00	100.0 %	1899	1899
18/1 (Southwest Circ)	3.65	0.00	Y	Arm 8 Ahead	68.00	100.0 %	1937	1937
18/2 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	64.00	100.0 %	1935	1935
18/3 (Southwest Circ)	3.65	0.00	Y	Arm 13 Right	58.00	100.0 %	1930	1930
19/1	Infinite Saturation Flow						Inf	Inf
20/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2022 Base AM' (FG1: '2023 Base Flows AM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

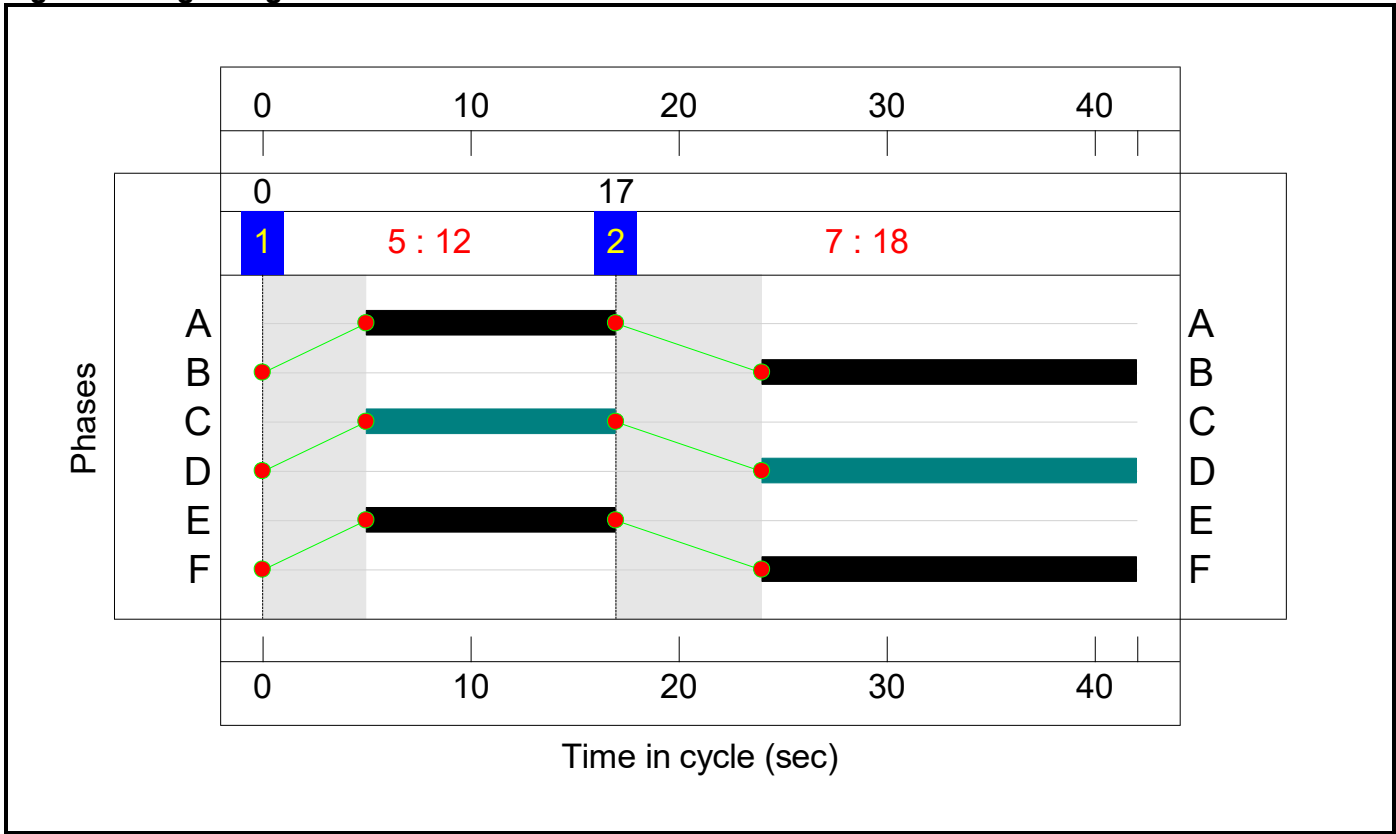
Stage Sequence Diagram



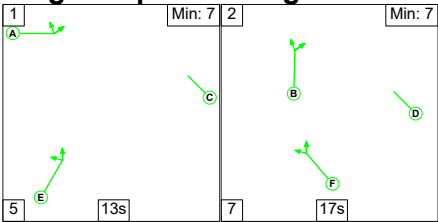
Stage Timings

Stage	1	2
Duration	12	18
Change Point	0	17

Signal Timings Diagram



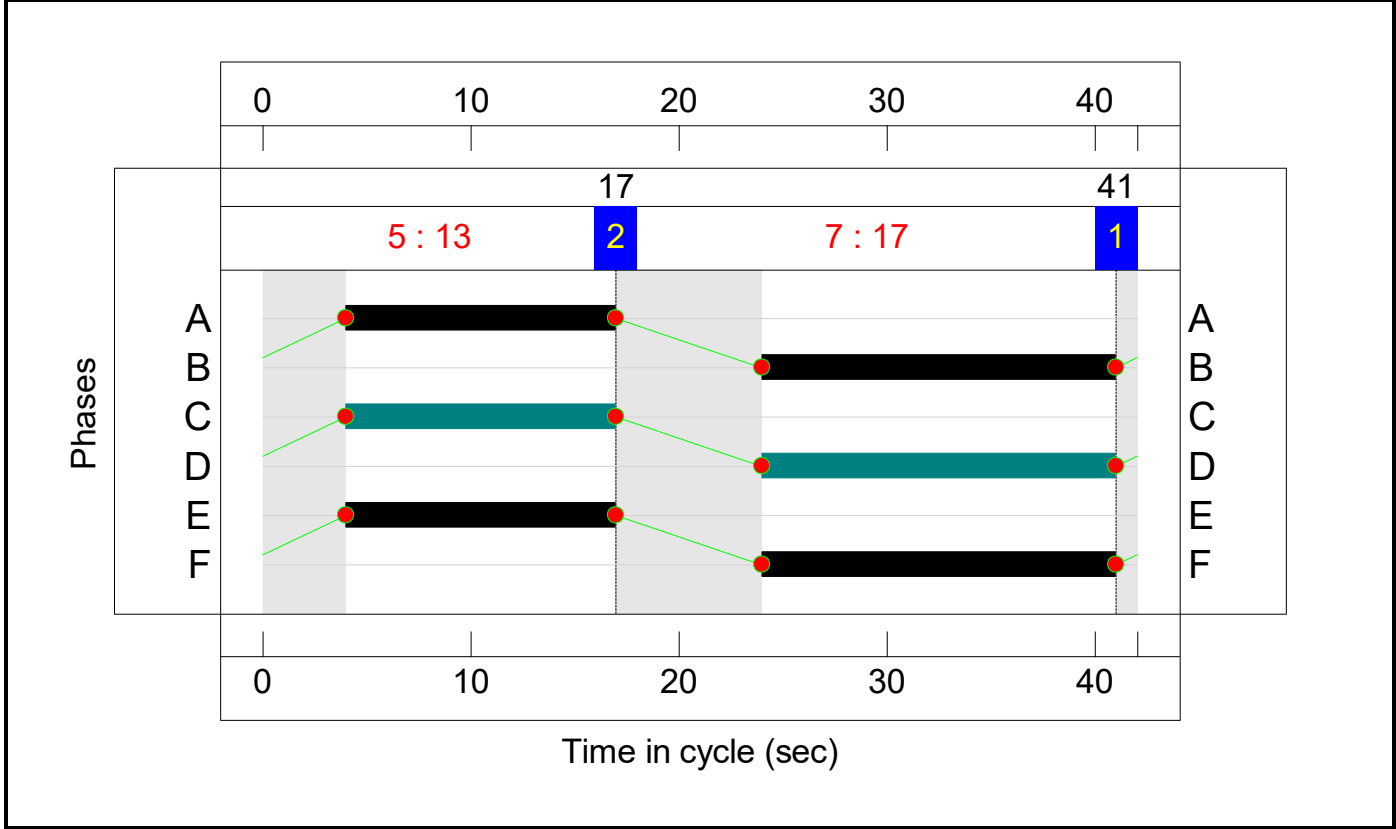
Controller :C2 - Westside E36309
Stage Sequence Diagram



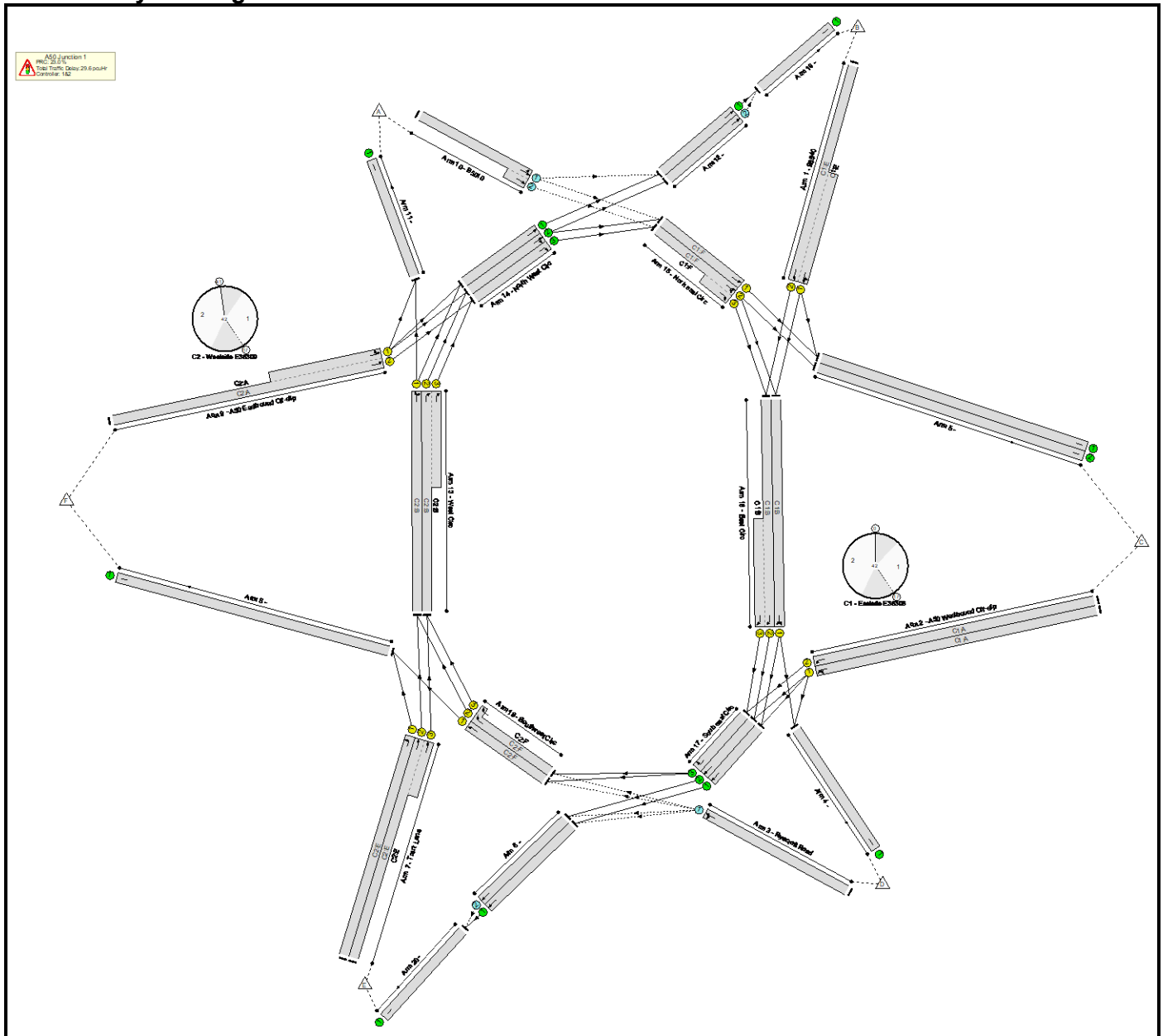
Stage Timings

Stage	1	2
Duration	13	17
Change Point	41	17

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	73.2%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	73.2%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	12	-	798	2088:1950	646+604	59.1 : 68.9%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	12	-	432	1907	590	73.2%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	12	-	333	2049	634	52.5%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	50	1886	444	11.3%
4/1		U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	131	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	923	1980	1980	46.6%
6/2	Ahead	O	N/A	N/A	-		-	-	-	287	1980	512	56.1%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	13	-	347	1923	641	54.1%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	13	-	498	2063:2101	134+700	59.7 : 59.7%
8/1		U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	13	-	723	1995:1853	665+618	69.8 : 41.9%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	325	1894:2034	550+550	27.8 : 31.3%
11/1		U	N/A	N/A	-		-	-	-	167	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	567	1965	1965	28.9%
12/2	Ahead	O	N/A	N/A	-		-	-	-	167	1965	590	28.3%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	17	-	410	1944	833	49.2%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	17	-	486	1942:1940	832+347	41.2 : 41.2%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	502	1930	1930	26.0%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	343	1926	1926	17.8%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	607	1923	1923	31.6%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	18	-	264	1932	874	30.2%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	18	-	779	1929:1926	775+290	73.2 : 73.2%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	18	-	537	1933	874	61.4%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	18	-	594	1930:1927	873+872	32.9 : 35.2%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	913	1912	1912	47.8%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	287	1907	1907	15.0%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	640	1899	1899	33.7%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	17	-	282	1937	830	34.0%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	17	-	398	1935:1930	697+144	47.4 : 47.4%
19/1		U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1210	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1154	0	0	17.6	12.0	0.0	29.6	-	-	-	-
A50 Junction 1	-	-	1154	0	0	17.6	12.0	0.0	29.6	-	-	-	-
1/2+1/1	798	798	-	-	-	2.8	0.9	-	3.7	16.5	4.2	0.9	5.0
2/1	432	432	-	-	-	1.6	1.3	-	2.9	24.1	4.4	1.3	5.8
2/2	333	333	-	-	-	1.1	0.6	-	1.7	17.9	3.1	0.6	3.7
3/1	50	50	50	0	0	0.0	0.1	-	0.1	5.3	0.1	0.1	0.2
4/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	131	131	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	923	923	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/2	287	287	287	0	0	0.1	0.6	-	0.7	8.7	1.7	0.6	2.3
7/1	347	347	-	-	-	1.1	0.6	-	1.7	17.5	3.3	0.6	3.9
7/2+7/3	498	498	-	-	-	1.6	0.7	-	2.3	16.7	3.9	0.7	4.7
8/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	723	723	-	-	-	2.4	0.6	-	3.0	14.9	4.6	0.6	5.3
10/1+10/2	325	325	650	0	0	0.1	0.2	-	0.3	3.3	0.4	0.2	0.6
11/1	167	167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	567	567	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	167	167	167	0	0	0.0	0.2	-	0.2	4.5	1.1	0.2	1.3
13/1	410	410	-	-	-	1.1	0.5	-	1.6	14.1	2.8	0.5	3.3
13/2+13/3	486	486	-	-	-	0.7	0.4	-	1.0	7.5	14.9	0.4	15.3
14/1	502	502	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
14/2	343	343	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
14/3	607	607	-	-	-	0.0	0.2	-	0.2	1.4	2.2	0.2	2.4
15/1	264	264	-	-	-	0.4	0.2	-	0.6	8.2	1.0	0.2	1.2

Full Input Data And Results

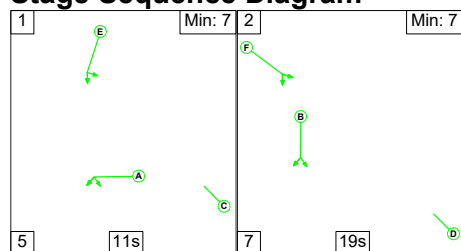
15/2+15/3	779	779	-	-	-	1.4	1.4	-	2.7	12.7	5.2	1.4	6.6
16/1	537	537	-	-	-	1.7	0.8	-	2.5	16.8	4.2	0.8	5.0
16/2+16/3	594	594	-	-	-	0.5	0.3	-	0.8	4.7	16.7	0.3	16.9
17/1	913	913	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
17/2	287	287	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/3	640	640	-	-	-	0.0	0.3	-	0.3	1.4	0.5	0.3	0.8
18/1	282	282	-	-	-	0.6	0.3	-	0.9	11.0	1.4	0.3	1.7
18/2+18/3	398	398	-	-	-	0.6	0.4	-	1.0	9.3	3.8	0.4	4.3
19/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1210	1210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		23.0 29.0 23.0	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		14.83 11.50 29.56	Cycle Time (s): Cycle Time (s):		42 42		

Full Input Data And Results

Scenario 2: '2022 Base PM' (FG2: '2023 Base Flows PM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

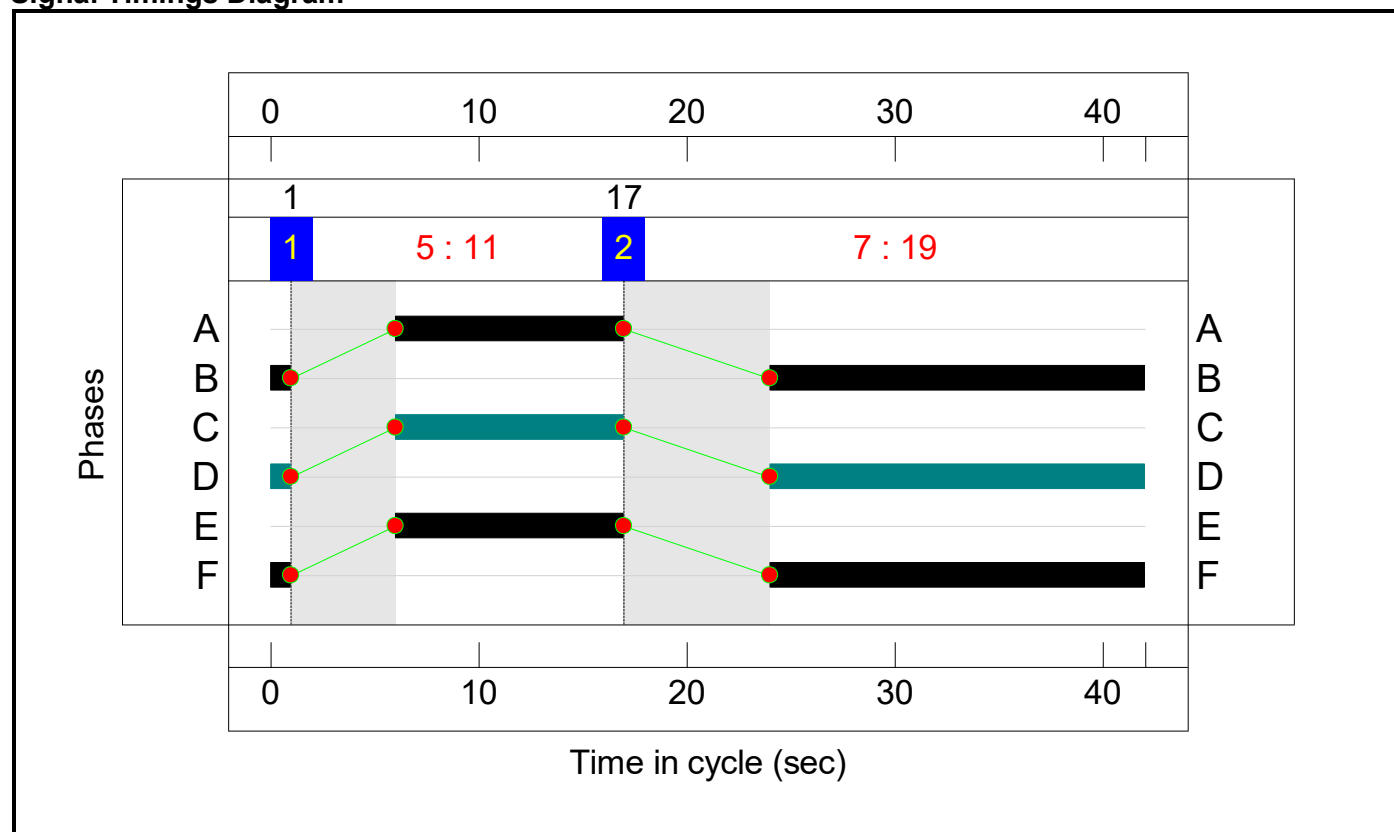
Stage Sequence Diagram



Stage Timings

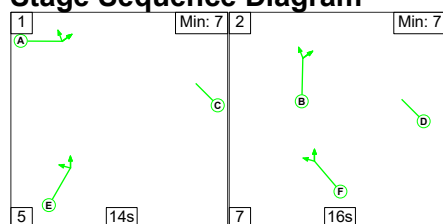
Stage	1	2
Duration	11	19
Change Point	1	17

Signal Timings Diagram



Controller :C2 - Westside E36309

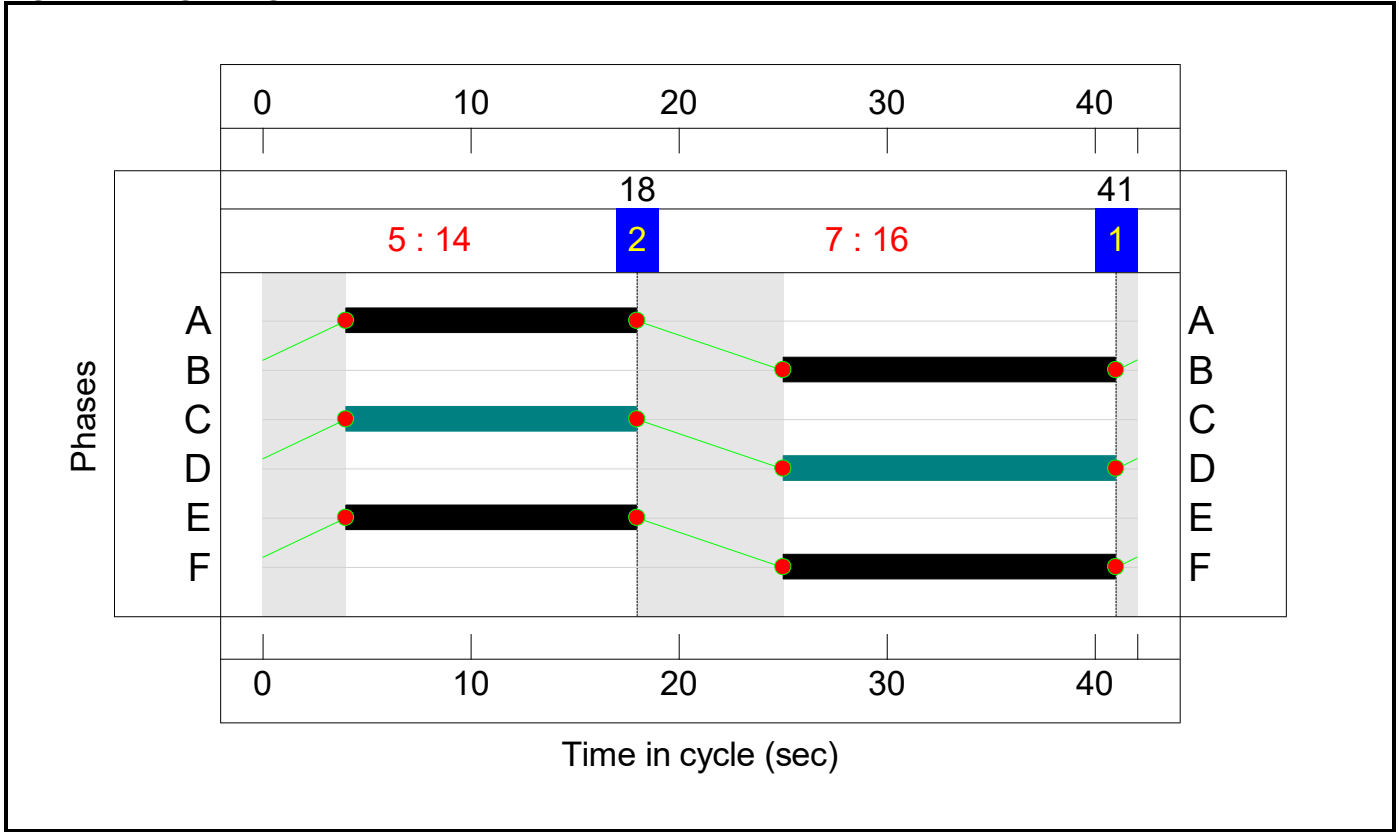
Stage Sequence Diagram



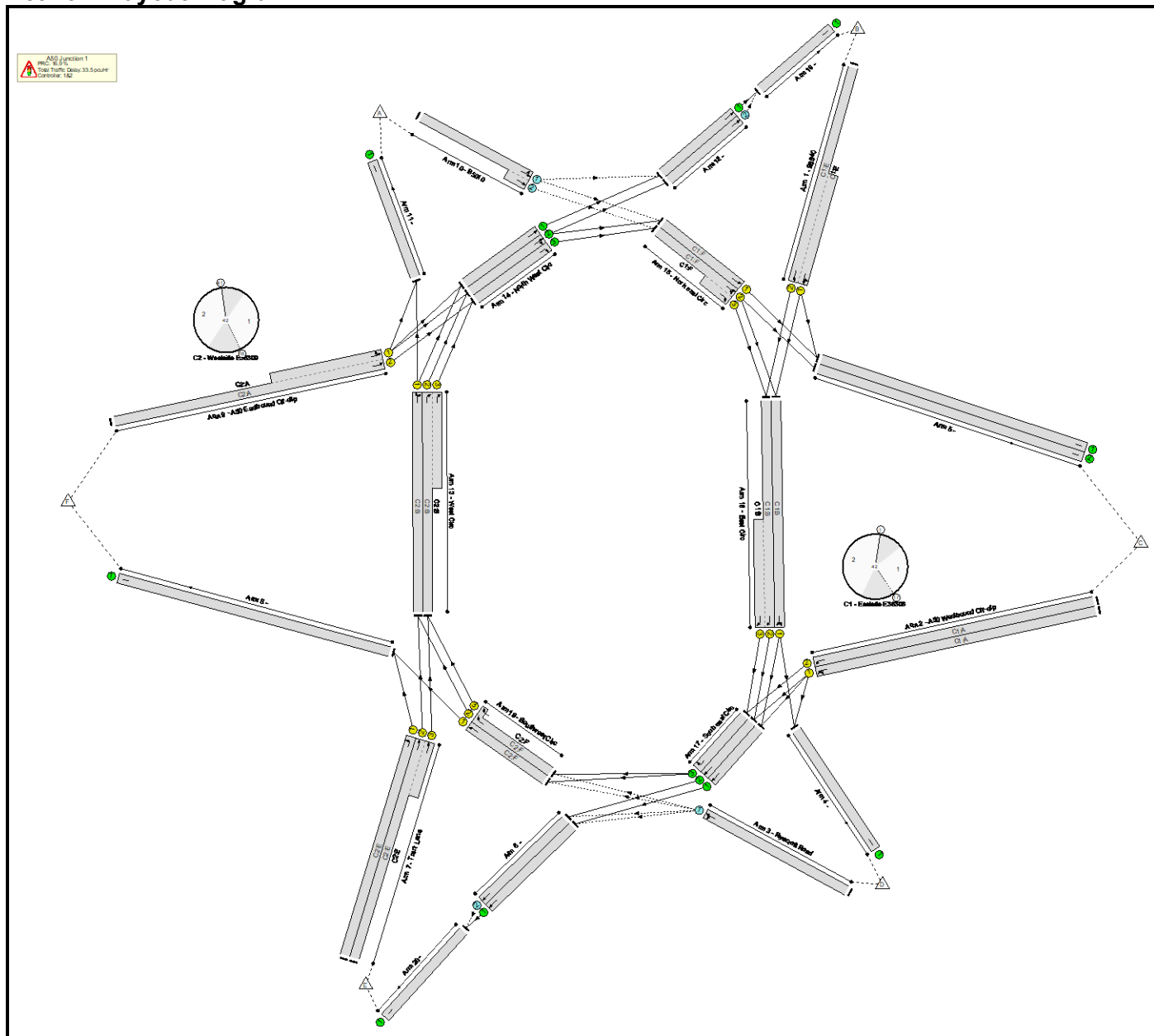
Stage Timings

Stage	1	2
Duration	14	16
Change Point	41	18

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	77.0%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	77.0%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	11	-	691	2088:1950	597+557	57.3 : 62.6%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	11	-	346	1907	545	63.5%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	11	-	400	2049	585	68.3%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	63	1886	484	13.0%
4/1		U	N/A	N/A	-		-	-	-	56	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	142	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	710	1980	1980	35.9%
6/2	Ahead	O	N/A	N/A	-		-	-	-	252	1980	559	45.1%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	14	-	501	1923	687	72.9%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	14	-	774	2063:2101	283+750	74.9 : 74.9%
8/1		U	N/A	N/A	-		-	-	-	777	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	14	-	616	1995:1853	713+587	55.7 : 37.3%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	259	1894:2034	386+507	29.0 : 29.0%
11/1		U	N/A	N/A	-		-	-	-	322	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	554	1965	1965	28.2%
12/2	Ahead	O	N/A	N/A	-		-	-	-	225	1965	593	37.9%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	16	-	606	1944	787	77.0%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	16	-	674	1942:1940	786+243	65.5 : 65.5%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	503	1930	1930	26.1%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	515	1926	1926	26.7%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	556	1923	1923	28.9%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	19	-	351	1932	920	38.2%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	19	-	703	1929:1926	774+401	59.8 : 59.8%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	19	-	409	1933	920	44.4%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	19	-	582	1930:1927	835+918	30.2 : 36.0%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	699	1912	1912	36.6%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	252	1907	1907	13.2%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	730	1899	1899	38.4%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	16	-	276	1937	784	35.2%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	16	-	506	1935:1930	624+177	63.2 : 63.2%
19/1		U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	962	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1058	0	0	19.4	14.0	0.0	33.5	-	-	-	-
A50 Junction 1	-	-	1058	0	0	19.4	14.0	0.0	33.5	-	-	-	-
1/2+1/1	691	691	-	-	-	2.5	0.7	-	3.2	16.8	3.5	0.7	4.2
2/1	346	346	-	-	-	1.3	0.9	-	2.1	22.1	3.5	0.9	4.3
2/2	400	400	-	-	-	1.5	1.1	-	2.5	22.9	4.1	1.1	5.2
3/1	63	63	63	0	0	0.0	0.1	-	0.1	5.0	0.1	0.1	0.2
4/1	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	710	710	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/2	252	252	252	0	0	0.0	0.4	-	0.4	6.1	1.2	0.4	1.6
7/1	501	501	-	-	-	1.6	1.3	-	3.0	21.3	5.0	1.3	6.3
7/2+7/3	774	774	-	-	-	2.4	1.5	-	3.9	18.1	5.6	1.5	7.1
8/1	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	616	616	-	-	-	1.8	0.5	-	2.2	13.1	3.6	0.5	4.1
10/1+10/2	259	259	518	0	0	0.1	0.2	-	0.3	4.4	0.5	0.2	0.7
11/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	554	554	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
12/2	225	225	225	0	0	0.0	0.3	-	0.3	5.5	1.8	0.3	2.1
13/1	606	606	-	-	-	2.3	1.6	-	3.9	23.4	5.6	1.6	7.2
13/2+13/3	674	674	-	-	-	1.3	0.9	-	2.3	12.1	15.1	0.9	16.0
14/1	503	503	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
14/2	515	515	-	-	-	0.0	0.2	-	0.2	1.3	1.6	0.2	1.8
14/3	556	556	-	-	-	0.0	0.2	-	0.2	1.3	1.1	0.2	1.3
15/1	351	351	-	-	-	0.8	0.3	-	1.1	11.4	1.9	0.3	2.2

Full Input Data And Results

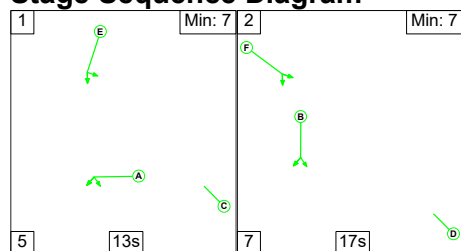
15/2+15/3	703	703	-	-	-	1.1	0.7	-	1.9	9.5	3.5	0.7	4.2
16/1	409	409	-	-	-	0.7	0.4	-	1.1	10.1	2.3	0.4	2.7
16/2+16/3	582	582	-	-	-	0.4	0.2	-	0.6	4.0	16.6	0.2	16.9
17/1	699	699	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
17/2	252	252	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/3	730	730	-	-	-	0.0	0.3	-	0.3	1.5	1.6	0.3	1.9
18/1	276	276	-	-	-	0.7	0.3	-	0.9	12.1	1.5	0.3	1.8
18/2+18/3	506	506	-	-	-	0.9	0.9	-	1.7	12.2	4.9	0.9	5.8
19/1	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	962	962	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		31.7 16.9 16.9	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		12.65 17.95 33.49	Cycle Time (s): Cycle Time (s):		42 42		

Full Input Data And Results

Scenario 3: '2028 WoD AM' (FG3: '2028 WoD Flows AM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

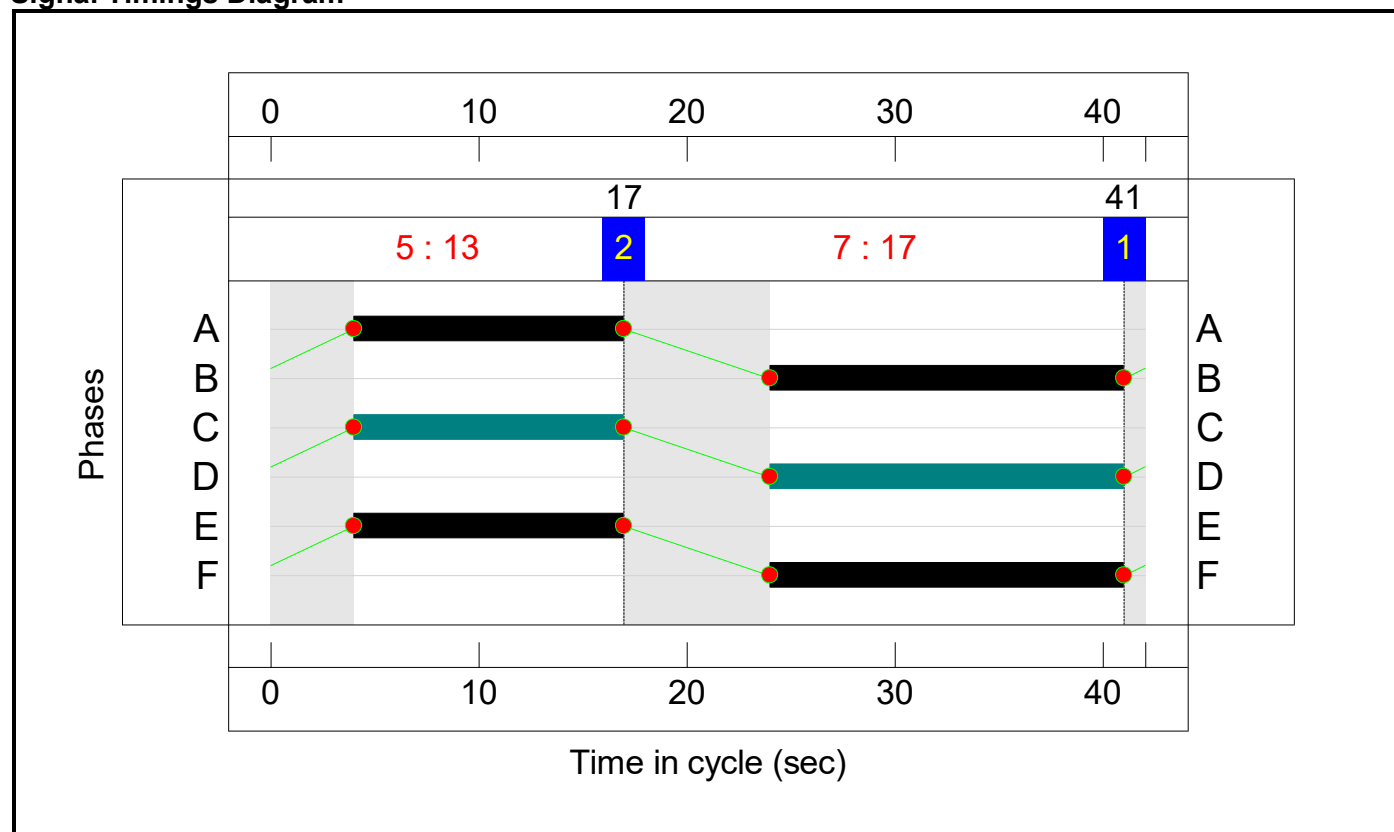
Stage Sequence Diagram



Stage Timings

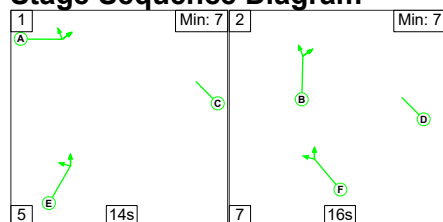
Stage	1	2
Duration	13	17
Change Point	41	17

Signal Timings Diagram



Controller :C2 - Westside E36309

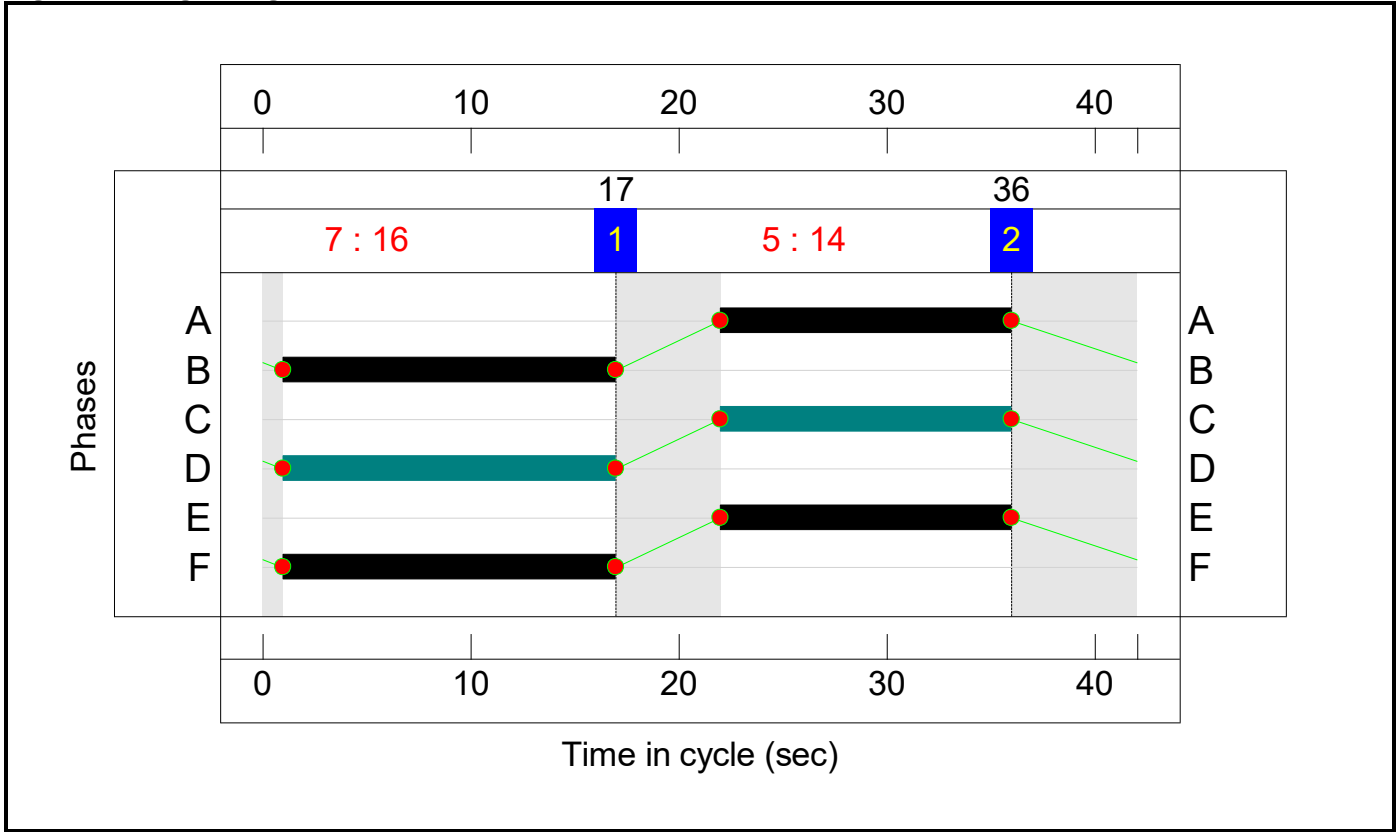
Stage Sequence Diagram



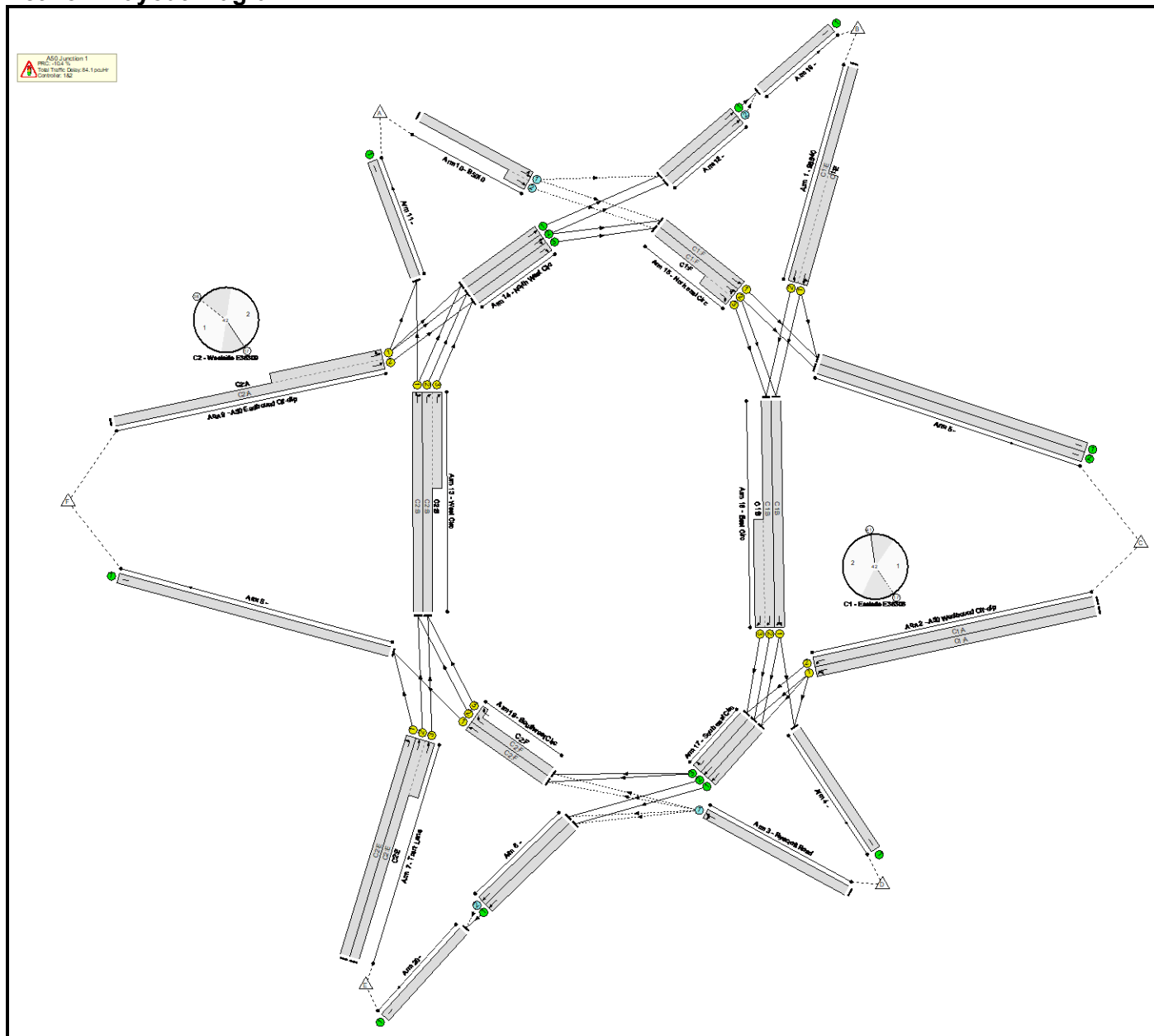
Stage Timings

Stage	1	2
Duration	14	16
Change Point	17	36

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	99.4%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	99.4%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	13	-	1066	2088:1950	659+650	63.8 : 99.4%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	13	-	630	1907	636	99.1%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	13	-	506	2049	683	74.1%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	58	1886	319	18.2%
4/1		U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	683	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	955	1980	1980	47.7%
6/2	Ahead	O	N/A	N/A	-		-	-	-	515	1980	507	97.9%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	14	-	409	1923	687	59.6%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	14	-	660	2063:2101	144+750	73.8 : 73.8%
8/1		U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	14	-	1078	1995:1853	713+662	94.7 : 60.9%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	437	1894:2034	325+385	58.8 : 63.9%
11/1		U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	929	1965	1965	47.3%
12/2	Ahead	O	N/A	N/A	-		-	-	-	199	1965	511	39.0%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	16	-	585	1944	787	74.3%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	16	-	649	1942:1940	786+473	52.4 : 50.1%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	828	1930	1930	42.9%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	412	1926	1926	21.4%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	912	1923	1923	47.4%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	17	-	303	1932	828	36.6%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	17	-	1158	1929:1926	675+526	96.5 : 96.5%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	17	-	762	1933	828	89.8%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	17	-	927	1930:1927	827+826	60.1 : 49.9%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	944	1912	1912	48.8%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	515	1907	1907	26.0%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	918	1899	1899	48.3%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	16	-	391	1937	784	49.9%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	16	-	574	1935:1930	662+131	72.3 : 72.3%
19/1		U	N/A	N/A	-		-	-	-	1128	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1470	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1628	0	0	34.2	49.8	0.0	84.1	-	-	-	-
A50 Junction 1	-	-	1628	0	0	34.2	49.8	0.0	84.1	-	-	-	-
1/2+1/1	1066	1066	-	-	-	3.9	2.2	-	6.0	20.4	7.4	2.2	9.5
2/1	630	630	-	-	-	2.4	11.2	-	13.7	78.0	7.2	11.2	18.4
2/2	506	506	-	-	-	1.7	1.4	-	3.1	22.4	5.2	1.4	6.6
3/1	58	58	58	0	0	0.0	0.1	-	0.1	8.7	0.2	0.1	0.3
4/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	155	155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	944	944	-	-	-	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
6/2	497	497	497	0	0	1.2	8.8	-	10.0	72.6	5.6	8.8	14.4
7/1	409	409	-	-	-	1.3	0.7	-	2.0	17.5	3.9	0.7	4.6
7/2+7/3	660	660	-	-	-	2.1	1.4	-	3.5	19.0	5.5	1.4	6.9
8/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	1078	1078	-	-	-	3.7	1.8	-	5.5	18.4	7.5	1.8	9.3
10/1+10/2	437	437	874	0	0	0.4	0.8	-	1.2	10.1	1.2	0.8	2.0
11/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	929	929	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
12/2	199	199	199	0	0	0.1	0.3	-	0.4	7.1	1.9	0.3	2.2
13/1	585	585	-	-	-	2.5	1.4	-	4.0	24.3	5.3	1.4	6.7
13/2+13/3	649	649	-	-	-	1.1	0.5	-	1.7	9.3	15.0	0.5	15.6
14/1	828	828	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
14/2	412	412	-	-	-	0.0	0.1	-	0.1	1.2	0.5	0.1	0.7
14/3	912	912	-	-	-	0.0	0.5	-	0.5	1.8	5.5	0.5	5.9
15/1	303	303	-	-	-	0.8	0.3	-	1.1	12.6	3.3	0.3	3.6

Full Input Data And Results

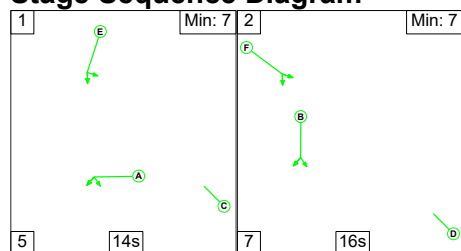
[illegible]

Full Input Data And Results

Scenario 4: '2028 WoD PM' (FG4: '2028 WoD Flows PM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

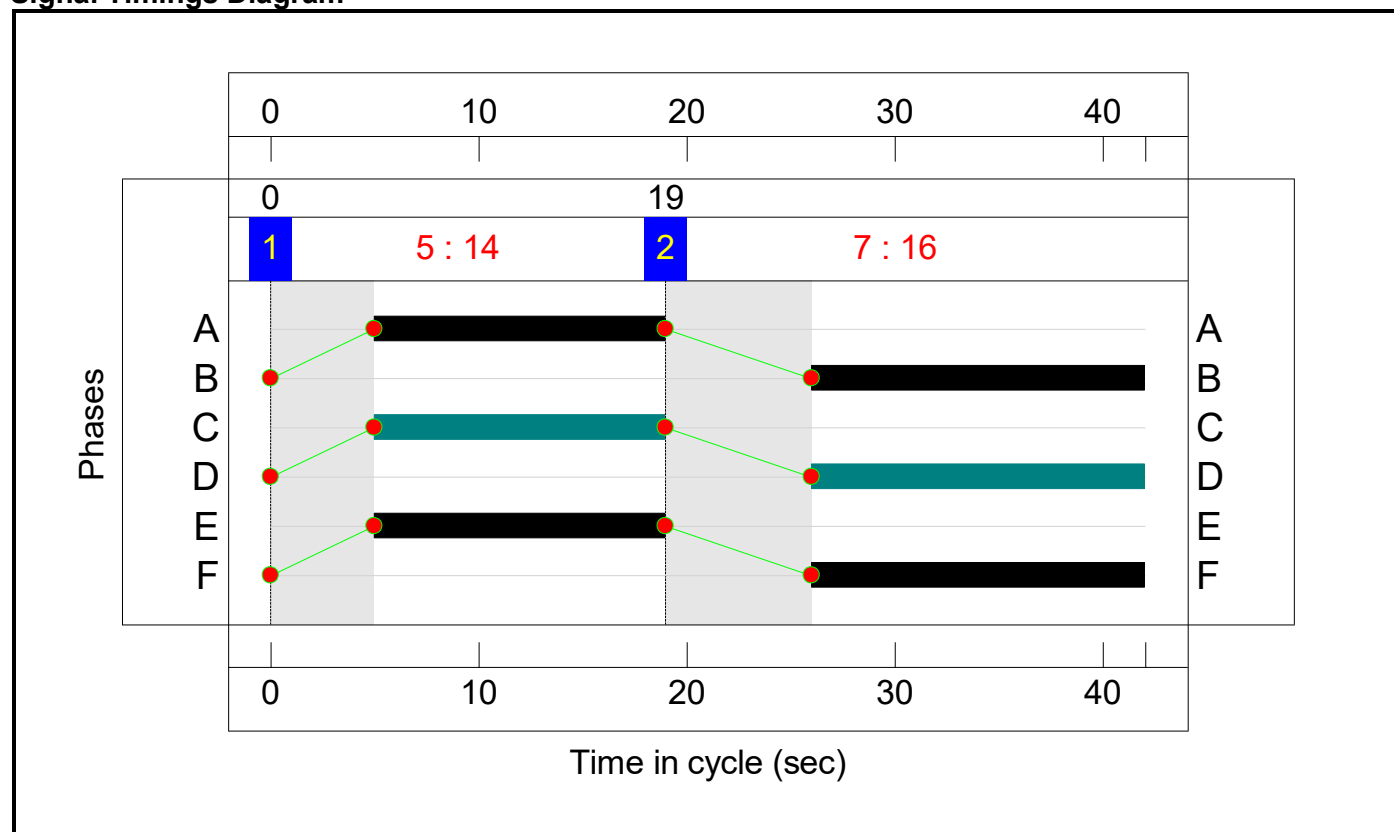
Stage Sequence Diagram



Stage Timings

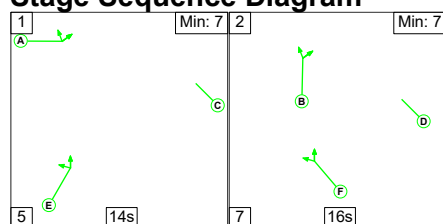
Stage	1	2
Duration	14	16
Change Point	0	19

Signal Timings Diagram



Controller :C2 - Westside E36309

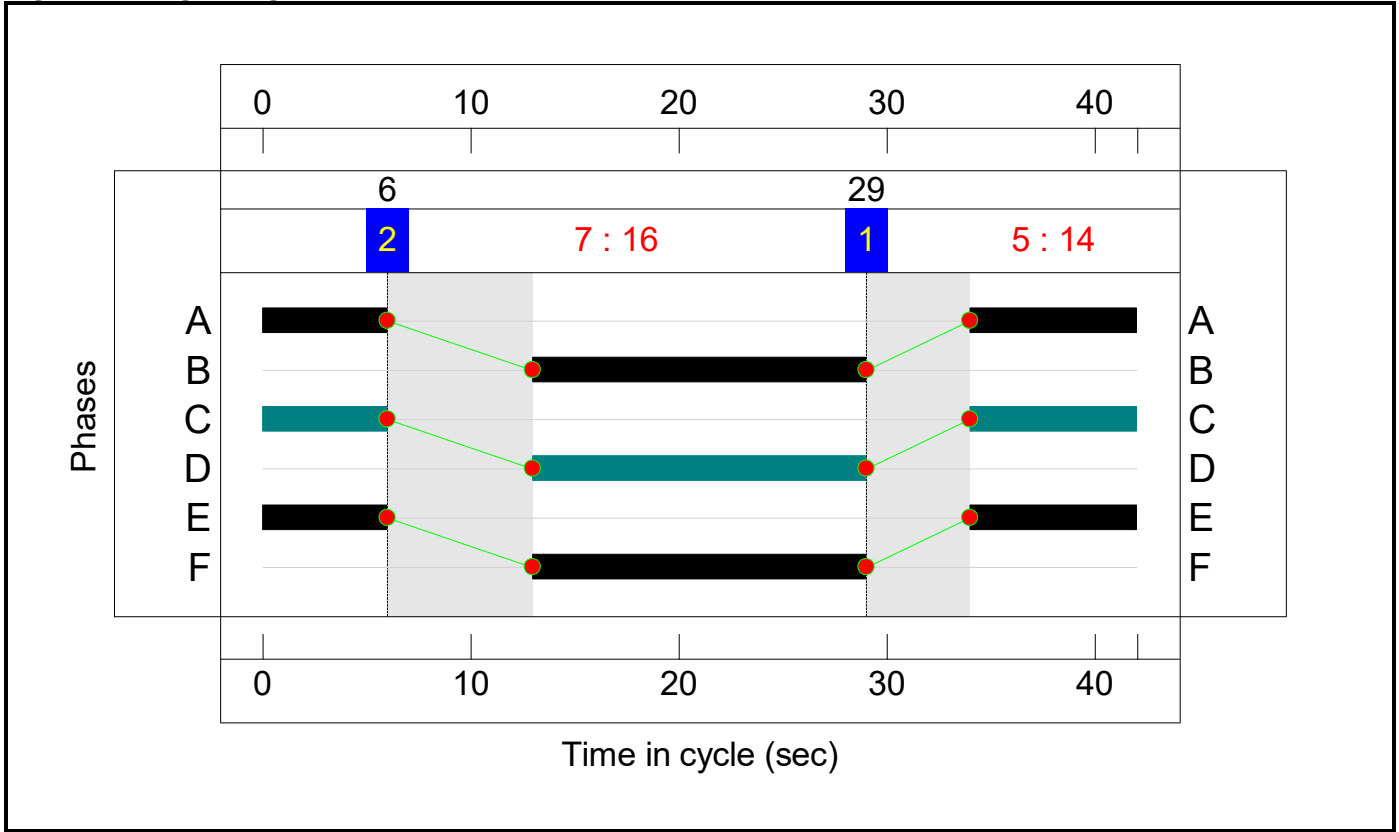
Stage Sequence Diagram



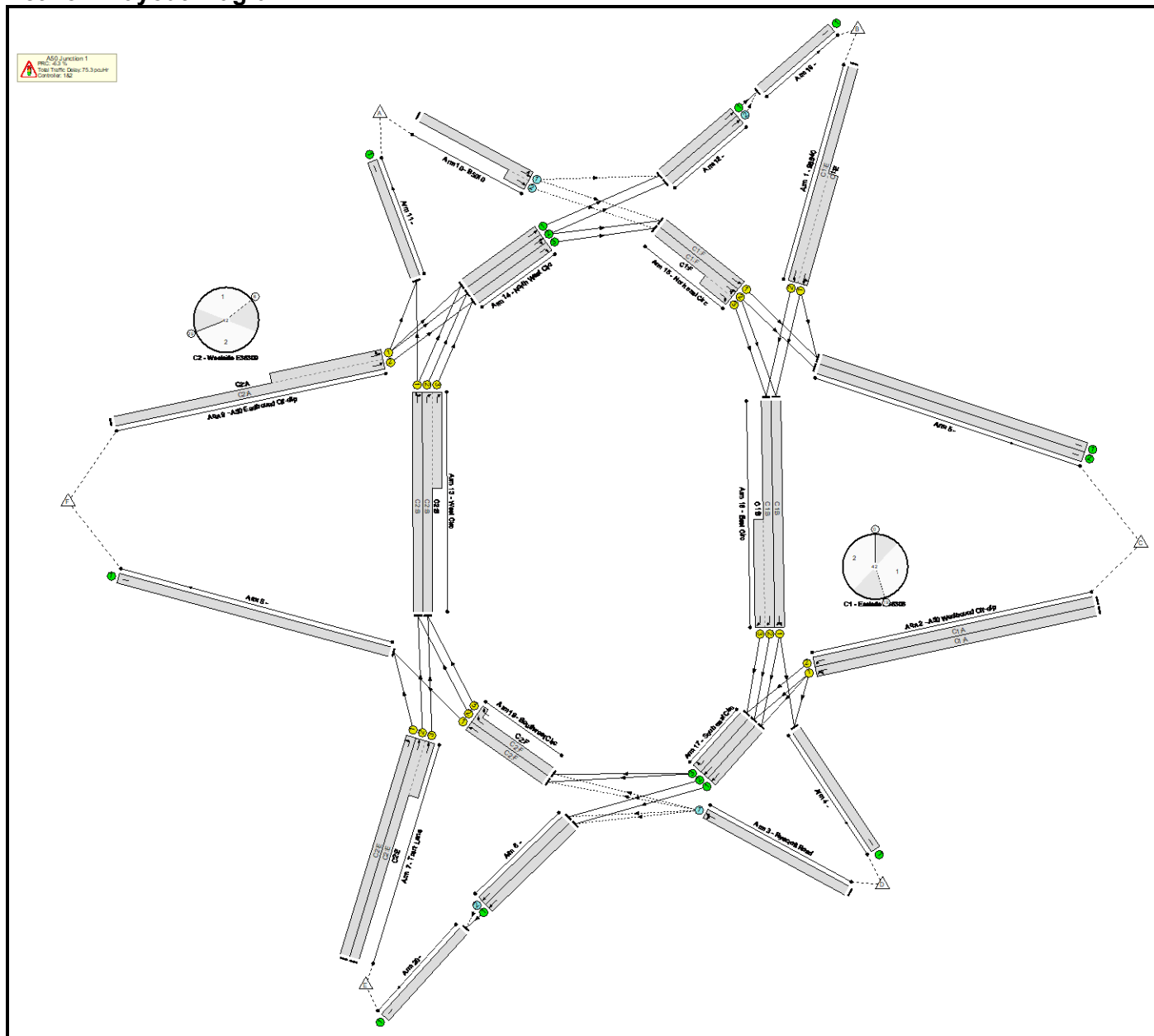
Stage Timings

Stage	1	2
Duration	14	16
Change Point	29	6

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	95.7%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	95.7%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	14	-	1112	2088:1950	746+696	65.8 : 89.2%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	14	-	414	1907	681	60.8%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	14	-	615	2049	732	84.0%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	60	1886	373	16.1%
4/1		U	N/A	N/A	-		-	-	-	136	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	974	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	815	1980	1980	41.2%
6/2	Ahead	O	N/A	N/A	-		-	-	-	291	1980	536	54.3%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	14	-	608	1923	687	88.5%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	14	-	928	2063:2101	275+750	90.5 : 90.5%
8/1		U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	14	-	919	1995:1853	713+662	70.3 : 63.2%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	317	1894:2034	320+332	44.4 : 52.8%
11/1		U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	904	1965	1965	46.0%
12/2	Ahead	O	N/A	N/A	-		-	-	-	349	1965	516	67.6%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	16	-	753	1944	787	95.7%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	16	-	910	1942:1940	786+190	93.3 : 93.3%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	836	1930	1930	43.3%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	733	1926	1926	38.1%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	678	1923	1923	35.3%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	16	-	458	1932	782	58.6%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	16	-	853	1929:1926	689+333	83.5 : 83.5%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	16	-	529	1933	782	67.6%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	16	-	769	1930:1927	599+780	48.6 : 61.3%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	807	1912	1912	42.2%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	291	1907	1907	15.3%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	1093	1899	1899	57.6%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	16	-	410	1937	784	52.3%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	16	-	735	1935:1930	559+256	90.1 : 90.1%
19/1		U	N/A	N/A	-		-	-	-	1253	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1106	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1334	0	0	33.4	42.0	0.0	75.3	-	-	-	-
A50 Junction 1	-	-	1334	0	0	33.4	42.0	0.0	75.3	-	-	-	-
1/2+1/1	1112	1112	-	-	-	3.7	1.7	-	5.4	17.5	6.7	1.7	8.4
2/1	414	414	-	-	-	1.3	0.8	-	2.0	17.8	3.9	0.8	4.7
2/2	615	615	-	-	-	2.1	2.5	-	4.6	27.2	6.5	2.5	9.0
3/1	60	60	60	0	0	0.0	0.1	-	0.1	7.8	0.2	0.1	0.3
4/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	815	815	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	291	291	291	0	0	0.3	0.6	-	0.8	10.5	3.1	0.6	3.7
7/1	608	608	-	-	-	2.1	3.5	-	5.7	33.7	6.6	3.5	10.1
7/2+7/3	928	928	-	-	-	3.1	4.4	-	7.5	29.0	7.4	4.4	11.7
8/1	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	919	919	-	-	-	2.9	1.0	-	3.9	15.4	5.0	1.0	6.0
10/1+10/2	317	317	634	0	0	0.4	0.5	-	0.9	9.8	0.9	0.5	1.4
11/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	904	904	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
12/2	349	349	349	0	0	0.5	1.0	-	1.5	15.5	3.8	1.0	4.9
13/1	753	753	-	-	-	3.2	7.7	-	10.8	51.8	8.2	7.7	15.9
13/2+13/3	910	910	-	-	-	2.3	5.9	-	8.2	32.4	15.2	5.9	21.1
14/1	836	836	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
14/2	733	733	-	-	-	0.0	0.3	-	0.3	1.5	4.3	0.3	4.6
14/3	678	678	-	-	-	0.0	0.3	-	0.3	1.5	2.7	0.3	3.0
15/1	458	458	-	-	-	0.3	0.7	-	1.0	8.1	1.1	0.7	1.8

Full Input Data And Results

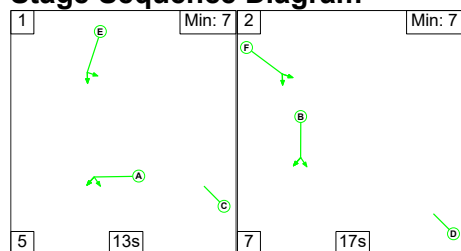
15/2+15/3	853	853	-	-	-	4.0	2.5	-	6.4	27.1	6.7	2.5	9.2
16/1	529	529	-	-	-	2.2	1.0	-	3.3	22.2	4.9	1.0	5.9
16/2+16/3	769	769	-	-	-	2.1	0.6	-	2.7	12.5	16.8	0.6	17.4
17/1	807	807	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
17/2	291	291	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/3	1093	1093	-	-	-	0.0	0.7	-	0.7	2.3	4.8	0.7	5.4
18/1	410	410	-	-	-	1.6	0.5	-	2.2	19.0	4.7	0.5	5.3
18/2+18/3	735	735	-	-	-	1.2	4.1	-	5.3	26.2	2.3	4.1	6.5
19/1	1253	1253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1106	1106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalised Lanes (%): PRC Over All Lanes (%):		0.9 -6.3 -6.3	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalised Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		25.51 43.60 75.35	Cycle Time (s): Cycle Time (s):		42 42		

Full Input Data And Results

Scenario 5: '2028 WD AM' (FG5: '2028 WD Flows AM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

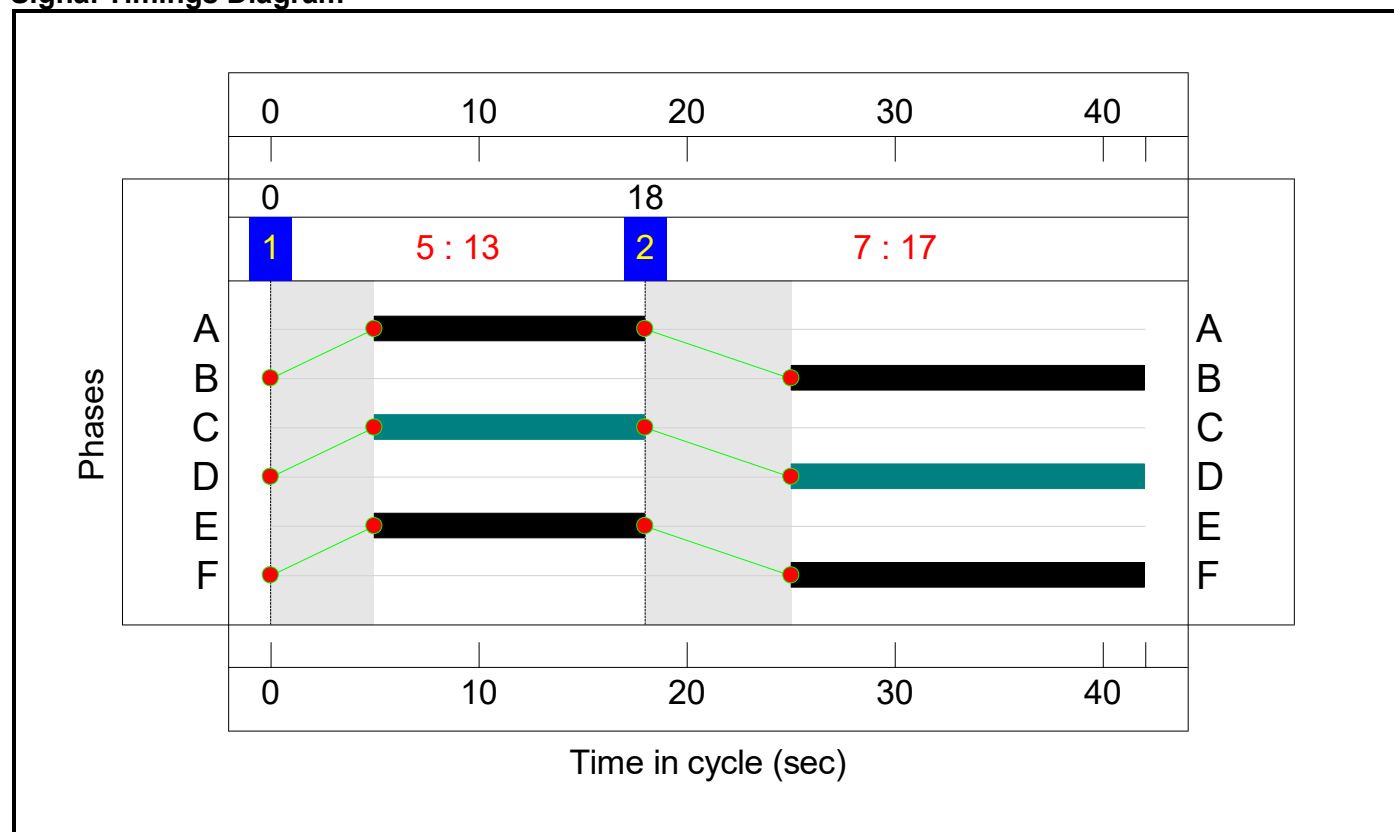
Stage Sequence Diagram



Stage Timings

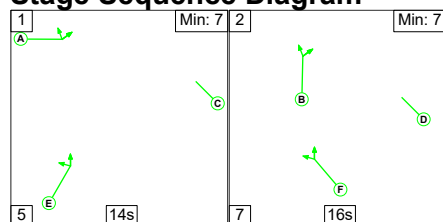
Stage	1	2
Duration	13	17
Change Point	0	18

Signal Timings Diagram



Controller :C2 - Westside E36309

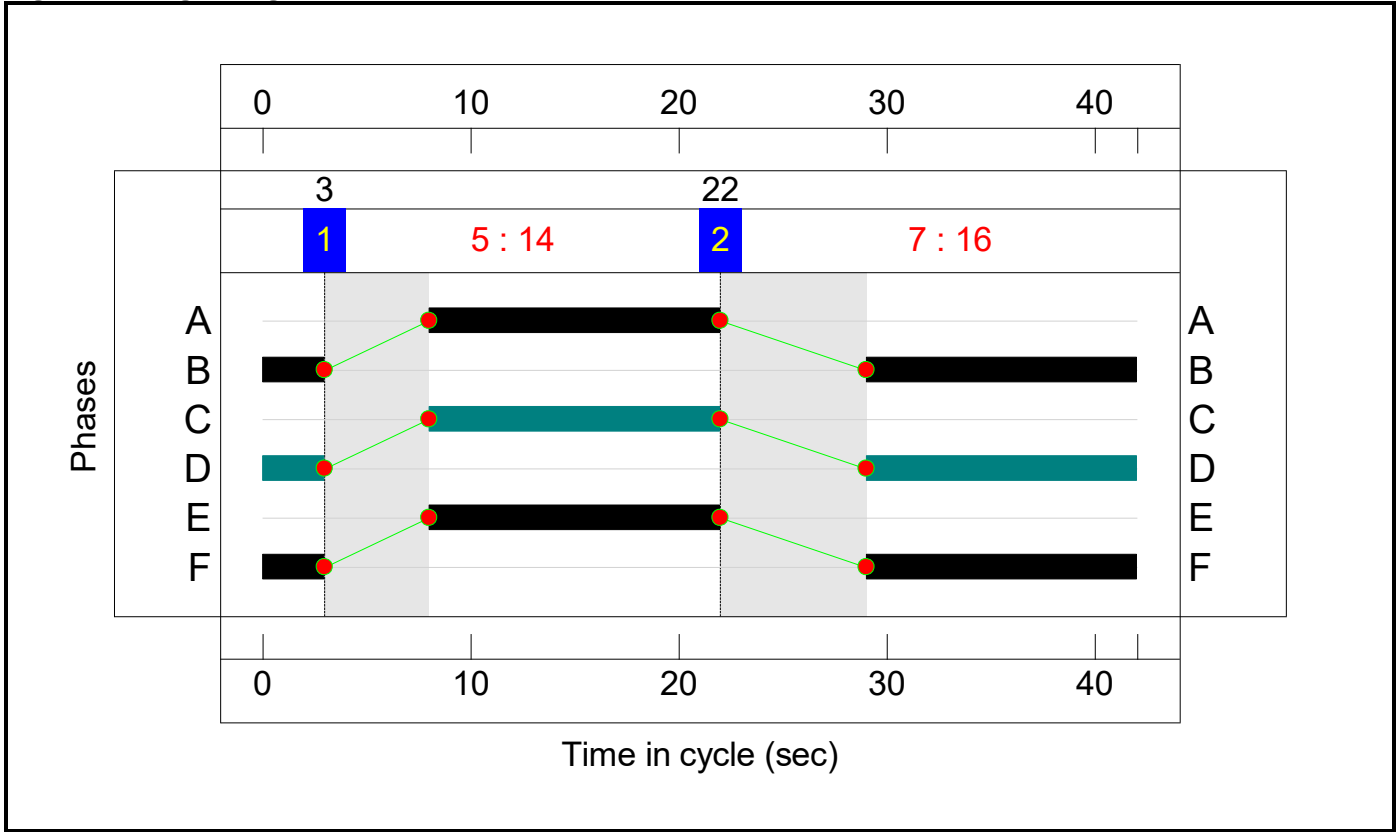
Stage Sequence Diagram



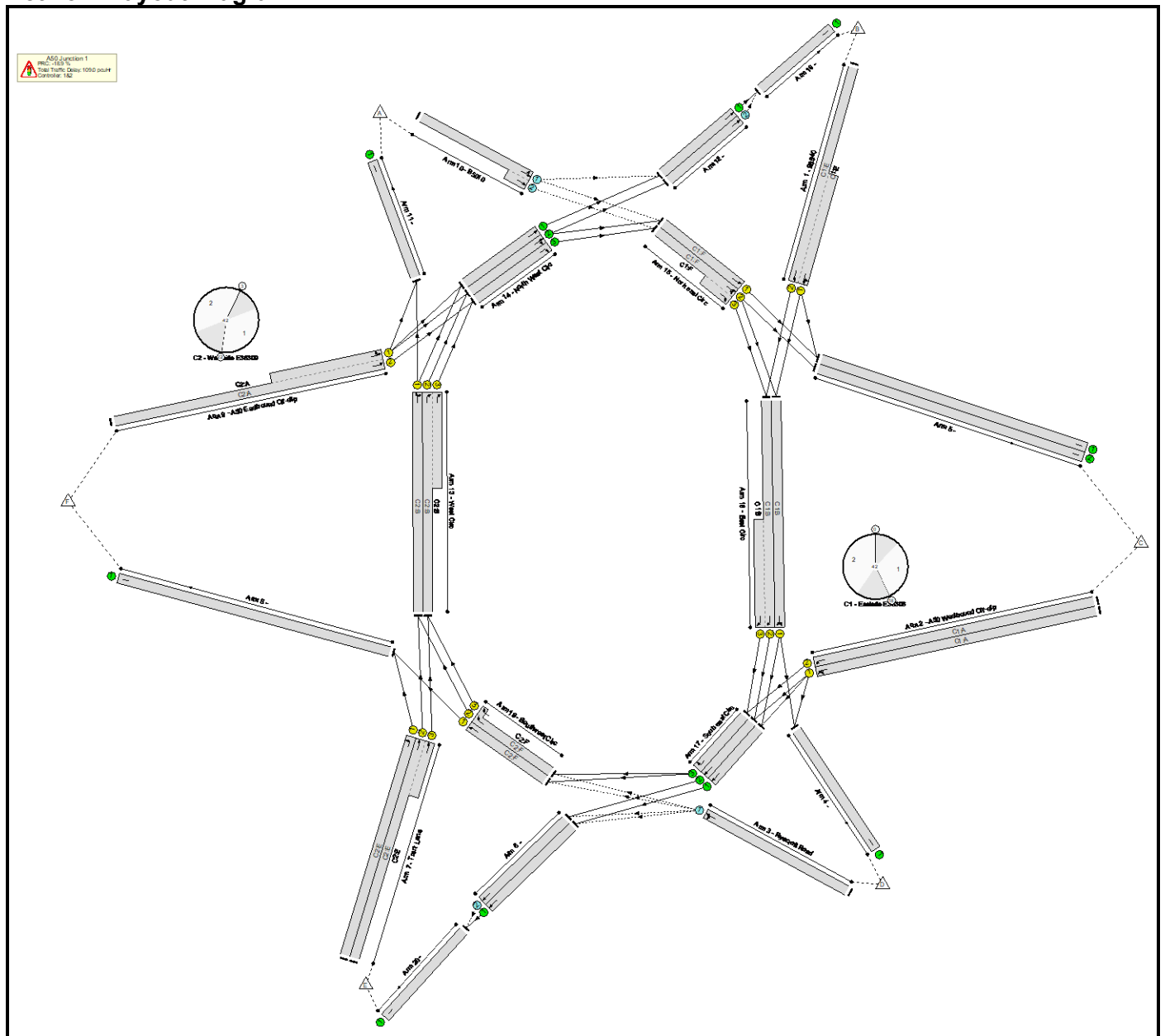
Stage Timings

Stage	1	2
Duration	14	16
Change Point	3	22

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	107.0%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	107.0%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	13	-	1072	2088:1950	696+650	64.2 : 96.2%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	13	-	645	1907	636	101.5%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	13	-	492	2049	683	72.0%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	68	1886	314	21.7%
4/1		U	N/A	N/A	-		-	-	-	461	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	844	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	994	1980	1980	49.5%
6/2	Ahead	O	N/A	N/A	-		-	-	-	542	1980	499	107.0%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	14	-	426	1923	687	62.0%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	14	-	645	2063:2101	153+750	71.4 : 71.4%
8/1		U	N/A	N/A	-		-	-	-	804	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	14	-	1137	1995:1853	713+605	102.3 : 67.5%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	435	1894:2034	303+341	63.5 : 71.3%
11/1		U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	945	1965	1965	48.1%
12/2	Ahead	O	N/A	N/A	-		-	-	-	170	1965	507	33.5%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	16	-	600	1944	787	76.3%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	16	-	610	1942:1940	786+131	66.5 : 66.5%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	848	1930	1930	43.9%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	523	1926	1926	27.2%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	816	1923	1923	41.6%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	17	-	448	1932	828	54.1%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	17	-	1059	1929:1926	664+574	84.2 : 84.2%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	17	-	797	1933	828	95.1%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	17	-	938	1930:1927	827+814	64.6 : 48.6%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	981	1912	1912	50.6%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	542	1907	1907	28.0%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	888	1899	1899	46.8%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	16	-	378	1937	784	48.2%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	16	-	565	1935:1930	686+103	71.6 : 71.6%
19/1		U	N/A	N/A	-		-	-	-	1115	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1536	Inf	Inf	0.0%

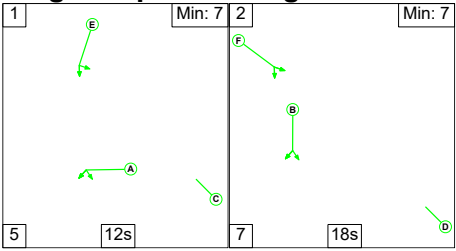
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1607	0	0	34.1	74.8	0.0	109.0	-	-	-	-
A50 Junction 1	-	-	1607	0	0	34.1	74.8	0.0	109.0	-	-	-	-
1/2+1/1	1072	1072	-	-	-	3.9	1.9	-	5.8	19.4	7.1	1.9	9.0
2/1	645	636	-	-	-	2.7	15.2	-	17.9	100.1	7.6	15.2	22.9
2/2	492	492	-	-	-	1.7	1.3	-	3.0	21.6	4.9	1.3	6.2
3/1	68	68	68	0	0	0.0	0.1	-	0.2	9.5	0.2	0.1	0.3
4/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	980	980	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
6/2	534	499	499	0	0	2.5	23.3	-	25.8	173.5	18.7	23.3	42.0
7/1	426	426	-	-	-	1.3	0.8	-	2.1	18.0	4.0	0.8	4.8
7/2+7/3	645	645	-	-	-	2.0	1.2	-	3.3	18.2	5.4	1.2	6.6
8/1	804	804	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	1137	1120	-	-	-	4.3	11.3	-	15.6	49.4	8.7	11.3	20.0
10/1+10/2	435	435	870	0	0	0.5	1.0	-	1.5	12.7	1.2	1.0	2.2
11/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	945	945	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/2	170	170	170	0	0	0.0	0.3	-	0.3	5.6	1.0	0.3	1.3
13/1	600	600	-	-	-	2.6	1.6	-	4.2	25.3	5.4	1.6	7.0
13/2+13/3	610	610	-	-	-	1.2	1.0	-	2.1	12.6	15.0	1.0	16.0
14/1	848	848	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	523	523	-	-	-	0.0	0.2	-	0.2	1.3	1.6	0.2	1.8
14/3	800	800	-	-	-	0.0	0.4	-	0.4	1.7	6.1	0.4	6.4
15/1	448	448	-	-	-	2.0	0.6	-	2.6	20.9	4.1	0.6	4.6

Full Input Data And Results

15/2+15/3	1043	1043	-	-	-	1.2	2.6	-	3.8	13.2	8.4	2.6	11.0
16/1	788	788	-	-	-	3.1	7.2	-	10.3	47.2	8.1	7.2	15.3
16/2+16/3	930	930	-	-	-	2.9	0.7	-	3.6	13.8	16.7	0.7	17.4
17/1	967	967	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
17/2	534	534	-	-	-	0.0	0.2	-	0.2	1.3	0.5	0.2	0.7
17/3	888	888	-	-	-	0.0	0.4	-	0.4	1.8	2.7	0.4	3.2
18/1	378	378	-	-	-	0.6	0.5	-	1.1	10.0	1.2	0.5	1.7
18/2+18/3	565	565	-	-	-	1.5	1.2	-	2.8	17.6	6.0	1.2	7.3
19/1	1115	1115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1480	1480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):			-12.7 -13.7 -18.9	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		47.00 31.18 108.97	Cycle Time (s): Cycle Time (s):		42 42	

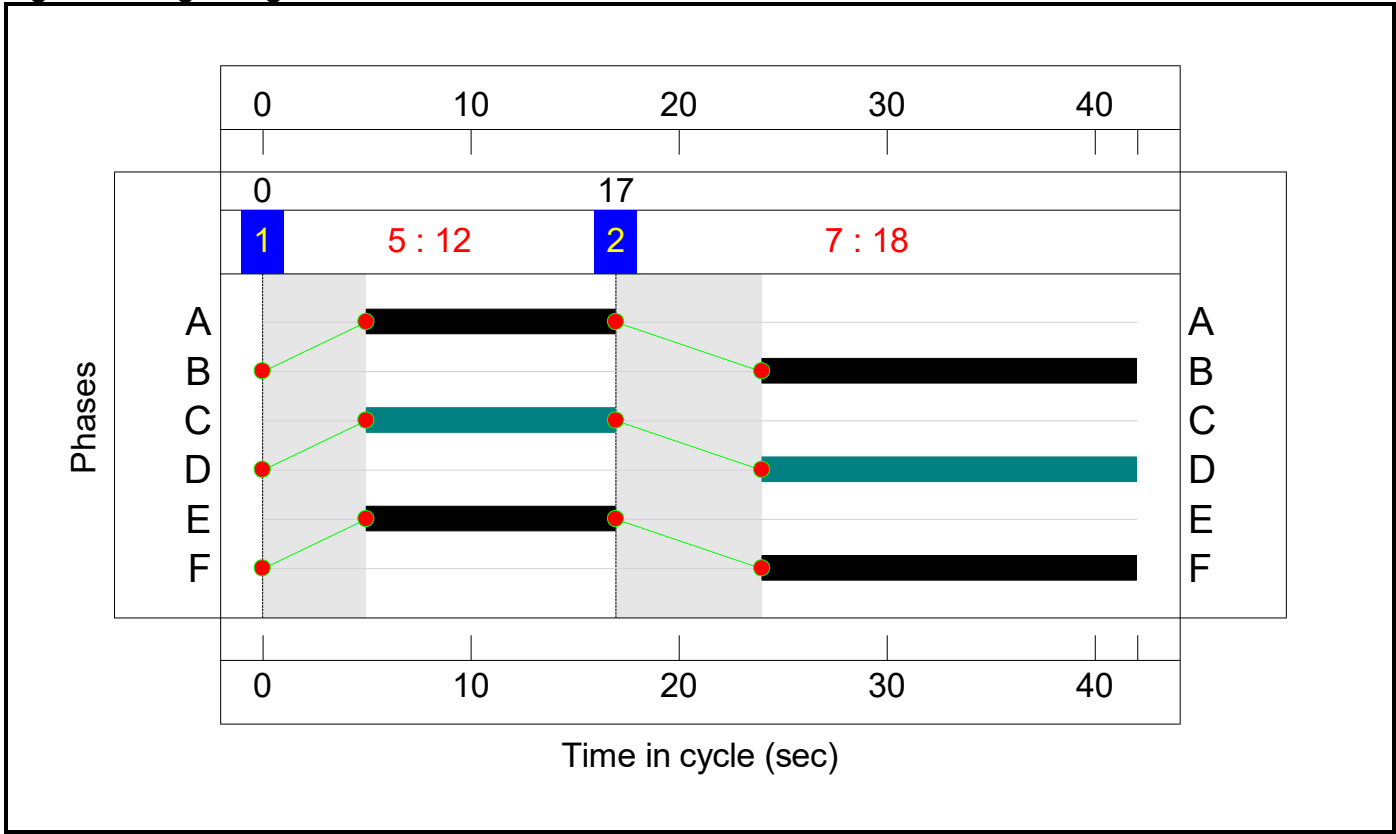
Full Input Data And Results
Scenario 6: '2028 WD PM' (FG6: '2028 WD Flows PM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Eastside E36308
Stage Sequence Diagram



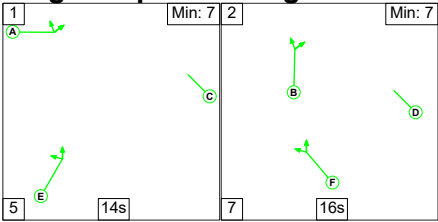
Stage Timings

Stage	1	2
Duration	12	18
Change Point	0	17

Signal Timings Diagram



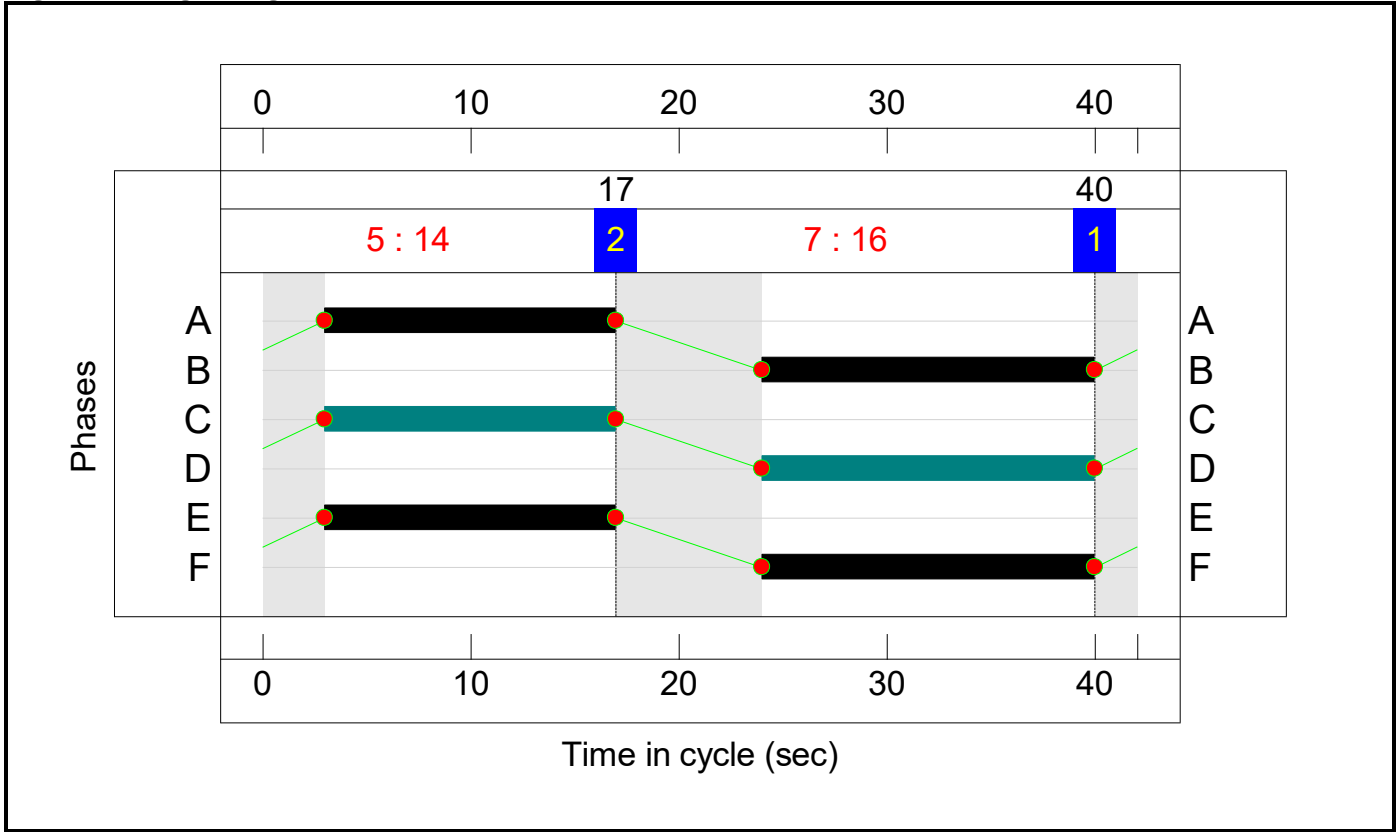
Controller :C2 - Westside E36309
Stage Sequence Diagram



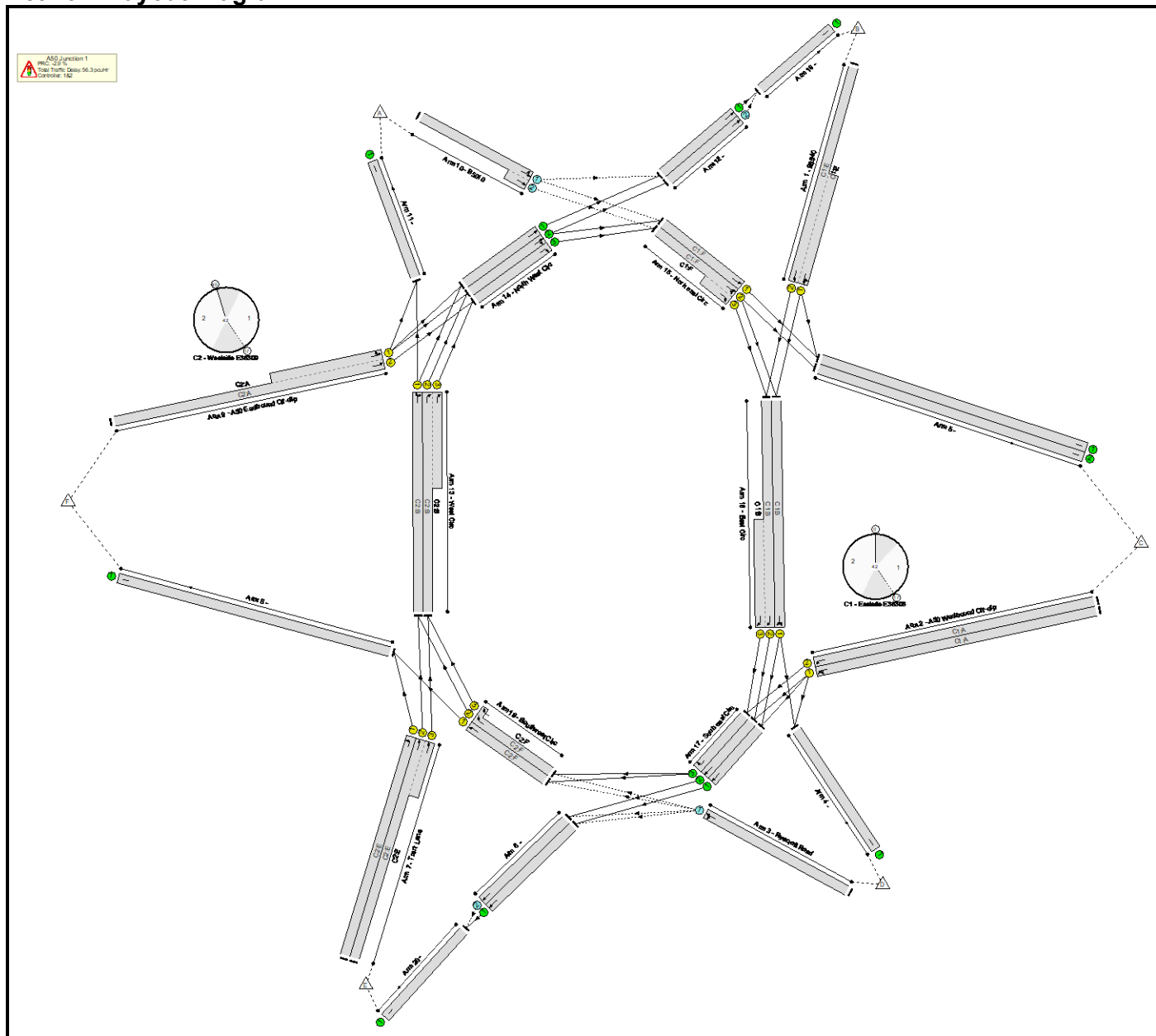
Stage Timings

Stage	1	2
Duration	14	16
Change Point	40	17

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	92.6%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	92.6%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	12	-	1031	2088:1950	646+604	73.0 : 92.6%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	12	-	352	1907	590	59.6%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	12	-	542	2049	634	85.5%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	59	1886	405	14.6%
4/1		U	N/A	N/A	-		-	-	-	149	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	338	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	667	1980	1980	33.7%
6/2	Ahead	O	N/A	N/A	-		-	-	-	351	1980	568	61.8%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	14	-	557	1923	687	81.1%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	14	-	893	2063:2101	325+750	83.0 : 83.0%
8/1		U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	14	-	885	1995:1853	713+662	68.1 : 60.4%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	304	1894:2034	422+422	33.4 : 38.6%
11/1		U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	829	1965	1965	42.2%
12/2	Ahead	O	N/A	N/A	-		-	-	-	358	1965	533	67.2%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	16	-	683	1944	787	86.8%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	16	-	874	1942:1940	786+756	63.9 : 49.2%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	758	1930	1930	39.3%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	502	1926	1926	26.1%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	857	1923	1923	44.6%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	18	-	214	1932	874	24.5%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	18	-	1020	1929:1926	745+382	90.5 : 90.5%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	18	-	456	1933	874	52.1%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	18	-	818	1930:1927	827+872	42.4 : 53.6%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	659	1912	1912	34.5%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	351	1907	1907	18.4%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	1009	1899	1899	53.1%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	16	-	396	1937	784	50.5%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	16	-	664	1935:1930	515+313	80.2 : 80.2%
19/1		U	N/A	N/A	-		-	-	-	1187	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%

Full Input Data And Results

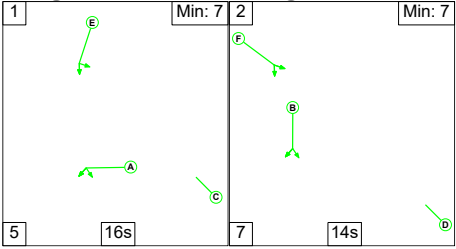
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1376	0	0	28.7	27.6	0.0	56.3	-	-	-	-
A50 Junction 1	-	-	1376	0	0	28.7	27.6	0.0	56.3	-	-	-	-
1/2+1/1	1031	1031	-	-	-	3.9	2.3	-	6.2	21.6	6.2	2.3	8.5
2/1	352	352	-	-	-	1.2	0.7	-	1.9	19.8	3.4	0.7	4.2
2/2	542	542	-	-	-	2.1	2.8	-	4.8	32.0	5.9	2.8	8.6
3/1	59	59	59	0	0	0.0	0.1	-	0.1	6.7	0.1	0.1	0.2
4/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	667	667	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/2	351	351	351	0	0	0.2	0.8	-	1.0	10.0	3.6	0.8	4.4
7/1	557	557	-	-	-	1.9	2.1	-	4.0	25.7	5.9	2.1	8.0
7/2+7/3	893	893	-	-	-	2.9	2.4	-	5.3	21.2	6.6	2.4	9.0
8/1	953	953	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	885	885	-	-	-	2.8	0.9	-	3.7	15.0	4.7	0.9	5.6
10/1+10/2	304	304	608	0	0	0.2	0.3	-	0.5	5.8	0.6	0.3	0.9
11/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	829	829	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	358	358	358	0	0	0.6	1.0	-	1.6	16.2	3.9	1.0	4.9
13/1	683	683	-	-	-	2.7	3.1	-	5.8	30.7	6.8	3.1	9.9
13/2+13/3	874	874	-	-	-	2.2	0.7	-	2.8	11.6	15.1	0.7	15.8
14/1	758	758	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/2	502	502	-	-	-	0.0	0.2	-	0.2	1.3	1.1	0.2	1.3
14/3	857	857	-	-	-	0.0	0.4	-	0.4	1.7	2.2	0.4	2.6
15/1	214	214	-	-	-	0.6	0.2	-	0.7	12.3	1.4	0.2	1.5

Full Input Data And Results

15/2+15/3	1020	1020	-	-	-	1.8	4.4	-	6.2	22.0	4.1	4.4	8.5
16/1	456	456	-	-	-	1.3	0.5	-	1.8	14.2	3.5	0.5	4.0
16/2+16/3	818	818	-	-	-	1.6	0.5	-	2.0	8.9	16.8	0.5	17.2
17/1	659	659	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
17/2	351	351	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
17/3	1009	1009	-	-	-	0.0	0.6	-	0.6	2.1	3.8	0.6	4.4
18/1	396	396	-	-	-	1.5	0.5	-	2.0	18.2	2.9	0.5	3.4
18/2+18/3	664	664	-	-	-	1.4	2.0	-	3.4	18.2	7.0	2.0	9.0
19/1	1187	1187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308			PRC for Signalled Lanes (%):		-2.9	Total Delay for Signalled Lanes (pcuHr):			23.74	Cycle Time (s):		42	
C2 - Westside E36309			PRC for Signalled Lanes (%):		3.7	Total Delay for Signalled Lanes (pcuHr):			26.93	Cycle Time (s):		42	
			PRC Over All Lanes (%):		-2.9	Total Delay Over All Lanes(pcuHr):			56.33				

Full Input Data And Results
Scenario 7: '2038 WoD AM' (FG7: '2038 WoD Flows AM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Eastside E36308

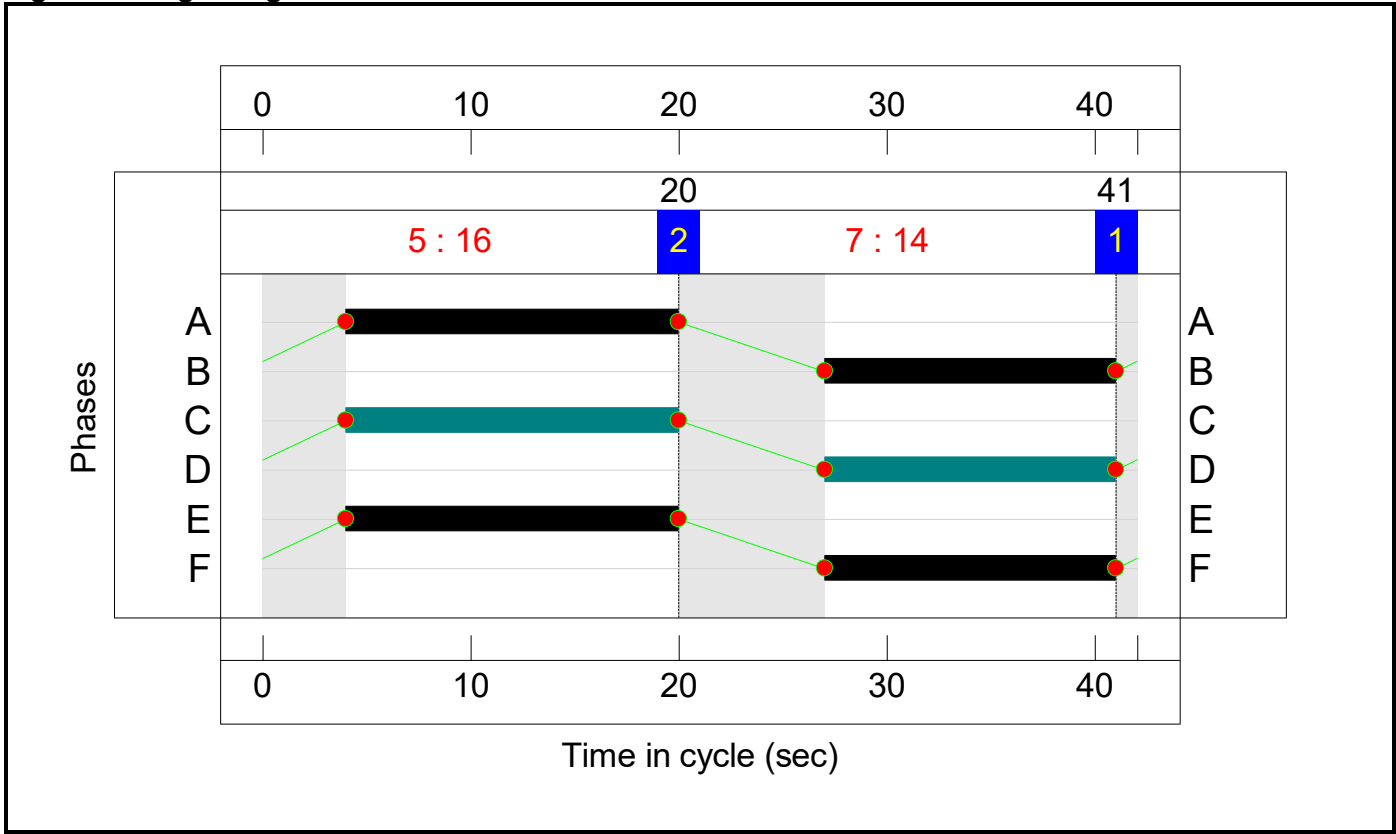
Stage Sequence Diagram



Stage Timings

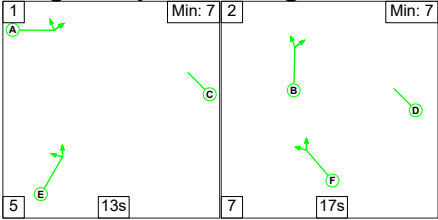
Stage	1	2
Duration	16	14
Change Point	41	20

Signal Timings Diagram



Controller :C2 - Westside E36309

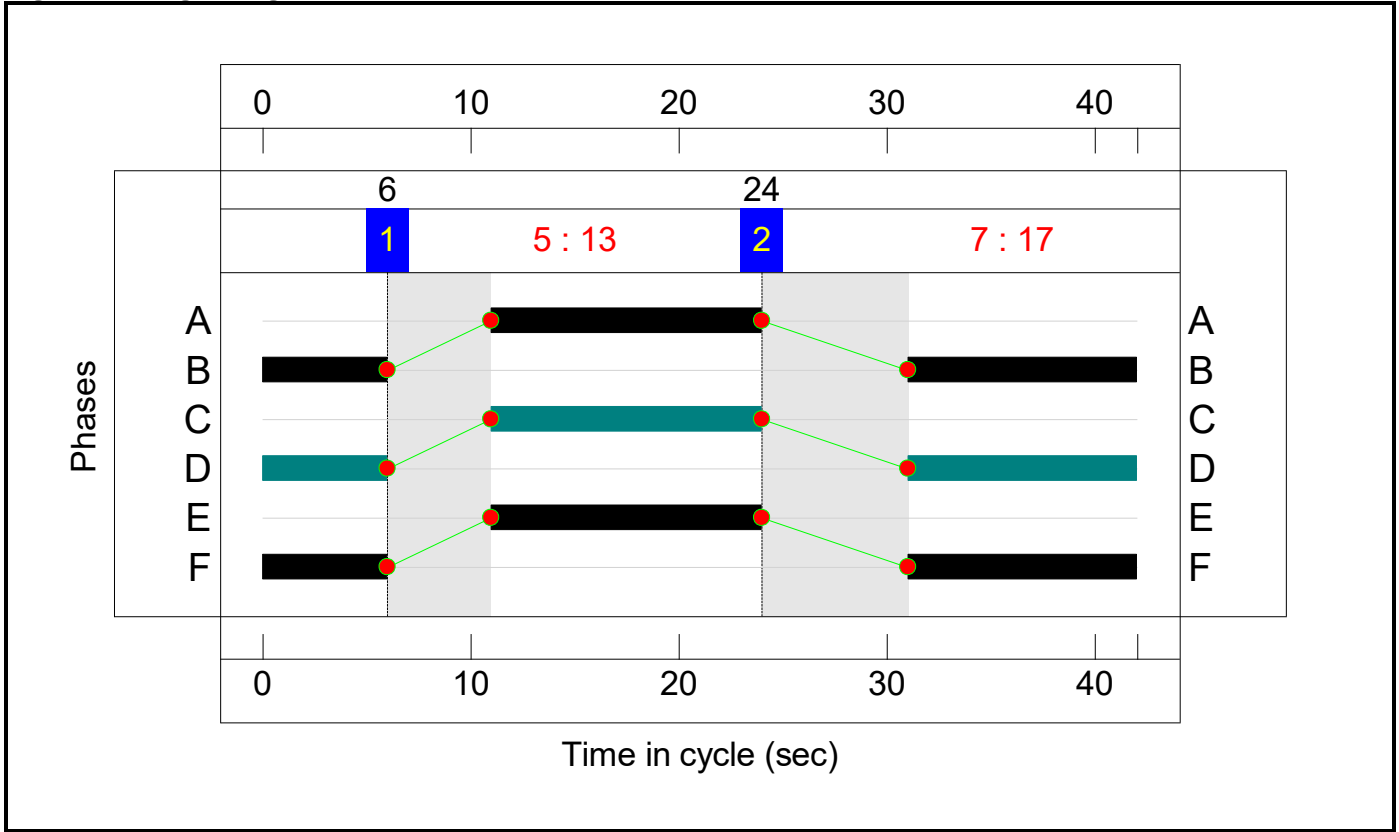
Stage Sequence Diagram



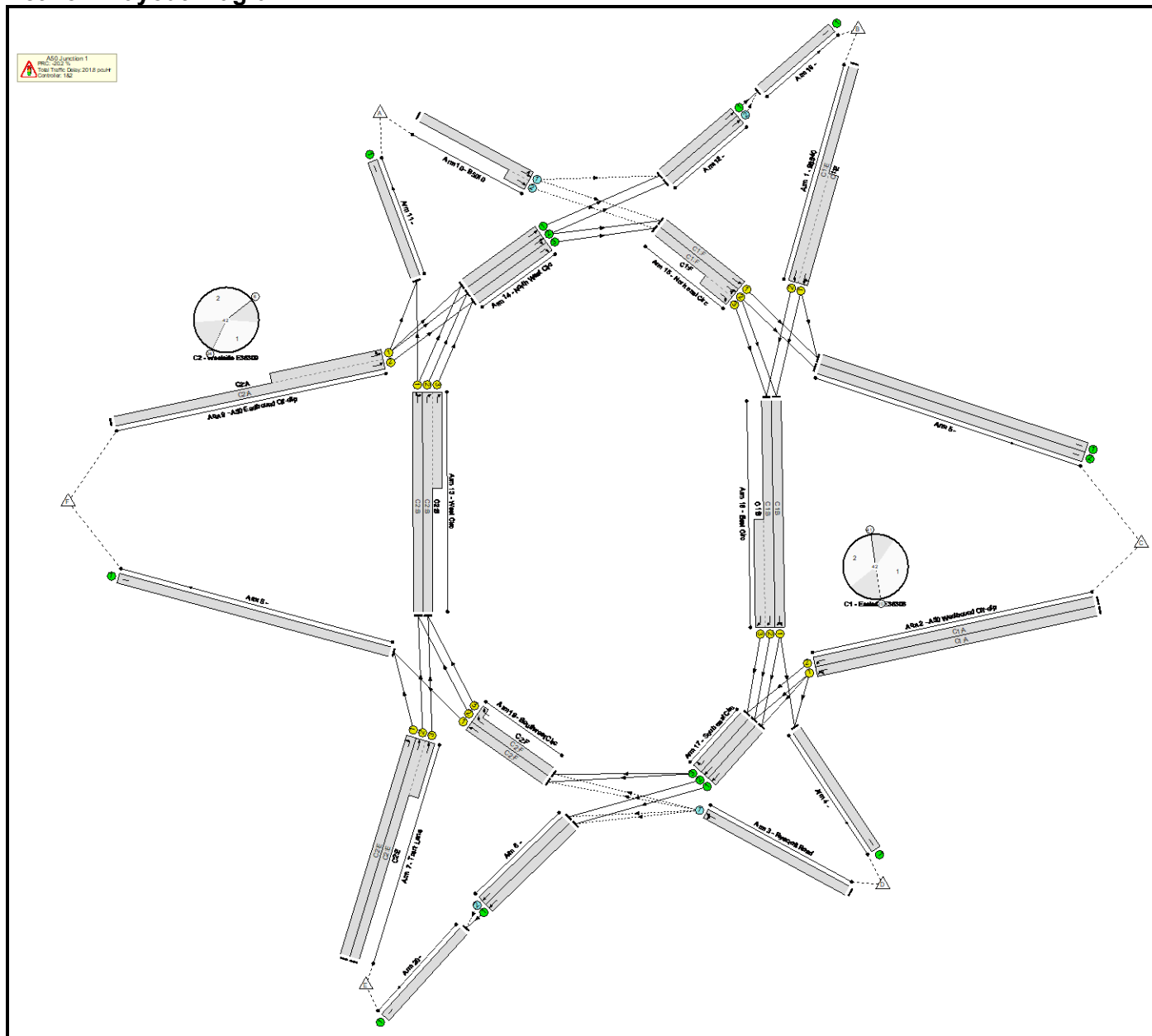
Stage Timings

Stage	1	2
Duration	13	17
Change Point	6	24

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	108.2%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	108.2%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	16	-	1187	2088:1950	845+789	66.9 : 78.8%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	16	-	638	1907	772	82.7%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	16	-	483	2049	829	58.2%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	73	1886	344	21.2%
4/1		U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1107	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	921	1980	1980	43.3%
6/2	Ahead	O	N/A	N/A	-		-	-	-	583	1980	526	105.0%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	13	-	535	1923	641	83.5%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	13	-	952	2063:2101	184+700	107.7 : 107.7%
8/1		U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	13	-	1102	1995:1853	665+618	106.3 : 64.0%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	407	1894:2034	300+300	63.4 : 72.4%
11/1		U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	979	1965	1965	49.3%
12/2	Ahead	O	N/A	N/A	-		-	-	-	169	1965	502	32.1%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	17	-	687	1944	833	80.8%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	17	-	832	1942:1940	832+161	78.5 : 77.8%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	894	1930	1930	45.8%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	697	1926	1926	33.9%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	842	1923	1923	41.1%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	14	-	633	1932	690	86.5%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	14	-	1059	1929:1926	613+376	101.4 : 102.7%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	14	-	804	1933	690	108.2%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	14	-	968	1930:1927	689+688	80.2 : 55.7%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	908	1912	1912	44.2%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	583	1907	1907	29.0%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	868	1899	1899	45.6%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	17	-	361	1937	830	43.3%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	17	-	567	1935:1930	721+115	67.8 : 67.8%
19/1		U	N/A	N/A	-		-	-	-	1148	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1504	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1574	0	0	42.5	159.3	0.0	201.8	-	-	-	-
A50 Junction 1	-	-	1574	0	0	42.5	159.3	0.0	201.8	-	-	-	-
1/2+1/1	1187	1187	-	-	-	3.5	1.3	-	4.8	14.6	6.2	1.3	7.5
2/1	638	638	-	-	-	2.0	2.3	-	4.3	24.2	6.6	2.3	8.9
2/2	483	483	-	-	-	1.3	0.7	-	2.0	14.9	4.3	0.7	5.0
3/1	73	73	73	0	0	0.0	0.1	-	0.2	8.8	0.2	0.1	0.4
4/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1071	1071	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	858	858	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
6/2	553	526	526	0	0	2.4	20.1	-	22.5	146.5	19.2	20.1	39.3
7/1	535	535	-	-	-	1.9	2.4	-	4.3	29.2	5.6	2.4	8.1
7/2+7/3	952	884	-	-	-	4.5	39.9	-	44.4	167.9	10.8	39.9	50.7
8/1	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	1102	1060	-	-	-	4.8	24.0	-	28.8	93.9	8.7	24.0	32.7
10/1+10/2	407	407	814	0	0	0.6	1.0	-	1.6	14.3	1.2	1.0	2.3
11/1	184	184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	969	969	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/2	161	161	161	0	0	0.0	0.2	-	0.2	5.3	0.0	0.2	0.2
13/1	673	673	-	-	-	2.6	2.0	-	4.6	24.7	5.9	2.0	8.0
13/2+13/3	778	778	-	-	-	1.2	1.8	-	3.0	14.0	15.3	1.8	17.0
14/1	884	884	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	653	653	-	-	-	0.0	0.3	-	0.3	1.4	3.2	0.3	3.5
14/3	790	790	-	-	-	0.0	0.3	-	0.4	1.7	5.5	0.3	5.9
15/1	597	597	-	-	-	3.6	3.0	-	6.6	39.7	6.7	3.0	9.7

Full Input Data And Results

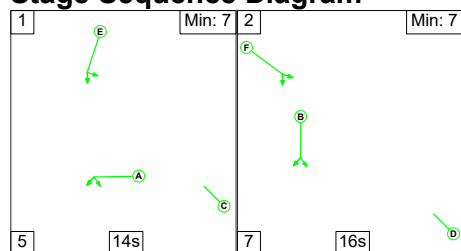
15/2+15/3	1007	970	-	-	-	2.5	21.2	-	23.7	84.5	10.0	21.2	31.1
16/1	747	690	-	-	-	5.6	33.9	-	39.5	190.4	9.6	33.9	43.4
16/2+16/3	936	936	-	-	-	3.8	1.1	-	4.8	18.5	16.8	1.1	17.9
17/1	845	845	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
17/2	553	553	-	-	-	0.0	0.2	-	0.2	1.3	2.1	0.2	2.3
17/3	866	866	-	-	-	0.0	0.4	-	0.4	1.8	2.1	0.4	2.6
18/1	359	359	-	-	-	0.3	0.4	-	0.7	6.9	0.7	0.4	1.0
18/2+18/3	567	567	-	-	-	1.9	1.0	-	2.9	18.4	6.0	1.0	7.1
19/1	1130	1130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1384	1384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309 PRC for Signalled Lanes (%): -20.2 PRC for Signalled Lanes (%): -19.6 PRC Over All Lanes (%): -20.2 Total Delay for Signalled Lanes (pcuHr): 85.66 Total Delay for Signalled Lanes (pcuHr): 88.73 Total Delay Over All Lanes(pcuHr): 201.84 Cycle Time (s): 42 Cycle Time (s): 42													

Full Input Data And Results

Scenario 8: '2038 WoD PM' (FG8: '2038 WoD Flows PM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

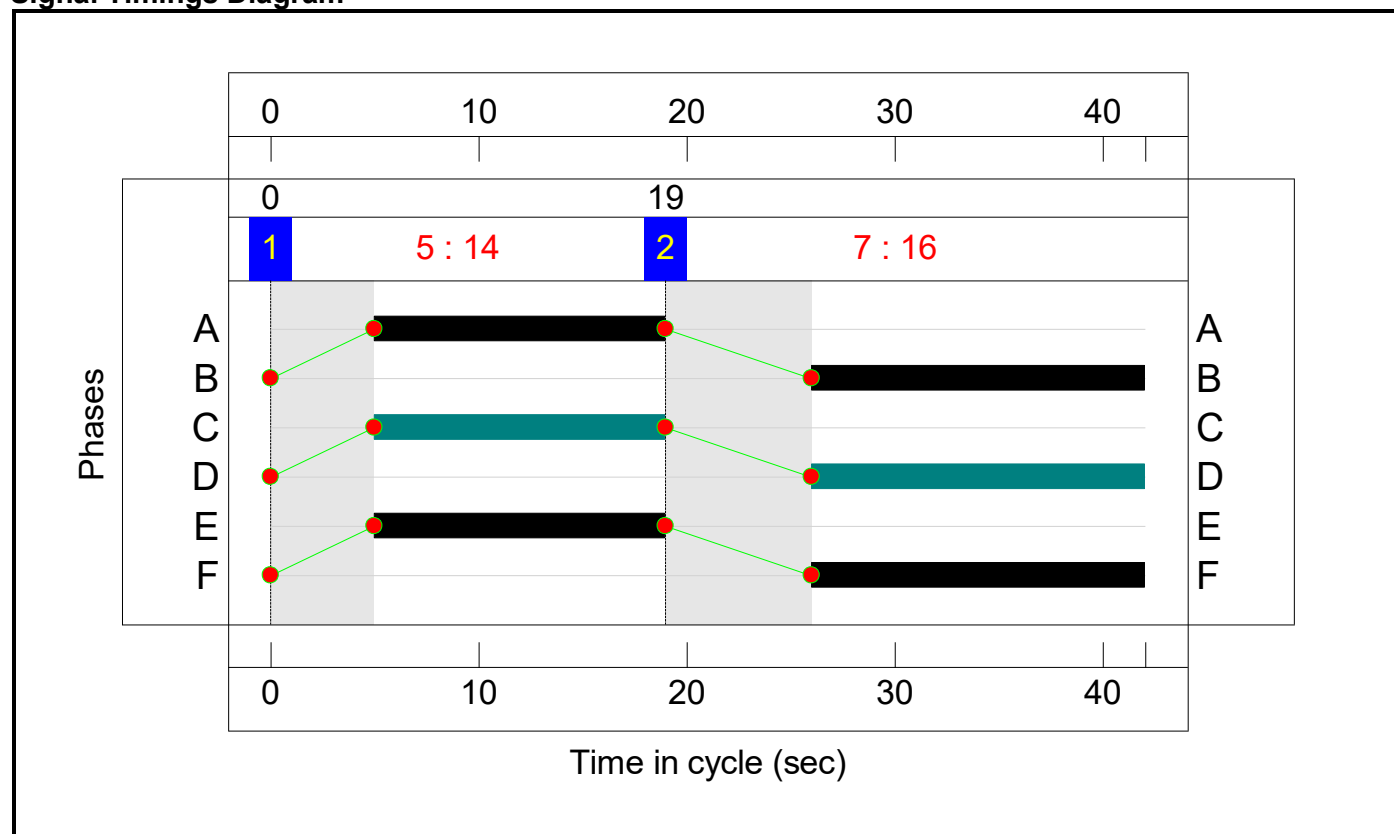
Stage Sequence Diagram



Stage Timings

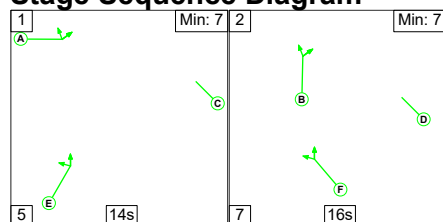
Stage	1	2
Duration	14	16
Change Point	0	19

Signal Timings Diagram



Controller :C2 - Westside E36309

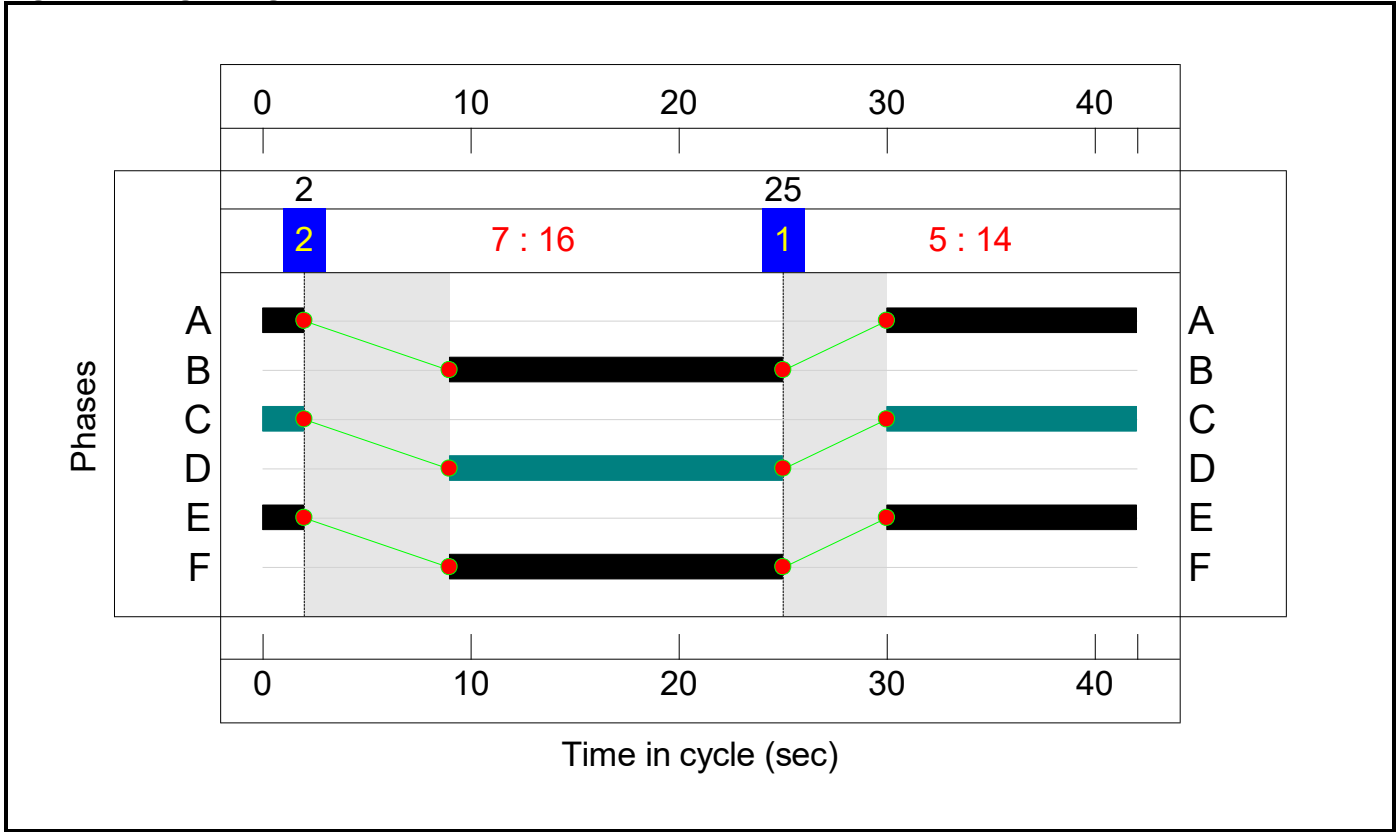
Stage Sequence Diagram



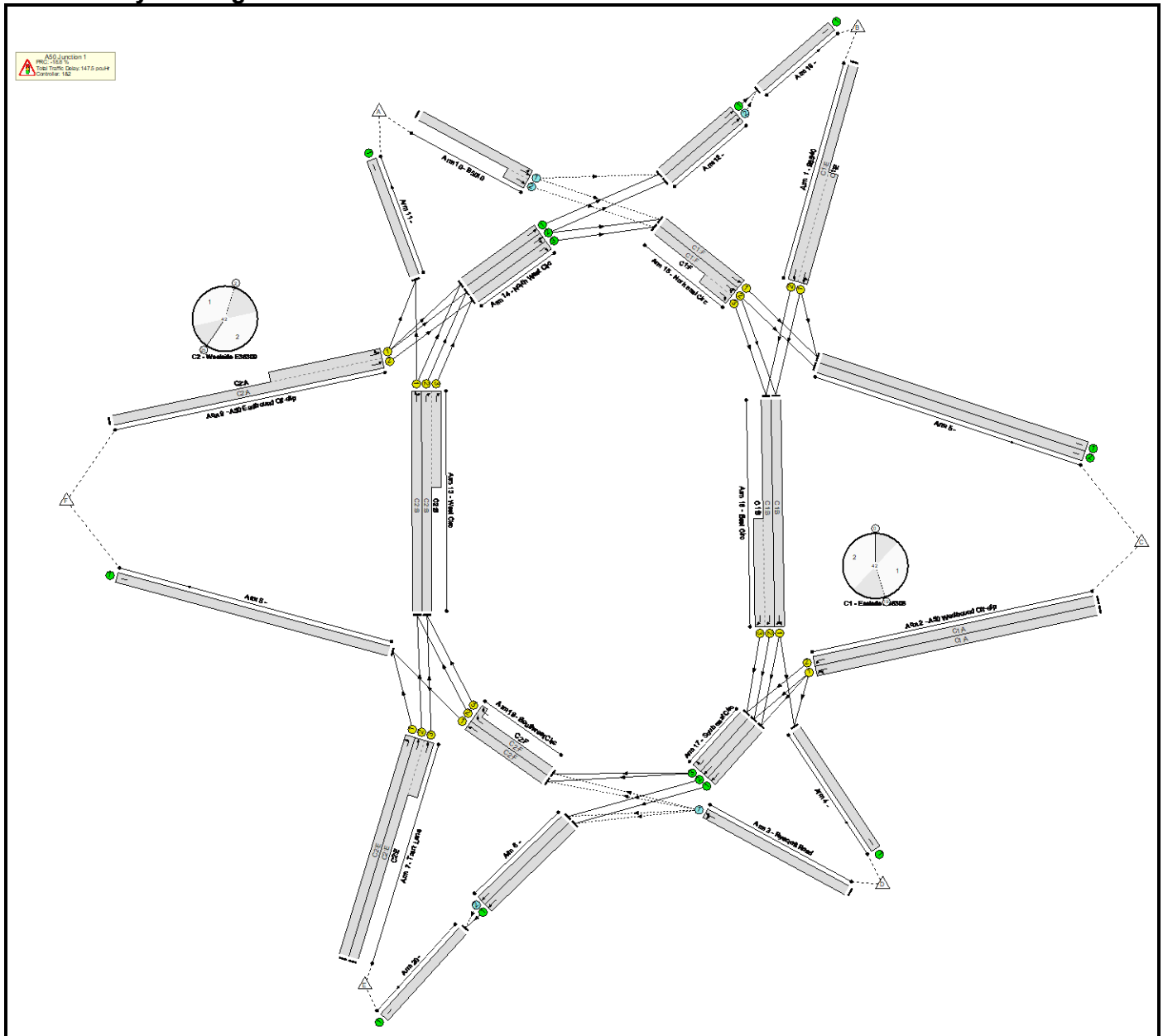
Stage Timings

Stage	1	2
Duration	14	16
Change Point	25	2

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	106.9%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	106.9%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	14	-	1346	2088:1950	746+696	93.2 : 93.5%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	14	-	400	1907	681	58.7%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	14	-	522	2049	732	71.3%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	91	1886	369	24.7%
4/1		U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	135	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	787	1980	1980	39.7%
6/2	Ahead	O	N/A	N/A	-		-	-	-	412	1980	542	76.0%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	14	-	560	1923	687	81.5%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	14	-	1163	2063:2101	338+750	106.9 : 106.9%
8/1		U	N/A	N/A	-		-	-	-	975	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	14	-	849	1995:1853	713+662	70.2 : 52.7%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	334	1894:2034	318+318	50.6 : 54.3%
11/1		U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	867	1965	1965	43.2%
12/2	Ahead	O	N/A	N/A	-		-	-	-	423	1965	528	76.8%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	16	-	823	1944	787	102.0%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	16	-	1049	1942:1940	786+209	100.7 : 98.8%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	776	1930	1930	39.3%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	829	1926	1926	40.8%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	720	1923	1923	36.7%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	16	-	476	1932	782	57.6%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	16	-	893	1929:1926	708+263	89.9 : 91.9%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	16	-	654	1933	782	82.9%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	16	-	937	1930:1927	781+780	52.7 : 67.3%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	773	1912	1912	40.4%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	412	1907	1907	21.6%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	1047	1899	1899	55.1%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	16	-	415	1937	784	52.9%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	16	-	709	1935:1930	536+286	86.3 : 86.3%
19/1		U	N/A	N/A	-		-	-	-	1290	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1199	Inf	Inf	0.0%

Full Input Data And Results

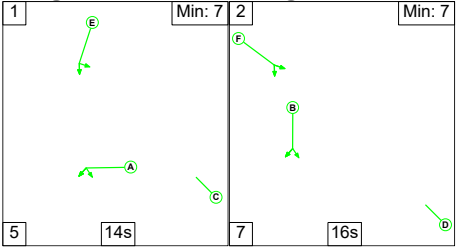
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1576	0	0	37.7	109.8	0.0	147.5	-	-	-	-
A50 Junction 1	-	-	1576	0	0	37.7	109.8	0.0	147.5	-	-	-	-
1/2+1/1	1346	1346	-	-	-	4.9	6.2	-	11.1	29.6	7.7	6.2	13.9
2/1	400	400	-	-	-	1.2	0.7	-	1.9	17.4	3.8	0.7	4.5
2/2	522	522	-	-	-	1.7	1.2	-	2.9	20.1	5.2	1.2	6.4
3/1	91	91	91	0	0	0.1	0.2	-	0.2	8.9	0.3	0.2	0.5
4/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	964	964	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	127	127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	787	787	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	412	412	412	0	0	0.8	1.5	-	2.3	20.1	4.6	1.5	6.2
7/1	560	560	-	-	-	1.9	2.1	-	4.0	26.0	5.9	2.1	8.0
7/2+7/3	1163	1091	-	-	-	5.4	44.0	-	49.5	153.2	11.6	44.0	55.7
8/1	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	849	849	-	-	-	2.6	0.8	-	3.5	14.6	5.0	0.8	5.8
10/1+10/2	334	334	668	0	0	0.5	0.5	-	1.0	11.2	1.5	0.5	2.1
11/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	849	849	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	405	405	405	0	0	0.7	1.6	-	2.3	20.3	4.5	1.6	6.1
13/1	803	787	-	-	-	3.6	18.7	-	22.3	99.9	9.6	18.7	28.2
13/2+13/3	997	992	-	-	-	2.5	17.7	-	20.2	72.9	15.3	17.7	33.0
14/1	758	758	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/2	786	786	-	-	-	0.0	0.3	-	0.3	1.6	5.4	0.3	5.7
14/3	706	706	-	-	-	0.0	0.3	-	0.3	1.5	2.7	0.3	3.0
15/1	451	451	-	-	-	0.3	0.7	-	1.0	7.9	2.9	0.7	3.5

Full Input Data And Results

15/2+15/3	879	879	-	-	-	3.9	4.3	-	8.2	33.7	6.5	4.3	10.9
16/1	649	649	-	-	-	2.8	2.3	-	5.2	28.6	6.3	2.3	8.6
16/2+16/3	937	937	-	-	-	1.8	0.7	-	2.6	9.9	17.0	0.7	17.7
17/1	773	773	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
17/2	412	412	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
17/3	1047	1047	-	-	-	0.0	0.6	-	0.6	2.1	3.2	0.6	3.8
18/1	415	415	-	-	-	1.2	0.6	-	1.8	15.3	4.8	0.6	5.3
18/2+18/3	709	709	-	-	-	1.8	3.0	-	4.8	24.3	3.8	3.0	6.7
19/1	1255	1255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1199	1199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		-3.9 -18.8 -18.8	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		32.86 106.00 147.48	Cycle Time (s): Cycle Time (s):		42 42		

Full Input Data And Results
Scenario 9: '2038 WD AM' (FG9: '2038 WD Flows AM', Plan 1: 'Network Control Plan 1')
Controller :C1 - Eastside E36308

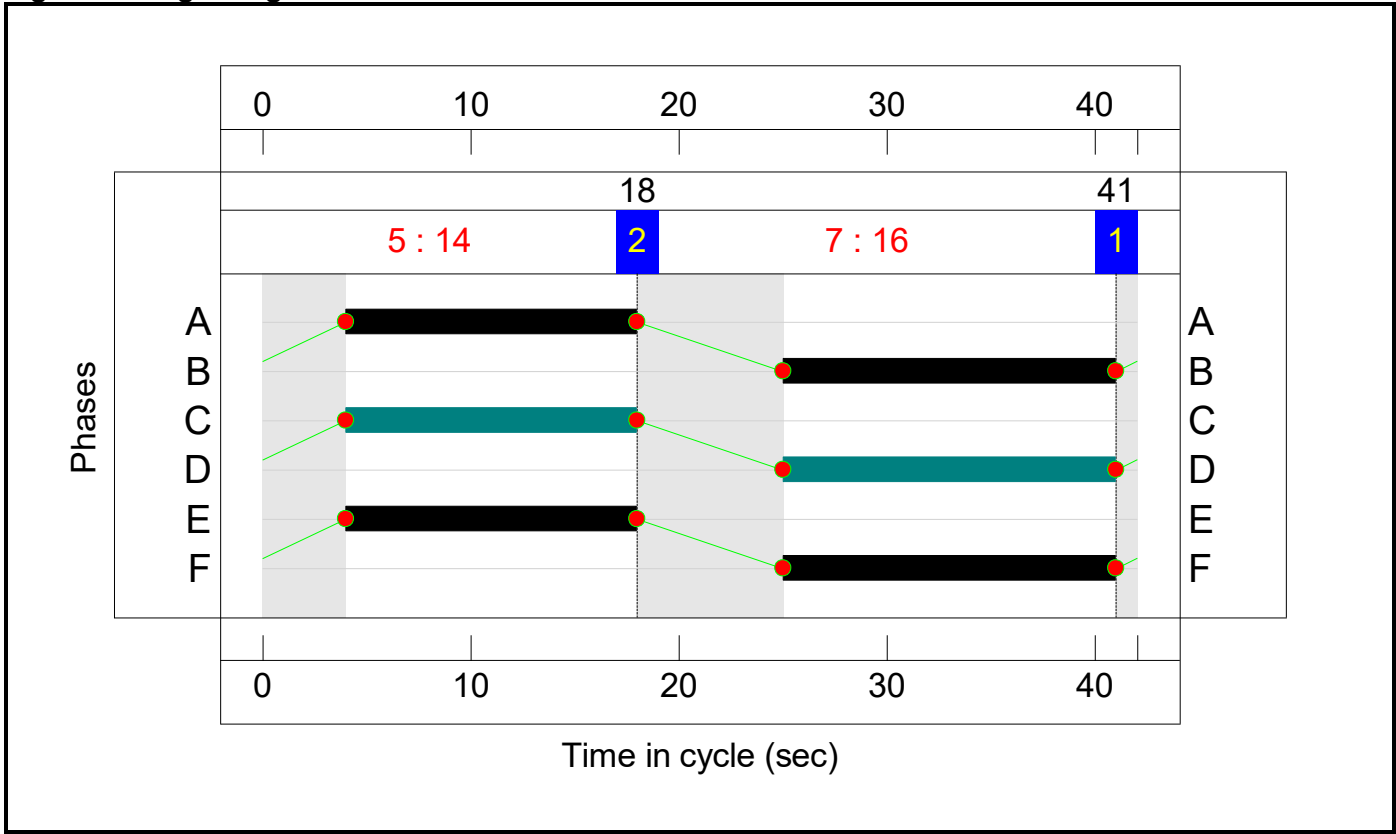
Stage Sequence Diagram



Stage Timings

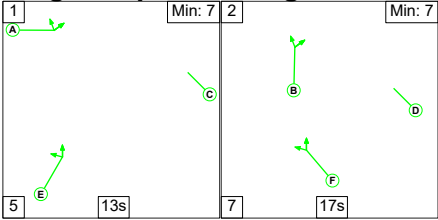
Stage	1	2
Duration	14	16
Change Point	41	18

Signal Timings Diagram



Controller :C2 - Westside E36309

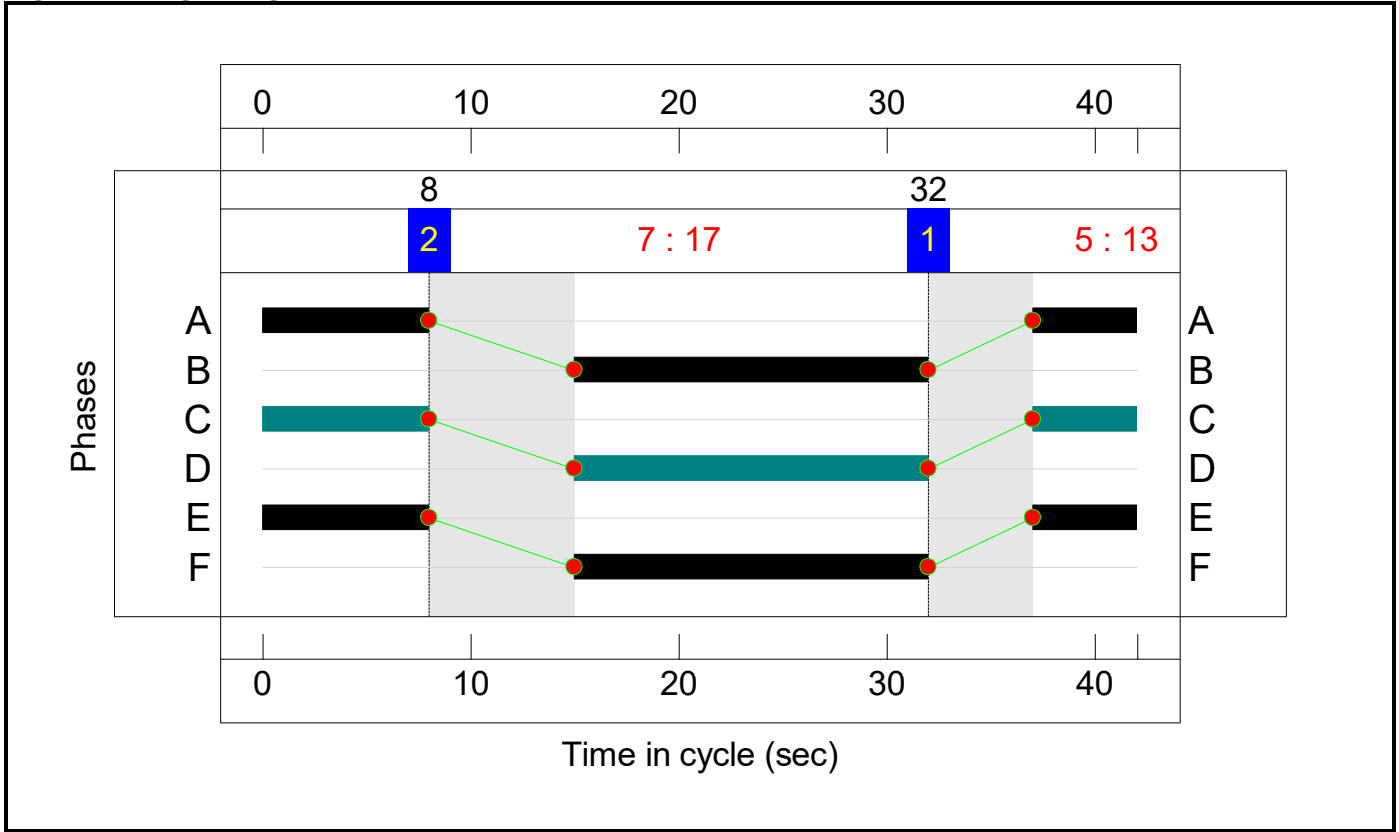
Stage Sequence Diagram



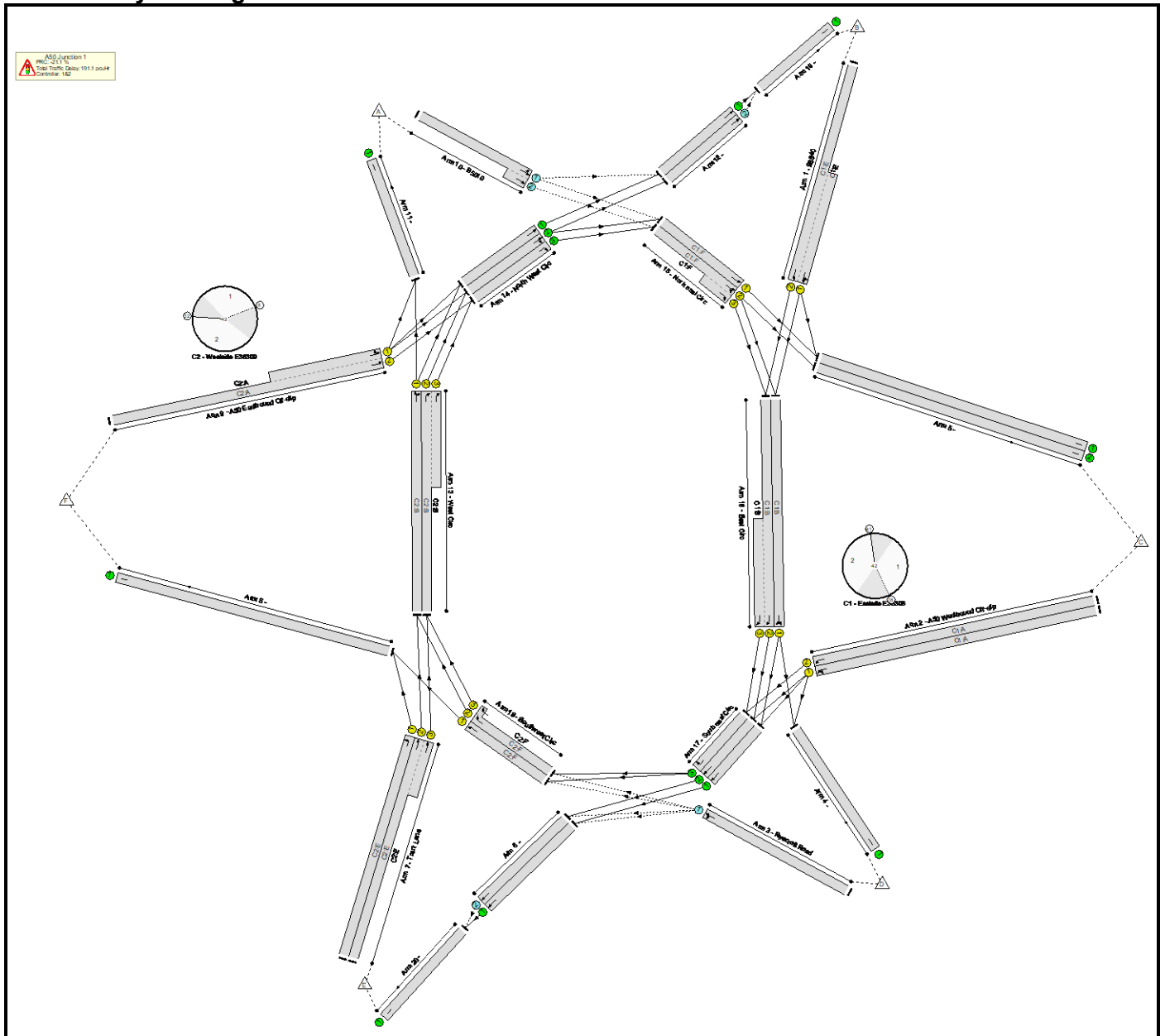
Stage Timings

Stage	1	2
Duration	13	17
Change Point	32	8

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	109.0%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	109.0%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	14	-	1188	2088:1950	699+696	68.7 : 101.7%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	14	-	637	1907	681	93.5%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	14	-	477	2049	732	65.2%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	77	1886	326	23.6%
4/1		U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1146	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	1	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	949	1980	1980	46.6%
6/2	Ahead	O	N/A	N/A	-		-	-	-	576	1980	512	107.0%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	13	-	558	1923	641	87.1%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	13	-	992	2063:2101	222+700	107.5 : 107.5%
8/1		U	N/A	N/A	-		-	-	-	920	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	13	-	1125	1995:1853	665+581	109.0 : 68.8%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	413	1894:2034	302+302	64.0 : 72.9%
11/1		U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	1007	1965	1965	50.6%
12/2	Ahead	O	N/A	N/A	-		-	-	-	149	1965	496	28.9%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	17	-	704	1944	833	82.5%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	17	-	848	1942:1940	832+166	79.8 : 79.0%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	923	1930	1930	47.2%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	707	1926	1926	34.5%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	866	1923	1923	41.4%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	16	-	667	1932	782	80.5%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	16	-	1086	1929:1926	648+510	87.3 : 88.3%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	16	-	836	1933	782	101.0%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	16	-	958	1930:1927	781+706	70.2 : 54.1%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	935	1912	1912	47.5%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	576	1907	1907	28.7%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	859	1899	1899	45.2%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	17	-	362	1937	830	43.6%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	17	-	560	1935:1930	698+143	66.7 : 66.7%
19/1		U	N/A	N/A	-		-	-	-	1156	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1525	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1559	0	0	41.3	149.8	0.0	191.1	-	-	-	-
A50 Junction 1	-	-	1559	0	0	41.3	149.8	0.0	191.1	-	-	-	-
1/2+1/1	1188	1176	-	-	-	4.4	8.6	-	13.0	39.3	8.4	8.6	17.0
2/1	637	637	-	-	-	2.3	5.7	-	8.0	45.4	7.1	5.7	12.8
2/2	477	477	-	-	-	1.5	0.9	-	2.4	18.3	4.6	0.9	5.6
3/1	77	77	77	0	0	0.0	0.2	-	0.2	9.4	0.3	0.2	0.4
4/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1101	1101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	922	922	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/2	548	512	512	0	0	2.6	23.7	-	26.3	173.0	19.2	23.7	42.9
7/1	558	558	-	-	-	2.0	3.1	-	5.2	33.3	6.0	3.1	9.2
7/2+7/3	992	923	-	-	-	5.0	40.8	-	45.8	166.1	10.9	40.8	51.7
8/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	1125	1065	-	-	-	4.9	34.3	-	39.2	125.5	8.6	34.3	42.9
10/1+10/2	413	413	826	0	0	0.6	1.1	-	1.7	14.5	1.2	1.1	2.3
11/1	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	995	995	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
12/2	143	143	143	0	0	0.0	0.2	-	0.2	5.1	0.0	0.2	0.2
13/1	688	688	-	-	-	2.7	2.3	-	5.0	26.1	6.6	2.3	8.9
13/2+13/3	795	795	-	-	-	1.3	1.9	-	3.3	14.7	15.3	1.9	17.2
14/1	911	911	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
14/2	664	664	-	-	-	0.0	0.3	-	0.3	1.4	3.2	0.3	3.5
14/3	796	796	-	-	-	0.0	0.4	-	0.4	1.7	5.5	0.4	5.9
15/1	630	630	-	-	-	0.6	2.0	-	2.6	15.1	2.3	2.0	4.3

Full Input Data And Results

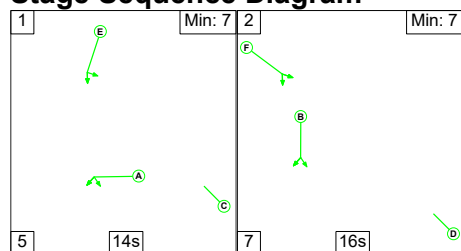
15/2+15/3	1016	1016	-	-	-	4.0	3.4	-	7.5	26.5	6.6	3.4	10.0
16/1	790	782	-	-	-	3.8	16.2	-	20.1	91.3	9.3	16.2	25.5
16/2+16/3	930	930	-	-	-	3.3	0.8	-	4.2	16.2	16.8	0.8	17.6
17/1	908	908	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
17/2	548	548	-	-	-	0.0	0.2	-	0.2	1.3	1.1	0.2	1.3
17/3	859	859	-	-	-	0.0	0.4	-	0.4	1.7	2.2	0.4	2.6
18/1	362	362	-	-	-	1.7	0.4	-	2.1	20.8	4.2	0.4	4.5
18/2+18/3	560	560	-	-	-	0.4	1.0	-	1.3	8.7	0.8	1.0	1.8
19/1	1138	1138	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1434	1434	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309													
PRC for Signalled Lanes (%):					-13.0	Total Delay for Signalled Lanes (pcuHr):			57.78	Cycle Time (s):			42
PRC for Signalled Lanes (%):					-21.1	Total Delay for Signalled Lanes (pcuHr):			101.80	Cycle Time (s):			42
PRC Over All Lanes (%):					-21.1	Total Delay Over All Lanes(pcuHr):			191.08				

Full Input Data And Results

Scenario 10: '2038 WD PM' (FG10: '2038 WD Flows PM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

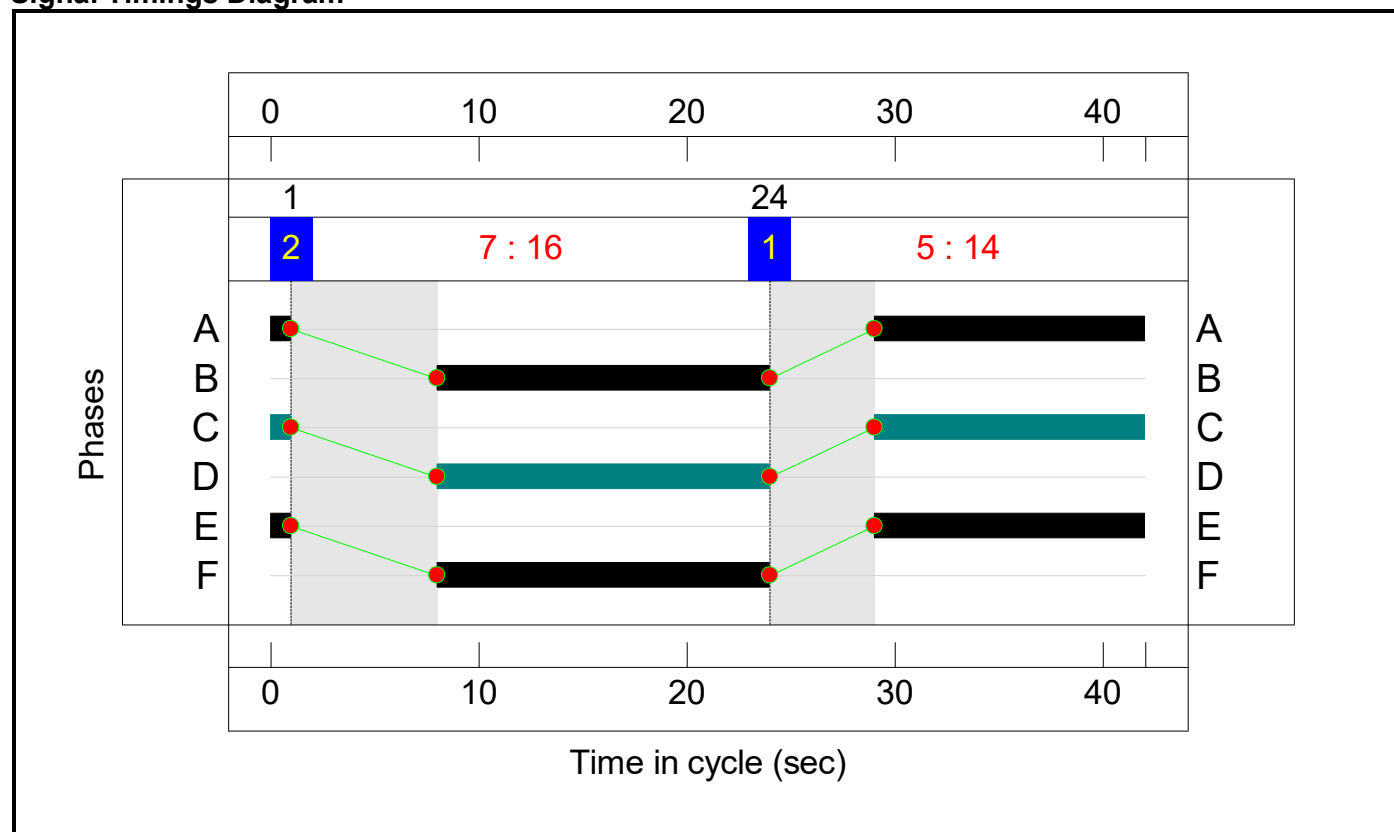
Stage Sequence Diagram



Stage Timings

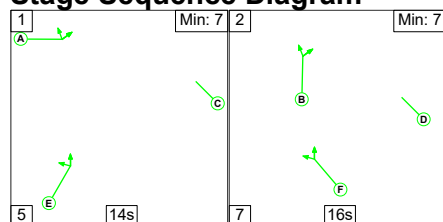
Stage	1	2
Duration	14	16
Change Point	24	1

Signal Timings Diagram



Controller :C2 - Westside E36309

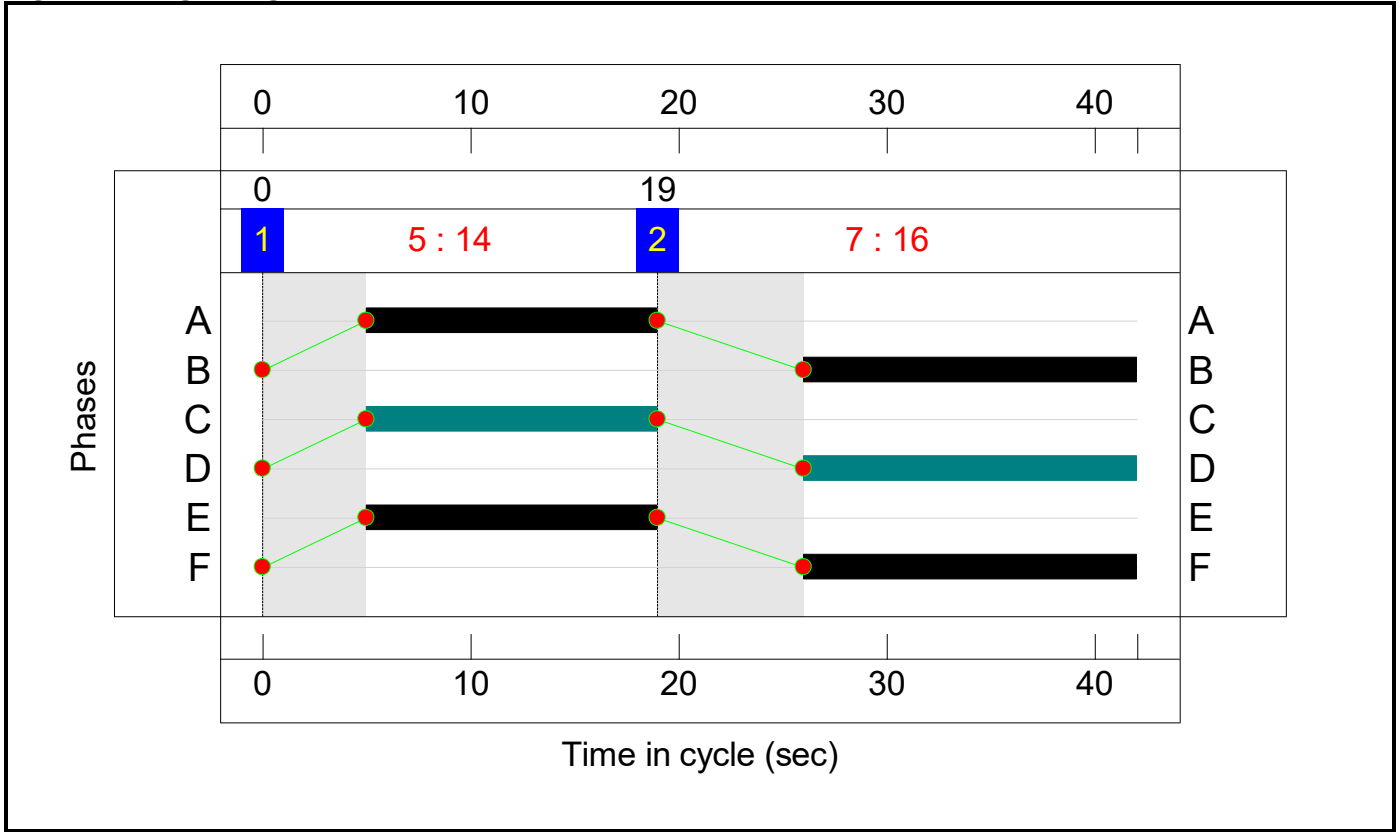
Stage Sequence Diagram



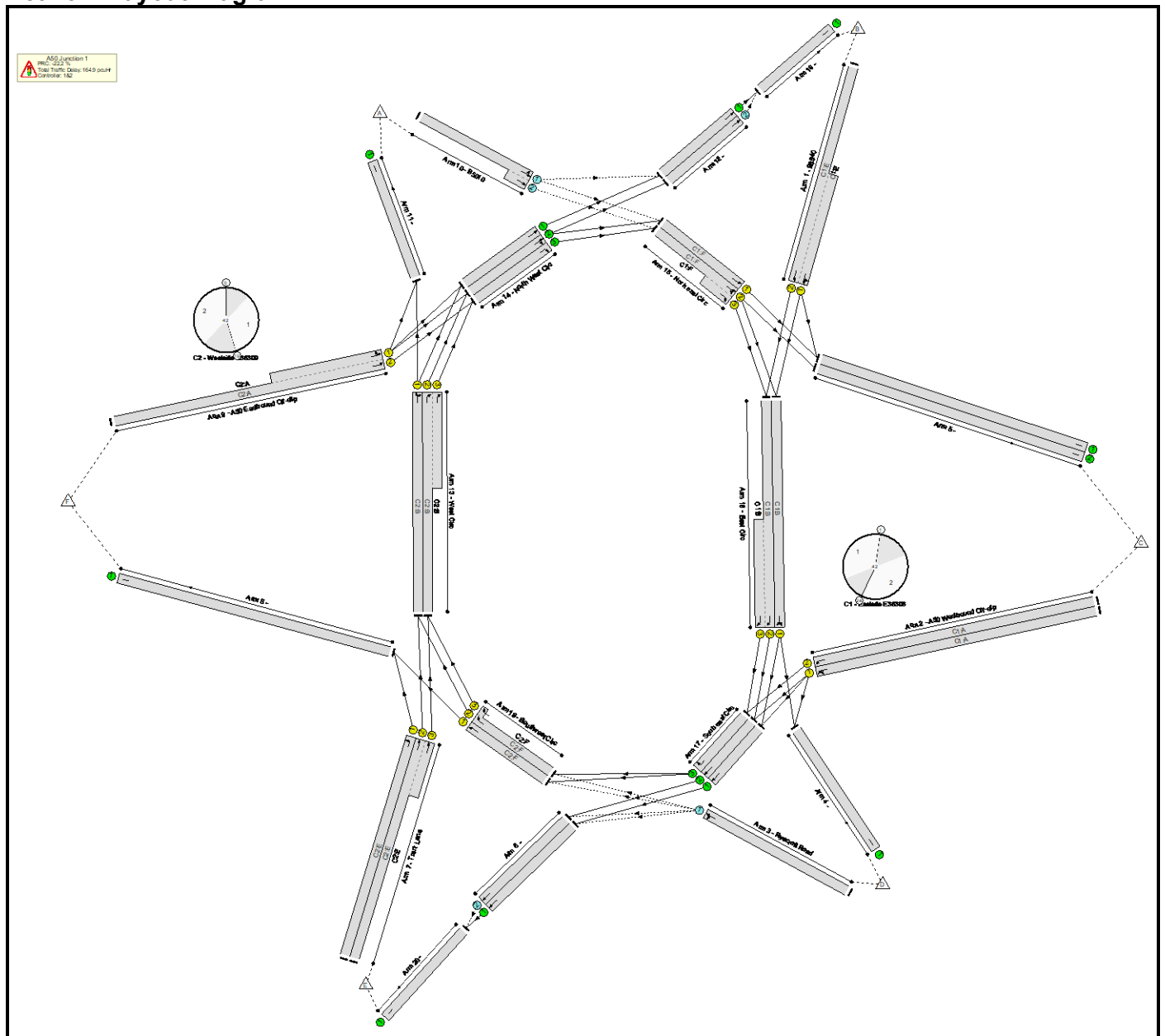
Stage Timings

Stage	1	2
Duration	14	16
Change Point	0	19

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	109.9%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	109.9%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	14	-	1347	2088:1950	746+696	93.3 : 93.5%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	14	-	403	1907	681	59.2%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	14	-	509	2049	732	69.6%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	118	1886	375	31.5%
4/1		U	N/A	N/A	-		-	-	-	306	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	118	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	807	1980	1980	40.8%
6/2	Ahead	O	N/A	N/A	-		-	-	-	422	1980	537	78.5%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	14	-	570	1923	687	83.0%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	14	-	1181	2063:2101	324+750	109.9 : 109.9%
8/1		U	N/A	N/A	-		-	-	-	986	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	14	-	847	1995:1853	713+662	71.2 : 51.4%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	329	1894:2034	314+314	49.1 : 55.7%
11/1		U	N/A	N/A	-		-	-	-	403	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	864	1965	1965	42.4%
12/2	Ahead	O	N/A	N/A	-		-	-	-	439	1965	532	78.3%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	16	-	836	1944	787	102.2%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	16	-	1062	1942:1940	786+201	100.6 : 98.0%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	773	1930	1930	38.4%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	846	1926	1926	40.8%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	723	1923	1923	36.6%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	16	-	470	1932	782	55.3%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	16	-	898	1929:1926	705+274	89.0 : 91.7%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	16	-	691	1933	782	87.2%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	16	-	947	1930:1927	781+780	54.0 : 67.3%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	788	1912	1912	41.2%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	422	1907	1907	22.1%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	1034	1899	1899	54.4%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	16	-	416	1937	784	53.1%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	16	-	717	1935:1930	548+271	87.6 : 87.6%
19/1		U	N/A	N/A	-		-	-	-	1303	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1229	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1614	0	0	38.7	126.2	0.0	164.9	-	-	-	-
A50 Junction 1	-	-	1614	0	0	38.7	126.2	0.0	164.9	-	-	-	-
1/2+1/1	1347	1347	-	-	-	4.9	6.3	-	11.1	29.7	7.7	6.3	14.0
2/1	403	403	-	-	-	1.2	0.7	-	2.0	17.5	3.8	0.7	4.5
2/2	509	509	-	-	-	1.6	1.1	-	2.8	19.5	4.9	1.1	6.1
3/1	118	118	118	0	0	0.1	0.2	-	0.3	9.4	0.5	0.2	0.7
4/1	297	297	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	922	922	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	807	807	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/2	422	422	422	0	0	0.9	1.8	-	2.7	22.7	4.7	1.8	6.5
7/1	570	570	-	-	-	2.0	2.3	-	4.3	27.2	6.0	2.3	8.4
7/2+7/3	1181	1074	-	-	-	6.1	58.5	-	64.6	196.8	13.6	58.5	72.1
8/1	986	986	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	847	847	-	-	-	2.6	0.8	-	3.4	14.6	5.1	0.8	5.9
10/1+10/2	329	329	658	0	0	0.5	0.5	-	1.0	11.3	1.6	0.5	2.2
11/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	833	833	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	416	416	416	0	0	0.7	1.8	-	2.5	21.2	4.6	1.8	6.3
13/1	804	787	-	-	-	3.9	19.1	-	23.0	103.0	9.6	19.1	28.6
13/2+13/3	987	983	-	-	-	2.6	17.8	-	20.4	74.4	15.3	17.8	33.2
14/1	742	742	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/2	786	786	-	-	-	0.0	0.3	-	0.3	1.6	5.4	0.3	5.7
14/3	704	704	-	-	-	0.0	0.3	-	0.3	1.5	2.7	0.3	3.0
15/1	433	433	-	-	-	0.9	0.6	-	1.5	12.6	4.8	0.6	5.5

Full Input Data And Results

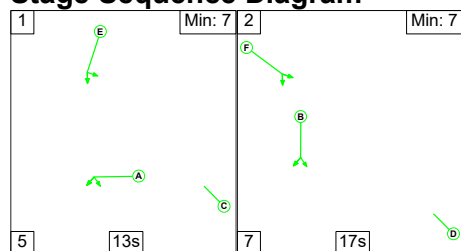
15/2+15/3	879	879	-	-	-	2.2	4.1	-	6.2	25.5	4.0	4.1	8.0
16/1	682	682	-	-	-	2.9	3.2	-	6.1	32.1	6.8	3.2	10.0
16/2+16/3	947	947	-	-	-	1.7	0.8	-	2.5	9.4	17.0	0.8	17.7
17/1	788	788	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
17/2	422	422	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
17/3	1034	1034	-	-	-	0.0	0.6	-	0.6	2.1	2.7	0.6	3.3
18/1	416	416	-	-	-	0.4	0.6	-	1.0	8.6	4.1	0.6	4.6
18/2+18/3	717	717	-	-	-	3.5	3.3	-	6.8	34.2	7.1	3.3	10.4
19/1	1249	1249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1229	1229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		-3.9 -22.2 -22.2	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		32.12 123.55 164.89	Cycle Time (s): Cycle Time (s):		42 42		

Full Input Data And Results

Scenario 11: '2a 2028 WD AM' (FG11: '2a 2028 WD Flows AM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

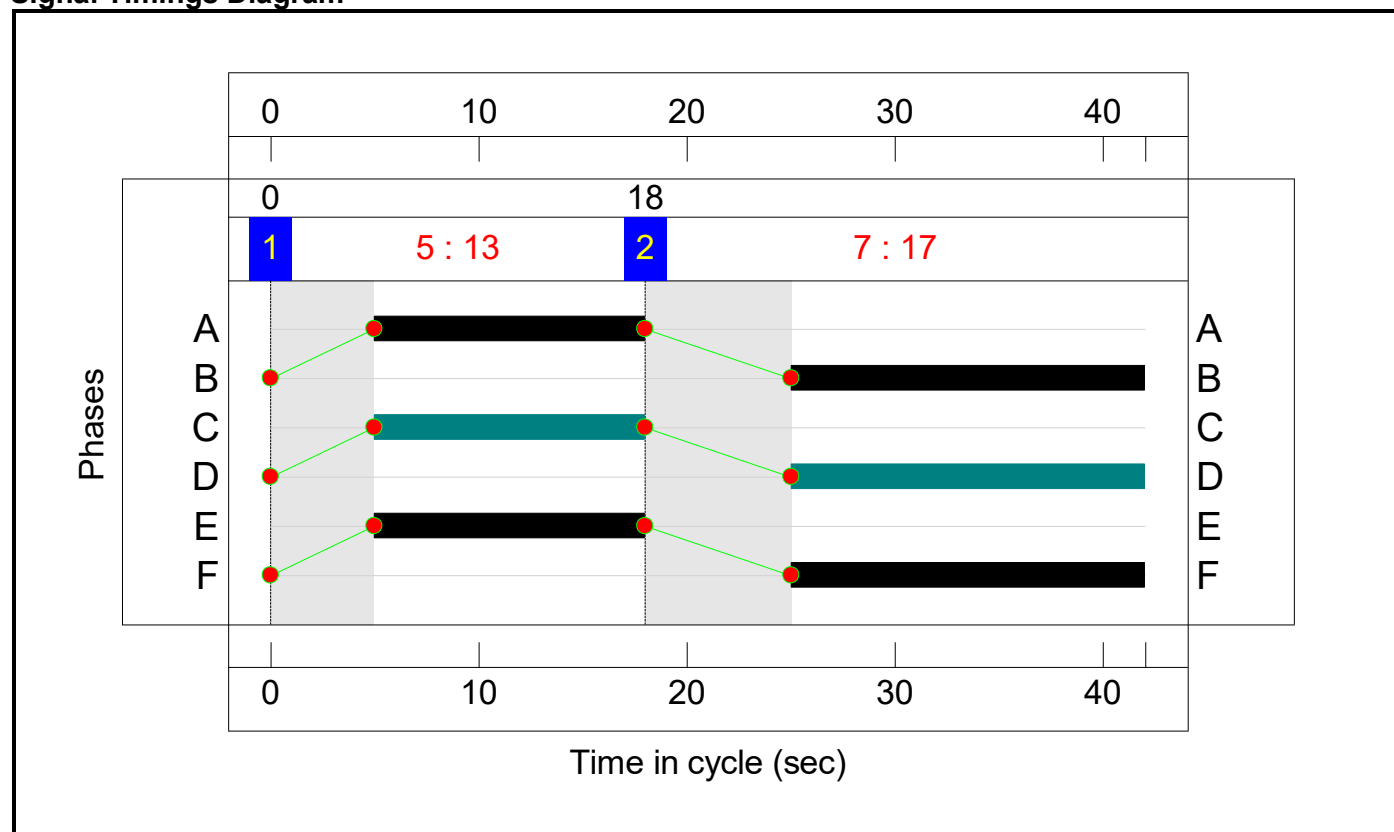
Stage Sequence Diagram



Stage Timings

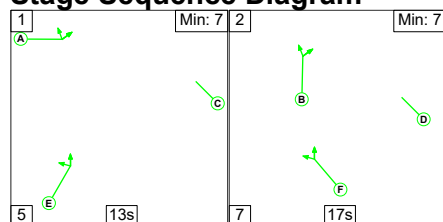
Stage	1	2
Duration	13	17
Change Point	0	18

Signal Timings Diagram



Controller :C2 - Westside E36309

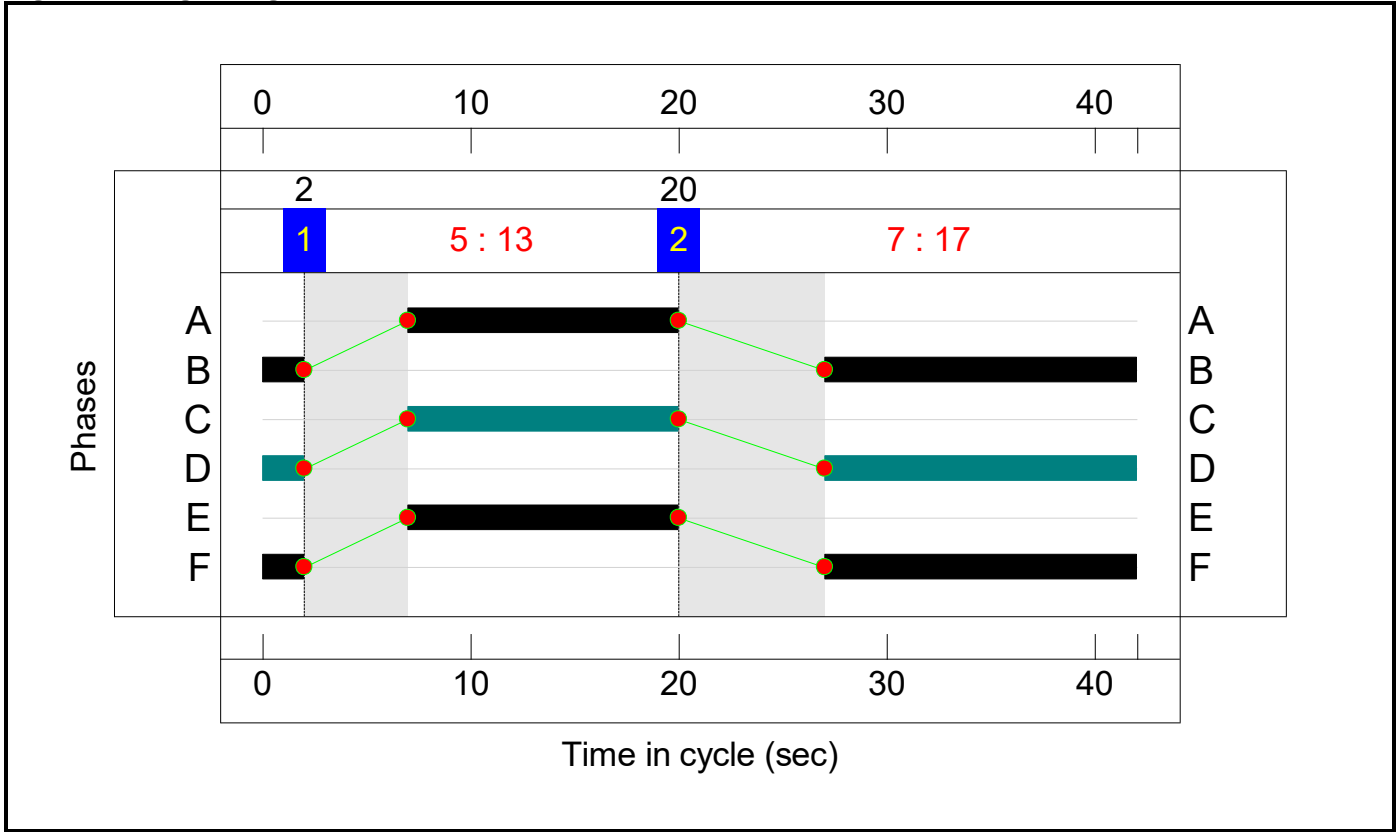
Stage Sequence Diagram



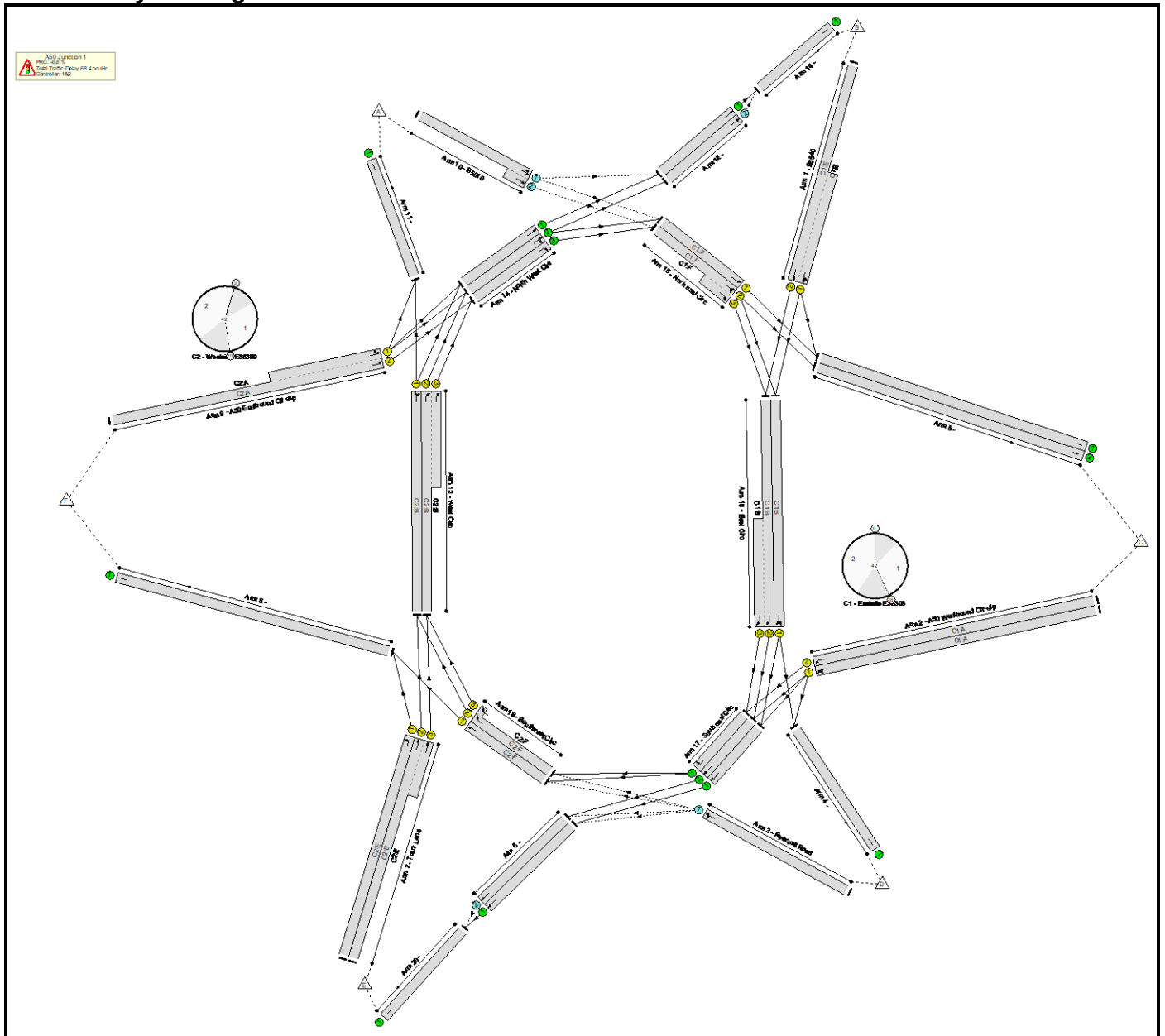
Stage Timings

Stage	1	2
Duration	13	17
Change Point	2	20

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	96.1%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	13	-	1064	2088:1950	696+650	67.2 : 91.7%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	13	-	611	1907	636	96.1%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	13	-	492	2049	683	72.0%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	51	1886	326	15.6%
4/1		U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	75	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1038	1980	1980	52.4%
6/2	Ahead	O	N/A	N/A	-		-	-	-	435	1980	487	89.4%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	13	-	417	1923	641	65.1%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	13	-	627	2063:2101	138+700	74.8 : 74.8%
8/1		U	N/A	N/A	-		-	-	-	802	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	13	-	1003	1995:1853	665+618	93.5 : 61.7%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	442	1894:2034	325+397	59.9 : 62.2%
11/1		U	N/A	N/A	-		-	-	-	159	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	888	1965	1965	45.2%
12/2	Ahead	O	N/A	N/A	-		-	-	-	224	1965	520	43.1%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	17	-	561	1944	833	67.3%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	17	-	623	1942:1940	832+259	57.1 : 57.1%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	783	1930	1930	40.6%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	475	1926	1926	24.7%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	770	1923	1923	40.0%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	17	-	341	1932	828	41.2%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	17	-	1017	1929:1926	702+412	91.3 : 91.3%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	17	-	788	1933	828	95.1%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	17	-	844	1930:1927	827+826	52.6 : 49.5%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	1028	1912	1912	53.8%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	435	1907	1907	22.8%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	901	1899	1899	47.4%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	17	-	385	1937	830	46.4%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	17	-	557	1935:1930	692+149	66.2 : 66.2%
19/1		U	N/A	N/A	-		-	-	-	1112	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1473	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1594	0	0	29.6	38.8	0.0	68.4	-	-	-	-
A50 Junction 1	-	-	1594	0	0	29.6	38.8	0.0	68.4	-	-	-	-
1/2+1/1	1064	1064	-	-	-	3.8	1.9	-	5.7	19.1	6.6	1.9	8.5
2/1	611	611	-	-	-	2.3	7.6	-	10.0	58.8	7.0	7.6	14.6
2/2	492	492	-	-	-	1.7	1.3	-	3.0	21.6	4.9	1.3	6.2
3/1	51	51	51	0	0	0.0	0.1	-	0.1	8.3	0.1	0.1	0.2
4/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1038	1038	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
6/2	435	435	435	0	0	1.0	3.7	-	4.7	38.7	4.9	3.7	8.6
7/1	417	417	-	-	-	1.4	0.9	-	2.3	19.9	4.1	0.9	5.0
7/2+7/3	627	627	-	-	-	2.1	1.5	-	3.6	20.4	5.4	1.5	6.9
8/1	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	1003	1003	-	-	-	3.6	1.8	-	5.4	19.2	6.9	1.8	8.7
10/1+10/2	442	442	884	0	0	0.4	0.8	-	1.2	9.6	1.1	0.8	1.9
11/1	159	159	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	888	888	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
12/2	224	224	224	0	0	0.1	0.4	-	0.5	7.4	2.0	0.4	2.4
13/1	561	561	-	-	-	2.1	1.0	-	3.1	19.9	4.6	1.0	5.7
13/2+13/3	623	623	-	-	-	1.0	0.7	-	1.7	9.6	15.0	0.7	15.7
14/1	783	783	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
14/2	475	475	-	-	-	0.0	0.2	-	0.2	1.2	1.1	0.2	1.2
14/3	770	770	-	-	-	0.0	0.3	-	0.3	1.6	4.9	0.3	5.2
15/1	341	341	-	-	-	1.2	0.3	-	1.6	16.4	2.5	0.3	2.8

Full Input Data And Results

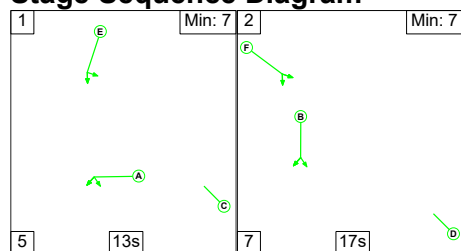
15/2+15/3	1017	1017	-	-	-	1.6	4.8	-	6.4	22.6	8.0	4.8	12.8
16/1	788	788	-	-	-	3.3	7.2	-	10.5	47.9	8.2	7.2	15.3
16/2+16/3	844	844	-	-	-	2.1	0.5	-	2.7	11.4	16.8	0.5	17.3
17/1	1028	1028	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
17/2	435	435	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
17/3	901	901	-	-	-	0.0	0.5	-	0.5	1.8	2.7	0.5	3.2
18/1	385	385	-	-	-	0.7	0.4	-	1.1	10.6	1.5	0.4	1.9
18/2+18/3	557	557	-	-	-	1.2	1.0	-	2.2	14.1	5.9	1.0	6.8
19/1	1112	1112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1473	1473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309 PRC for Signalled Lanes (%):-6.8 PRC for Signalled Lanes (%):-3.9 PRC Over All Lanes (%):-6.8 Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):													
										Cycle Time (s): 42 Cycle Time (s): 42			

Full Input Data And Results

Scenario 12: '2a 2028 WD PM' (FG12: '2a 2028 WD Flows PM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

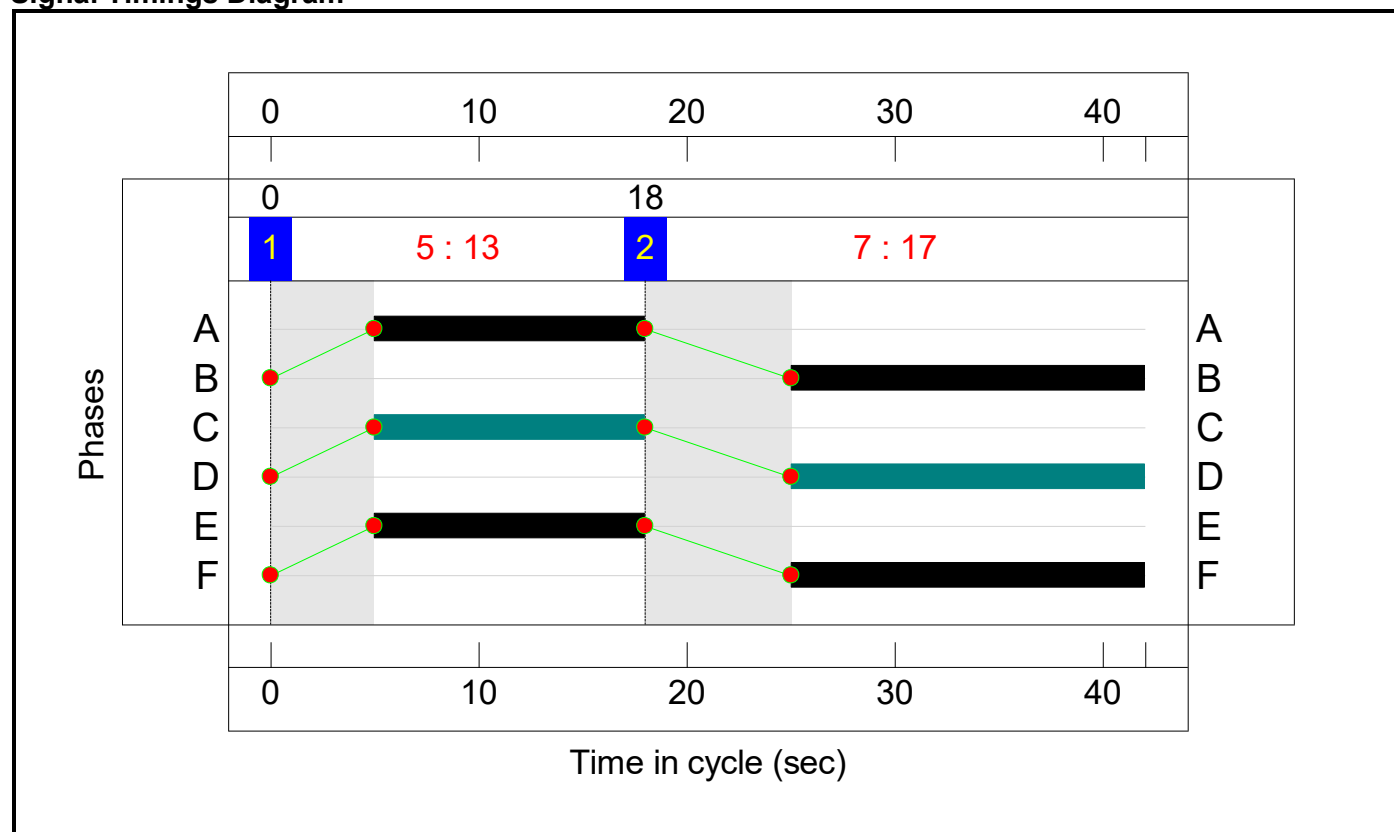
Stage Sequence Diagram



Stage Timings

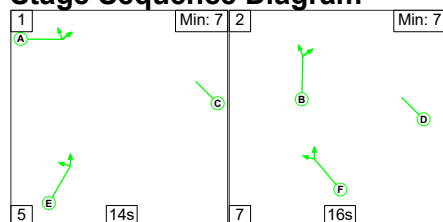
Stage	1	2
Duration	13	17
Change Point	0	18

Signal Timings Diagram



Controller :C2 - Westside E36309

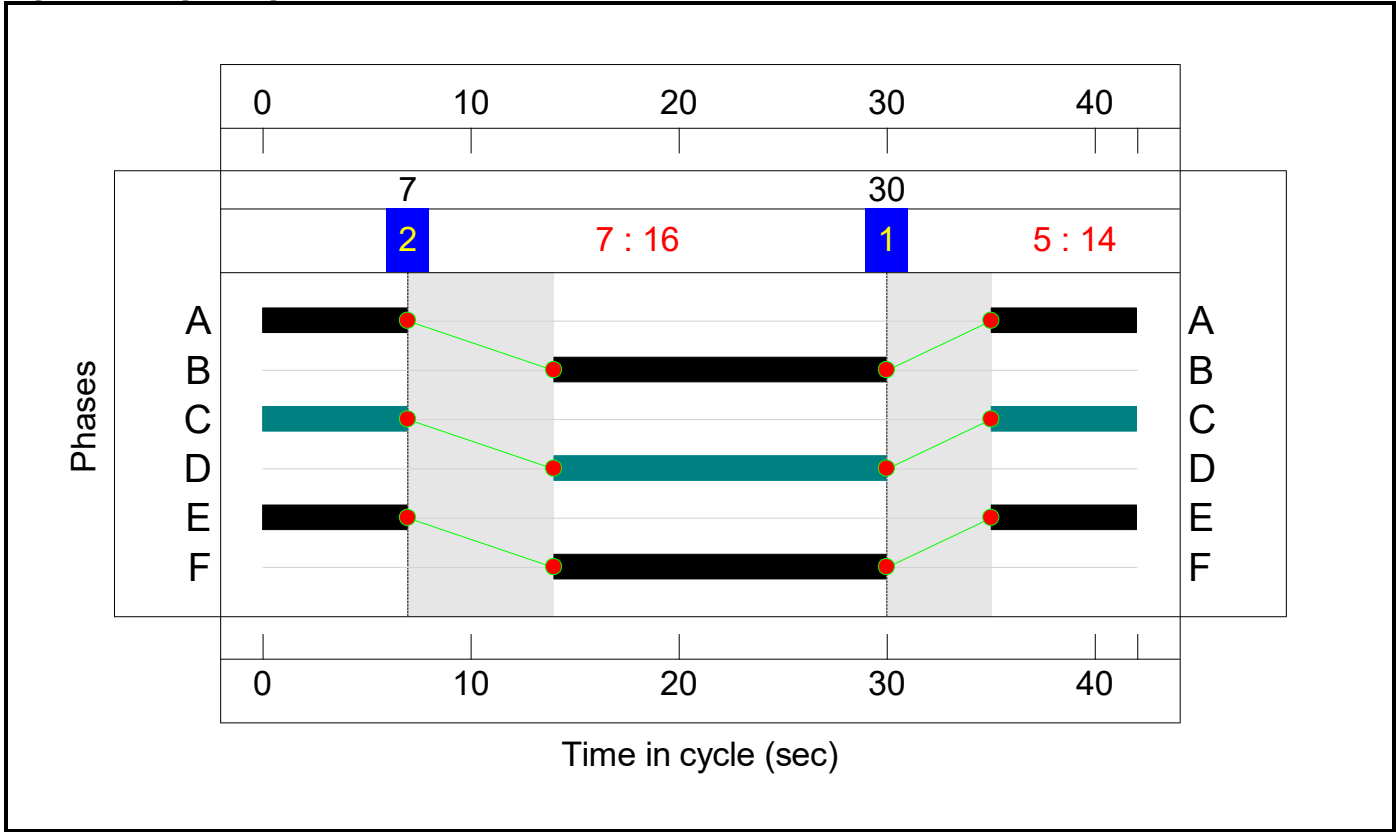
Stage Sequence Diagram



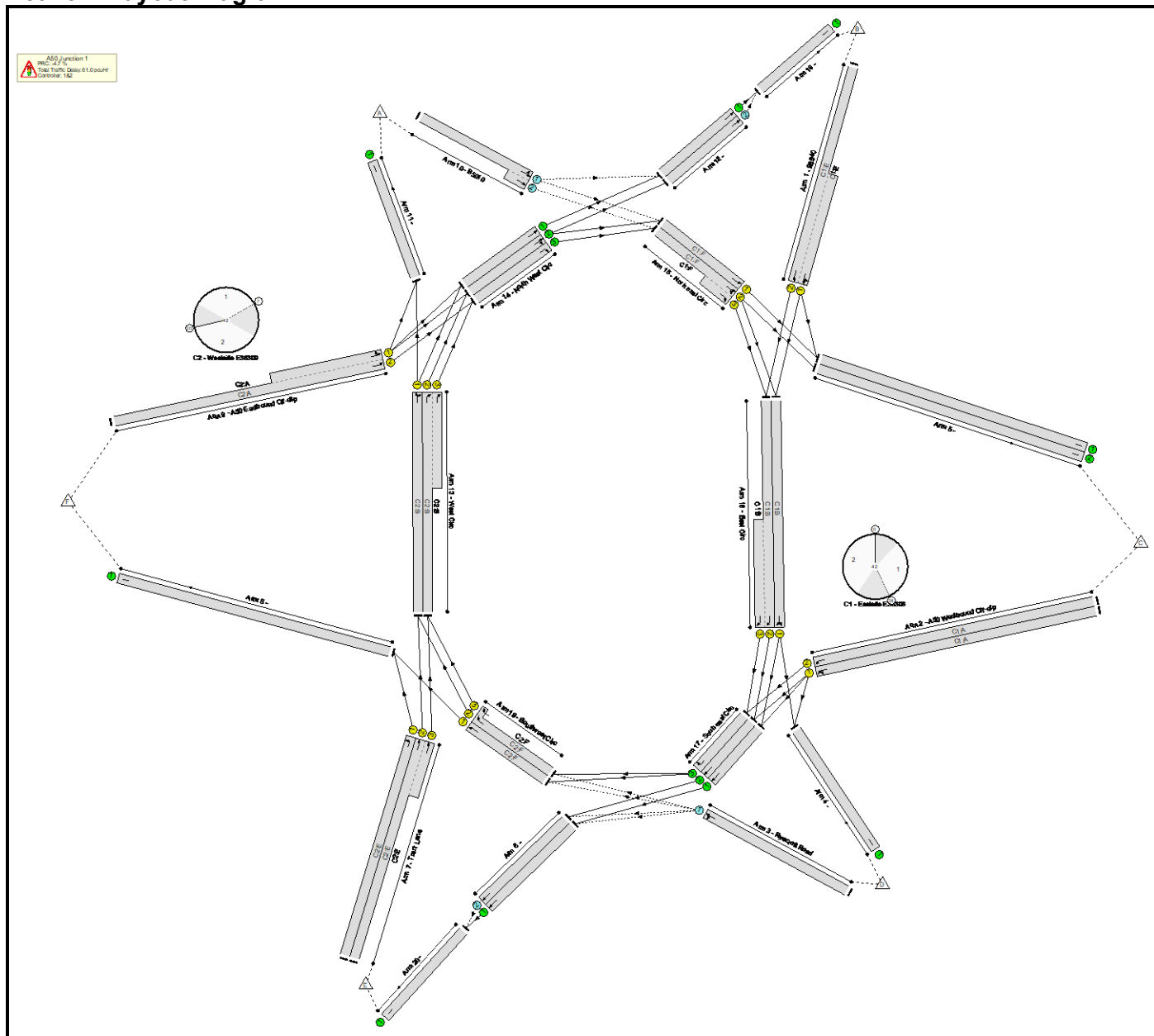
Stage Timings

Stage	1	2
Duration	14	16
Change Point	30	7

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	94.3%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	13	-	1046	2088:1950	696+650	63.6 : 92.8%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	13	-	341	1907	636	53.6%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	13	-	529	2049	683	77.5%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	73	1886	406	18.0%
4/1		U	N/A	N/A	-		-	-	-	114	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	761	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	733	1980	1980	37.0%
6/2	Ahead	O	N/A	N/A	-		-	-	-	310	1980	554	56.0%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	14	-	566	1923	687	82.4%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	14	-	935	2063:2101	289+750	90.0 : 90.0%
8/1		U	N/A	N/A	-		-	-	-	957	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	14	-	924	1995:1853	713+662	70.9 : 63.3%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	297	1894:2034	398+398	35.2 : 39.4%
11/1		U	N/A	N/A	-		-	-	-	331	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	845	1965	1965	43.0%
12/2	Ahead	O	N/A	N/A	-		-	-	-	341	1965	529	64.5%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	16	-	692	1944	787	87.9%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	16	-	903	1942:1940	786+521	71.2 : 65.8%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	780	1930	1930	40.4%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	560	1926	1926	29.1%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	848	1923	1923	44.1%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	17	-	294	1932	828	35.5%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	17	-	1005	1929:1926	720+346	94.3 : 94.3%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	17	-	496	1933	828	59.9%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	17	-	769	1930:1927	743+826	41.7 : 55.6%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	723	1912	1912	37.8%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	310	1907	1907	16.3%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	988	1899	1899	52.0%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	16	-	391	1937	784	49.9%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	16	-	660	1935:1930	538+284	80.4 : 80.4%
19/1		U	N/A	N/A	-		-	-	-	1186	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1043	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1318	0	0	29.9	31.1	0.0	61.0	-	-	-	-
A50 Junction 1	-	-	1318	0	0	29.9	31.1	0.0	61.0	-	-	-	-
1/2+1/1	1046	1046	-	-	-	3.7	1.7	-	5.4	18.7	6.7	1.7	8.4
2/1	341	341	-	-	-	1.1	0.6	-	1.7	17.5	3.2	0.6	3.8
2/2	529	529	-	-	-	1.8	1.7	-	3.5	24.0	5.4	1.7	7.1
3/1	73	73	73	0	0	0.0	0.1	-	0.1	7.0	0.2	0.1	0.3
4/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	733	733	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/2	310	310	310	0	0	0.1	0.6	-	0.7	8.7	2.1	0.6	2.8
7/1	566	566	-	-	-	1.9	2.3	-	4.2	26.7	6.0	2.3	8.2
7/2+7/3	935	935	-	-	-	3.1	4.1	-	7.3	28.0	7.3	4.1	11.5
8/1	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	924	924	-	-	-	2.9	1.0	-	4.0	15.4	5.1	1.0	6.1
10/1+10/2	297	297	594	0	0	0.2	0.3	-	0.5	6.6	0.6	0.3	0.9
11/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	845	845	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	341	341	341	0	0	0.5	0.9	-	1.4	14.9	3.7	0.9	4.6
13/1	692	692	-	-	-	2.8	3.4	-	6.2	32.2	7.1	3.4	10.5
13/2+13/3	903	903	-	-	-	2.1	1.1	-	3.2	12.6	15.2	1.1	16.3
14/1	780	780	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
14/2	560	560	-	-	-	0.0	0.2	-	0.2	1.3	2.2	0.2	2.4
14/3	848	848	-	-	-	0.0	0.4	-	0.4	1.7	2.7	0.4	3.1
15/1	294	294	-	-	-	0.2	0.3	-	0.5	5.7	0.7	0.3	1.0

Full Input Data And Results

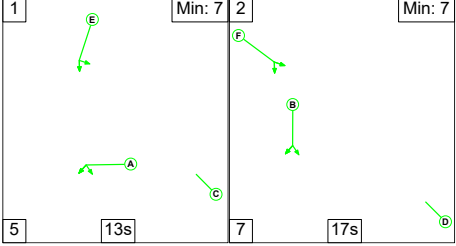
15/2+15/3	1005	1005	-	-	-	3.4	6.7	-	10.2	36.4	7.9	6.7	14.6
16/1	496	496	-	-	-	1.5	0.7	-	2.2	16.2	3.9	0.7	4.6
16/2+16/3	769	769	-	-	-	1.8	0.5	-	2.3	10.8	16.7	0.5	17.2
17/1	723	723	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
17/2	310	310	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
17/3	988	988	-	-	-	0.0	0.5	-	0.6	2.0	3.3	0.5	3.8
18/1	391	391	-	-	-	1.8	0.5	-	2.3	20.8	4.5	0.5	5.0
18/2+18/3	660	660	-	-	-	0.8	2.0	-	2.8	15.1	1.8	2.0	3.7
19/1	1186	1186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308			PRC for Signalled Lanes (%):		-4.7	Total Delay for Signalled Lanes (pcuHr):			25.79	Cycle Time (s): 42			
C2 - Westside E36309			PRC for Signalled Lanes (%):		0.0	Total Delay for Signalled Lanes (pcuHr):			29.80	Cycle Time (s): 42			
			PRC Over All Lanes (%):		-4.7	Total Delay Over All Lanes(pcuHr):			61.00				

Full Input Data And Results

Scenario 13: '2a 2038 WD AM' (FG13: '2a 2038 WD Flows AM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

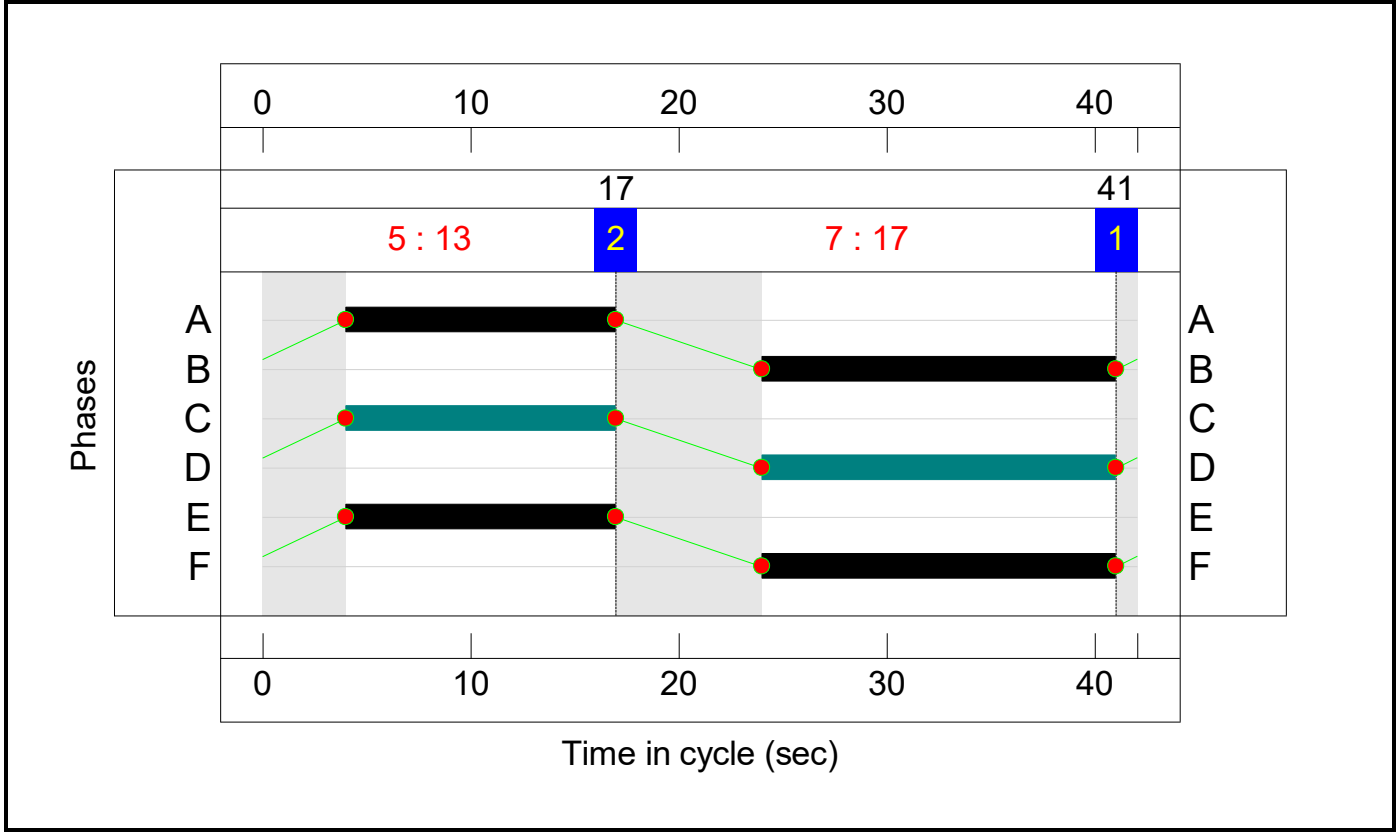
Stage Sequence Diagram



Stage Timings

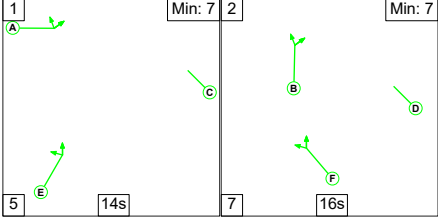
Stage	1	2
Duration	13	17
Change Point	41	17

Signal Timings Diagram



Controller :C2 - Westside E36309

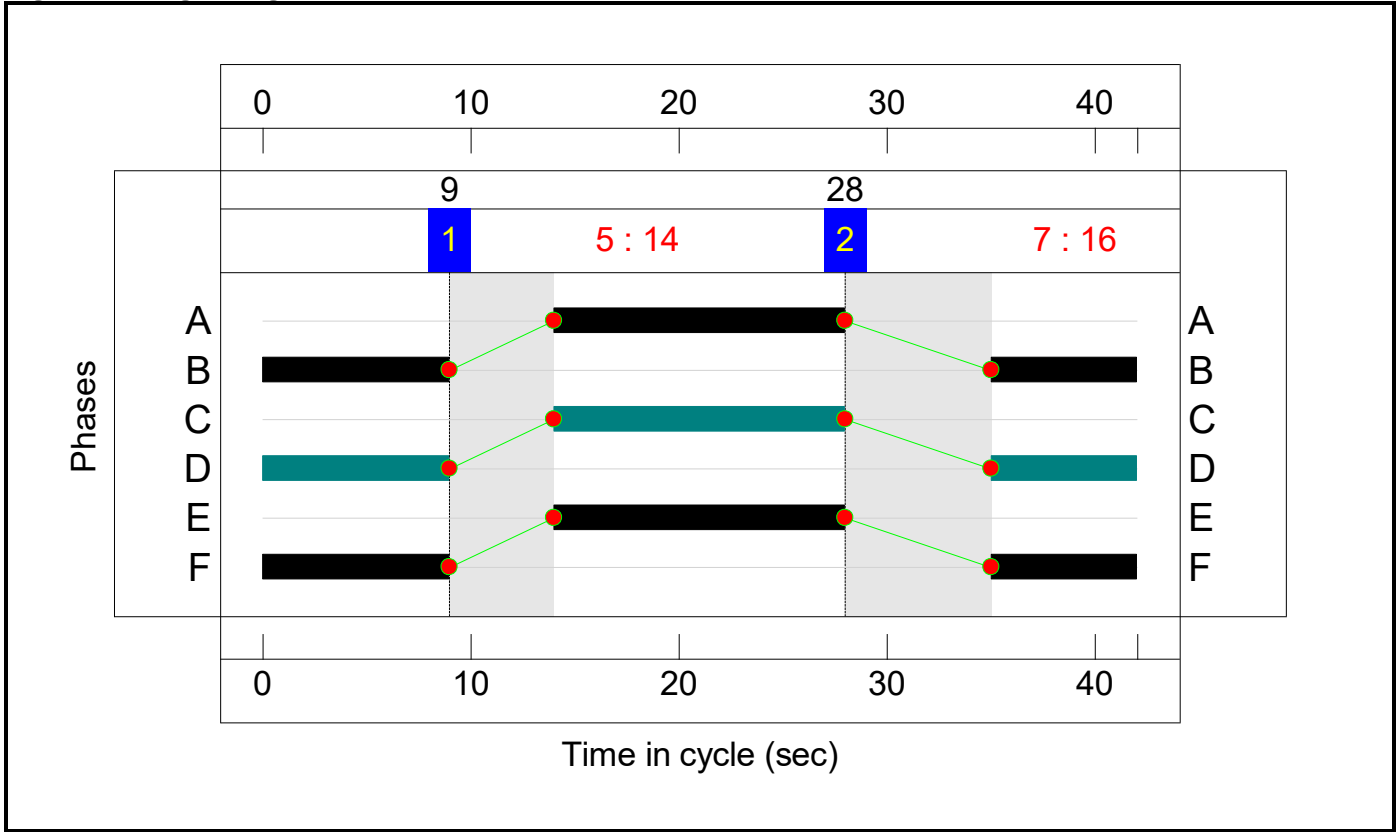
Stage Sequence Diagram



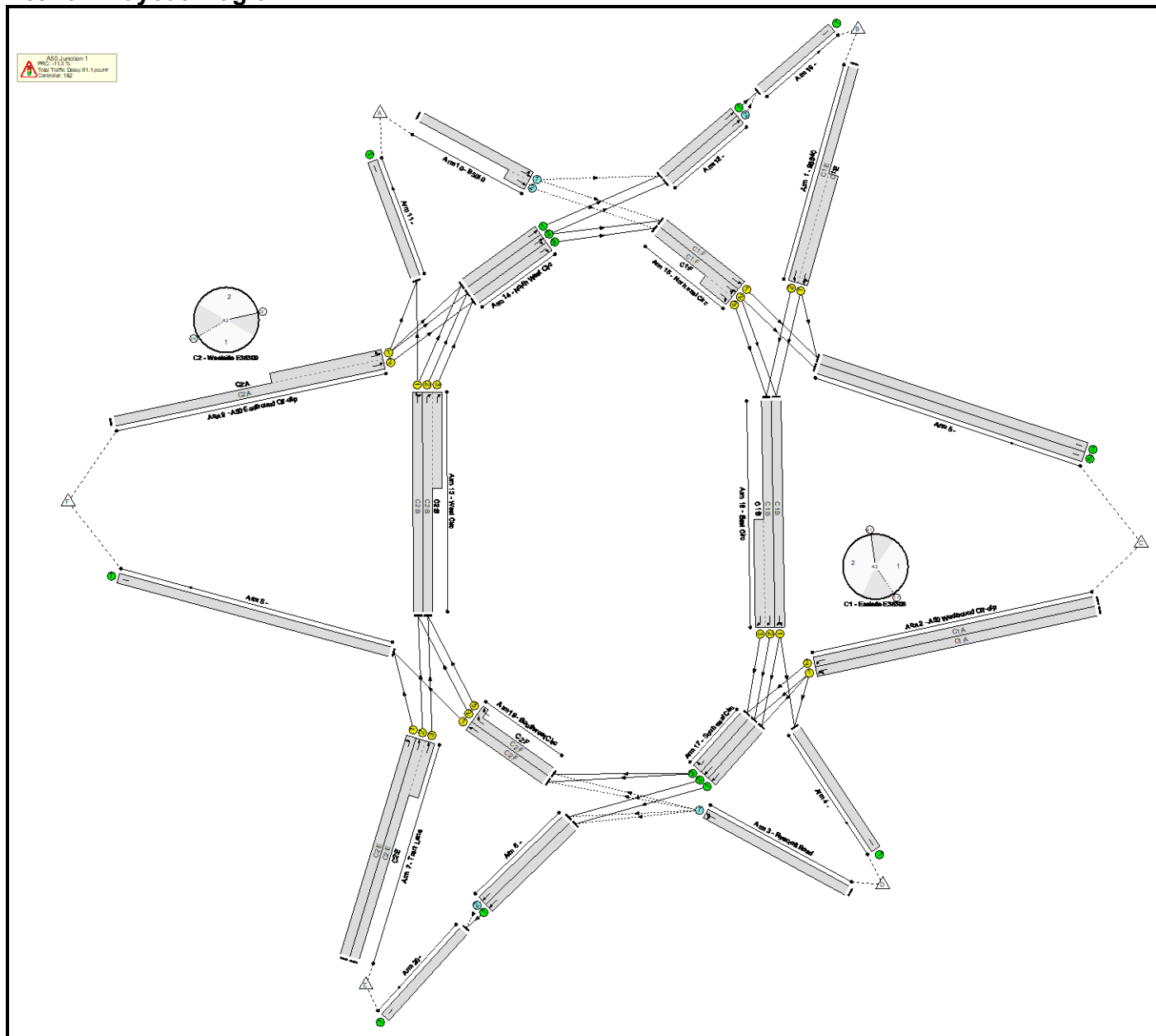
Stage Timings

Stage	1	2
Duration	14	16
Change Point	9	28

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	100.2%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	100.2%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	13	-	1182	2088:1950	696+650	76.3 : 100.2%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	13	-	571	1907	636	89.8%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	13	-	463	2049	683	67.8%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	66	1886	349	18.9%
4/1		U	N/A	N/A	-		-	-	-	388	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1108	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	2	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	991	1980	1980	50.0%
6/2	Ahead	O	N/A	N/A	-		-	-	-	459	1980	497	92.4%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	14	-	551	1923	687	80.2%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	14	-	951	2063:2101	331+750	88.0 : 88.0%
8/1		U	N/A	N/A	-		-	-	-	911	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	14	-	988	1995:1853	713+662	86.5 : 56.2%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	407	1894:2034	305+305	63.2 : 70.1%
11/1		U	N/A	N/A	-		-	-	-	187	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	964	1965	1965	49.1%
12/2	Ahead	O	N/A	N/A	-		-	-	-	169	1965	503	33.6%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	16	-	689	1944	787	87.6%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	16	-	807	1942:1940	786+120	89.1 : 89.1%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	874	1930	1930	45.3%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	700	1926	1926	36.3%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	723	1923	1923	37.6%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	17	-	634	1932	828	76.6%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	17	-	937	1929:1926	715+364	86.8 : 86.8%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	17	-	796	1933	828	96.1%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	17	-	847	1930:1927	827+826	55.5 : 47.0%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	979	1912	1912	51.2%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	459	1907	1907	24.1%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	851	1899	1899	44.8%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	16	-	360	1937	784	45.9%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	16	-	545	1935:1930	590+218	67.5 : 67.5%
19/1		U	N/A	N/A	-		-	-	-	1133	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1450	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1508	0	0	34.3	46.8	0.0	81.1	-	-	-	-
A50 Junction 1	-	-	1508	0	0	34.3	46.8	0.0	81.1	-	-	-	-
1/2+1/1	1182	1181	-	-	-	4.4	4.0	-	8.4	25.5	7.6	4.0	11.6
2/1	571	571	-	-	-	2.1	3.9	-	6.0	38.1	6.2	3.9	10.1
2/2	463	463	-	-	-	1.6	1.0	-	2.6	20.2	4.6	1.0	5.7
3/1	66	66	66	0	0	0.0	0.1	-	0.2	8.3	0.2	0.1	0.3
4/1	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1107	1107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	991	991	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
6/2	459	459	459	0	0	1.2	4.8	-	6.0	47.2	5.2	4.8	10.0
7/1	551	551	-	-	-	1.9	2.0	-	3.8	25.0	5.7	2.0	7.6
7/2+7/3	951	951	-	-	-	3.1	3.5	-	6.6	25.0	7.1	3.5	10.6
8/1	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	988	988	-	-	-	3.3	1.3	-	4.5	16.5	6.7	1.3	7.9
10/1+10/2	407	407	814	0	0	0.6	1.0	-	1.6	14.0	1.2	1.0	2.2
11/1	187	187	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	964	964	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
12/2	169	169	169	0	0	0.0	0.3	-	0.3	5.4	0.6	0.3	0.9
13/1	689	689	-	-	-	2.7	3.3	-	6.0	31.2	6.7	3.3	10.0
13/2+13/3	807	807	-	-	-	1.9	3.8	-	5.7	25.4	15.2	3.8	19.0
14/1	874	874	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
14/2	700	700	-	-	-	0.0	0.3	-	0.3	1.5	3.8	0.3	4.1
14/3	723	723	-	-	-	0.0	0.3	-	0.3	1.6	4.4	0.3	4.7
15/1	634	634	-	-	-	2.8	1.6	-	4.4	25.0	7.1	1.6	8.7

Full Input Data And Results

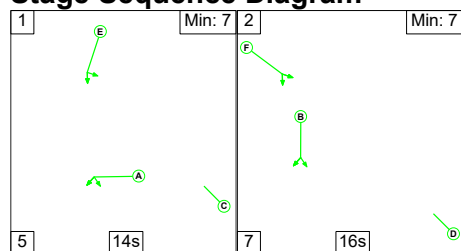
15/2+15/3	937	937	-	-	-	1.0	3.2	-	4.2	16.0	7.9	3.2	11.0
16/1	796	796	-	-	-	3.4	8.1	-	11.5	52.2	8.2	8.1	16.3
16/2+16/3	847	847	-	-	-	1.8	0.5	-	2.3	9.7	16.8	0.5	17.3
17/1	979	979	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
17/2	459	459	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
17/3	851	851	-	-	-	0.0	0.4	-	0.4	1.7	2.2	0.4	2.6
18/1	360	360	-	-	-	0.3	0.4	-	0.7	6.9	0.8	0.4	1.2
18/2+18/3	545	545	-	-	-	2.2	1.0	-	3.3	21.6	5.7	1.0	6.8
19/1	1133	1133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1450	1450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309													
PRC for Signalled Lanes (%):					-11.3	Total Delay for Signalled Lanes (pcuHr):			39.41	Cycle Time (s):			42
PRC for Signalled Lanes (%):					1.1	Total Delay for Signalled Lanes (pcuHr):			30.61	Cycle Time (s):			42
PRC Over All Lanes (%):					-11.3	Total Delay Over All Lanes(pcuHr):			81.12				

Full Input Data And Results

Scenario 14: '2a 2038 WD PM' (FG14: '2a 2038 WD Flows PM', Plan 1: 'Network Control Plan 1')

Controller :C1 - Eastside E36308

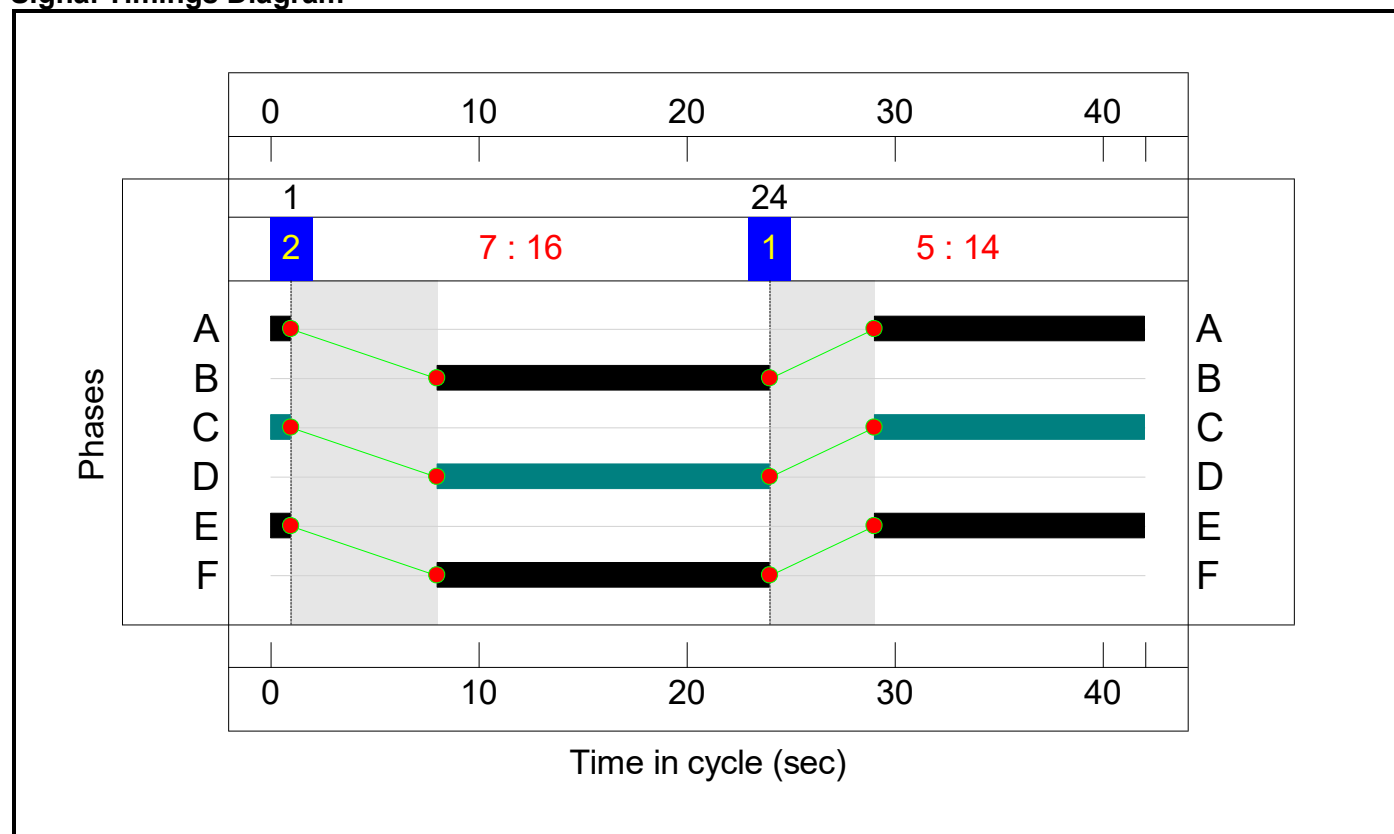
Stage Sequence Diagram



Stage Timings

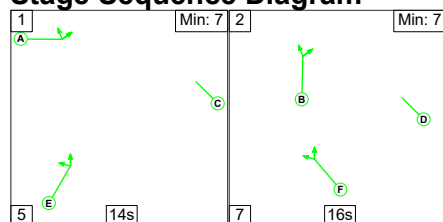
Stage	1	2
Duration	14	16
Change Point	24	1

Signal Timings Diagram



Controller :C2 - Westside E36309

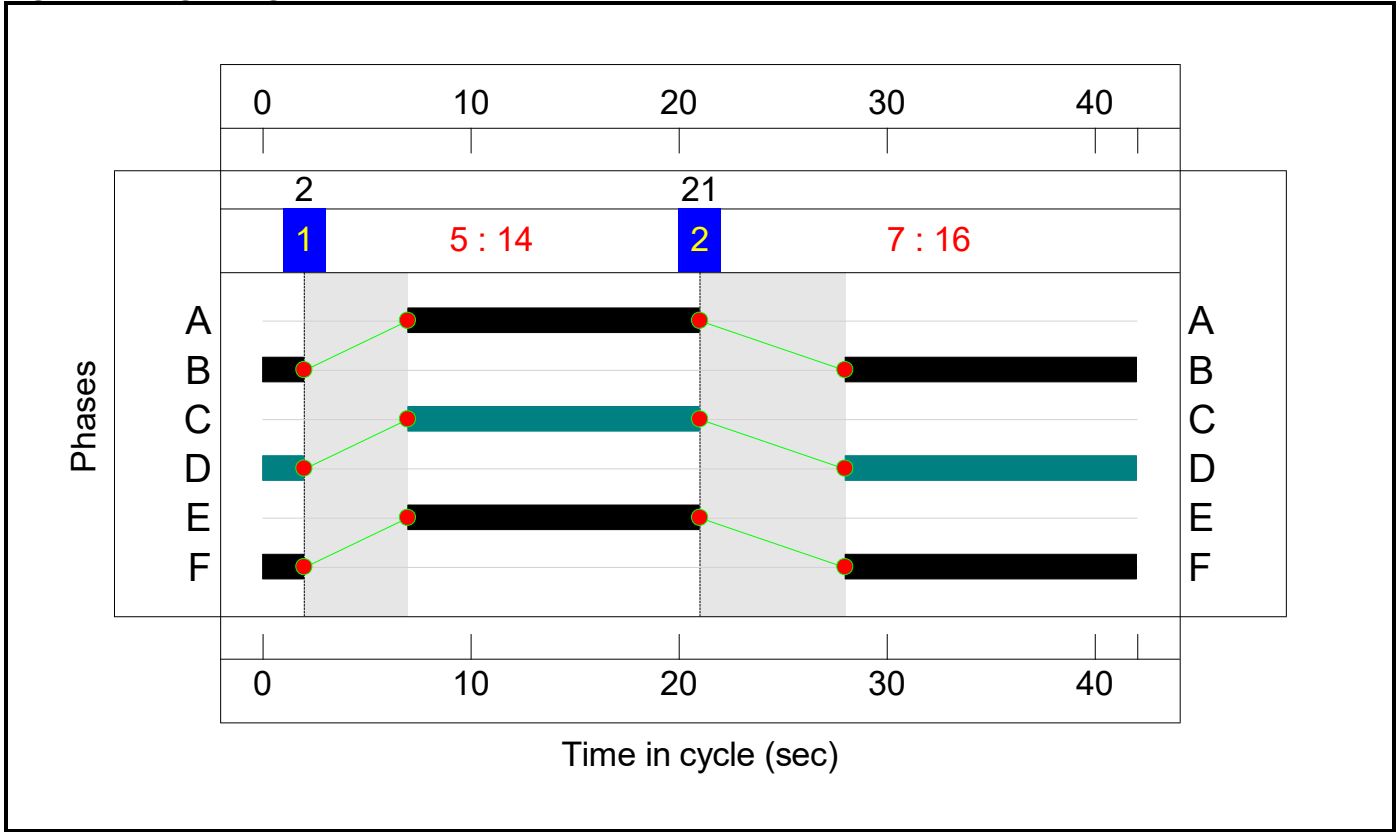
Stage Sequence Diagram



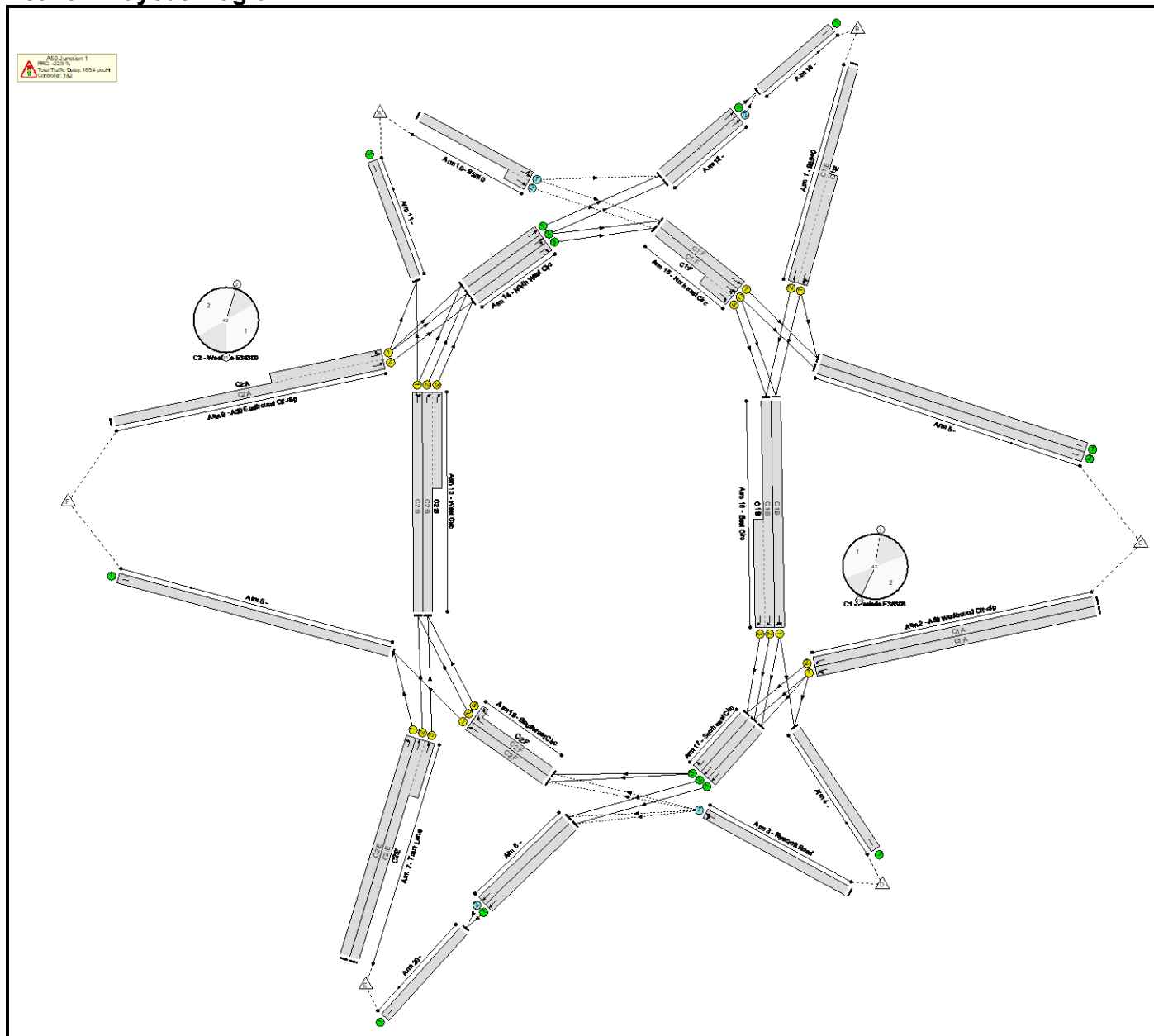
Stage Timings

Stage	1	2
Duration	14	16
Change Point	2	21

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	110.6%
A50 Junction 1	-	-	N/A	-	-		-	-	-	-	-	-	110.6%
1/2+1/1	B6540 Left Ahead	U	N/A	N/A	C1:E		1	14	-	1348	2088:1950	746+696	87.3 : 100.1%
2/1	A50 Westbound Off-slip Left Ahead	U	N/A	N/A	C1:A		1	14	-	359	1907	681	52.7%
2/2	A50 Westbound Off-slip Ahead	U	N/A	N/A	C1:A		1	14	-	485	2049	732	66.3%
3/1	Ryecroft Road Left Ahead	O	N/A	N/A	-		-	-	-	214	1886	393	54.5%
4/1		U	N/A	N/A	-		-	-	-	139	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1031	Inf	Inf	0.0%
5/2		U	N/A	N/A	-		-	-	-	204	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	867	1980	1980	43.8%
6/2	Ahead	O	N/A	N/A	-		-	-	-	347	1980	524	66.2%
7/1	Trent Lane Left	U	N/A	N/A	C2:E		1	14	-	558	1923	687	81.2%
7/2+7/3	Trent Lane Ahead	U	N/A	N/A	C2:E		1	14	-	1170	2063:2101	307+750	110.6 : 110.6%
8/1		U	N/A	N/A	-		-	-	-	983	Inf	Inf	0.0%
9/2+9/1	A50 Eastbound Off-slip Left Ahead	U	N/A	N/A	C2:A		1	14	-	824	1995:1853	713+662	66.9 : 52.4%
10/1+10/2	B5010 Left Ahead	O	N/A	N/A	-		-	-	-	317	1894:2034	322+322	49.0 : 49.3%
11/1		U	N/A	N/A	-		-	-	-	409	Inf	Inf	0.0%
12/1	Ahead	U	N/A	N/A	-		-	-	-	859	1965	1965	42.2%
12/2	Ahead	O	N/A	N/A	-		-	-	-	436	1965	533	77.4%
13/1	West Circ Ahead Right	U	N/A	N/A	C2:B		1	16	-	835	1944	787	102.0%

Full Input Data And Results

13/2+13/3	West Circ Right	U	N/A	N/A	C2:B		1	16	-	1092	1942:1940	786+224	100.7 : 98.6%
14/1	North West Circ Ahead	U	N/A	N/A	-		-	-	-	773	1930	1930	38.5%
14/2	North West Circ Ahead Right	U	N/A	N/A	-		-	-	-	850	1926	1926	40.8%
14/3	North West Circ Right	U	N/A	N/A	-		-	-	-	719	1923	1923	36.3%
15/1	Northeast Circ Ahead	U	N/A	N/A	C1:F		1	16	-	486	1932	782	57.1%
15/2+15/3	Northeast Circ Ahead Right	U	N/A	N/A	C1:F		1	16	-	878	1929:1926	719+228	89.8 : 92.7%
16/1	East Circ Ahead Ahead2	U	N/A	N/A	C1:B		1	16	-	615	1933	782	78.1%
16/2+16/3	East Circ Ahead	U	N/A	N/A	C1:B		1	16	-	862	1930:1927	699+780	49.7 : 66.0%
17/1	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	835	1912	1912	43.7%
17/2	Southeast Circ Ahead	U	N/A	N/A	-		-	-	-	347	1907	1907	18.2%
17/3	Southeast Circ Right	U	N/A	N/A	-		-	-	-	1000	1899	1899	52.7%
18/1	Southwest Circ Ahead	U	N/A	N/A	C2:F		1	16	-	425	1937	784	54.2%
18/2+18/3	Southwest Circ Right	U	N/A	N/A	C2:F		1	16	-	757	1935:1930	537+284	92.1 : 92.1%
19/1		U	N/A	N/A	-		-	-	-	1295	Inf	Inf	0.0%
20/1		U	N/A	N/A	-		-	-	-	1214	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A50 Junction 1	-	-	1607	0	0	37.3	128.1	0.0	165.4	-	-	-	-
A50 Junction 1	-	-	1607	0	0	37.3	128.1	0.0	165.4	-	-	-	-
1/2+1/1	1348	1347	-	-	-	4.9	6.6	-	11.5	30.7	8.1	6.6	14.7
2/1	359	359	-	-	-	1.1	0.6	-	1.6	16.3	3.3	0.6	3.8
2/2	485	485	-	-	-	1.5	1.0	-	2.5	18.6	4.7	1.0	5.7
3/1	214	214	214	0	0	0.2	0.6	-	0.8	13.1	1.0	0.6	1.6
4/1	135	135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	867	867	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
6/2	347	347	347	0	0	0.5	1.0	-	1.5	15.6	3.8	1.0	4.8
7/1	558	558	-	-	-	1.9	2.1	-	4.0	25.8	5.9	2.1	8.0
7/2+7/3	1170	1058	-	-	-	6.1	60.9	-	67.0	206.3	13.6	60.9	74.5
8/1	983	983	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/2+9/1	824	824	-	-	-	2.5	0.7	-	3.3	14.4	4.6	0.7	5.4
10/1+10/2	317	317	634	0	0	0.4	0.5	-	0.9	10.4	1.4	0.5	1.9
11/1	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
12/1	829	829	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
12/2	412	412	412	0	0	0.7	1.7	-	2.3	20.3	4.6	1.7	6.2
13/1	802	787	-	-	-	3.9	18.6	-	22.5	100.9	9.5	18.6	28.1
13/2+13/3	1012	1007	-	-	-	2.7	18.1	-	20.8	74.0	15.3	18.1	33.4
14/1	743	743	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
14/2	786	786	-	-	-	0.0	0.3	-	0.3	1.6	5.4	0.3	5.7
14/3	698	698	-	-	-	0.0	0.3	-	0.3	1.5	2.2	0.3	2.5
15/1	446	446	-	-	-	0.7	0.7	-	1.4	11.3	4.7	0.7	5.3

Full Input Data And Results

15/2+15/3	857	857	-	-	-	2.5	4.3	-	6.8	28.6	4.7	4.3	9.0
16/1	611	611	-	-	-	2.3	1.7	-	4.0	23.6	5.9	1.7	7.7
16/2+16/3	862	862	-	-	-	1.4	0.7	-	2.1	8.9	16.9	0.7	17.6
17/1	835	835	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
17/2	347	347	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
17/3	1000	1000	-	-	-	0.0	0.6	-	0.6	2.0	2.6	0.6	3.2
18/1	425	425	-	-	-	0.7	0.6	-	1.3	10.6	4.5	0.6	5.1
18/2+18/3	757	757	-	-	-	3.2	5.1	-	8.3	39.3	6.7	5.1	11.8
19/1	1241	1241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
20/1	1214	1214	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 - Eastside E36308 C2 - Westside E36309			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):			-11.2 -22.9 -22.9	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			29.98 127.15 165.41	Cycle Time (s): Cycle Time (s): 		
											42 42 		

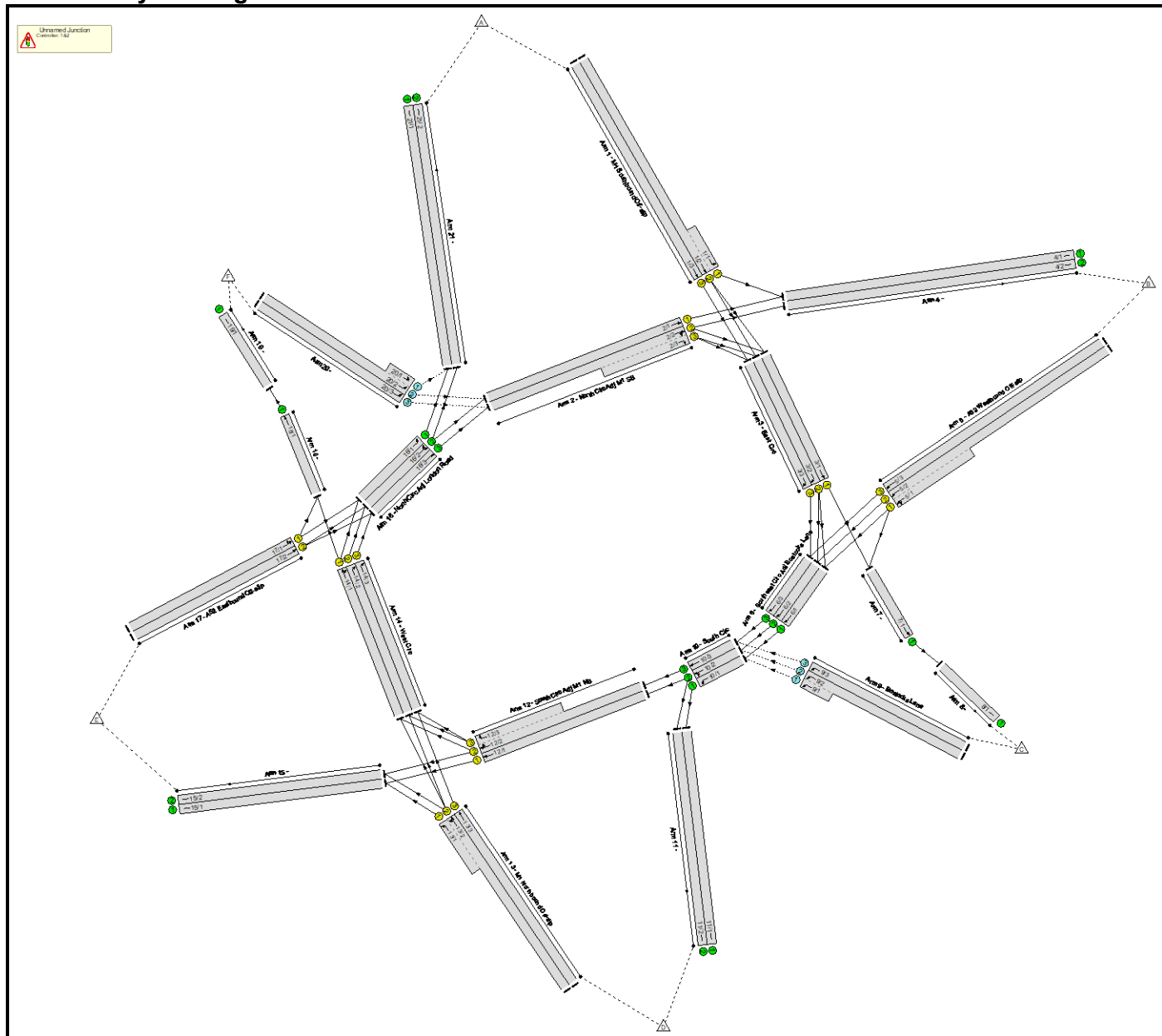
APPENDIX 59: Junction 14: M1 Junction 25 Stage 1A/2A Modelling Results

Detailed Input Data And Results
Detailed Input Data And Results

User and Project Details

Project:	M1 Junction 25
Title:	EMG2
Location:	
Client:	SERGO
Date Completed:	27/03/24
Checked By:	
Additional detail:	
File name:	250622 M1 Junction 25 Stage 1a+2a.lsg3x
Author:	
Company:	BWB
Address:	
Linsig Version:	3, 3, 0, 6

Network Layout Diagram



Scenarios

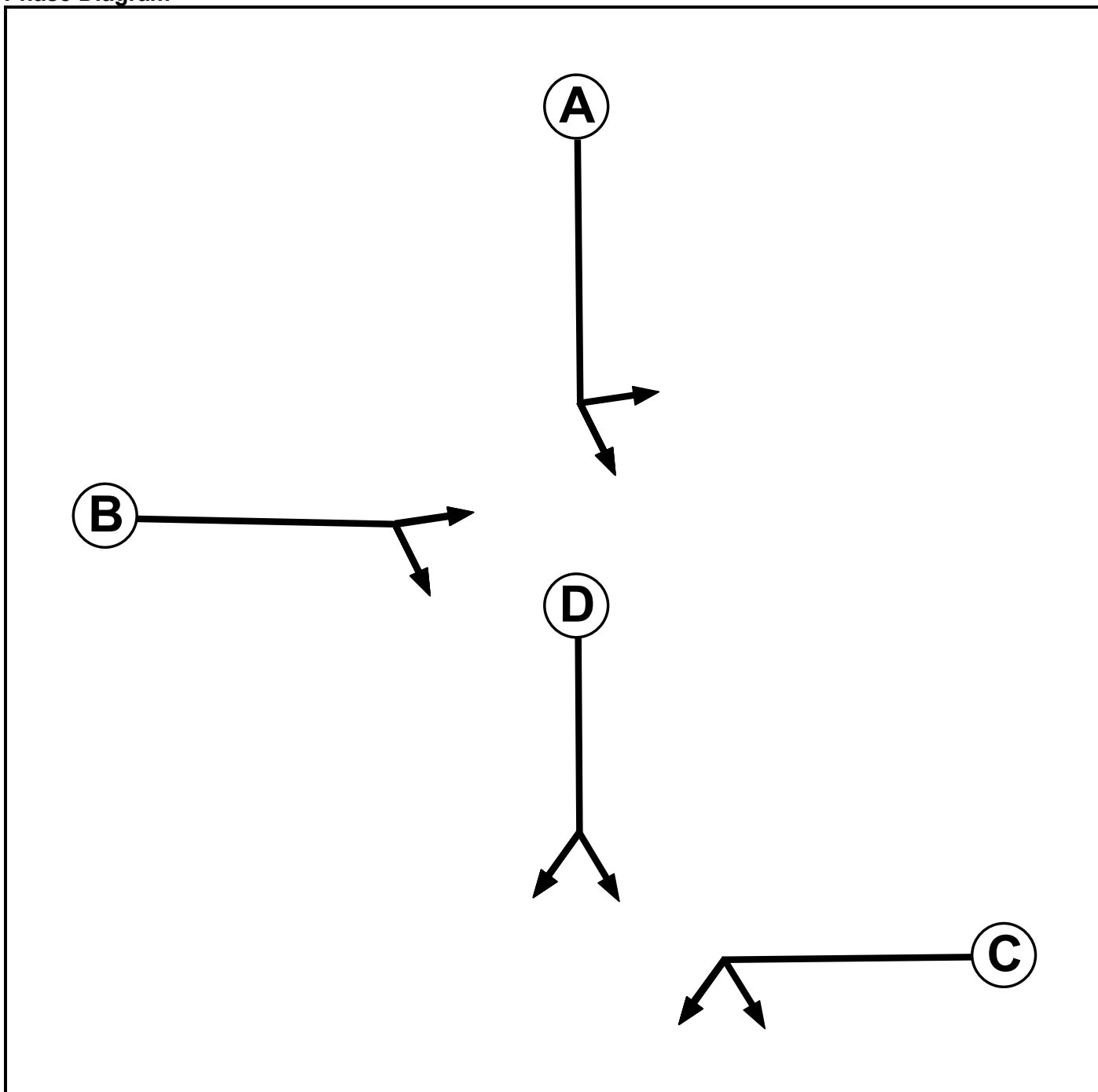
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2022 AM	2022 AM Base	Network Control Plan 1 AM	07:45 - 08:45	60/75	-57.2	369.79
2	2022 PM	2022 PM Base	Network Control Plan 2 PM	17:00 - 18:00	60/75	-10.4	90.78
3	2028 WoD AM	2028 WoD AM Base	Network Control Plan 1 AM	07:45 - 08:45	60/75	-61.0	782.29
4	2028 WoD PM	2028 WoD PM Base	Network Control Plan 2 PM	17:00 - 18:00	60/75	-35.6	361.35
5	2028 WD AM	2028 WD AM Base	Network Control Plan 1 AM	07:45 - 08:45	60/75	-64.5	790.86
6	2028 WD PM	2028 WD PM Base	Network Control Plan 2 PM	17:00 - 18:00	60/75	-25.5	170.47
7	2038 WoD AM	2038 WoD AM Base	Network Control Plan 1 AM	07:45 - 08:45	60/75	-64.7	838.55
8	2038 WoD PM	2038 WoD PM Base	Network Control Plan 2 PM	17:00 - 18:00	60/75	-39.8	441.52
9	2038 WD AM	2038 WD AM Base	Network Control Plan 1 AM	07:45 - 08:45	60/75	-98.8	799.79
10	2038 WD PM	2038 WD PM Base	Network Control Plan 2 PM	17:00 - 18:00	60/75	-37.9	446.49
11	2a 2028 WD AM	2a 2028 WD AM Base	Network Control Plan 1 AM	07:45 - 08:45	60/75	-66.2	716.26
12	2a 2028 WD PM	2a 2028 WD PM Base	Network Control Plan 2 PM	17:00 - 18:00	60/75	-29.6	244.61
13	2a 2038 WD AM	2a 2038 WD AM Base	Network Control Plan 1 AM	07:45 - 08:45	60/75	-73.7	904.84
14	2a 2038 WD PM	2a 2038 WD PM Base	Network Control Plan 2 PM	17:00 - 18:00	60/75	-39.0	456.39

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - East Side T7772E06	Gen		Stage Stream 1	4	4	Unnamed Junction	
C2 - West Side T7771W07	Gen		Stage Stream 1	4	4	Unnamed Junction	

Controller :C1 - East Side T7772E06

Phase Diagram



Phase Input Data

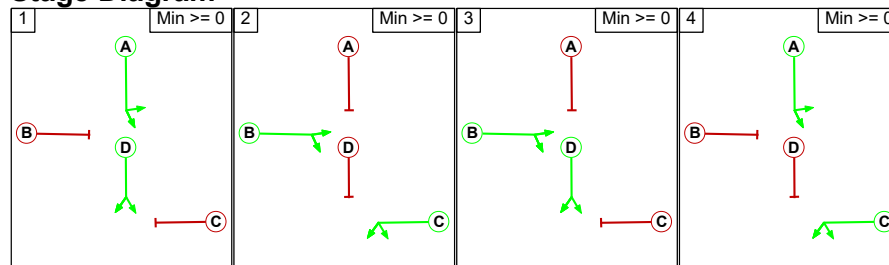
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase				
		A	B	C	D
	A			6	-
	B	6		-	-
	C	-	-		6
	D	-	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A D
2	B C
3	B D
4	A C

Stage Diagram**Phase Delays**

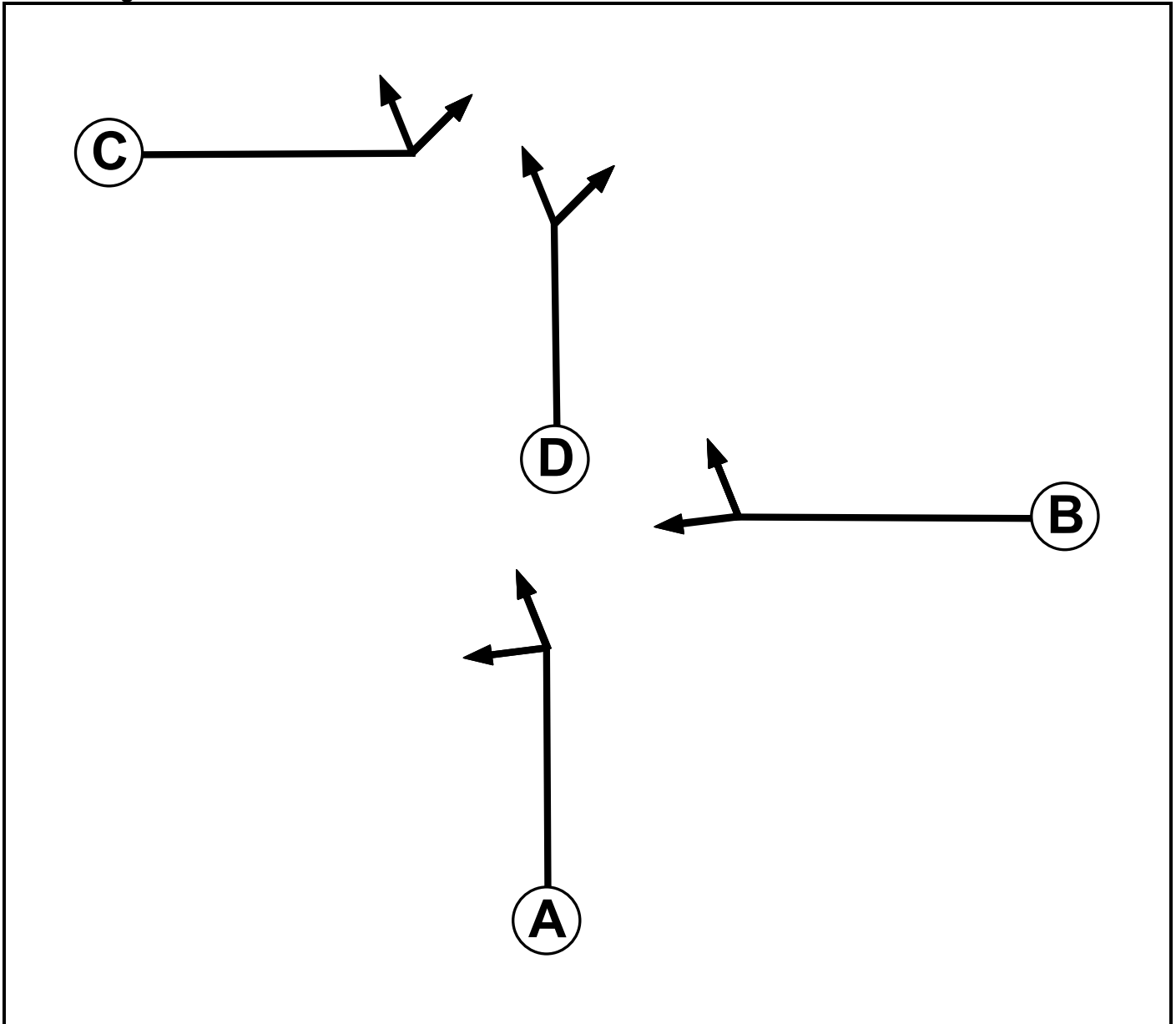
Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	D	Losing	11	11
3	4	D	Losing	11	11

Prohibited Stage Change

From Stage	To Stage				
	1	2	3	4	
	1	16	6	5	
	2	6	6	6	
	3	6	5	16	
	4	6	6	6	

Controller :C2 - West Side T7771W07

Phase Diagram



Phase Input Data

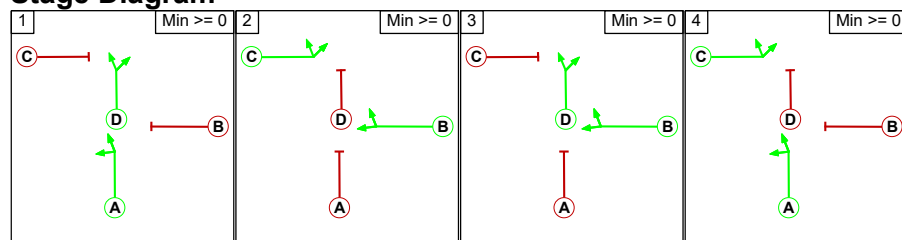
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	5	

Phases in Stage

Stage No.	Phases in Stage
1	A D
2	B C
3	B D
4	A C

Stage Diagram**Phase Delays**

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	D	Losing	11	11
3	4	D	Losing	11	11

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		16	6	5
	2	6		6	6
	3	6	5		16
	4	6	6	6	

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (M1 Southbound Off-slip)	U	A	2	3	7.5	Geom	-	3.65	0.00	Y	Arm 4 Left	44.00
1/2 (M1 Southbound Off-slip)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm 3 Ahead	48.00
1/3 (M1 Southbound Off-slip)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm 3 Ahead	51.00
2/1 (North Circ Adj M1 SB)	U	B	2	3	23.5	Geom	-	3.30	0.00	Y	Arm 4 Ahead	77.00
2/2 (North Circ Adj M1 SB)	U	B	2	3	23.5	Geom	-	3.30	0.00	Y	Arm 3 Right	74.00
											Arm 4 Ahead	74.00
2/3 (North Circ Adj M1 SB)	U	B	2	3	14.8	Geom	-	3.30	0.00	Y	Arm 3 Right	70.00
3/1 (East Circ)	U	D	2	3	17.4	Geom	-	3.65	0.00	Y	Arm 7 Ahead	86.00
3/2 (East Circ)	U	D	2	3	17.4	Geom	-	3.65	0.00	Y	Arm 6 Right	83.00
3/3 (East Circ)	U	D	2	3	17.4	Geom	-	3.65	0.00	Y	Arm 6 Right	79.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A52 Westbound Off-slip)	U	C	2	3	14.8	Geom	-	3.50	0.00	Y	Arm 6 Ahead	68.00
											Arm 7 Left	68.00
5/2 (A52 Westbound Off-slip)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	71.00
5/3 (A52 Westbound Off-slip)	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm 6 Ahead	75.00
6/1 (Southeast Circ Adj Bostocks Lane)	U		2	3	8.7	Geom	-	3.65	0.00	Y	Arm 10 Ahead	107.00

Detailed Input Data And Results

6/2 (Southeast Circ Adj Bostocks Lane)	U		2	3	8.7	Geom	-	3.65	0.00	Y	Arm 10 Ahead	104.00
6/3 (Southeast Circ Adj Bostocks Lane)	U		2	3	8.7	Geom	-	3.65	0.00	Y	Arm 10 Ahead	100.00
7/1	U		2	3	7.8	Geom	-	3.65	0.00	Y	Arm 8 Ahead	Inf
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (Bostocks Lane)	O		2	3	5.2	Geom	-	3.65	0.00	Y	Arm 10 Left	47.00
9/2 (Bostocks Lane)	O		2	3	60.0	Geom	-	3.65	0.00	Y	Arm 10 Left	51.00
9/3 (Bostocks Lane)	O		2	3	29.6	Geom	-	3.65	0.00	Y	Arm 10 Left	54.00
10/1 (South Circ)	U		2	3	4.3	Geom	-	3.65	0.00	Y	Arm 11 Left	Inf
10/2 (South Circ)	U		2	3	4.3	Geom	-	3.65	0.00	Y	Arm 11 Left	Inf
											Arm 12 Ahead	Inf
10/3 (South Circ)	U		2	3	4.3	Geom	-	3.65	0.00	Y	Arm 12 Ahead	Inf
11/1	U		2	3	60.0	Inf	-	-	-	-	-	-
11/2	U		2	3	60.0	Inf	-	-	-	-	-	-
12/1 (South Circ Adj M1 NB)	U	B	2	3	20.9	Geom	-	3.65	0.00	Y	Arm 15 Ahead	66.00
12/2 (South Circ Adj M1 NB)	U	B	2	3	20.9	Geom	-	3.65	0.00	Y	Arm 14 Right	58.00
											Arm 15 Ahead	62.00
12/3 (South Circ Adj M1 NB)	U	B	2	3	14.8	Geom	-	3.65	0.00	Y	Arm 14 Right	59.00
13/1 (M1 Northbound Off-slip)	U	A	2	3	9.6	Geom	-	3.65	0.00	Y	Arm 15 Left	42.00
13/2 (M1 Northbound Off-slip)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm 14 Ahead	46.00
											Arm 15 Left	46.00
13/3 (M1 Northbound Off-slip)	U	A	2	3	60.0	Geom	-	3.65	0.00	N	Arm 14 Ahead	49.00

Detailed Input Data And Results

14/1 (West Circ)	U	D	2	3	13.0	Geom	-	3.65	0.00	Y	Arm 16 Right	68.00
											Arm 18 Ahead	68.00
14/2 (West Circ)	U	D	2	3	13.0	Geom	-	3.65	0.00	Y	Arm 16 Right	65.00
14/3 (West Circ)	U	D	2	3	13.0	Geom	-	3.65	0.00	Y	Arm 16 Right	61.00
15/1	U		2	3	60.0	Inf	-	-	-	-	-	-
15/2	U		2	3	60.0	Inf	-	-	-	-	-	-
16/1 (North Circ Adj London Road)	U		2	3	7.8	Geom	-	3.65	0.00	Y	Arm 21 Left	103.00
16/2 (North Circ Adj London Road)	U		2	3	7.8	Geom	-	3.65	0.00	Y	Arm 2 Ahead	99.00
											Arm 21 Left	99.00
16/3 (North Circ Adj London Road)	U		2	3	7.8	Geom	-	3.65	0.00	Y	Arm 2 Ahead	96.00
17/1 (A52 Eastbound Off-slip)	U	C	2	3	60.0	Geom	-	3.65	0.00	Y	Arm 16 Ahead	56.00
											Arm 18 Left	56.00
17/2 (A52 Eastbound Off-slip)	U	C	2	3	60.0	Geom	-	3.65	0.00	N	Arm 16 Ahead	59.00
18/1	U		2	3	9.6	Geom	-	3.65	0.00	Y	Arm 19 Ahead	Inf
19/1	U		2	3	60.0	Inf	-	-	-	-	-	-
20/1	O		2	3	4.7	Geom	-	3.65	0.00	Y	Arm 21 Left	49.00
20/2	O		2	3	60.0	Geom	-	3.65	0.00	N	Arm 2 Left	52.00
20/3	O		2	3	9.6	Geom	-	3.65	0.00	Y	Arm 2 Left	56.00
21/1	U		2	3	60.0	Inf	-	-	-	-	-	-
21/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
9/1 (Bostocks Lane)	10/1 (Left)	1000	0	6/1	0.33	All	-	-	-	-	-
				6/2	0.33	All					
				6/3	0.33	All					
9/2 (Bostocks Lane)	10/2 (Left)	1000	0	6/1	0.33	All	-	-	-	-	-
				6/2	0.33	All					
				6/3	0.33	All					
9/3 (Bostocks Lane)	10/3 (Left)	1000	0	6/1	0.33	All	-	-	-	-	-
				6/2	0.33	All					
				6/3	0.33	All					
20/1	21/1 (Left)	1000	0	16/1	0.33	All	-	-	-	-	-
				16/2	0.33	All					
				16/3	0.33	All					
20/2	2/1 (Left)	1000	0	16/1	0.33	All	-	-	-	-	-
				16/2	0.33	All					
				16/3	0.33	All					
20/3	2/2 (Left)	1000	0	16/1	0.33	All	-	-	-	-	-
				16/2	0.33	All					
				16/3	0.33	All					

Detailed Input Data And Results

Lane Connector Input Data

Junction: Unnamed Junction				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	4/1	Internal	5	35
1/2	3/1	Internal	10	35
1/2	3/2	Internal	10	35
1/3	3/3	Internal	10	35
2/1	4/1	Internal	5	35
2/2	3/1	Internal	10	35
2/2	4/2	Internal	5	35
2/3	3/2	Internal	10	35
2/3	3/3	Internal	10	35
3/1	7/1	Internal	5	35
3/2	6/1	Internal	5	35
3/2	6/2	Internal	5	35
3/3	6/3	Internal	5	35
5/1	6/1	Internal	5	35
5/1	7/1	Internal	5	35
5/2	6/2	Internal	5	35
5/3	6/3	Internal	5	35
6/1	10/1	Internal	3	35
6/2	10/2	Internal	3	35
6/3	10/3	Internal	3	35
7/1	8/1	Internal	5	35
9/1	10/1	Internal	3	35
9/2	10/2	Internal	3	35
9/3	10/3	Internal	3	35
10/1	11/1	Internal	5	35
10/2	11/2	Internal	5	35
10/2	12/1	Internal	12	35
10/3	12/2	Internal	12	35
12/1	15/1	Internal	5	35
12/2	14/1	Internal	8	35
12/2	15/2	Internal	5	35
12/3	14/2	Internal	8	35
12/3	14/3	Internal	8	35
13/1	15/1	Internal	5	35
13/2	14/1	Internal	8	35
13/2	14/2	Internal	8	35
13/2	15/2	Internal	5	35

Detailed Input Data And Results

13/3	14/3	Internal	8	35
14/1	16/1	Internal	5	35
14/1	18/1	Internal	6	35
14/2	16/2	Internal	5	35
14/3	16/3	Internal	5	35
16/1	21/1	Internal	5	35
16/2	2/1	Internal	14	35
16/2	21/2	Internal	5	35
16/3	2/2	Internal	14	35
17/1	16/1	Internal	5	35
17/1	18/1	Internal	6	35
17/2	16/2	Internal	5	35
17/2	16/3	Internal	5	35
18/1	19/1	Internal	5	35
20/1	21/1	Internal	5	35
20/2	2/1	Internal	14	35
20/3	2/2	Internal	14	35

Scenario 1: '2022 AM' (FG1: '2022 AM Base', Plan 1: 'Network Control Plan 1 AM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	68.9 %	1906	1906
				Arm 4 Ahead	74.00	31.1 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	42.4 %	1923	1923
				Arm 7 Left	68.00	57.6 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923
9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926

Detailed Input Data And Results

10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	39.4 %	1980	1980
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	60.6 %		
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	55.8 %	1931	1931
				Arm 15 Ahead	62.00	44.2 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	78.5 %	2053	2053
				Arm 15 Left	46.00	21.5 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	30.2 %	1937	1937
				Arm 18 Ahead	68.00	69.8 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	55.1 %	1950	1950
				Arm 21 Left	99.00	44.9 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	70.5 %	1928	1928
				Arm 18 Left	56.00	29.5 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf
20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921

Detailed Input Data And Results

20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2022 PM' (FG2: '2022 PM Base', Plan 2: 'Network Control Plan 2 PM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	57.8 %	1906	1906
				Arm 4 Ahead	74.00	42.2 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	12.9 %	1923	1923
				Arm 7 Left	68.00	87.1 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	52.5 %	1980	1980
				Arm 12 Ahead	Inf	47.5 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	67.1 %	1931	1931
				Arm 15 Ahead	62.00	32.9 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	100.0 %	2053	2053
				Arm 15 Left	46.00	0.0 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	13.8 %	1937	1937
				Arm 18 Ahead	68.00	86.2 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	34.1 %	1950	1950
				Arm 21 Left	99.00	65.9 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	78.5 %	1928	1928
				Arm 18 Left	56.00	21.5 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2028 WoD AM' (FG3: '2028 WoD AM Base', Plan 1: 'Network Control Plan 1 AM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	56.3 %	1906	1906
				Arm 4 Ahead	74.00	43.7 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	58.4 %	1923	1923
				Arm 7 Left	68.00	41.6 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	46.8 %	1980	1980
				Arm 12 Ahead	Inf	53.2 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	59.3 %	1931	1931
				Arm 15 Ahead	62.00	40.7 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	100.0 %	2053	2053
				Arm 15 Left	46.00	0.0 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	39.0 %	1937	1937
				Arm 18 Ahead	68.00	61.0 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	51.7 %	1950	1950
				Arm 21 Left	99.00	48.3 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	77.5 %	1928	1928
				Arm 18 Left	56.00	22.5 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2028 WoD PM' (FG4: '2028 WoD PM Base', Plan 2: 'Network Control Plan 2 PM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	38.9 %	1906	1906
				Arm 4 Ahead	74.00	61.1 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	51.3 %	1923	1923
				Arm 7 Left	68.00	48.7 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	54.6 %	1980	1980
				Arm 12 Ahead	Inf	45.4 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	56.5 %	1931	1931
				Arm 15 Ahead	62.00	43.5 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	100.0 %	2053	2053
				Arm 15 Left	46.00	0.0 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	26.6 %	1937	1937
				Arm 18 Ahead	68.00	73.4 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	29.1 %	1950	1950
				Arm 21 Left	99.00	70.9 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	89.6 %	1928	1928
				Arm 18 Left	56.00	10.4 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2028 WD AM' (FG5: '2028 WD AM Base', Plan 1: 'Network Control Plan 1 AM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	57.2 %	1906	1906
				Arm 4 Ahead	74.00	42.8 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	58.0 %	1923	1923
				Arm 7 Left	68.00	42.0 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	51.6 %	1980	1980
				Arm 12 Ahead	Inf	48.4 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	58.4 %	1931	1931
				Arm 15 Ahead	62.00	41.6 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	100.0 %	2053	2053
				Arm 15 Left	46.00	0.0 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	39.1 %	1937	1937
				Arm 18 Ahead	68.00	60.9 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	51.6 %	1950	1950
				Arm 21 Left	99.00	48.4 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	78.1 %	1928	1928
				Arm 18 Left	56.00	21.9 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2028 WD PM' (FG6: '2028 WD PM Base', Plan 2: 'Network Control Plan 2 PM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	43.8 %	1906	1906
				Arm 4 Ahead	74.00	56.2 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	50.9 %	1923	1923
				Arm 7 Left	68.00	49.1 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	52.6 %	1980	1980
				Arm 12 Ahead	Inf	47.4 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	55.7 %	1931	1931
				Arm 15 Ahead	62.00	44.3 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	98.6 %	2053	2053
				Arm 15 Left	46.00	1.4 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	24.2 %	1937	1937
				Arm 18 Ahead	68.00	75.8 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	34.0 %	1950	1950
				Arm 21 Left	99.00	66.0 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	88.5 %	1928	1928
				Arm 18 Left	56.00	11.5 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2038 WoD AM' (FG7: '2038 WoD AM Base', Plan 1: 'Network Control Plan 1 AM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	48.9 %	1906	1906
				Arm 4 Ahead	74.00	51.1 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	67.1 %	1923	1923
				Arm 7 Left	68.00	32.9 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	49.4 %	1980	1980
				Arm 12 Ahead	Inf	50.6 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	58.4 %	1931	1931
				Arm 15 Ahead	62.00	41.6 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	93.4 %	2053	2053
				Arm 15 Left	46.00	6.6 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	37.9 %	1937	1937
				Arm 18 Ahead	68.00	62.1 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	55.2 %	1950	1950
				Arm 21 Left	99.00	44.8 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	82.3 %	1928	1928
				Arm 18 Left	56.00	17.7 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2038 WoD PM' (FG8: '2038 WoD PM Base', Plan 2: 'Network Control Plan 2 PM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	41.5 %	1906	1906
				Arm 4 Ahead	74.00	58.5 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	52.0 %	1923	1923
				Arm 7 Left	68.00	48.0 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	51.6 %	1980	1980
				Arm 12 Ahead	Inf	48.4 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	54.0 %	1932	1932
				Arm 15 Ahead	62.00	46.0 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	100.0 %	2053	2053
				Arm 15 Left	46.00	0.0 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	25.4 %	1937	1937
				Arm 18 Ahead	68.00	74.6 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	38.4 %	1950	1950
				Arm 21 Left	99.00	61.6 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	89.1 %	1928	1928
				Arm 18 Left	56.00	10.9 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2038 WD AM' (FG9: '2038 WD AM Base', Plan 1: 'Network Control Plan 1 AM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	45.4 %	1906	1906
				Arm 4 Ahead	74.00	54.6 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	66.8 %	1923	1923
				Arm 7 Left	68.00	33.2 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	47.4 %	1980	1980
				Arm 12 Ahead	Inf	52.6 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	53.4 %	1932	1932
				Arm 15 Ahead	62.00	46.6 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	76.1 %	2053	2053
				Arm 15 Left	46.00	23.9 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	30.9 %	1937	1937
				Arm 18 Ahead	68.00	69.1 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	48.8 %	1950	1950
				Arm 21 Left	99.00	51.2 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	81.9 %	1928	1928
				Arm 18 Left	56.00	18.1 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2038 WD PM' (FG10: '2038 WD PM Base', Plan 2: 'Network Control Plan 2 PM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	41.1 %	1906	1906
				Arm 4 Ahead	74.00	58.9 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	53.4 %	1923	1923
				Arm 7 Left	68.00	46.6 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	51.1 %	1980	1980
				Arm 12 Ahead	Inf	48.9 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	53.0 %	1932	1932
				Arm 15 Ahead	62.00	47.0 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	99.3 %	2053	2053
				Arm 15 Left	46.00	0.7 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	24.9 %	1937	1937
				Arm 18 Ahead	68.00	75.1 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	38.4 %	1950	1950
				Arm 21 Left	99.00	61.6 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	89.1 %	1928	1928
				Arm 18 Left	56.00	10.9 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Scenario 11: '2a 2028 WD AM' (FG11: '2a 2028 WD AM Base', Plan 1: 'Network Control Plan 1 AM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	56.0 %	1906	1906
				Arm 4 Ahead	74.00	44.0 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	59.2 %	1923	1923
				Arm 7 Left	68.00	40.8 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	54.9 %	1980	1980
				Arm 12 Ahead	Inf	45.1 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	51.4 %	1932	1932
				Arm 15 Ahead	62.00	48.6 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	100.0 %	2053	2053
				Arm 15 Left	46.00	0.0 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	35.8 %	1937	1937
				Arm 18 Ahead	68.00	64.2 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	49.6 %	1950	1950
				Arm 21 Left	99.00	50.4 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	77.9 %	1928	1928
				Arm 18 Left	56.00	22.1 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '2a 2028 WD PM' (FG12: '2a 2028 WD PM Base', Plan 2: 'Network Control Plan 2 PM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	43.8 %	1906	1906
				Arm 4 Ahead	74.00	56.2 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	49.7 %	1923	1923
				Arm 7 Left	68.00	50.3 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	51.9 %	1980	1980
				Arm 12 Ahead	Inf	48.1 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	54.0 %	1932	1932
				Arm 15 Ahead	62.00	46.0 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	96.6 %	2053	2053
				Arm 15 Left	46.00	3.4 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	22.7 %	1937	1937
				Arm 18 Ahead	68.00	77.3 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	32.1 %	1950	1950
				Arm 21 Left	99.00	67.9 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	88.6 %	1928	1928
				Arm 18 Left	56.00	11.4 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 12

Scenario 13: '2a 2038 WD AM' (FG13: '2a 2038 WD AM Base', Plan 1: 'Network Control Plan 1 AM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right Arm 4 Ahead	74.00 74.00	45.2 % 54.8 %	1906	1906
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead Arm 7 Left	68.00 68.00	70.2 % 29.8 %	1923	1923
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	49.9 %	1980	1980
				Arm 12 Ahead	Inf	50.1 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	51.2 %	1932	1932
				Arm 15 Ahead	62.00	48.8 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	74.8 %	2053	2053
				Arm 15 Left	46.00	25.2 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	29.4 %	1937	1937
				Arm 18 Ahead	68.00	70.6 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	46.3 %	1950	1950
				Arm 21 Left	99.00	53.7 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	83.3 %	1928	1928
				Arm 18 Left	56.00	16.7 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 13

Scenario 14: '2a 2038 WD PM' (FG14: '2a 2038 WD PM Base', Plan 2: 'Network Control Plan 2 PM')**Lane Saturation Flows**

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (M1 Southbound Off-slip)	3.65	0.00	Y	Arm 4 Left	44.00	100.0 %	1915	1915
1/2 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	48.00	100.0 %	2056	2056
1/3 (M1 Southbound Off-slip)	3.65	0.00	N	Arm 3 Ahead	51.00	100.0 %	2059	2059
2/1 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 4 Ahead	77.00	100.0 %	1908	1908
2/2 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	74.00	39.5 %	1906	1906
				Arm 4 Ahead	74.00	60.5 %		
2/3 (North Circ Adj M1 SB)	3.30	0.00	Y	Arm 3 Right	70.00	100.0 %	1904	1904
3/1 (East Circ)	3.65	0.00	Y	Arm 7 Ahead	86.00	100.0 %	1946	1946
3/2 (East Circ)	3.65	0.00	Y	Arm 6 Right	83.00	100.0 %	1945	1945
3/3 (East Circ)	3.65	0.00	Y	Arm 6 Right	79.00	100.0 %	1943	1943
4/1	Infinite Saturation Flow						Inf	Inf
4/2	Infinite Saturation Flow						Inf	Inf
5/1 (A52 Westbound Off-slip)	3.50	0.00	Y	Arm 6 Ahead	68.00	52.8 %	1923	1923
				Arm 7 Left	68.00	47.2 %		
5/2 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	71.00	100.0 %	2061	2061
5/3 (A52 Westbound Off-slip)	3.50	0.00	N	Arm 6 Ahead	75.00	100.0 %	2064	2064
6/1 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	107.00	100.0 %	1953	1953
6/2 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	104.00	100.0 %	1952	1952
6/3 (Southeast Circ Adj Bostocks Lane)	3.65	0.00	Y	Arm 10 Ahead	100.00	100.0 %	1951	1951
7/1	3.65	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1980	1980
8/1	Infinite Saturation Flow						Inf	Inf
9/1 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	47.00	100.0 %	1919	1919
9/2 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	51.00	100.0 %	1923	1923

Detailed Input Data And Results

9/3 (Bostocks Lane)	3.65	0.00	Y	Arm 10 Left	54.00	100.0 %	1926	1926
10/1 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	100.0 %	1980	1980
10/2 (South Circ)	3.65	0.00	Y	Arm 11 Left	Inf	50.4 %	1980	1980
				Arm 12 Ahead	Inf	49.6 %		
10/3 (South Circ)	3.65	0.00	Y	Arm 12 Ahead	Inf	100.0 %	1980	1980
11/1	Infinite Saturation Flow						Inf	Inf
11/2	Infinite Saturation Flow						Inf	Inf
12/1 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 15 Ahead	66.00	100.0 %	1936	1936
12/2 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	58.00	51.4 %	1932	1932
				Arm 15 Ahead	62.00	48.6 %		
12/3 (South Circ Adj M1 NB)	3.65	0.00	Y	Arm 14 Right	59.00	100.0 %	1931	1931
13/1 (M1 Northbound Off-slip)	3.65	0.00	Y	Arm 15 Left	42.00	100.0 %	1912	1912
13/2 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	46.00	92.8 %	2053	2053
				Arm 15 Left	46.00	7.2 %		
13/3 (M1 Northbound Off-slip)	3.65	0.00	N	Arm 14 Ahead	49.00	100.0 %	2057	2057
14/1 (West Circ)	3.65	0.00	Y	Arm 16 Right	68.00	24.8 %	1937	1937
				Arm 18 Ahead	68.00	75.2 %		
14/2 (West Circ)	3.65	0.00	Y	Arm 16 Right	65.00	100.0 %	1935	1935
14/3 (West Circ)	3.65	0.00	Y	Arm 16 Right	61.00	100.0 %	1932	1932
15/1	Infinite Saturation Flow						Inf	Inf
15/2	Infinite Saturation Flow						Inf	Inf
16/1 (North Circ Adj London Road)	3.65	0.00	Y	Arm 21 Left	103.00	100.0 %	1952	1952
16/2 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	99.00	36.7 %	1950	1950
				Arm 21 Left	99.00	63.3 %		
16/3 (North Circ Adj London Road)	3.65	0.00	Y	Arm 2 Ahead	96.00	100.0 %	1950	1950
17/1 (A52 Eastbound Off-slip)	3.65	0.00	Y	Arm 16 Ahead	56.00	89.6 %	1928	1928
				Arm 18 Left	56.00	10.4 %		
17/2 (A52 Eastbound Off-slip)	3.65	0.00	N	Arm 16 Ahead	59.00	100.0 %	2067	2067
18/1	3.65	0.00	Y	Arm 19 Ahead	Inf	100.0 %	1980	1980
19/1	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

20/1	3.65	0.00	Y	Arm 21 Left	49.00	100.0 %	1921	1921
20/2	3.65	0.00	N	Arm 2 Left	52.00	100.0 %	2061	2061
20/3	3.65	0.00	Y	Arm 2 Left	56.00	100.0 %	1928	1928
21/1	Infinite Saturation Flow						Inf	Inf
21/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 14

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2022 AM Base'	07:45	08:45	01:00	
2: '2022 PM Base'	17:00	18:00	01:00	
3: '2028 WoD AM Base'	07:45	08:45	01:00	
4: '2028 WoD PM Base'	17:00	18:00	01:00	
5: '2028 WD AM Base'	07:45	08:45	01:00	
6: '2028 WD PM Base'	17:00	18:00	01:00	
7: '2038 WoD AM Base'	07:45	08:45	01:00	
8: '2038 WoD PM Base'	17:00	18:00	01:00	
9: '2038 WD AM Base'	07:45	08:45	01:00	
10: '2038 WD PM Base'	17:00	18:00	01:00	
11: '2a 2028 WD AM Base'	07:45	08:45	01:00	
12: '2a 2028 WD PM Base'	17:00	18:00	01:00	
13: '2a 2038 WD AM Base'	07:45	08:45	01:00	
14: '2a 2038 WD PM Base'	17:00	18:00	01:00	

Traffic Flows, Desired**FG1: '2022 AM Base'****Desired Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	357	308	0	642	160	1467
	B	342	0	197	480	0	100	1119
	C	208	167	0	239	223	57	894
	D	0	457	220	0	313	200	1190
	E	373	0	142	377	0	148	1040
	F	215	163	83	280	195	0	936
	Tot.	1138	1144	950	1376	1373	665	6646

FG2: '2022 PM Base'**Desired Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	262	242	0	338	158	1000
	B	368	0	373	387	0	133	1261
	C	219	132	0	101	177	76	705
	D	0	494	203	0	177	313	1187
	E	563	0	131	244	0	108	1046
	F	170	136	66	126	88	0	586
	Tot.	1320	1024	1015	858	780	788	5785

Detailed Input Data And Results

FG3: '2028 WoD AM Base'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	358	246	0	687	131	1422
	B	570	0	213	793	0	115	1691
	C	186	122	0	210	181	35	734
	D	0	692	257	0	490	239	1678
	E	426	0	109	428	0	117	1080
	F	257	166	67	334	209	0	1033
	Tot.	1439	1338	892	1765	1567	637	7638

FG4: '2028 WoD PM Base'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	326	241	0	680	153	1400
	B	631	0	288	863	0	108	1890
	C	199	78	0	132	151	33	593
	D	0	689	223	0	397	341	1650
	E	390	0	44	218	0	35	687
	F	229	100	42	226	111	0	708
	Tot.	1449	1193	838	1439	1339	670	6928

FG5: '2028 WD AM Base'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	350	253	0	685	135	1423
	B	573	0	205	805	0	110	1693
	C	189	111	0	214	171	35	720
	D	0	688	272	0	500	252	1712
	E	413	0	104	422	0	111	1050
	F	263	158	67	343	200	0	1031
	Tot.	1438	1307	901	1784	1556	643	7629

Detailed Input Data And Results

FG6: '2028 WD PM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	305	231	0	660	147	1343
	B	585	0	280	821	0	105	1791
	C	183	65	0	110	147	32	537
	D	0	668	225	0	411	347	1651
	E	378	0	41	212	0	37	668
	F	212	95	41	210	109	0	667
	Tot.	1358	1133	818	1353	1327	668	6657

FG7: '2038 WoD AM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	337	226	0	684	133	1380
	B	513	0	134	708	0	80	1435
	C	195	89	0	221	147	30	682
	D	0	848	302	0	643	315	2108
	E	444	0	78	443	0	90	1055
	F	290	127	53	386	172	0	1028
	Tot.	1442	1401	793	1758	1646	648	7688

FG8: '2038 WoD PM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	423	288	0	768	190	1669
	B	568	0	253	838	0	90	1749
	C	230	80	0	149	174	37	670
	D	0	788	254	0	421	372	1835
	E	354	0	41	214	0	34	643
	F	206	94	39	212	101	0	652
	Tot.	1358	1385	875	1413	1464	723	7218

Detailed Input Data And Results

FG9: '2038 WD AM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	341	225	0	681	134	1381
	B	470	0	127	659	0	77	1333
	C	210	97	0	243	165	34	749
	D	0	868	309	0	644	322	2143
	E	464	0	85	472	0	98	1119
	F	282	126	54	386	171	0	1019
	Tot.	1426	1432	800	1760	1661	665	7744

FG10: '2038 WD PM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	417	283	0	781	186	1667
	B	562	0	247	850	0	87	1746
	C	226	78	0	150	176	36	666
	D	0	804	259	0	444	377	1884
	E	353	0	41	216	0	34	644
	F	205	92	39	212	105	0	653
	Tot.	1346	1391	869	1428	1506	720	7260

FG11: '2a 2028 WD AM Base'

Desired Flow :

	Destination							
Origin		A	B	C	D	E	F	Tot.
	A	0	349	253	0	680	142	1424
	B	569	0	199	803	0	115	1686
	C	187	107	0	218	162	36	710
	D	0	691	270	0	495	265	1721
	E	413	0	100	424	0	112	1049
	F	268	153	66	349	196	0	1032
	Tot.	1437	1300	888	1794	1533	670	7622

Detailed Input Data And Results

FG12: '2a 2028 WD PM Base'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	269	214	0	652	137	1272
	B	599	0	288	821	0	107	1815
	C	191	67	0	114	168	34	574
	D	0	676	238	0	455	364	1733
	E	391	0	44	215	0	38	688
	F	211	95	40	199	118	0	663
	Tot.	1392	1107	824	1349	1393	680	6745

FG13: '2a 2038 WD AM Base'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	331	227	0	691	132	1381
	B	487	0	123	714	0	72	1396
	C	195	83	0	234	140	28	680
	D	0	851	314	0	668	323	2156
	E	447	0	76	471	0	87	1081
	F	288	122	50	401	166	0	1027
	Tot.	1417	1387	790	1820	1665	642	7721

FG14: '2a 2038 WD PM Base'

Desired Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	405	278	0	800	177	1660
	B	571	0	249	847	0	83	1750
	C	226	79	0	145	181	35	666
	D	0	818	262	0	465	377	1922
	E	350	0	40	213	0	32	635
	F	206	94	38	209	108	0	655
	Tot.	1353	1396	867	1414	1554	704	7288

Detailed Input Data And Results

Scenario 1: '2022 AM' (FG1: '2022 AM Base', Plan 1: 'Network Control Plan 1 AM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	357	308	0	642	160	1467
	B	342	0	197	480	0	100	1119
	C	208	167	0	239	223	57	894
	D	0	457	220	0	313	200	1190
	E	373	0	142	377	0	148	1040
	F	215	163	83	280	195	0	936
	Tot.	1138	1144	950	1376	1373	665	6646

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 2: '2022 PM' (FG2: '2022 PM Base', Plan 2: 'Network Control Plan 2 PM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	262	242	0	338	158	1000
	B	368	0	373	387	0	133	1261
	C	219	132	0	101	177	76	705
	D	0	494	203	0	177	313	1187
	E	563	0	131	244	0	108	1046
	F	170	136	66	126	88	0	586
	Tot.	1320	1024	1015	858	780	788	5785

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 3: '2028 WoD AM' (FG3: '2028 WoD AM Base', Plan 1: 'Network Control Plan 1 AM')**Traffic Flows, Actual****Actual Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	358	246	0	687	131	1422
	B	570	0	213	793	0	115	1691
	C	186	122	0	210	181	35	734
	D	0	692	257	0	490	239	1678
	E	426	0	109	428	0	117	1080
	F	257	166	67	334	209	0	1033
	Tot.	1439	1338	892	1765	1567	637	7638

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 4: '2028 WoD PM' (FG4: '2028 WoD PM Base', Plan 2: 'Network Control Plan 2 PM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	326	241	0	680	153	1400
	B	631	0	288	863	0	108	1890
	C	199	78	0	132	151	33	593
	D	0	689	223	0	397	341	1650
	E	390	0	44	218	0	35	687
	F	229	100	42	226	111	0	708
	Tot.	1449	1193	838	1439	1339	670	6928

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 5: '2028 WD AM' (FG5: '2028 WD AM Base', Plan 1: 'Network Control Plan 1 AM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	350	253	0	685	135	1423
	B	573	0	205	805	0	110	1693
	C	189	111	0	214	171	35	720
	D	0	688	272	0	500	252	1712
	E	413	0	104	422	0	111	1050
	F	263	158	67	343	200	0	1031
	Tot.	1438	1307	901	1784	1556	643	7629

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 6: '2028 WD PM' (FG6: '2028 WD PM Base', Plan 2: 'Network Control Plan 2 PM')**Traffic Flows, Actual****Actual Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	305	231	0	660	147	1343
	B	585	0	280	821	0	105	1791
	C	183	65	0	110	147	32	537
	D	0	668	225	0	411	347	1651
	E	378	0	41	212	0	37	668
	F	212	95	41	210	109	0	667
	Tot.	1358	1133	818	1353	1327	668	6657

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 7: '2038 WoD AM' (FG7: '2038 WoD AM Base', Plan 1: 'Network Control Plan 1 AM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	337	226	0	684	133	1380
	B	513	0	134	708	0	80	1435
	C	195	89	0	221	147	30	682
	D	0	848	302	0	643	315	2108
	E	444	0	78	443	0	90	1055
	F	290	127	53	386	172	0	1028
	Tot.	1442	1401	793	1758	1646	648	7688

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 8: '2038 WoD PM' (FG8: '2038 WoD PM Base', Plan 2: 'Network Control Plan 2 PM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	423	288	0	768	190	1669
	B	568	0	253	838	0	90	1749
	C	230	80	0	149	174	37	670
	D	0	788	254	0	421	372	1835
	E	354	0	41	214	0	34	643
	F	206	94	39	212	101	0	652
	Tot.	1358	1385	875	1413	1464	723	7218

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 9: '2038 WD AM' (FG9: '2038 WD AM Base', Plan 1: 'Network Control Plan 1 AM')**Traffic Flows, Actual****Actual Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	341	225	0	681	134	1381
	B	470	0	127	659	0	77	1333
	C	210	97	0	243	165	34	749
	D	0	868	309	0	644	322	2143
	E	464	0	85	472	0	98	1119
	F	282	126	54	386	171	0	1019
	Tot.	1426	1432	800	1760	1661	665	7744

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 10: '2038 WD PM' (FG10: '2038 WD PM Base', Plan 2: 'Network Control Plan 2 PM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	417	283	0	781	186	1667
	B	562	0	247	850	0	87	1746
	C	226	78	0	150	176	36	666
	D	0	804	259	0	444	377	1884
	E	353	0	41	216	0	34	644
	F	205	92	39	212	105	0	653
	Tot.	1346	1391	869	1428	1506	720	7260

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 11: '2a 2028 WD AM' (FG11: '2a 2028 WD AM Base', Plan 1: 'Network Control Plan 1 AM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	349	253	0	680	142	1424
	B	569	0	199	803	0	115	1686
	C	187	107	0	218	162	36	710
	D	0	691	270	0	495	265	1721
	E	413	0	100	424	0	112	1049
	F	268	153	66	349	196	0	1032
	Tot.	1437	1300	888	1794	1533	670	7622

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 12: '2a 2028 WD PM' (FG12: '2a 2028 WD PM Base', Plan 2: 'Network Control Plan 2 PM')**Traffic Flows, Actual****Actual Flow :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	269	214	0	652	137	1272
	B	599	0	288	821	0	107	1815
	C	191	67	0	114	168	34	574
	D	0	676	238	0	455	364	1733
	E	391	0	44	215	0	38	688
	F	211	95	40	199	118	0	663
	Tot.	1392	1107	824	1349	1393	680	6745

Traffic Flows, Difference**Difference :**

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Detailed Input Data And Results

Scenario 13: '2a 2038 WD AM' (FG13: '2a 2038 WD AM Base', Plan 1: 'Network Control Plan 1 AM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	331	227	0	691	132	1381
	B	487	0	123	714	0	72	1396
	C	195	83	0	234	140	28	680
	D	0	851	314	0	668	323	2156
	E	447	0	76	471	0	87	1081
	F	288	122	50	401	166	0	1027
	Tot.	1417	1387	790	1820	1665	642	7721

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Scenario 14: '2a 2038 WD PM' (FG14: '2a 2038 WD PM Base', Plan 2: 'Network Control Plan 2 PM')

Traffic Flows, Actual

Actual Flow :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	405	278	0	800	177	1660
	B	571	0	249	847	0	83	1750
	C	226	79	0	145	181	35	666
	D	0	818	262	0	465	377	1922
	E	350	0	40	213	0	32	635
	F	206	94	38	209	108	0	655
	Tot.	1353	1396	867	1414	1554	704	7288

Traffic Flows, Difference

Difference :

	Destination							
		A	B	C	D	E	F	Tot.
Origin	A	0	0	0	0	0	0	0
	B	0	0	0	0	0	0	0
	C	0	0	0	0	0	0	0
	D	0	0	0	0	0	0	0
	E	0	0	0	0	0	0	0
	F	0	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0	0

Traffic Lane Flows

Lane	Scenario 1: 2022 AM	Scenario 2: 2022 PM	Scenario 3: 2028 WoD AM	Scenario 4: 2028 WoD PM	Scenario 5: 2028 WD AM	Scenario 6: 2028 WD PM
Junction: Unnamed Junction						
1/1 (short)	357	262	358	326	350	305
1/2 (with short)	890(In) 533(Out)	649(In) 387(Out)	883(In) 525(Out)	848(In) 522(Out)	852(In) 502(Out)	831(In) 526(Out)
1/3	577	351	539	552	571	512
2/1	586	470	644	382	625	434
2/2 (with short)	1498(In) 646(Out)	1150(In) 692(Out)	1740(In) 769(Out)	1349(In) 794(Out)	1740(In) 775(Out)	1232(In) 701(Out)
2/3 (short)	852	458	971	555	965	531
3/1	753	642	679	550	696	538
3/2	1066	563	1238	832	1208	804
3/3	588	391	551	556	577	534
4/1	943	732	1002	708	975	739
4/2	201	292	336	485	332	394
5/1 (short)	342	428	512	591	488	570
5/2 (with short)	677(In) 335(Out)	760(In) 332(Out)	1006(In) 494(Out)	1151(In) 560(Out)	1010(In) 522(Out)	1101(In) 531(Out)
5/3	442	501	685	739	683	690
6/1	772	348	989	658	934	659
6/2	774	602	1042	1037	1079	966
6/3	1030	892	1236	1295	1260	1224
7/1	950	1015	892	838	901	818
8/1	950	1015	892	838	901	818
9/1 (short)	193	101	198	132	196	108
9/2 (with short)	462(In) 269(Out)	278(In) 177(Out)	391(In) 193(Out)	283(In) 151(Out)	385(In) 189(Out)	257(In) 149(Out)
9/3	432	427	343	310	335	280
10/1	965	449	1187	790	1130	767
10/2	1043	779	1235	1188	1268	1115
10/3	1462	1319	1579	1605	1595	1504
11/1	965	449	1187	790	1130	767
11/2	411	409	578	649	654	586
12/1	632	370	657	539	614	529
12/2 (with short)	1462(In) 969(Out)	1319(In) 709(Out)	1579(In) 1033(Out)	1605(In) 927(Out)	1595(In) 1063(Out)	1504(In) 873(Out)
12/3 (short)	493	610	546	678	532	631
13/1 (short)	188	177	490	397	500	402
13/2 (with short)	769(In) 581(Out)	696(In) 519(Out)	1085(In) 595(Out)	990(In) 593(Out)	1108(In) 608(Out)	1034(In) 632(Out)

Detailed Input Data And Results

13/3	421	491	593	660	604	617
14/1	741	789	852	865	873	833
14/2	749	812	902	882	888	905
14/3	421	495	593	708	604	619
15/1	820	547	1147	936	1114	931
15/2	553	233	420	403	442	396
16/1	578	504	736	532	737	488
16/2	768	980	924	970	905	997
16/3	940	870	1130	970	1130	872
17/1	502	503	521	337	507	323
17/2	538	543	559	350	543	345
18/1	665	788	637	670	643	668
19/1	665	788	637	670	643	668
20/1 (short)	215	170	257	229	263	212
20/2 (with short)	378(In) 163(Out)	306(In) 136(Out)	423(In) 166(Out)	329(In) 100(Out)	421(In) 158(Out)	307(In) 95(Out)
20/3	558	280	610	379	610	360
21/1	793	674	993	761	1000	700
21/2	345	646	446	688	438	658

Detailed Input Data And Results

Lane	Scenario 7: 2038 WoD AM	Scenario 8: 2038 WoD PM	Scenario 9: 2038 WD AM	Scenario 10: 2038 WD PM	Scenario 11: 2a 2028 WD AM	Scenario 12: 2a 2028 WD PM
Junction: Unnamed Junction						
1/1 (short)	337	423	341	417	349	269
1/2 (with short)	860(In) 523(Out)	1008(In) 585(Out)	836(In) 495(Out)	1004(In) 587(Out)	858(In) 509(Out)	786(In) 517(Out)
1/3	520	661	545	663	566	486
2/1	612	492	553	488	609	424
2/2 (with short)	1886(In) 885(Out)	1331(In) 804(Out)	2015(In) 986(Out)	1358(In) 825(Out)	1747(In) 778(Out)	1268(In) 736(Out)
2/3 (short)	1001	527	1029	533	969	532
3/1	659	622	673	622	689	536
3/2	1269	824	1274	837	1078	786
3/3	549	661	570	663	713	535
4/1	949	915	894	905	958	693
4/2	452	470	538	486	342	414
5/1 (short)	407	527	382	530	488	572
5/2 (with short)	842(In) 435(Out)	1091(In) 564(Out)	786(In) 404(Out)	1097(In) 567(Out)	1002(In) 514(Out)	1109(In) 537(Out)
5/3	593	658	547	649	684	706
6/1	1000	653	1032	667	1037	653
6/2	977	1009	901	1020	844	954
6/3	1142	1319	1117	1312	1397	1241
7/1	793	875	800	869	888	824
8/1	793	875	800	869	888	824
9/1 (short)	184	149	204	150	189	113
9/2 (with short)	368(In) 184(Out)	323(In) 174(Out)	408(In) 204(Out)	326(In) 176(Out)	380(In) 191(Out)	282(In) 169(Out)
9/3	314	347	341	340	330	292
10/1	1184	802	1236	817	1226	766
10/2	1161	1183	1105	1196	1035	1123
10/3	1456	1666	1458	1652	1727	1533
11/1	1184	802	1236	817	1226	766
11/2	574	611	524	611	568	583
12/1	587	572	581	585	467	540
12/2 (with short)	1456(In) 999(Out)	1666(In) 1023(Out)	1458(In) 935(Out)	1652(In) 1014(Out)	1727(In) 1175(Out)	1533(In) 865(Out)
12/3 (short)	457	643	523	638	552	668
13/1 (short)	593	421	439	439	495	433
13/2 (with short)	1354(In) 761(Out)	1111(In) 690(Out)	1296(In) 857(Out)	1139(In) 700(Out)	1109(In) 614(Out)	1082(In) 649(Out)

Detailed Input Data And Results

13/3	754	724	847	745	612	651
14/1	898	924	821	914	869	831
14/2	853	961	853	956	901	930
14/3	754	724	847	745	612	652
15/1	1180	993	1020	1024	962	973
15/2	466	471	641	482	571	420
16/1	759	513	696	507	705	484
16/2	878	1037	875	1030	920	1026
16/3	1275	979	1404	1002	1136	911
17/1	509	312	540	313	506	333
17/2	546	331	579	331	543	355
18/1	648	723	665	720	670	680
19/1	648	723	665	720	670	680
20/1 (short)	290	206	282	205	268	211
20/2 (with short)	417(In) 127(Out)	300(In) 94(Out)	408(In) 126(Out)	297(In) 92(Out)	421(In) 153(Out)	306(In) 95(Out)
20/3	611	352	611	356	611	357
21/1	1049	719	978	712	973	695
21/2	393	639	448	634	464	697

Detailed Input Data And Results

Lane	Scenario 13: 2a 2038 WD AM	Scenario 14: 2a 2038 WD PM
Junction: Unnamed Junction		
1/1 (short)	331	405
1/2 (with short)	838(In) 507(Out)	995(In) 590(Out)
1/3	543	665
2/1	522	471
2/2 (with short)	2012(In) 974(Out)	1390(In) 860(Out)
2/3 (short)	1038	530
3/1	667	618
3/2	1287	842
3/3	574	665
4/1	853	876
4/2	534	520
5/1 (short)	413	528
5/2 (with short)	837(In) 424(Out)	1096(In) 568(Out)
5/3	559	654
6/1	1086	659
6/2	915	1030
6/3	1133	1319
7/1	790	867
8/1	790	867
9/1 (short)	182	145
9/2 (with short)	374(In) 192(Out)	326(In) 181(Out)
9/3	306	340
10/1	1268	804
10/2	1107	1211
10/3	1439	1659
11/1	1268	804
11/2	552	610
12/1	555	601
12/2 (with short)	1439(In) 905(Out)	1659(In) 1005(Out)
12/3 (short)	534	654
13/1 (short)	452	413
13/2 (with short)	1308(In) 856(Out)	1140(In) 727(Out)

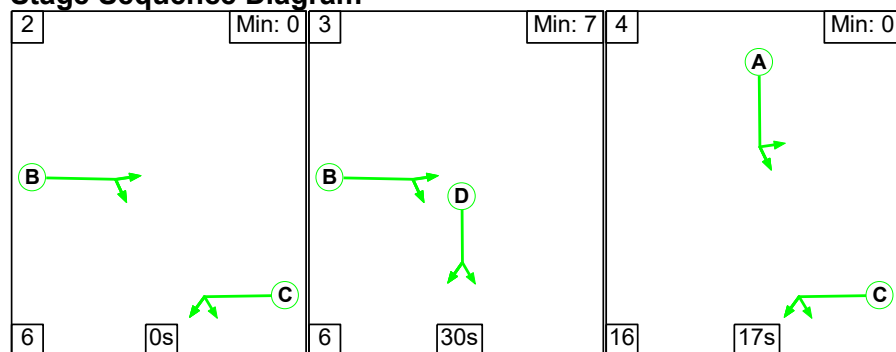
Detailed Input Data And Results

13/3	848	782
14/1	786	894
14/2	851	952
14/3	848	782
15/1	1007	1014
15/2	658	540
16/1	666	498
16/2	863	1026
16/3	1395	1035
17/1	522	308
17/2	559	327
18/1	642	704
19/1	642	704
20/1 (short)	288	206
20/2 (with short)	410(In) 122(Out)	300(In) 94(Out)
20/3	617	355
21/1	954	704
21/2	463	649

Scenario 1: '2022 AM' (FG1: '2022 AM Base', Plan 1: 'Network Control Plan 1 AM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram

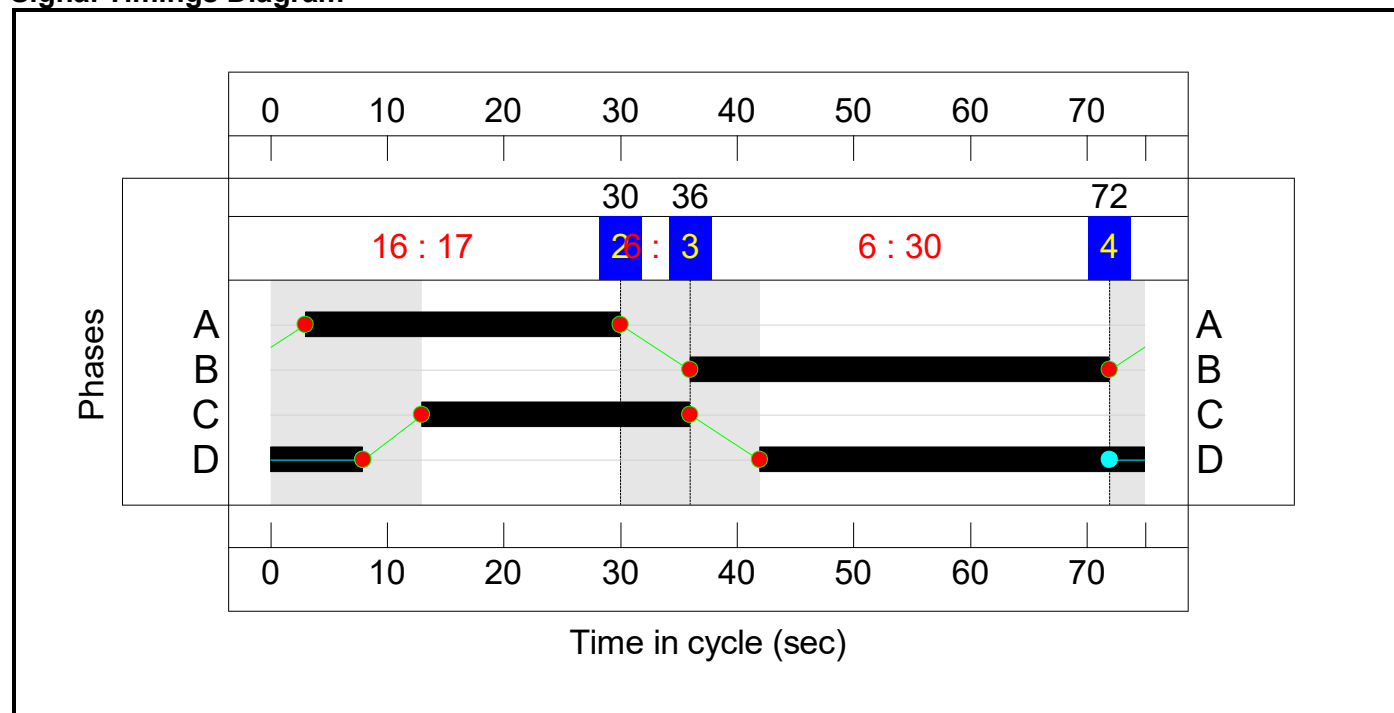


Stage Timings

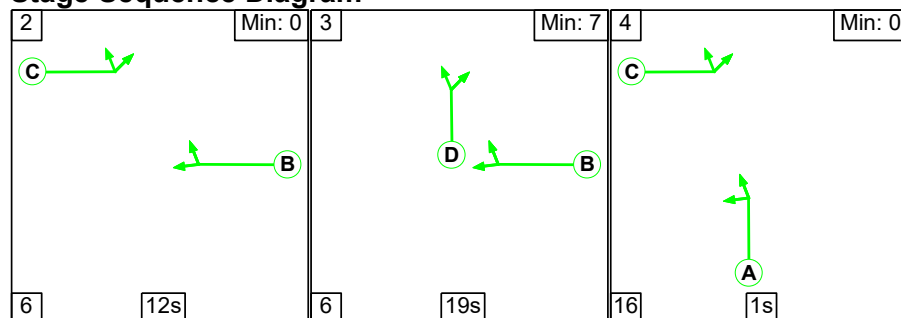
Stage	2	3	4
Duration	0	30	17
Change Point	30	36	72

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	27	3	30
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	36	36	72
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	23	13	36
D	East Circ Right Ahead East Circ	Traffic	41	42	8

Signal Timings Diagram

Controller :C2 - West Side T7771W07

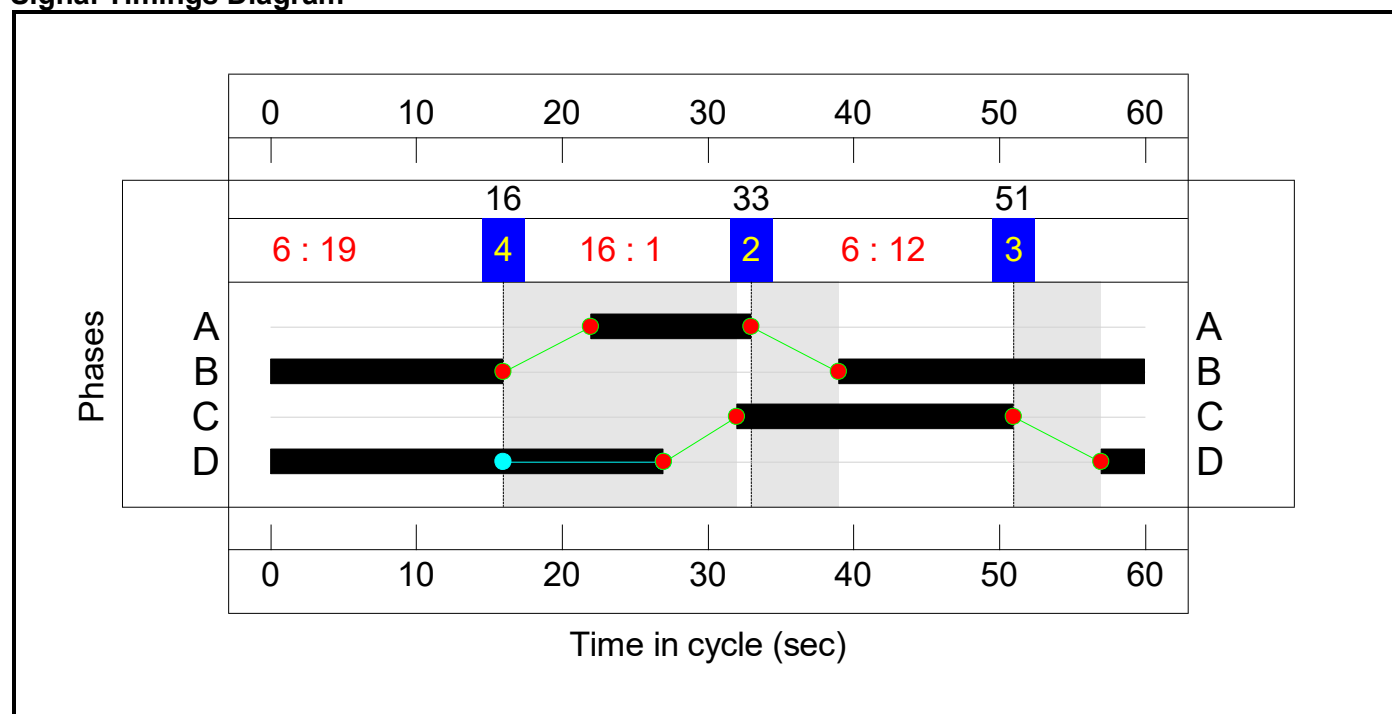
Stage Sequence Diagram

Stage Timings

Stage	2	3	4
Duration	12	19	1
Change Point	33	51	16

Phase Timings

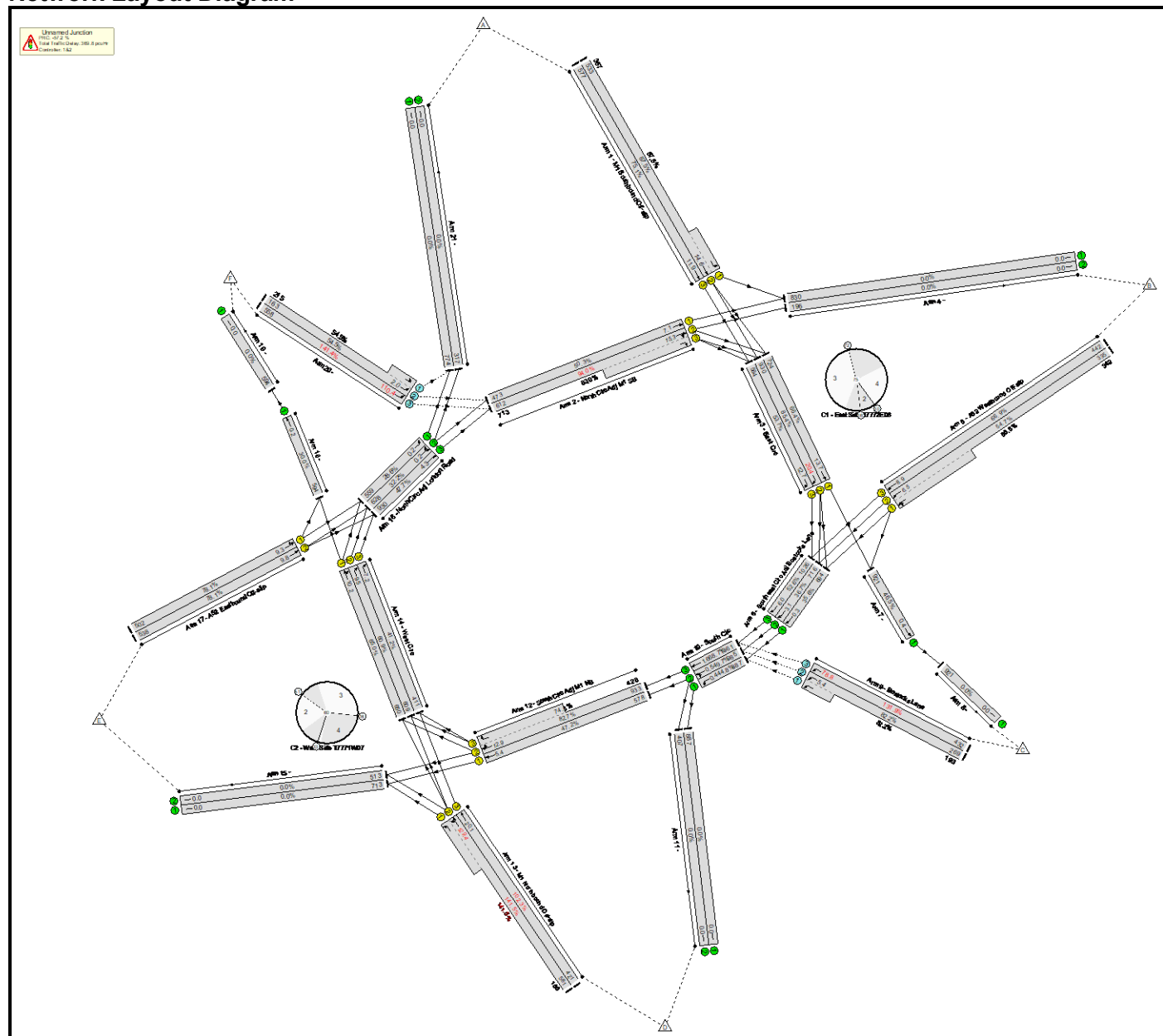
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	11	22	33
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	37	39	16
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	19	32	51
D	West Circ Right Ahead West Circ	Traffic	30	57	27

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	3	30
1/2	M1 Southbound Off-slip Ahead	U	A	3	30
1/3	M1 Southbound Off-slip Ahead	U	A	3	30
2/1	North Circ Adj M1 SB Ahead	U	B	36	72
2/2	North Circ Adj M1 SB Right Ahead	U	B	36	72
2/3	North Circ Adj M1 SB Right	U	B	36	72
3/1	East Circ Ahead	U	D	42	8
3/2	East Circ Right	U	D	42	8
3/3	East Circ Right	U	D	42	8
5/1	A52 Westbound Off-slip Ahead Left	U	C	13	36
5/2	A52 Westbound Off-slip Ahead	U	C	13	36
5/3	A52 Westbound Off-slip Ahead	U	C	13	36
12/1	South Circ Adj M1 NB Ahead	U	B	39	16
12/2	South Circ Adj M1 NB Right Ahead	U	B	39	16
12/3	South Circ Adj M1 NB Right	U	B	39	16
13/1	M1 Northbound Off-slip Left	U	A	22	33
13/2	M1 Northbound Off-slip Ahead Left	U	A	22	33
13/3	M1 Northbound Off-slip Ahead	U	A	22	33
14/1	West Circ Right Ahead	U	D	57	27
14/2	West Circ Right	U	D	57	27
14/3	West Circ Right	U	D	57	27
17/1	A52 Eastbound Off-slip Ahead Left	U	C	32	51
17/2	A52 Eastbound Off-slip Ahead	U	C	32	51

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	141.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	141.5%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	27	-	-	890	2056:1915	609+408	87.5 : 87.5%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	27	-	-	577	2059	769	75.1%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	36	-	-	586	1908	941	50.3%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	36	-	-	1498	1906:1904	652+859	94.0 : 83.0%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	41	-	-	753	1946	1090	66.4%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	41	-	-	1066	1945	1089	85.4%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	41	-	-	588	1943	1088	53.7%
4/1		U	N/A	N/A	-		-	-	-	-	943	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	201	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	23	-	-	677	2061:1923	613+615	54.7 : 55.6%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	23	-	-	442	2064	660	66.9%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	772	1953	1953	35.6%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	774	1952	1952	36.7%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1030	1951	1951	52.6%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	950	1980	1980	46.5%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	950	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	462	1923:1919	327+235	82.2 : 82.2%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	432	1926	327	131.9%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	965	1980	1980	44.8%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1043	1980	1980	49.7%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1462	1980	1980	68.7%
11/1		U	N/A	N/A	-		-	-	-	-	965	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	411	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	37	-	-	632	1936	1226	47.2%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	37	-	-	1462	1931:1931	1128+574	82.7 : 74.5%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	11	-	-	769	2053:1912	411+133	141.5 : 141.5%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	11	-	-	421	2057	411	102.3%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	30	-	-	741	1937	1001	65.0%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	30	-	-	749	1935	1000	60.9%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	30	-	-	421	1932	998	41.2%
15/1		U	N/A	N/A	-		-	-	-	-	820	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	553	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	578	1952	1952	28.6%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	768	1950	1950	32.2%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	940	1950	1950	47.7%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	19	-	-	502	1928	643	78.1%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	19	-	-	538	2067	689	78.1%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	665	1980	1980	30.0%
19/1		U	N/A	N/A	-		-	-	-	-	665	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	378	2061:1921	299+395	54.5 : 54.5%
20/3	Left	O	N/A	N/A	-		-	-	-	-	558	1928	395	141.4%
21/1		U	N/A	N/A	-		-	-	-	-	793	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	345	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2402	0	0	74.7	295.1	0.0	369.8	-	-	-	-	
Unnamed Junction	-	-	2402	0	0	74.7	295.1	0.0	369.8	-	-	-	-	
1/2+1/1	890	890	-	-	-	4.8	3.3	-	8.1	33.0	11.3	3.3	14.6	
1/3	577	577	-	-	-	3.3	1.5	-	4.8	29.7	10.4	1.5	11.9	
2/1	473	473	-	-	-	1.7	0.5	-	2.2	16.6	6.6	0.5	7.1	
2/2+2/3	1325	1325	-	-	-	5.5	3.4	-	8.9	24.2	11.9	3.4	15.3	
3/1	724	724	-	-	-	2.5	1.0	-	3.5	17.2	12.8	1.0	13.7	
3/2	930	930	-	-	-	2.2	2.8	-	5.0	19.3	17.6	2.8	20.4	
3/3	584	584	-	-	-	4.6	0.6	-	5.1	31.7	12.1	0.6	12.7	
4/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	677	677	-	-	-	3.9	0.6	-	4.5	24.2	5.9	0.6	6.5	
5/3	442	442	-	-	-	2.7	1.0	-	3.7	30.2	7.9	1.0	8.9	
6/1	694	694	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
6/2	716	716	-	-	-	0.0	0.3	-	0.3	1.5	2.8	0.3	3.1	
6/3	1026	1026	-	-	-	0.0	0.6	-	0.6	2.0	5.5	0.6	6.0	
7/1	921	921	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
8/1	921	921	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	462	462	924	0	0	1.2	2.2	-	3.4	26.5	3.2	2.2	5.4	
9/3	432	327	327	0	0	5.6	54.3	-	59.9	499.2	24.5	54.3	78.8	
10/1	887	887	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
10/2	985	985	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
10/3	1361	1361	-	-	-	0.0	1.1	-	1.1	2.9	0.6	1.1	1.6	
11/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

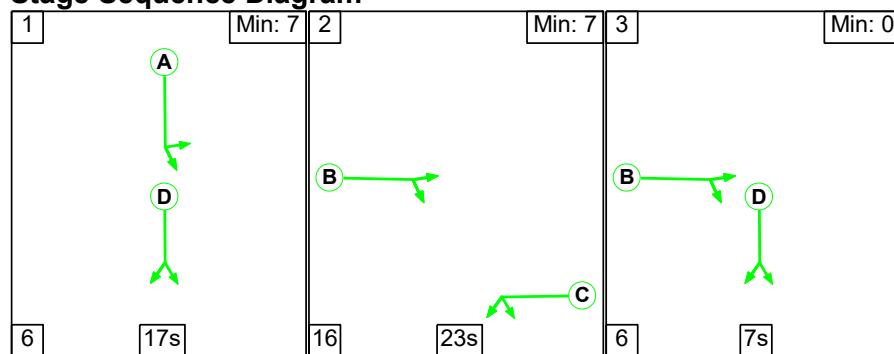
11/2	407	407	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	578	578	-	-	-	0.9	0.4	-	1.4	8.5	5.0	0.4	5.4	
12/2+12/3	1361	1361	-	-	-	2.6	2.0	-	4.6	12.2	10.9	2.0	12.9	
13/2+13/1	769	545	-	-	-	9.7	114.4	-	124.2	581.3	15.0	114.4	129.4	
13/3	421	411	-	-	-	3.0	12.9	-	16.0	136.7	7.2	12.9	20.1	
14/1	650	650	-	-	-	1.9	0.9	-	2.9	15.9	9.3	0.9	10.2	
14/2	609	609	-	-	-	2.4	0.8	-	3.2	18.8	8.7	0.8	9.5	
14/3	411	411	-	-	-	3.1	0.4	-	3.5	30.4	6.9	0.4	7.2	
15/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	513	513	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	559	559	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
16/2	628	628	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
16/3	930	930	-	-	-	0.0	0.5	-	0.5	1.8	3.9	0.5	4.3	
17/1	502	502	-	-	-	2.5	1.7	-	4.3	30.5	7.5	1.7	9.3	
17/2	538	538	-	-	-	2.7	1.7	-	4.4	29.7	8.1	1.7	9.8	
18/1	594	594	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
19/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	378	378	756	0	0	0.5	0.6	-	1.1	10.4	1.4	0.6	2.0	
20/3	558	395	395	0	0	7.2	83.3	-	90.5	584.1	27.1	83.3	110.4	
21/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07 PRC for Signalled Lanes (%): -4.4 PRC for Signalled Lanes (%): -57.2 PRC Over All Lanes (%): -57.2 Total Delay for Signalled Lanes (pcuHr): 45.85 Total Delay for Signalled Lanes (pcuHr): 164.33 Total Delay Over All Lanes(pcuHr): 369.79 Cycle Time (s): 75 Cycle Time (s): 60														

Detailed Input Data And Results

Scenario 2: '2022 PM' (FG2: '2022 PM Base', Plan 2: 'Network Control Plan 2 PM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram

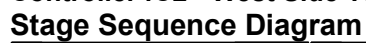


Stage Timings

Stage	1	2	3
Duration	17	23	7
Change Point	0	23	62

Phase Timings

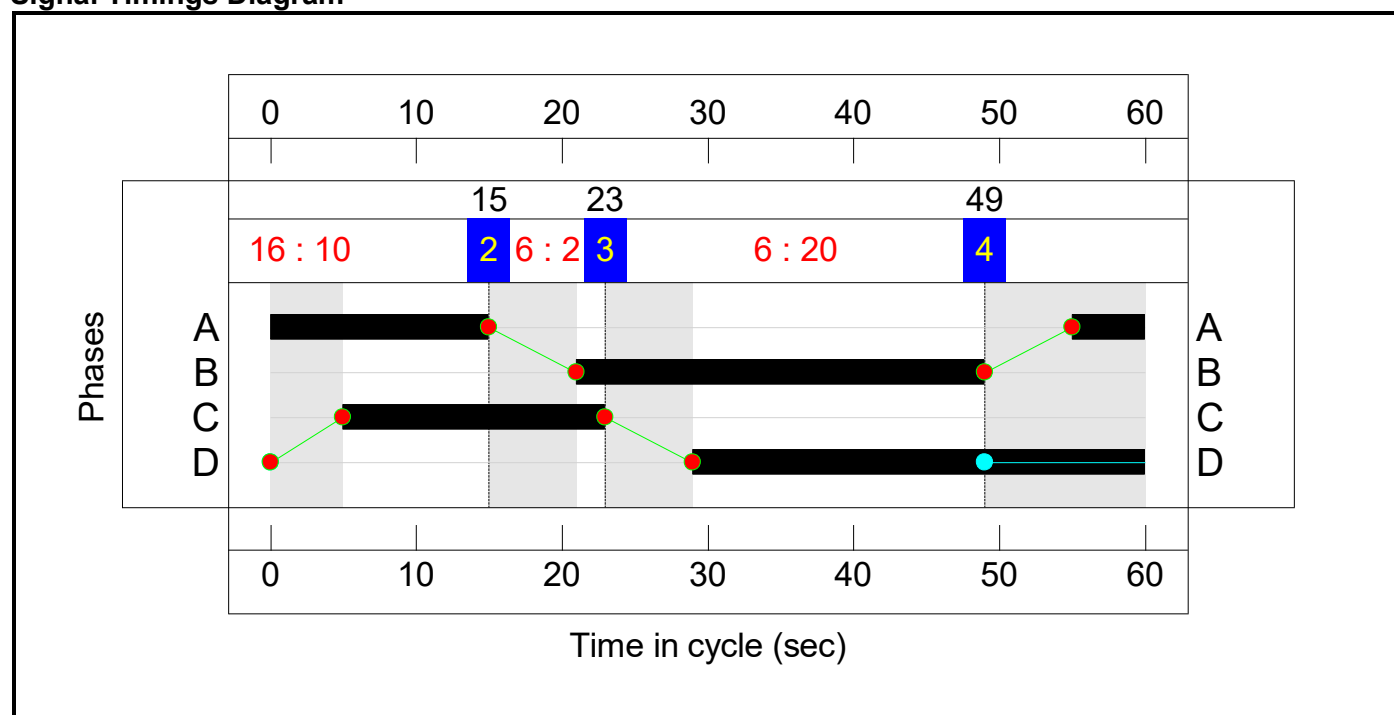
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	17	6	23
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	46	29	0
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	23	39	62
D	East Circ Right Ahead East Circ	Traffic	41	68	34



Created 10:24:53 20/03/2026
Page 87

Phase Timings

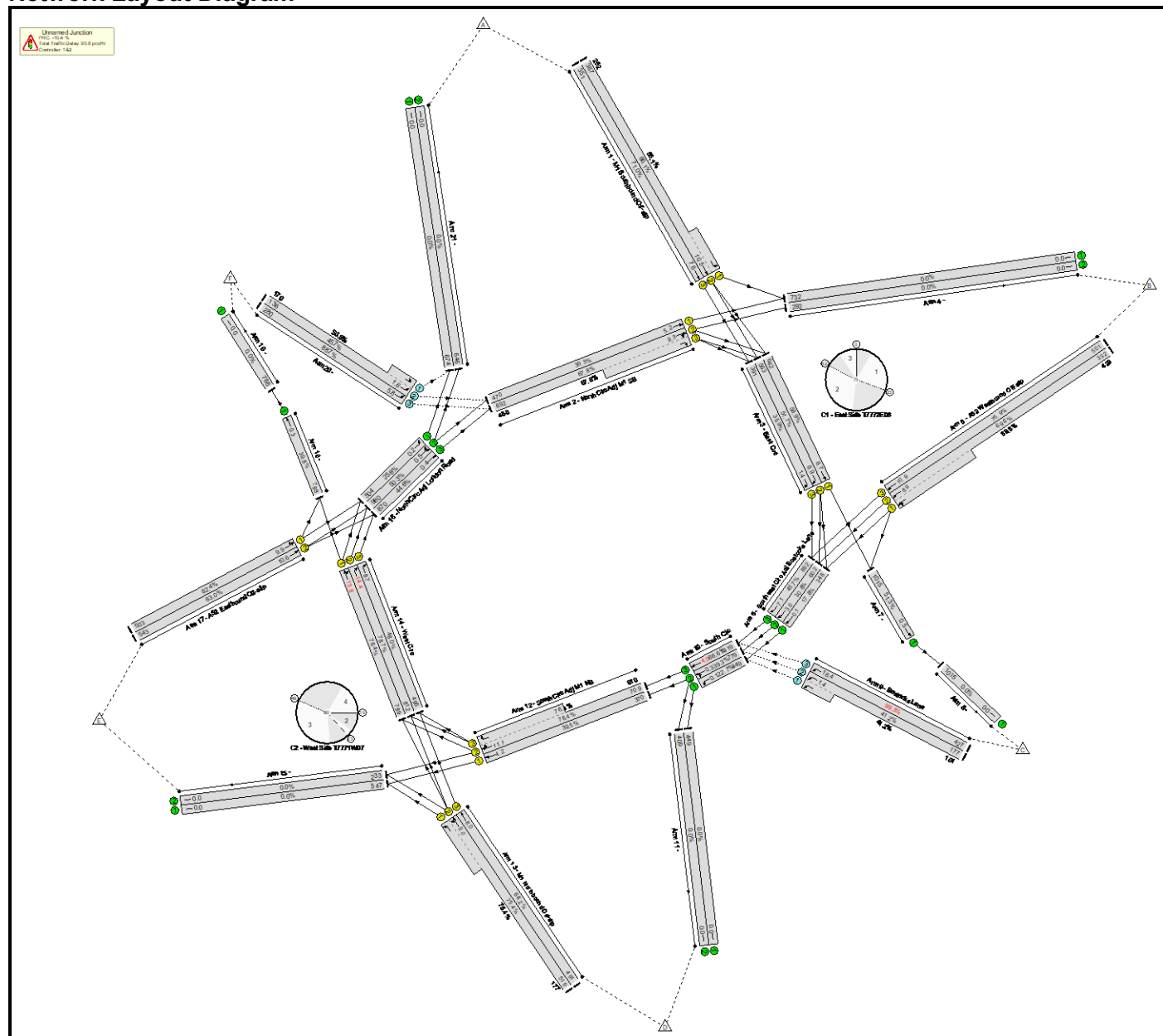
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	20	55	15
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	28	21	49
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	18	5	23
D	West Circ Right Ahead West Circ	Traffic	31	29	0

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	6	23
1/2	M1 Southbound Off-slip Ahead	U	A	6	23
1/3	M1 Southbound Off-slip Ahead	U	A	6	23
2/1	North Circ Adj M1 SB Ahead	U	B	29	0
2/2	North Circ Adj M1 SB Right Ahead	U	B	29	0
2/3	North Circ Adj M1 SB Right	U	B	29	0
3/1	East Circ Ahead	U	D	68	34
3/2	East Circ Right	U	D	68	34
3/3	East Circ Right	U	D	68	34
5/1	A52 Westbound Off-slip Ahead Left	U	C	39	62
5/2	A52 Westbound Off-slip Ahead	U	C	39	62
5/3	A52 Westbound Off-slip Ahead	U	C	39	62
12/1	South Circ Adj M1 NB Ahead	U	B	21	49
12/2	South Circ Adj M1 NB Right Ahead	U	B	21	49
12/3	South Circ Adj M1 NB Right	U	B	21	49
13/1	M1 Northbound Off-slip Left	U	A	55	15
13/2	M1 Northbound Off-slip Ahead Left	U	A	55	15
13/3	M1 Northbound Off-slip Ahead	U	A	55	15
14/1	West Circ Right Ahead	U	D	29	0
14/2	West Circ Right	U	D	29	0
14/3	West Circ Right	U	D	29	0
17/1	A52 Eastbound Off-slip Ahead Left	U	C	5	23
17/2	A52 Eastbound Off-slip Ahead	U	C	5	23

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	99.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	99.3%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	17	-	-	649	2056:1915	449+304	86.1 : 86.1%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	17	-	-	351	2059	494	71.0%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	46	-	-	470	1908	1196	39.3%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	46	-	-	1150	1906:1904	1021+675	67.8 : 67.8%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	41	-	-	642	1946	1090	58.9%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	41	-	-	563	1945	1089	51.7%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	41	-	-	391	1943	1088	35.9%
4/1		U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	292	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	23	-	-	760	2061:1923	477+615	69.6 : 69.6%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	23	-	-	501	2064	660	75.9%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	348	1953	1953	17.8%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	602	1952	1952	30.8%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	892	1951	1951	45.7%

Detailed Input Data And Results

7/1	Ahead	U	N/A	N/A	-		-	-	-	-	1015	1980	1980	51.3%
8/1		U	N/A	N/A	-		-	-	-	-	1015	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	278	1923:1919	430+245	41.2 : 41.2%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	427	1926	430	99.3%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	449	1980	1980	22.7%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	779	1980	1980	39.3%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1319	1980	1980	66.6%
11/1		U	N/A	N/A	-		-	-	-	-	449	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	409	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	28	-	-	370	1936	936	39.5%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	28	-	-	1319	1931:1931	928+798	76.4 : 76.4%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	20	-	-	696	2053:1912	688+235	75.4 : 75.4%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	20	-	-	491	2057	720	68.2%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	31	-	-	789	1937	1033	76.4%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	812	1935	1032	78.7%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	495	1932	1030	48.0%
15/1		U	N/A	N/A	-		-	-	-	-	547	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	233	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	504	1952	1952	25.8%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	980	1950	1950	50.3%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	870	1950	1950	44.6%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	18	-	-	503	1928	611	82.4%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	18	-	-	543	2067	655	83.0%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	788	1980	1980	39.8%
19/1		U	N/A	N/A	-		-	-	-	-	788	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	306	2061:1921	298+316	45.7 : 53.8%
20/3	Left	O	N/A	N/A	-		-	-	-	-	280	1928	316	88.7%
21/1		U	N/A	N/A	-		-	-	-	-	674	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	646	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	1875	0	0	50.1	40.6	0.0	90.8	-	-	-	-	
Unnamed Junction	-	-	1875	0	0	50.1	40.6	0.0	90.8	-	-	-	-	
1/2+1/1	649	649	-	-	-	4.7	2.9	-	7.6	42.3	7.5	2.9	10.5	
1/3	351	351	-	-	-	2.5	1.2	-	3.8	38.5	6.6	1.2	7.8	
2/1	470	470	-	-	-	0.9	0.3	-	1.2	9.4	4.8	0.3	5.2	
2/2+2/3	1150	1150	-	-	-	2.5	1.0	-	3.5	11.0	8.3	1.0	9.3	
3/1	642	642	-	-	-	2.1	0.7	-	2.8	16.0	7.9	0.7	8.7	
3/2	563	563	-	-	-	2.4	0.5	-	2.9	18.6	8.4	0.5	8.9	
3/3	391	391	-	-	-	0.2	0.3	-	0.5	4.8	1.1	0.3	1.4	
4/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	292	292	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	760	760	-	-	-	4.6	1.1	-	5.7	27.0	7.7	1.1	8.9	
5/3	501	501	-	-	-	3.2	1.5	-	4.7	34.0	9.3	1.5	10.9	
6/1	348	348	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1	
6/2	602	602	-	-	-	0.0	0.2	-	0.2	1.3	2.8	0.2	3.0	
6/3	892	892	-	-	-	0.0	0.4	-	0.4	1.8	6.7	0.4	7.1	
7/1	1015	1015	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5	
8/1	1015	1015	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	278	278	556	0	0	0.1	0.3	-	0.5	6.5	1.0	0.3	1.4	
9/3	427	427	427	0	0	0.8	9.6	-	10.5	88.4	8.8	9.6	18.4	
10/1	449	449	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1	
10/2	779	779	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
10/3	1319	1319	-	-	-	0.0	1.0	-	1.0	2.7	3.9	1.0	4.9	
11/1	449	449	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

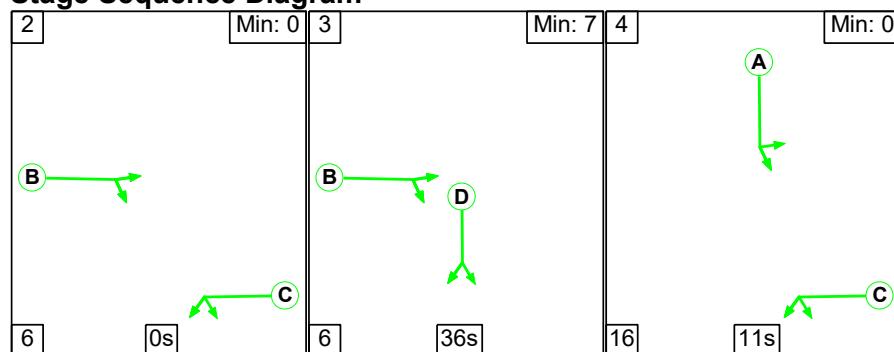
11/2	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	370	370	-	-	-	1.0	0.3	-	1.3	13.1	3.9	0.3	4.2	
12/2+12/3	1319	1319	-	-	-	4.5	1.6	-	6.1	16.6	9.5	1.6	11.1	
13/2+13/1	696	696	-	-	-	3.1	1.5	-	4.6	24.0	7.5	1.5	9.0	
13/3	491	491	-	-	-	2.3	1.1	-	3.3	24.4	7.0	1.1	8.0	
14/1	789	789	-	-	-	2.8	1.6	-	4.4	19.9	12.2	1.6	13.8	
14/2	812	812	-	-	-	2.1	1.8	-	3.9	17.5	12.5	1.8	14.4	
14/3	495	495	-	-	-	3.5	0.5	-	4.0	29.1	8.2	0.5	8.7	
15/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	504	504	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
16/2	980	980	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5	
16/3	870	870	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
17/1	503	503	-	-	-	2.6	2.2	-	4.9	35.0	7.7	2.2	9.9	
17/2	543	543	-	-	-	2.9	2.3	-	5.2	34.5	8.3	2.3	10.6	
18/1	788	788	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
19/1	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	306	306	612	0	0	0.5	0.5	-	1.0	12.1	1.3	0.5	1.8	
20/3	280	280	280	0	0	0.7	3.3	-	4.0	50.9	2.5	3.3	5.8	
21/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07 PRC for Signalled Lanes (%): 4.5 PRC for Signalled Lanes (%): 8.5 PRC Over All Lanes (%): -10.4 Total Delay for Signalled Lanes (pcuHr): 32.81 Total Delay for Signalled Lanes (pcuHr): 37.80 Total Delay Over All Lanes(pcuHr): 90.78 Cycle Time (s): 75 Cycle Time (s): 60														

Detailed Input Data And Results

Scenario 3: '2028 WoD AM' (FG3: '2028 WoD AM Base', Plan 1: 'Network Control Plan 1 AM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram

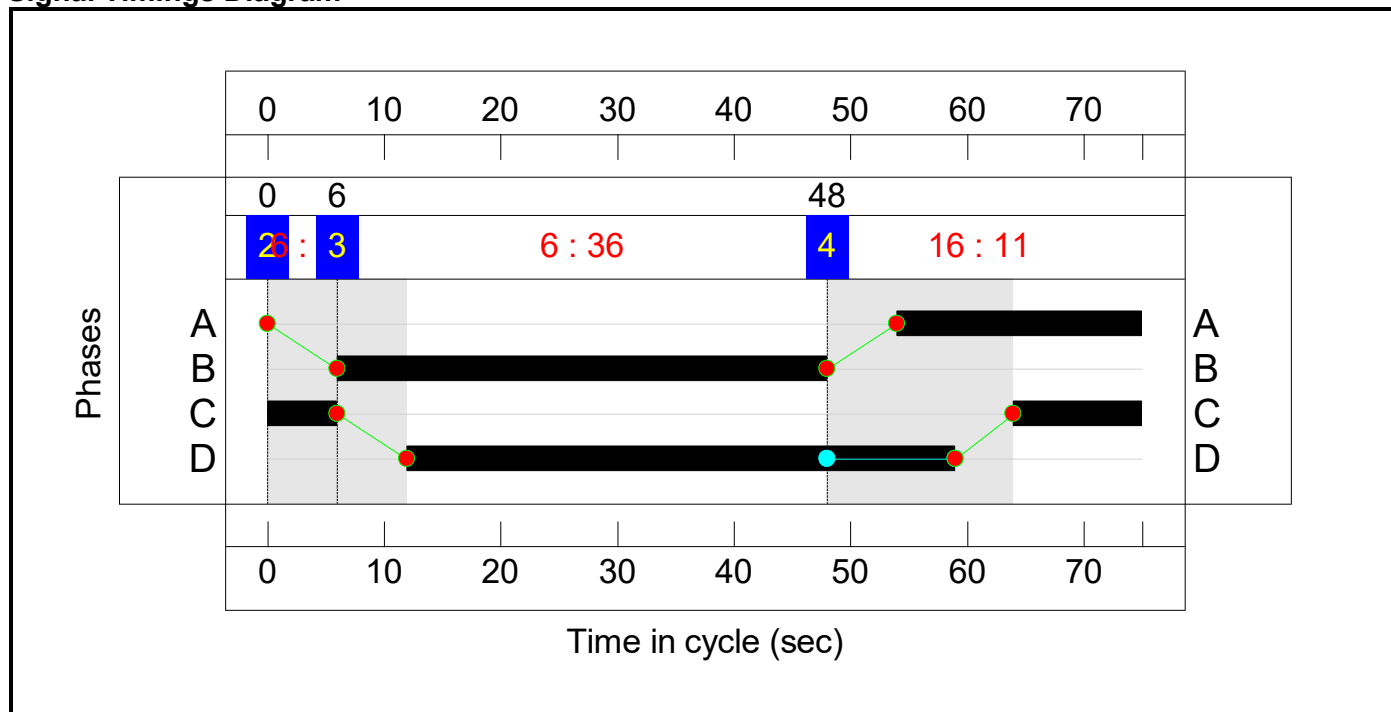


Stage Timings

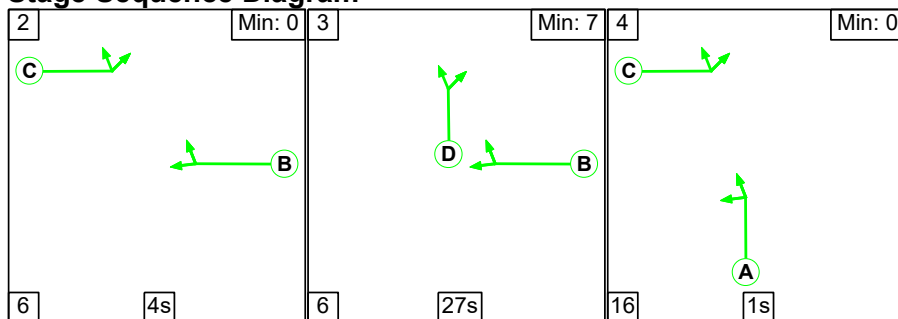
Stage	2	3	4
Duration	0	36	11
Change Point	0	6	48

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	21	54	0
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	42	6	48
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	17	64	6
D	East Circ Right Ahead East Circ	Traffic	47	12	59

Signal Timings Diagram

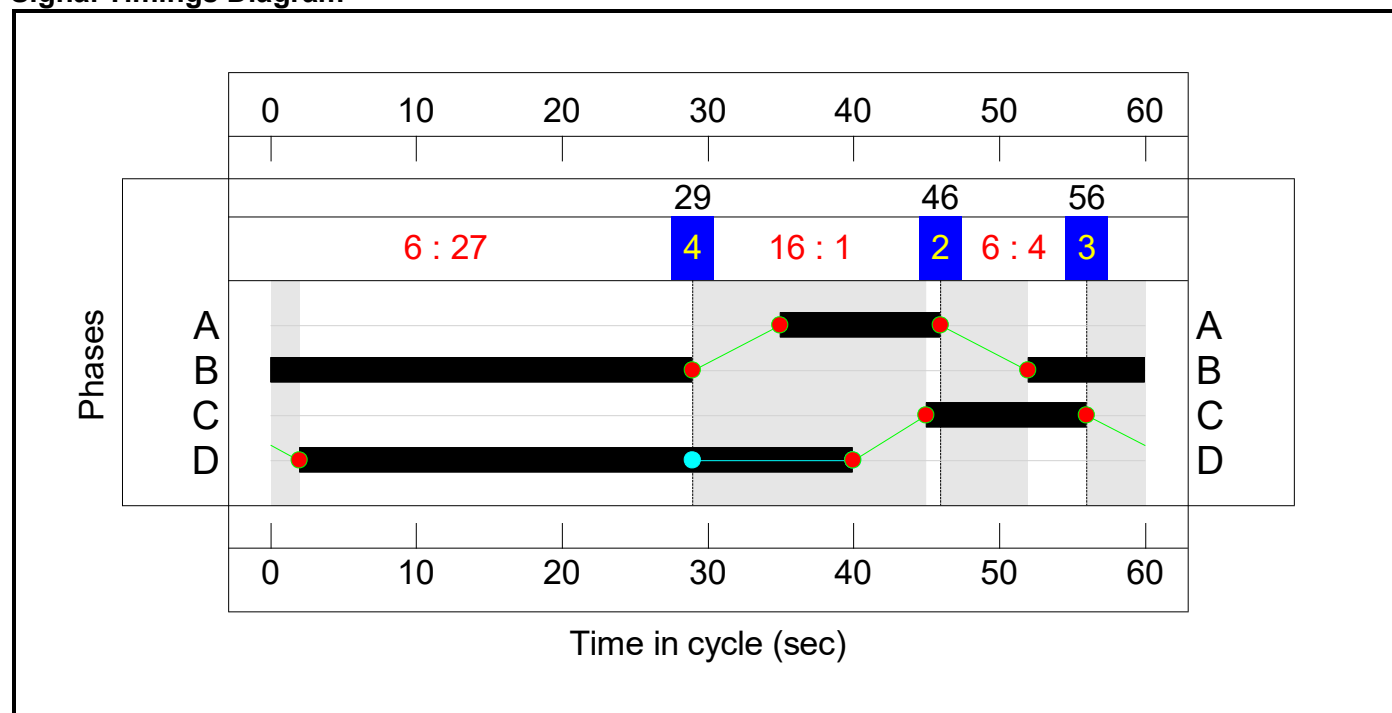
Controller :C2 - West Side T7771W07

Stage Sequence Diagram**Stage Timings**

Stage	2	3	4
Duration	4	27	1
Change Point	46	56	29

Phase Timings

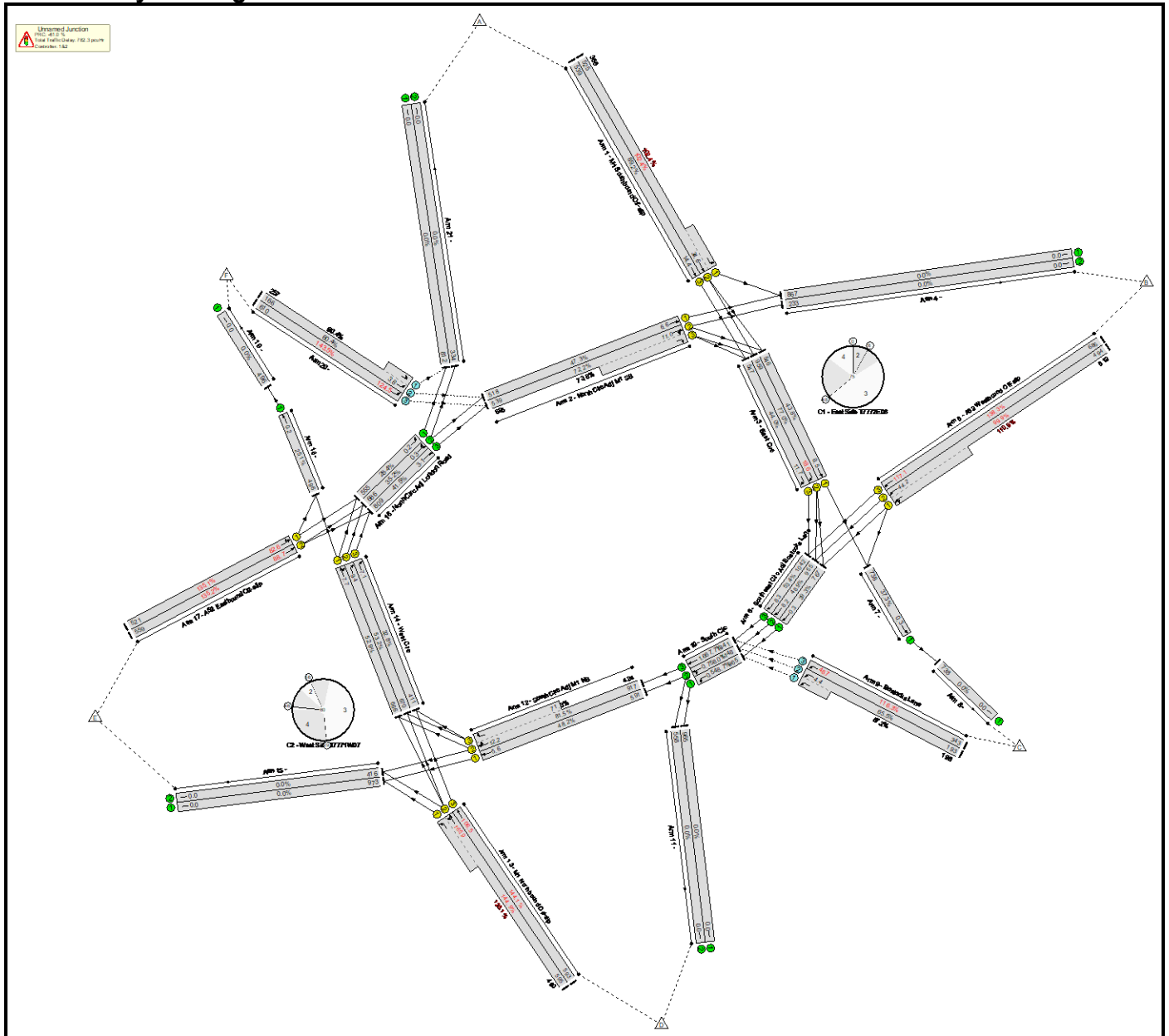
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	11	35	46
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	37	52	29
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	11	45	56
D	West Circ Right Ahead West Circ	Traffic	38	2	40

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	54	0
1/2	M1 Southbound Off-slip Ahead	U	A	54	0
1/3	M1 Southbound Off-slip Ahead	U	A	54	0
2/1	North Circ Adj M1 SB Ahead	U	B	6	48
2/2	North Circ Adj M1 SB Right Ahead	U	B	6	48
2/3	North Circ Adj M1 SB Right	U	B	6	48
3/1	East Circ Ahead	U	D	12	59
3/2	East Circ Right	U	D	12	59
3/3	East Circ Right	U	D	12	59
5/1	A52 Westbound Off-slip Ahead Left	U	C	64	6
5/2	A52 Westbound Off-slip Ahead	U	C	64	6
5/3	A52 Westbound Off-slip Ahead	U	C	64	6
12/1	South Circ Adj M1 NB Ahead	U	B	52	29
12/2	South Circ Adj M1 NB Right Ahead	U	B	52	29
12/3	South Circ Adj M1 NB Right	U	B	52	29
13/1	M1 Northbound Off-slip Left	U	A	35	46
13/2	M1 Northbound Off-slip Ahead Left	U	A	35	46
13/3	M1 Northbound Off-slip Ahead	U	A	35	46
14/1	West Circ Right Ahead	U	D	2	40
14/2	West Circ Right	U	D	2	40
14/3	West Circ Right	U	D	2	40
17/1	A52 Eastbound Off-slip Ahead Left	U	C	45	56
17/2	A52 Eastbound Off-slip Ahead	U	C	45	56

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	144.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	144.9%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	21	-	-	883	2056:1915	512+349	102.4 : 102.4%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	21	-	-	539	2059	604	89.2%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	42	-	-	644	1908	1094	47.3%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	42	-	-	1740	1906:1904	746+942	72.2 : 73.8%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	47	-	-	679	1946	1245	43.8%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	47	-	-	1238	1945	1245	77.0%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	47	-	-	551	1943	1244	44.0%
4/1		U	N/A	N/A	-		-	-	-	-	1002	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	336	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	17	-	-	1006	2061:1923	495+462	99.9 : 110.9%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	17	-	-	685	2064	495	138.3%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	989	1953	1953	39.3%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1042	1952	1952	48.9%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1236	1951	1951	53.4%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	892	1980	1980	37.3%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	892	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	391	1923:1919	295+295	65.5 : 67.2%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	343	1926	295	116.3%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	1187	1980	1980	48.7%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1235	1980	1980	58.0%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1579	1980	1980	67.7%
11/1		U	N/A	N/A	-		-	-	-	-	1187	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	578	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	37	-	-	657	1936	1226	48.2%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	37	-	-	1579	1931:1931	1125+595	81.5 : 71.3%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	11	-	-	1085	2053:1912	411+382	144.9 : 128.1%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	11	-	-	593	2057	411	144.1%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	38	-	-	852	1937	1259	52.9%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	38	-	-	902	1935	1258	53.2%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	38	-	-	593	1932	1256	32.8%
15/1		U	N/A	N/A	-		-	-	-	-	1147	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	420	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	736	1952	1952	28.4%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	924	1950	1950	35.2%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1130	1950	1950	41.5%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	11	-	-	521	1928	386	135.1%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	11	-	-	559	2067	413	135.2%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	637	1980	1980	25.1%
19/1		U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	423	2061:1921	275+425	60.4 : 60.4%
20/3	Left	O	N/A	N/A	-		-	-	-	-	610	1928	425	143.5%
21/1		U	N/A	N/A	-		-	-	-	-	993	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	446	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2348	0	0	107.8	674.5	0.0	782.3	-	-	-	-	
Unnamed Junction	-	-	2348	0	0	107.8	674.5	0.0	782.3	-	-	-	-	
1/2+1/1	883	862	-	-	-	6.7	21.0	-	27.7	113.0	13.5	21.0	34.6	
1/3	539	539	-	-	-	3.8	3.7	-	7.5	50.2	10.6	3.7	14.4	
2/1	518	518	-	-	-	1.3	0.4	-	1.8	12.5	6.2	0.4	6.6	
2/2+2/3	1234	1234	-	-	-	3.5	1.4	-	4.9	14.2	9.7	1.4	11.0	
3/1	546	546	-	-	-	1.3	0.4	-	1.7	11.1	8.2	0.4	8.5	
3/2	959	959	-	-	-	2.3	1.7	-	3.9	14.7	17.0	1.7	18.6	
3/3	547	547	-	-	-	3.4	0.4	-	3.8	25.1	11.3	0.4	11.7	
4/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1006	956	-	-	-	9.6	32.9	-	42.6	152.4	11.3	32.9	44.2	
5/3	685	495	-	-	-	13.4	96.6	-	109.9	577.8	20.5	96.6	117.1	
6/1	767	767	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
6/2	955	955	-	-	-	0.0	0.5	-	0.5	1.9	7.7	0.5	8.2	
6/3	1042	1042	-	-	-	0.0	0.6	-	0.6	2.1	7.7	0.6	8.3	
7/1	738	738	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
8/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	391	391	782	0	0	1.4	1.0	-	2.4	22.3	3.5	1.0	4.4	
9/3	343	295	295	0	0	3.9	27.2	-	31.2	327.0	21.4	27.2	48.7	
10/1	965	965	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
10/2	1148	1148	-	-	-	0.0	0.7	-	0.7	2.2	0.0	0.7	0.7	
10/3	1341	1341	-	-	-	0.0	1.0	-	1.0	2.8	0.6	1.0	1.6	
11/1	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

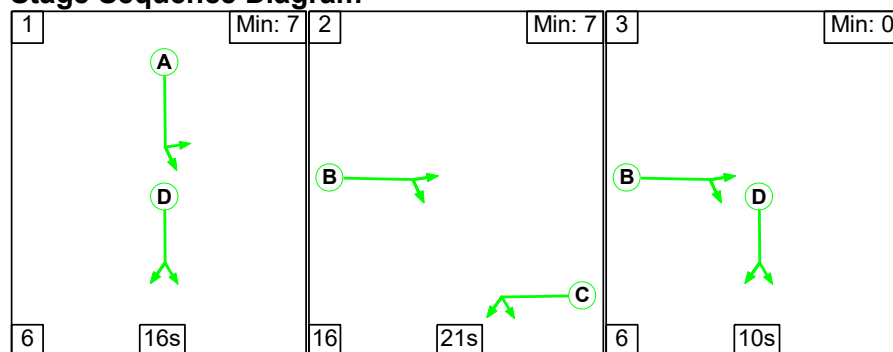
11/2	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	591	591	-	-	-	1.0	0.5	-	1.4	8.6	5.1	0.5	5.6	
12/2+12/3	1341	1341	-	-	-	2.6	1.8	-	4.3	11.6	10.4	1.8	12.2	
13/2+13/1	1085	793	-	-	-	13.6	147.8	-	161.5	535.7	18.1	147.8	165.9	
13/3	593	411	-	-	-	9.1	92.4	-	101.5	616.1	14.1	92.4	106.5	
14/1	666	666	-	-	-	1.0	0.6	-	1.6	8.5	7.2	0.6	7.7	
14/2	670	670	-	-	-	1.8	0.6	-	2.4	12.8	8.8	0.6	9.4	
14/3	411	411	-	-	-	2.2	0.2	-	2.4	21.4	6.9	0.2	7.1	
15/1	973	973	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	555	555	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
16/2	686	686	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
16/3	809	809	-	-	-	0.0	0.4	-	0.4	1.6	2.7	0.4	3.1	
17/1	521	386	-	-	-	8.1	69.6	-	77.7	536.9	13.1	69.6	82.6	
17/2	559	413	-	-	-	8.7	74.7	-	83.4	537.1	14.0	74.7	88.7	
18/1	496	496	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
19/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	423	423	846	0	0	0.5	0.8	-	1.3	11.0	3.0	0.8	3.8	
20/3	610	425	425	0	0	8.5	94.0	-	102.5	604.8	30.5	94.0	124.5	
21/1	812	812	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07														
PRC for Signalled Lanes (%):					-53.6	Total Delay for Signalled Lanes (pcuHr):					203.83	Cycle Time (s): 75		
PRC for Signalled Lanes (%):					-61.0	Total Delay for Signalled Lanes (pcuHr):					436.16	Cycle Time (s): 60		
PRC Over All Lanes (%):					-61.0	Total Delay Over All Lanes(pcuHr):					782.29			

Detailed Input Data And Results

Scenario 4: '2028 WoD PM' (FG4: '2028 WoD PM Base', Plan 2: 'Network Control Plan 2 PM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



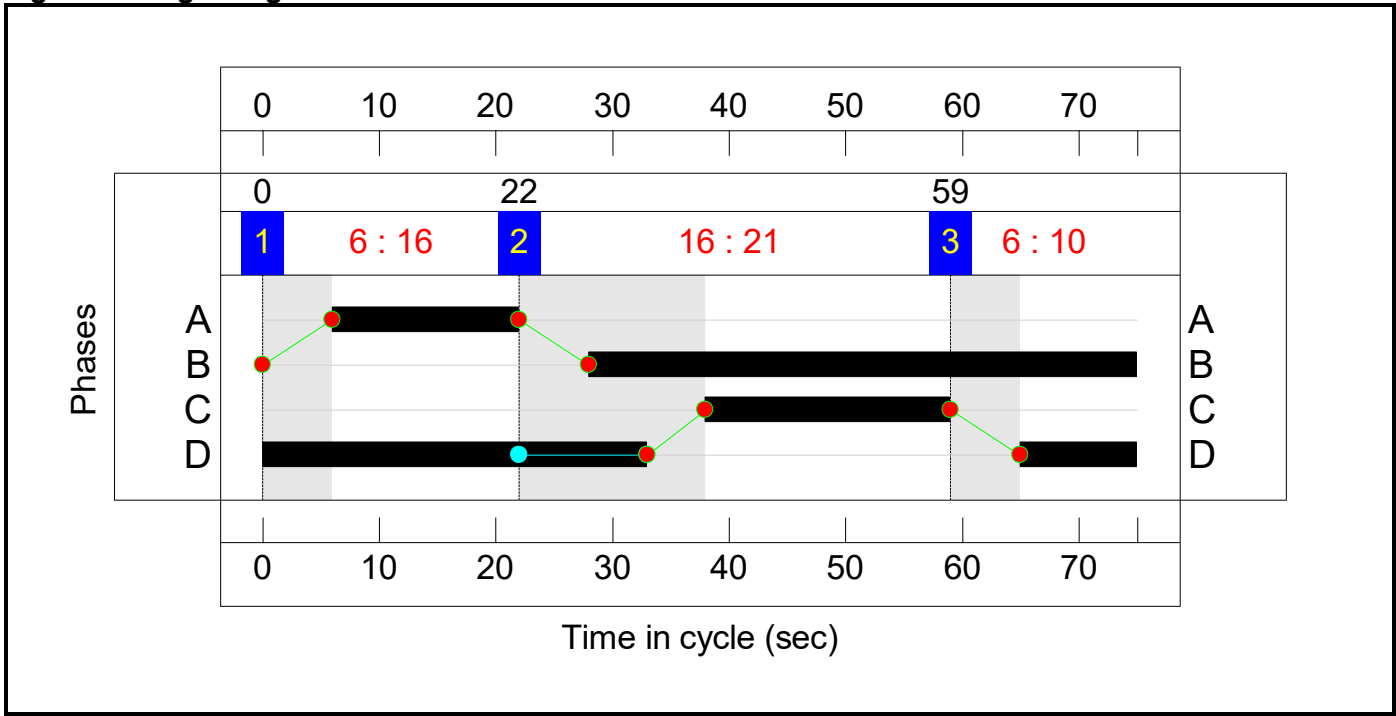
Stage Timings

Stage	1	2	3
Duration	16	21	10
Change Point	0	22	59

Phase Timings

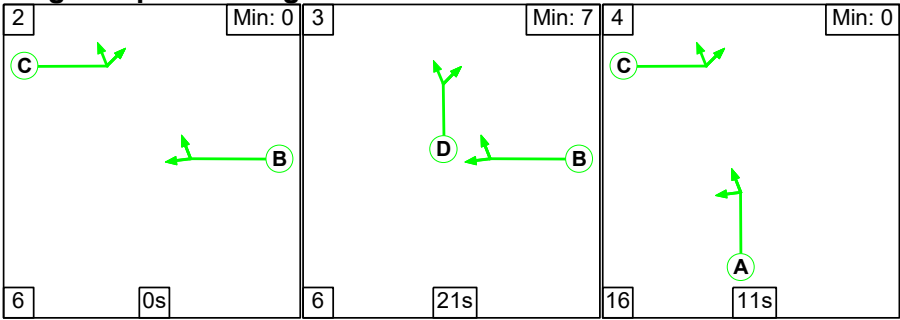
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	16	6	22
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	47	28	0
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	21	38	59
D	East Circ Right Ahead East Circ	Traffic	43	65	33

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

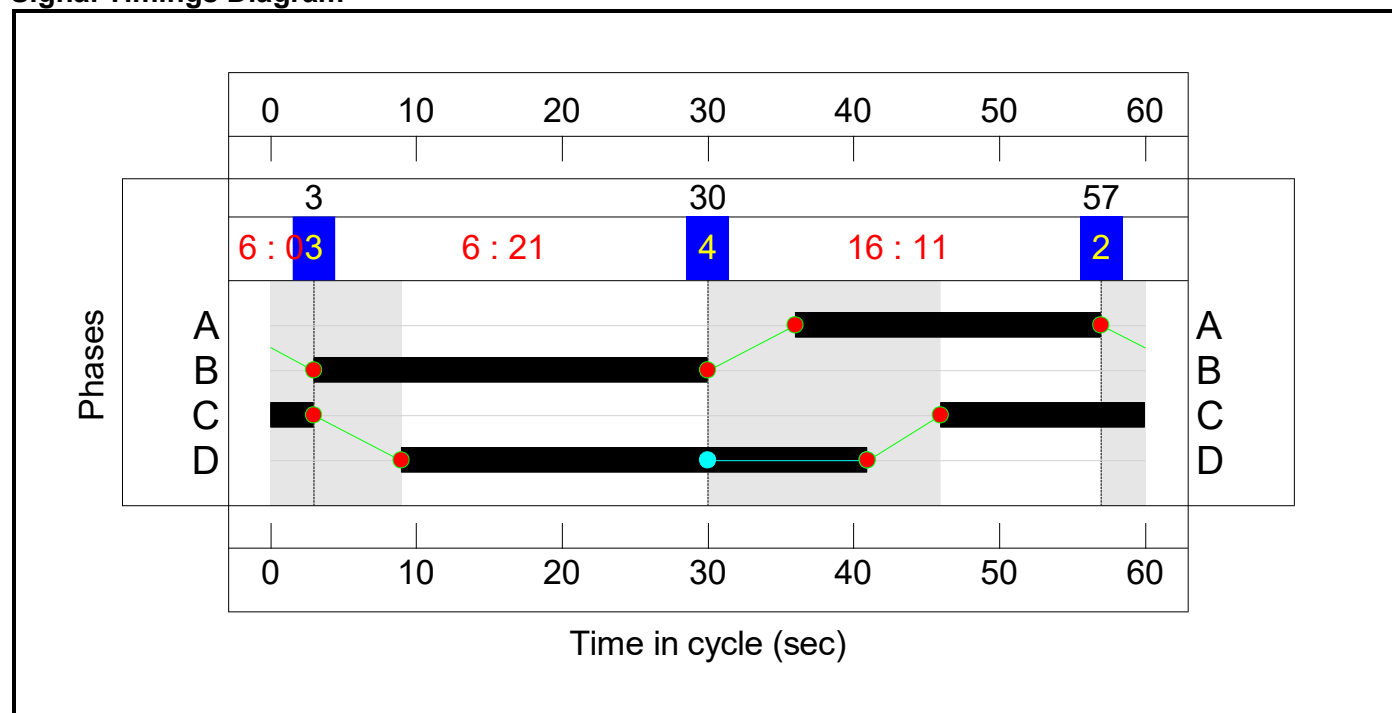


Stage Timings

Stage	2	3	4
Duration	0	21	11
Change Point	57	3	30

Phase Timings

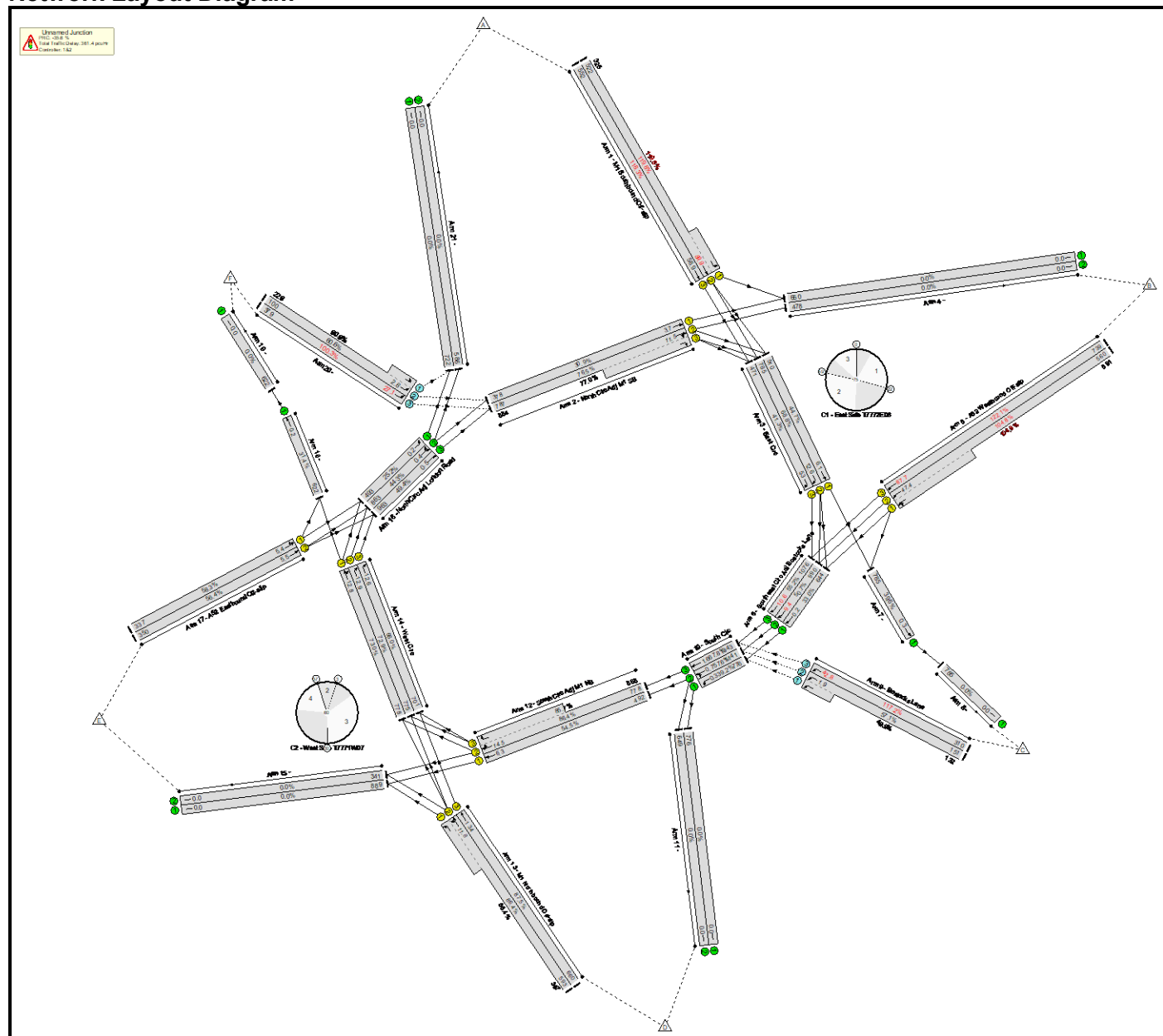
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	21	36	57
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	27	3	30
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	17	46	3
D	West Circ Right Ahead West Circ	Traffic	32	9	41

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	6	22
1/2	M1 Southbound Off-slip Ahead	U	A	6	22
1/3	M1 Southbound Off-slip Ahead	U	A	6	22
2/1	North Circ Adj M1 SB Ahead	U	B	28	0
2/2	North Circ Adj M1 SB Right Ahead	U	B	28	0
2/3	North Circ Adj M1 SB Right	U	B	28	0
3/1	East Circ Ahead	U	D	65	33
3/2	East Circ Right	U	D	65	33
3/3	East Circ Right	U	D	65	33
5/1	A52 Westbound Off-slip Ahead Left	U	C	38	59
5/2	A52 Westbound Off-slip Ahead	U	C	38	59
5/3	A52 Westbound Off-slip Ahead	U	C	38	59
12/1	South Circ Adj M1 NB Ahead	U	B	3	30
12/2	South Circ Adj M1 NB Right Ahead	U	B	3	30
12/3	South Circ Adj M1 NB Right	U	B	3	30
13/1	M1 Northbound Off-slip Left	U	A	36	57
13/2	M1 Northbound Off-slip Ahead Left	U	A	36	57
13/3	M1 Northbound Off-slip Ahead	U	A	36	57
14/1	West Circ Right Ahead	U	D	9	41
14/2	West Circ Right	U	D	9	41
14/3	West Circ Right	U	D	9	41
17/1	A52 Eastbound Off-slip Ahead Left	U	C	46	3
17/2	A52 Eastbound Off-slip Ahead	U	C	46	3

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	122.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	122.1%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	16	-	-	848	2056:1915	436+272	119.8 : 119.8%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	16	-	-	552	2059	467	118.3%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	47	-	-	382	1908	1221	30.9%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	47	-	-	1349	1906:1904	1029+719	76.5 : 77.0%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	43	-	-	550	1946	1142	44.7%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	43	-	-	832	1945	1141	68.8%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	43	-	-	556	1943	1140	41.3%
4/1		U	N/A	N/A	-		-	-	-	-	708	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	485	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	21	-	-	1151	2061:1923	534+564	104.8 : 104.8%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	21	-	-	739	2064	605	122.1%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	658	1953	1953	33.0%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1037	1952	1952	50.7%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1295	1951	1951	55.2%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	838	1980	1980	39.6%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	838	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	283	1923:1919	265+265	57.1 : 49.9%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	310	1926	265	117.2%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	790	1980	1980	39.2%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1188	1980	1980	57.6%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1605	1980	1980	67.8%
11/1		U	N/A	N/A	-		-	-	-	-	790	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	649	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	27	-	-	539	1936	903	54.5%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	27	-	-	1605	1931:1931	901+659	86.4 : 85.7%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	21	-	-	990	2053:1912	686+459	86.4 : 86.4%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	21	-	-	660	2057	754	87.5%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	32	-	-	865	1937	1065	73.0%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	32	-	-	882	1935	1064	72.9%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	32	-	-	708	1932	1063	66.0%
15/1		U	N/A	N/A	-		-	-	-	-	936	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	403	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	532	1952	1952	25.2%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	970	1950	1950	44.3%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	970	1950	1950	49.4%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	17	-	-	337	1928	578	58.3%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	17	-	-	350	2067	620	56.4%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	670	1980	1980	31.4%
19/1		U	N/A	N/A	-		-	-	-	-	670	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	329	2061:1921	165+378	60.6 : 60.6%
20/3	Left	O	N/A	N/A	-		-	-	-	-	379	1928	378	100.3%
21/1		U	N/A	N/A	-		-	-	-	-	761	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	688	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	1867	0	0	78.1	283.2	0.0	361.4	-	-	-	-	
Unnamed Junction	-	-	1867	0	0	78.1	283.2	0.0	361.4	-	-	-	-	
1/2+1/1	848	708	-	-	-	11.9	72.8	-	84.8	359.8	17.1	72.8	89.9	
1/3	552	467	-	-	-	7.6	45.7	-	53.3	347.5	13.3	45.7	58.9	
2/1	378	378	-	-	-	0.6	0.2	-	0.9	8.2	3.5	0.2	3.7	
2/2+2/3	1341	1341	-	-	-	2.9	1.6	-	4.5	12.1	9.8	1.6	11.5	
3/1	510	510	-	-	-	1.3	0.4	-	1.7	12.3	5.6	0.4	6.1	
3/2	785	785	-	-	-	3.2	1.1	-	4.2	19.5	11.5	1.1	12.6	
3/3	471	471	-	-	-	0.3	0.4	-	0.6	4.7	4.9	0.4	5.3	
4/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1151	1124	-	-	-	9.1	34.5	-	43.6	136.5	12.9	34.5	47.4	
5/3	739	605	-	-	-	9.2	69.4	-	78.7	383.3	18.3	69.4	87.7	
6/1	644	644	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
6/2	990	990	-	-	-	0.0	0.5	-	0.6	2.0	8.9	0.5	9.4	
6/3	1076	1076	-	-	-	0.1	0.6	-	0.7	2.2	10.0	0.6	10.6	
7/1	785	785	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
8/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	283	283	566	0	0	0.4	0.6	-	1.0	12.4	1.3	0.6	1.9	
9/3	310	265	265	0	0	2.8	25.7	-	28.5	330.8	17.0	25.7	42.8	
10/1	776	776	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
10/2	1141	1141	-	-	-	0.0	0.7	-	0.7	2.1	0.0	0.7	0.7	
10/3	1343	1343	-	-	-	0.0	1.1	-	1.1	2.8	0.6	1.1	1.6	
11/1	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

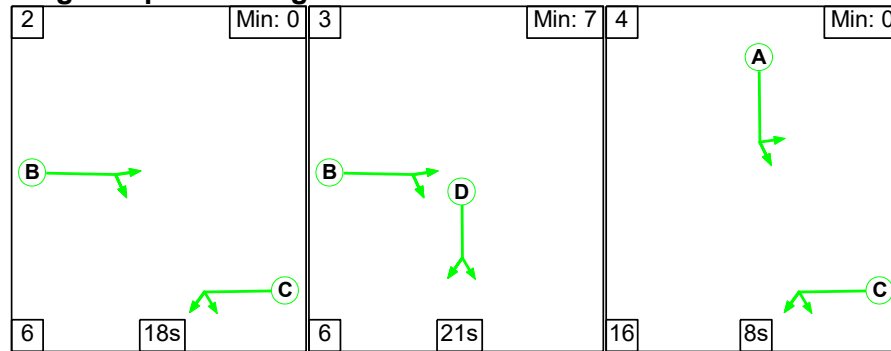
11/2	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	492	492	-	-	-	1.6	0.6	-	2.2	15.8	5.7	0.6	6.3	
12/2+12/3	1343	1343	-	-	-	5.0	3.0	-	8.0	21.4	11.5	3.0	14.5	
13/2+13/1	990	990	-	-	-	4.5	3.1	-	7.5	27.4	8.7	3.1	11.8	
13/3	660	660	-	-	-	3.2	3.3	-	6.5	35.6	10.1	3.3	13.4	
14/1	778	778	-	-	-	2.5	1.3	-	3.8	17.6	11.4	1.3	12.8	
14/2	775	775	-	-	-	2.0	1.3	-	3.4	15.7	11.6	1.3	12.9	
14/3	701	701	-	-	-	4.8	1.0	-	5.7	29.5	11.6	1.0	12.6	
15/1	889	889	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	493	493	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
16/2	863	863	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
16/3	963	963	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
17/1	337	337	-	-	-	1.7	0.7	-	2.4	25.2	4.7	0.7	5.4	
17/2	350	350	-	-	-	1.7	0.6	-	2.4	24.3	4.9	0.6	5.5	
18/1	622	622	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
19/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	329	329	658	0	0	0.6	0.8	-	1.3	14.7	2.0	0.8	2.8	
20/3	379	378	378	0	0	1.2	10.0	-	11.2	106.6	17.1	10.0	27.1	
21/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		-35.6 2.8 -35.6	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		272.34 41.86 361.35	Cycle Time (s): Cycle Time (s):		75 60			

Detailed Input Data And Results

Scenario 5: '2028 WD AM' (FG5: '2028 WD AM Base', Plan 1: 'Network Control Plan 1 AM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



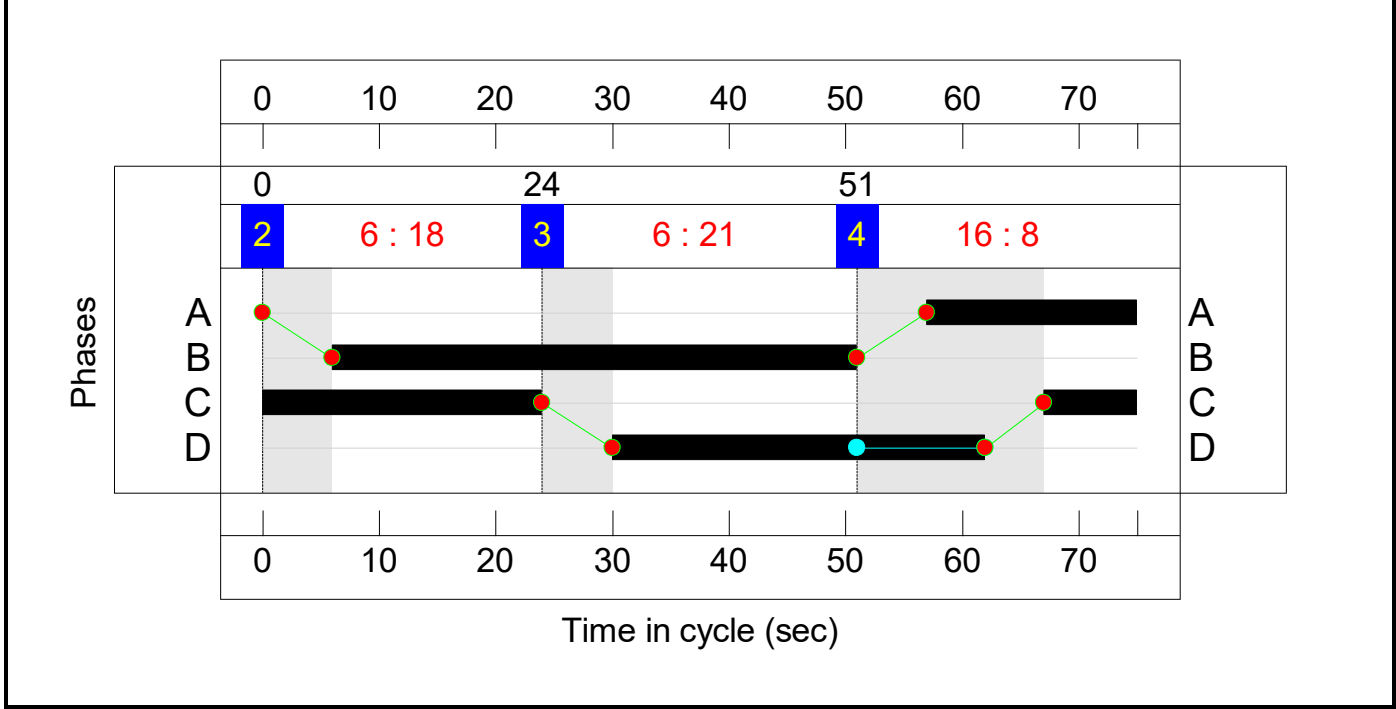
Stage Timings

Stage	2	3	4
Duration	18	21	8
Change Point	0	24	51

Phase Timings

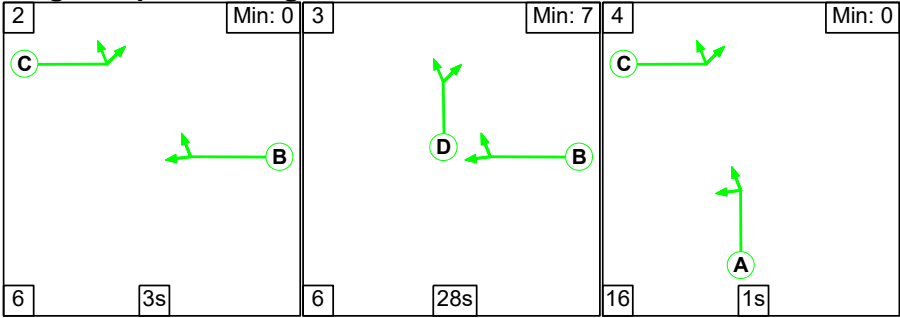
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	18	57	0
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	45	6	51
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	32	67	24
D	East Circ Right Ahead East Circ	Traffic	32	30	62

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

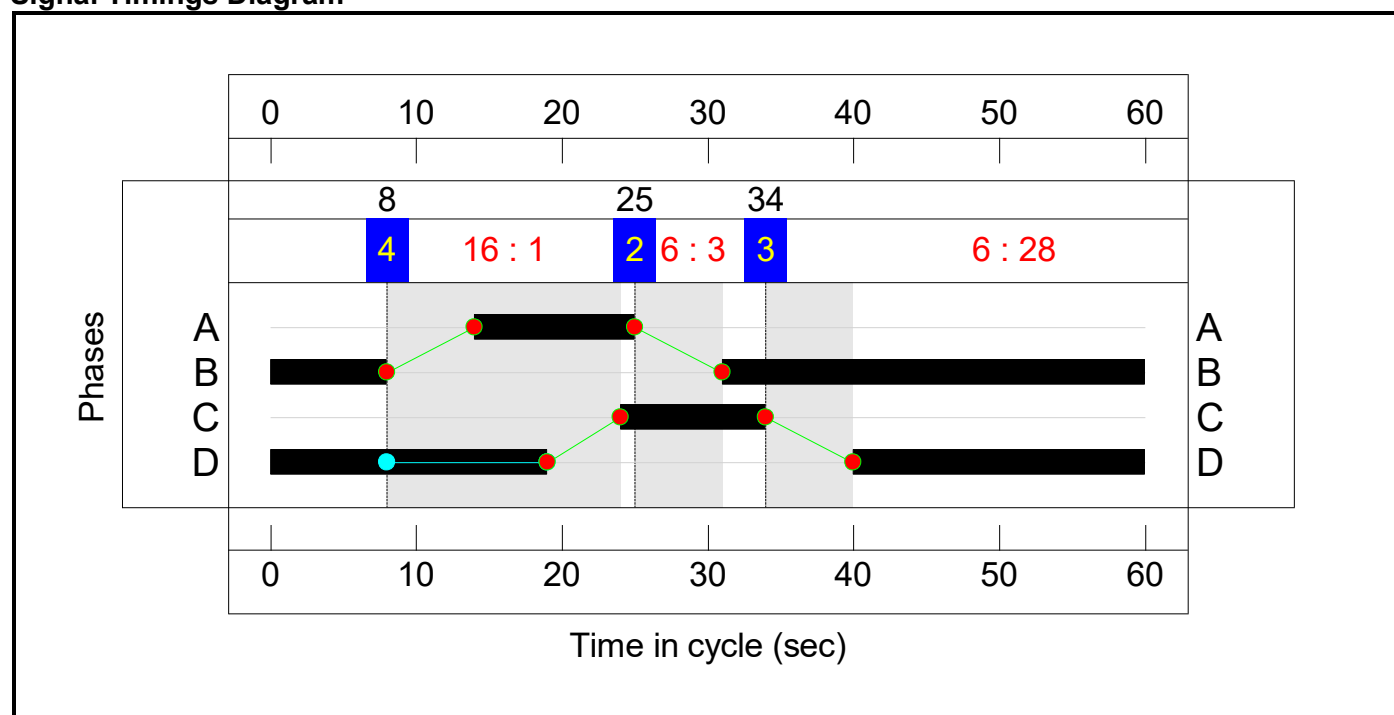


Stage Timings

Stage	2	3	4
Duration	3	28	1
Change Point	25	34	8

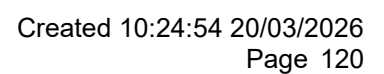
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	11	14	25
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	37	31	8
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	10	24	34
D	West Circ Right Ahead West Circ	Traffic	39	40	19

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	57	0
1/2	M1 Southbound Off-slip Ahead	U	A	57	0
1/3	M1 Southbound Off-slip Ahead	U	A	57	0
2/1	North Circ Adj M1 SB Ahead	U	B	6	51
2/2	North Circ Adj M1 SB Right Ahead	U	B	6	51
2/3	North Circ Adj M1 SB Right	U	B	6	51
3/1	East Circ Ahead	U	D	30	62
3/2	East Circ Right	U	D	30	62
3/3	East Circ Right	U	D	30	62
5/1	A52 Westbound Off-slip Ahead Left	U	C	67	24
5/2	A52 Westbound Off-slip Ahead	U	C	67	24
5/3	A52 Westbound Off-slip Ahead	U	C	67	24
12/1	South Circ Adj M1 NB Ahead	U	B	31	8
12/2	South Circ Adj M1 NB Right Ahead	U	B	31	8
12/3	South Circ Adj M1 NB Right	U	B	31	8
13/1	M1 Northbound Off-slip Left	U	A	14	25
13/2	M1 Northbound Off-slip Ahead Left	U	A	14	25
13/3	M1 Northbound Off-slip Ahead	U	A	14	25
14/1	West Circ Right Ahead	U	D	40	19
14/2	West Circ Right	U	D	40	19
14/3	West Circ Right	U	D	40	19
17/1	A52 Eastbound Off-slip Ahead Left	U	C	24	34
17/2	A52 Eastbound Off-slip Ahead	U	C	24	34



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	148.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	148.1%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	18	-	-	852	2056:1915	464+324	108.2 : 108.2%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	18	-	-	571	2059	522	109.5%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	45	-	-	625	1908	1170	40.5%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	45	-	-	1740	1906:1904	789+982	67.1 : 67.4%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	32	-	-	696	1946	856	62.7%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	32	-	-	1208	1945	856	103.8%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	32	-	-	577	1943	855	61.5%
4/1		U	N/A	N/A	-		-	-	-	-	975	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	332	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	32	-	-	1010	2061:1923	825+771	63.3 : 63.3%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	32	-	-	683	2064	908	75.2%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	934	1953	1953	36.3%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1079	1952	1952	48.7%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1260	1951	1951	61.9%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	901	1980	1980	37.5%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	901	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	385	1923:1919	229+229	82.4 : 85.4%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	335	1926	229	146.0%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	1130	1980	1980	45.7%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1268	1980	1980	57.6%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1595	1980	1980	72.6%
11/1		U	N/A	N/A	-		-	-	-	-	1130	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	654	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	37	-	-	614	1936	1226	42.9%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	37	-	-	1595	1931:1931	1130+565	84.7 : 85.0%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	11	-	-	1108	2053:1912	411+382	148.1 : 130.8%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	11	-	-	604	2057	411	146.8%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	39	-	-	873	1937	1291	56.2%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	39	-	-	888	1935	1290	55.9%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	39	-	-	604	1932	1288	31.9%
15/1		U	N/A	N/A	-		-	-	-	-	1114	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	442	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	737	1952	1952	29.4%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	905	1950	1950	37.6%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1130	1950	1950	39.9%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	10	-	-	507	1928	353	143.4%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	10	-	-	543	2067	379	143.3%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	643	1980	1980	25.5%
19/1		U	N/A	N/A	-		-	-	-	-	643	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	421	2061:1921	248+413	63.7 : 63.7%
20/3	Left	O	N/A	N/A	-		-	-	-	-	610	1928	413	147.8%
21/1		U	N/A	N/A	-		-	-	-	-	1000	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	438	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2254	0	0	106.3	684.6	0.0	790.9	-	-	-	-	
Unnamed Junction	-	-	2254	0	0	106.3	684.6	0.0	790.9	-	-	-	-	
1/2+1/1	852	788	-	-	-	8.8	37.8	-	46.6	197.0	14.6	37.8	52.4	
1/3	571	522	-	-	-	6.6	29.5	-	36.1	227.7	13.5	29.5	43.0	
2/1	474	474	-	-	-	1.0	0.3	-	1.3	10.1	5.0	0.3	5.3	
2/2+2/3	1191	1191	-	-	-	2.7	1.0	-	3.7	11.3	8.1	1.0	9.1	
3/1	537	537	-	-	-	3.3	0.8	-	4.2	27.8	10.0	0.8	10.9	
3/2	888	856	-	-	-	6.3	24.9	-	31.2	126.7	19.2	24.9	44.1	
3/3	525	525	-	-	-	5.5	0.8	-	6.3	43.1	10.9	0.8	11.7	
4/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1010	1010	-	-	-	4.4	0.9	-	5.3	18.8	8.1	0.9	9.0	
5/3	683	683	-	-	-	3.3	1.5	-	4.8	25.5	11.8	1.5	13.3	
6/1	710	710	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
6/2	951	951	-	-	-	0.0	0.5	-	0.5	1.9	5.5	0.5	6.0	
6/3	1208	1208	-	-	-	0.0	0.8	-	0.9	2.6	9.8	0.8	10.6	
7/1	742	742	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
8/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	385	385	770	0	0	1.1	2.4	-	3.6	33.4	3.8	2.4	6.3	
9/3	335	229	229	0	0	6.1	54.3	-	60.4	649.3	20.9	54.3	75.3	
10/1	906	906	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
10/2	1140	1140	-	-	-	0.0	0.7	-	0.7	2.1	0.0	0.7	0.7	
10/3	1438	1438	-	-	-	0.0	1.3	-	1.3	3.3	1.1	1.3	2.4	
11/1	906	906	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

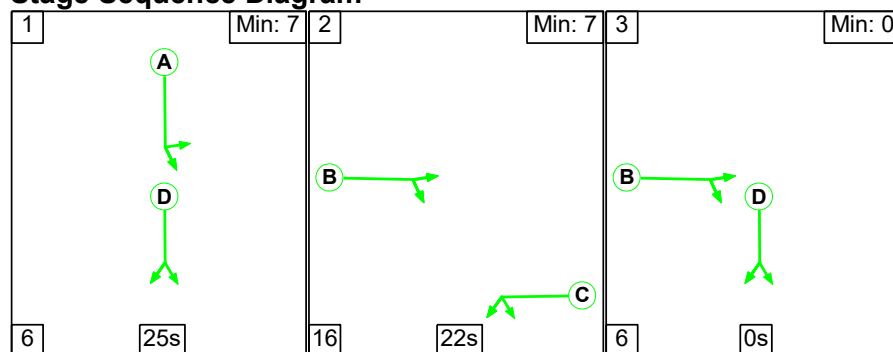
11/2	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	526	526	-	-	-	0.8	0.4	-	1.2	8.1	4.4	0.4	4.8	
12/2+12/3	1438	1438	-	-	-	2.8	2.7	-	5.6	14.0	11.4	2.7	14.2	
13/2+13/1	1108	793	-	-	-	16.0	159.2	-	175.2	569.4	18.7	159.2	178.0	
13/3	604	411	-	-	-	9.3	97.8	-	107.1	638.6	13.3	97.8	111.1	
14/1	725	725	-	-	-	1.0	0.6	-	1.6	7.9	7.2	0.6	7.8	
14/2	721	721	-	-	-	1.7	0.6	-	2.4	11.8	9.4	0.6	10.0	
14/3	411	411	-	-	-	2.1	0.2	-	2.3	20.3	6.9	0.2	7.1	
15/1	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	574	574	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
16/2	733	733	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
16/3	778	778	-	-	-	0.0	0.3	-	0.3	1.5	2.8	0.3	3.1	
17/1	507	353	-	-	-	7.2	78.4	-	85.6	608.0	11.0	78.4	89.4	
17/2	543	379	-	-	-	7.8	83.6	-	91.4	606.0	11.8	83.6	95.4	
18/1	505	505	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
19/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	421	421	842	0	0	0.6	0.9	-	1.4	12.2	3.1	0.9	4.0	
20/3	610	413	413	0	0	7.8	100.2	-	108.0	637.4	25.1	100.2	125.3	
21/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07			PRC for Signalled Lanes (%): -21.6 PRC for Signalled Lanes (%): -64.5 PRC Over All Lanes (%): -64.5			Total Delay for Signalled Lanes (pcuHr): 139.61 Total Delay for Signalled Lanes (pcuHr): 472.46 Total Delay Over All Lanes(pcuHr): 790.86			Cycle Time (s): 75 Cycle Time (s): 60					

Detailed Input Data And Results

Scenario 6: '2028 WD PM' (FG6: '2028 WD PM Base', Plan 2: 'Network Control Plan 2 PM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram

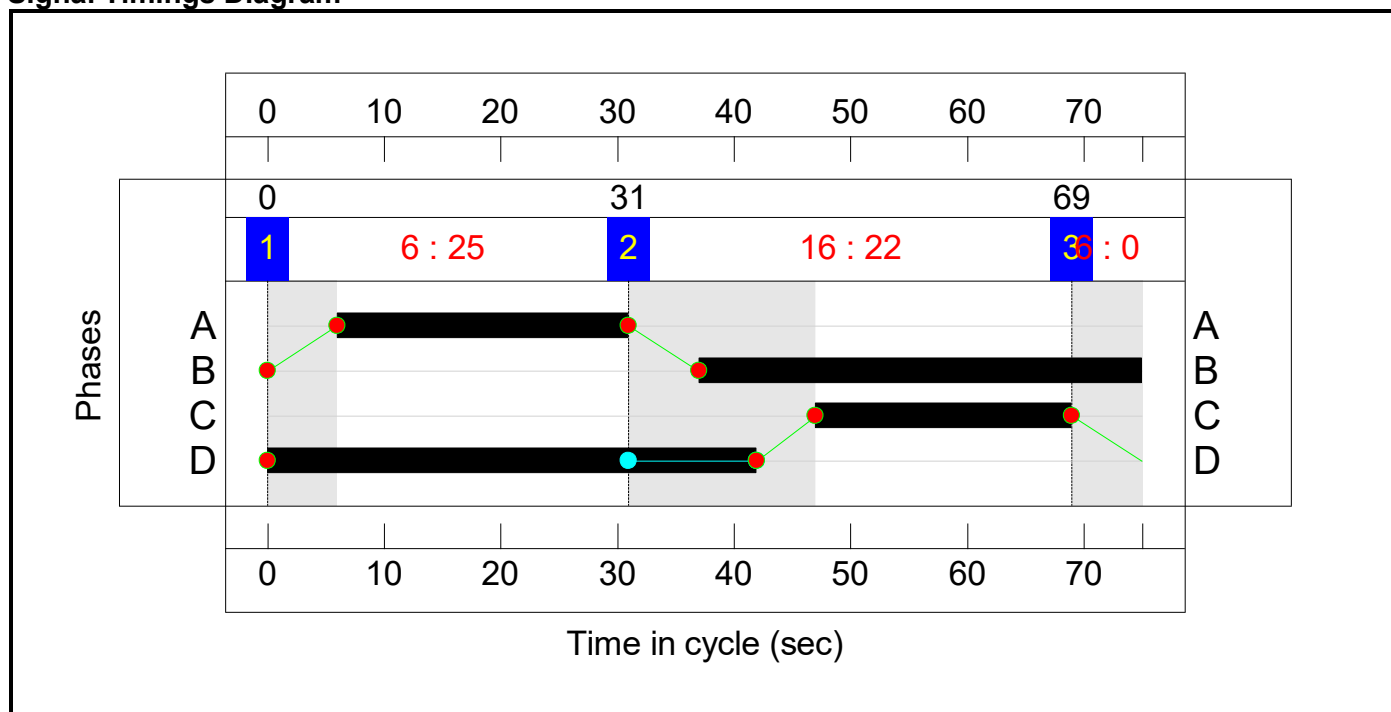


Stage Timings

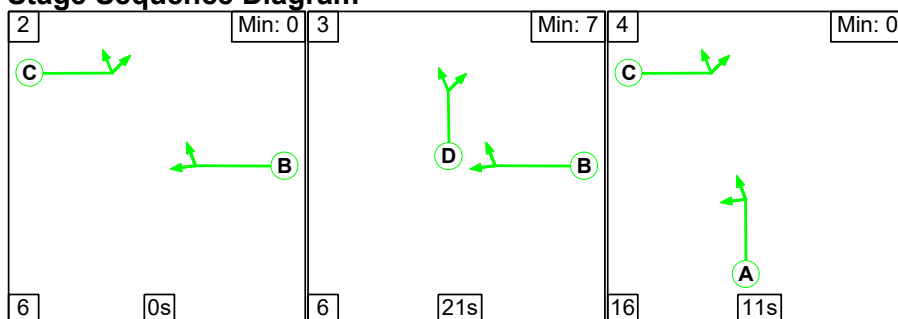
Stage	1	2	3
Duration	25	22	0
Change Point	0	31	69

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	25	6	31
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	38	37	0
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	22	47	69
D	East Circ Right Ahead East Circ	Traffic	42	0	42

Signal Timings Diagram

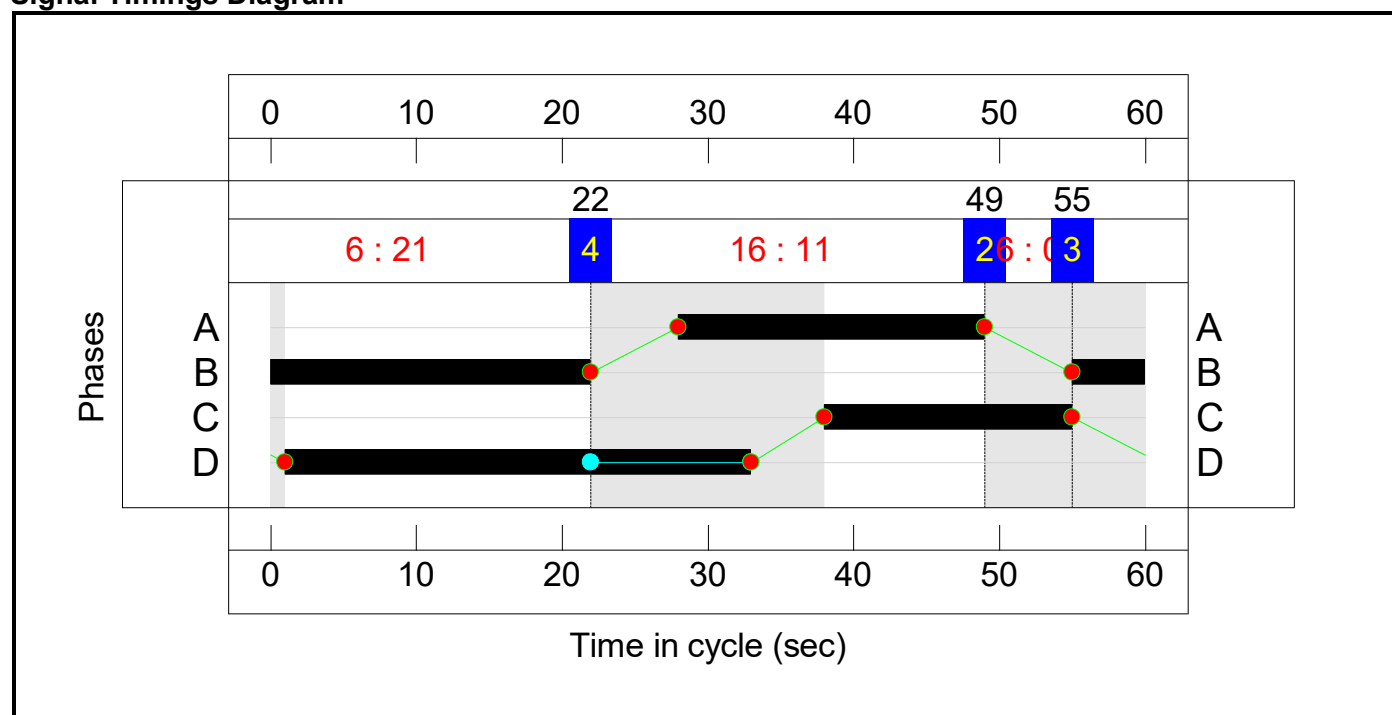
Controller :C2 - West Side T7771W07

Stage Sequence Diagram**Stage Timings**

Stage	2	3	4
Duration	0	21	11
Change Point	49	55	22

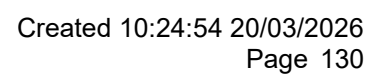
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	21	28	49
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	27	55	22
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	17	38	55
D	West Circ Right Ahead West Circ	Traffic	32	1	33

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	6	31
1/2	M1 Southbound Off-slip Ahead	U	A	6	31
1/3	M1 Southbound Off-slip Ahead	U	A	6	31
2/1	North Circ Adj M1 SB Ahead	U	B	37	0
2/2	North Circ Adj M1 SB Right Ahead	U	B	37	0
2/3	North Circ Adj M1 SB Right	U	B	37	0
3/1	East Circ Ahead	U	D	0	42
3/2	East Circ Right	U	D	0	42
3/3	East Circ Right	U	D	0	42
5/1	A52 Westbound Off-slip Ahead Left	U	C	47	69
5/2	A52 Westbound Off-slip Ahead	U	C	47	69
5/3	A52 Westbound Off-slip Ahead	U	C	47	69
12/1	South Circ Adj M1 NB Ahead	U	B	55	22
12/2	South Circ Adj M1 NB Right Ahead	U	B	55	22
12/3	South Circ Adj M1 NB Right	U	B	55	22
13/1	M1 Northbound Off-slip Left	U	A	28	49
13/2	M1 Northbound Off-slip Ahead Left	U	A	28	49
13/3	M1 Northbound Off-slip Ahead	U	A	28	49
14/1	West Circ Right Ahead	U	D	1	33
14/2	West Circ Right	U	D	1	33
14/3	West Circ Right	U	D	1	33
17/1	A52 Eastbound Off-slip Ahead Left	U	C	38	55
17/2	A52 Eastbound Off-slip Ahead	U	C	38	55



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	112.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	112.9%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	25	-	-	831	2056:1915	590+342	89.1 : 89.1%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	25	-	-	512	2059	714	71.7%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	38	-	-	434	1908	992	43.1%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	38	-	-	1232	1906:1904	888+673	78.9 : 78.9%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	42	-	-	538	1946	1116	48.2%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	42	-	-	804	1945	1115	72.1%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	42	-	-	534	1943	1114	47.9%
4/1		U	N/A	N/A	-		-	-	-	-	739	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	394	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	22	-	-	1101	2061:1923	549+590	96.7 : 96.7%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	22	-	-	690	2064	633	109.0%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	659	1953	1953	33.7%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	966	1952	1952	49.5%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1224	1951	1951	59.8%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	818	1980	1980	41.3%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	818	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	257	1923:1919	248+186	60.1 : 57.9%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	280	1926	248	112.9%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	767	1980	1980	38.7%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1115	1980	1980	56.3%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1504	1980	1980	71.6%
11/1		U	N/A	N/A	-		-	-	-	-	767	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	586	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	27	-	-	529	1936	903	58.6%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	27	-	-	1504	1931:1931	901+651	93.5 : 88.1%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	21	-	-	1034	2053:1912	688+438	91.8 : 91.8%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	21	-	-	617	2057	754	81.8%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	32	-	-	833	1937	1065	75.4%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	32	-	-	905	1935	1064	79.7%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	32	-	-	619	1932	1063	58.2%
15/1		U	N/A	N/A	-		-	-	-	-	931	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	396	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	488	1952	1952	24.1%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	997	1950	1950	48.2%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	872	1950	1950	44.7%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	17	-	-	323	1928	578	55.8%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	17	-	-	345	2067	620	55.6%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	668	1980	1980	33.1%
19/1		U	N/A	N/A	-		-	-	-	-	668	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	307	2061:1921	165+367	57.7 : 57.7%
20/3	Left	O	N/A	N/A	-		-	-	-	-	360	1928	367	98.0%
21/1		U	N/A	N/A	-		-	-	-	-	700	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	658	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	1736	0	0	65.4	105.1	0.0	170.5	-	-	-	-	
Unnamed Junction	-	-	1736	0	0	65.4	105.1	0.0	170.5	-	-	-	-	
1/2+1/1	831	831	-	-	-	4.9	3.8	-	8.7	37.6	11.3	3.8	15.2	
1/3	512	512	-	-	-	3.0	1.3	-	4.3	30.1	9.2	1.3	10.5	
2/1	427	427	-	-	-	1.3	0.4	-	1.7	14.3	5.5	0.4	5.8	
2/2+2/3	1232	1232	-	-	-	4.4	1.8	-	6.3	18.3	10.9	1.8	12.8	
3/1	538	538	-	-	-	1.6	0.5	-	2.0	13.7	6.4	0.5	6.8	
3/2	804	804	-	-	-	3.5	1.3	-	4.8	21.3	13.1	1.3	14.3	
3/3	534	534	-	-	-	0.2	0.5	-	0.6	4.3	4.4	0.5	4.9	
4/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1101	1101	-	-	-	7.6	9.6	-	17.2	56.4	11.6	9.6	21.2	
5/3	690	633	-	-	-	7.0	33.6	-	40.7	212.2	16.2	33.6	49.8	
6/1	659	659	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
6/2	966	966	-	-	-	0.0	0.5	-	0.5	1.9	7.8	0.5	8.3	
6/3	1167	1167	-	-	-	0.1	0.7	-	0.8	2.5	10.6	0.7	11.3	
7/1	818	818	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4	
8/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	257	257	514	0	0	0.5	0.7	-	1.2	16.9	1.3	0.7	2.0	
9/3	280	248	248	0	0	2.1	19.6	-	21.7	279.2	13.1	19.6	32.7	
10/1	767	767	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
10/2	1115	1115	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6	
10/3	1417	1417	-	-	-	0.0	1.3	-	1.3	3.2	1.1	1.3	2.4	
11/1	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

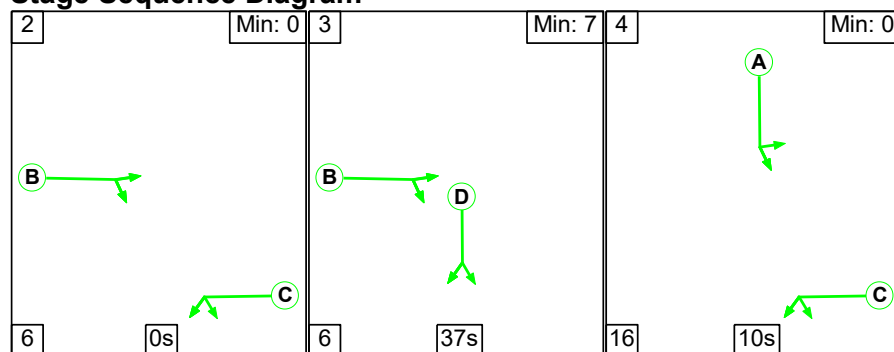
11/2	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	529	529	-	-	-	1.7	0.7	-	2.4	16.5	6.5	0.7	7.2	
12/2+12/3	1417	1417	-	-	-	5.5	4.9	-	10.4	26.3	13.1	4.9	18.0	
13/2+13/1	1034	1034	-	-	-	4.8	5.0	-	9.8	34.1	9.5	5.0	14.5	
13/3	617	617	-	-	-	2.9	2.2	-	5.1	29.9	9.3	2.2	11.4	
14/1	803	803	-	-	-	2.5	1.5	-	4.0	17.8	11.3	1.5	12.8	
14/2	848	848	-	-	-	2.4	1.9	-	4.3	18.4	13.2	1.9	15.1	
14/3	619	619	-	-	-	4.3	0.7	-	5.0	29.3	10.3	0.7	11.0	
15/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	470	470	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
16/2	940	940	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
16/3	872	872	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
17/1	323	323	-	-	-	1.6	0.6	-	2.2	24.7	4.5	0.6	5.1	
17/2	345	345	-	-	-	1.7	0.6	-	2.3	24.2	4.8	0.6	5.4	
18/1	656	656	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
19/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	307	307	614	0	0	0.6	0.7	-	1.2	14.5	1.9	0.7	2.6	
20/3	360	360	360	0	0	1.2	7.9	-	9.0	90.1	5.8	7.9	13.7	
21/1	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07 PRC for Signalled Lanes (%): -21.1 PRC for Signalled Lanes (%): -3.9 PRC Over All Lanes (%): -25.5 Total Delay for Signalled Lanes (pcuHr): 86.28 Total Delay for Signalled Lanes (pcuHr): 45.60 Total Delay Over All Lanes(pcuHr): 170.47 Cycle Time (s): 75 Cycle Time (s): 60														

Detailed Input Data And Results

Scenario 7: '2038 WoD AM' (FG7: '2038 WoD AM Base', Plan 1: 'Network Control Plan 1 AM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



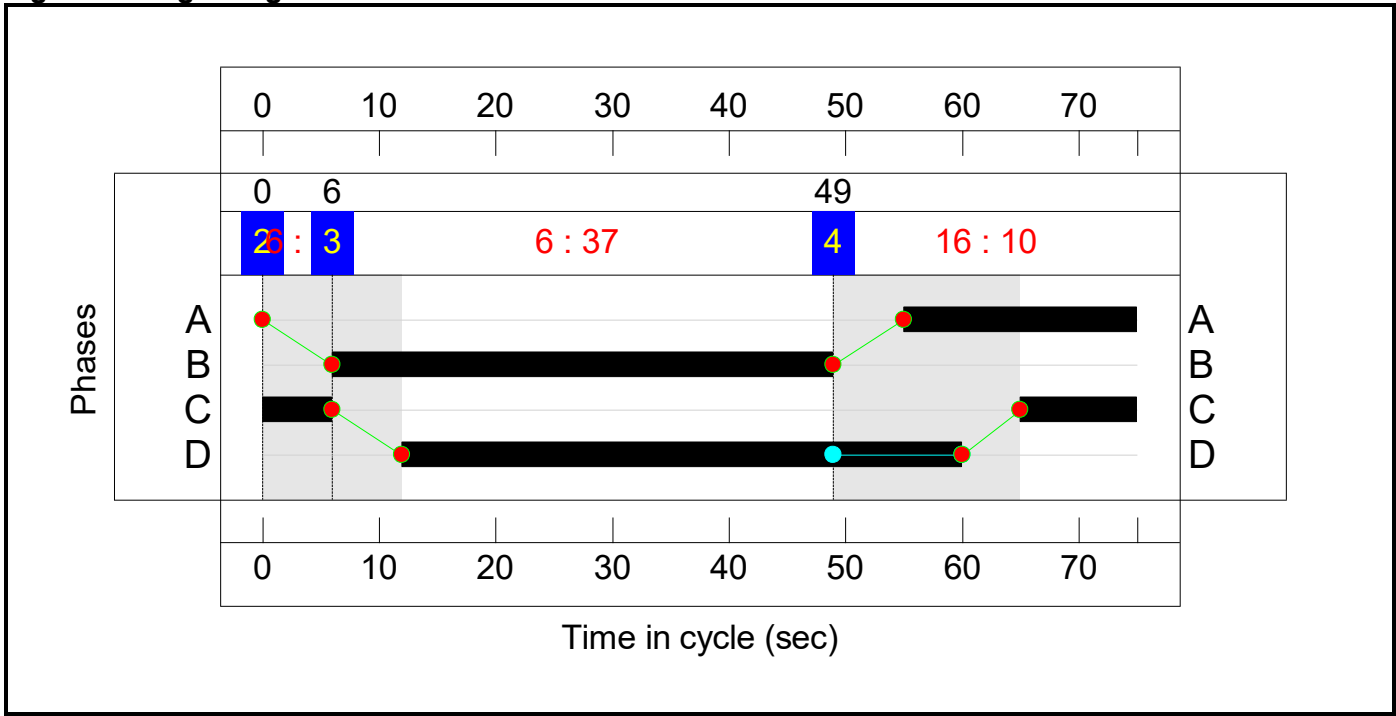
Stage Timings

Stage	2	3	4
Duration	0	37	10
Change Point	0	6	49

Phase Timings

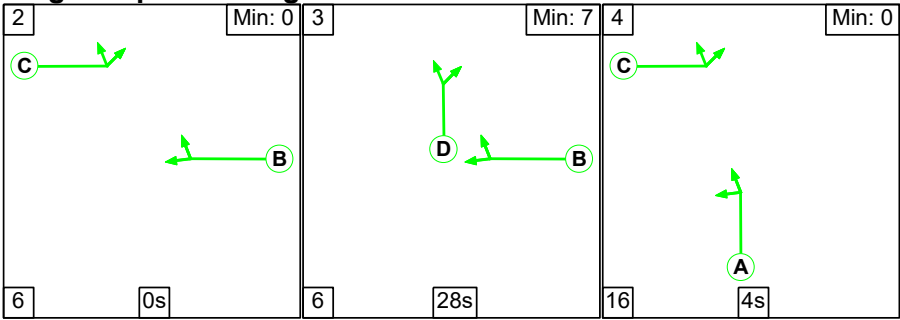
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	20	55	0
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	43	6	49
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	16	65	6
D	East Circ Right Ahead East Circ	Traffic	48	12	60

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

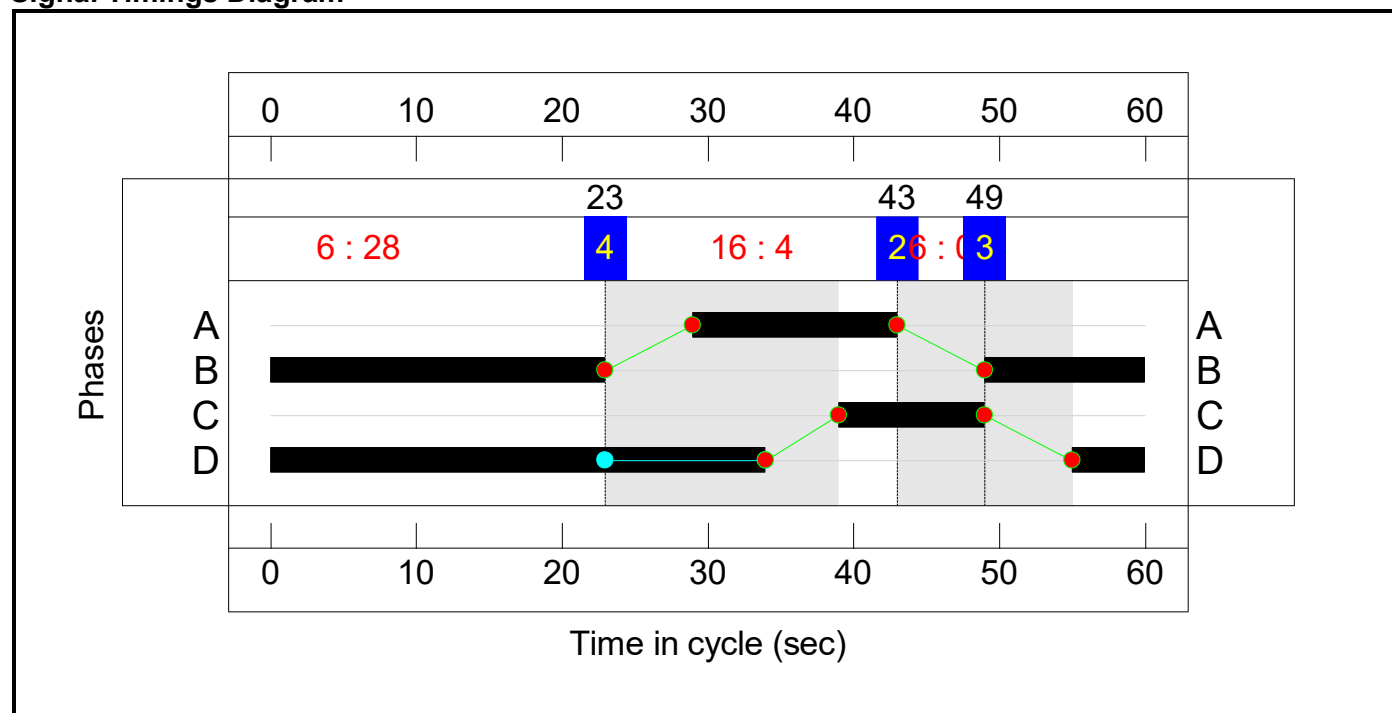


Stage Timings

Stage	2	3	4
Duration	0	28	4
Change Point	43	49	23

Phase Timings

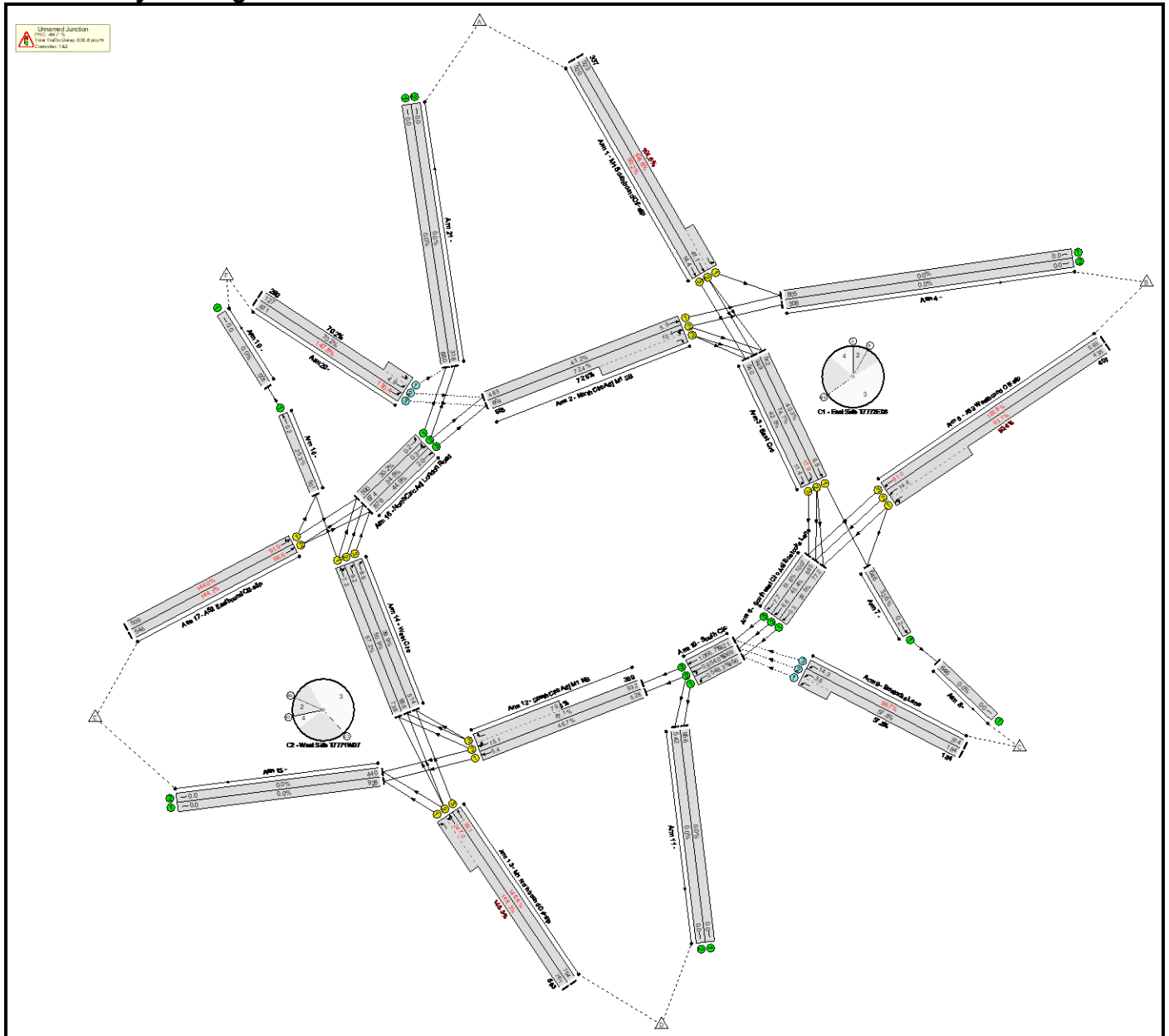
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	14	29	43
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	34	49	23
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	10	39	49
D	West Circ Right Ahead West Circ	Traffic	39	55	34

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	55	0
1/2	M1 Southbound Off-slip Ahead	U	A	55	0
1/3	M1 Southbound Off-slip Ahead	U	A	55	0
2/1	North Circ Adj M1 SB Ahead	U	B	6	49
2/2	North Circ Adj M1 SB Right Ahead	U	B	6	49
2/3	North Circ Adj M1 SB Right	U	B	6	49
3/1	East Circ Ahead	U	D	12	60
3/2	East Circ Right	U	D	12	60
3/3	East Circ Right	U	D	12	60
5/1	A52 Westbound Off-slip Ahead Left	U	C	65	6
5/2	A52 Westbound Off-slip Ahead	U	C	65	6
5/3	A52 Westbound Off-slip Ahead	U	C	65	6
12/1	South Circ Adj M1 NB Ahead	U	B	49	23
12/2	South Circ Adj M1 NB Right Ahead	U	B	49	23
12/3	South Circ Adj M1 NB Right	U	B	49	23
13/1	M1 Northbound Off-slip Left	U	A	29	43
13/2	M1 Northbound Off-slip Ahead Left	U	A	29	43
13/3	M1 Northbound Off-slip Ahead	U	A	29	43
14/1	West Circ Right Ahead	U	D	55	34
14/2	West Circ Right	U	D	55	34
14/3	West Circ Right	U	D	55	34
17/1	A52 Eastbound Off-slip Ahead Left	U	C	39	49
17/2	A52 Eastbound Off-slip Ahead	U	C	39	49

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	148.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	148.3%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	20	-	-	860	2056:1915	500+322	104.6 : 104.6%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	20	-	-	520	2059	577	90.2%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	43	-	-	612	1908	1119	43.2%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	43	-	-	1886	1906:1904	835+944	72.4 : 72.6%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	48	-	-	659	1946	1271	40.3%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	48	-	-	1269	1945	1271	74.7%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	48	-	-	549	1943	1269	42.5%
4/1		U	N/A	N/A	-		-	-	-	-	949	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	452	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	16	-	-	842	2061:1923	467+436	93.1 : 93.4%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	16	-	-	593	2064	468	126.8%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1000	1953	1953	39.5%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	977	1952	1952	45.4%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1142	1951	1951	51.6%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	793	1980	1980	32.6%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	793	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	368	1923:1919	318+318	57.8 : 57.8%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	314	1926	318	98.7%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	1184	1980	1980	48.3%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1161	1980	1980	54.0%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1456	1980	1980	66.7%
11/1		U	N/A	N/A	-		-	-	-	-	1184	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	574	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	34	-	-	587	1936	1129	46.7%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	34	-	-	1456	1931:1931	1071+490	87.1 : 79.5%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	14	-	-	1354	2053:1912	513+400	148.3 : 148.3%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	14	-	-	754	2057	514	146.6%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	39	-	-	898	1937	1291	57.2%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	39	-	-	853	1935	1290	50.9%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	39	-	-	754	1932	1288	39.9%
15/1		U	N/A	N/A	-		-	-	-	-	1180	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	466	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	759	1952	1952	30.2%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	878	1950	1950	34.5%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1275	1950	1950	44.9%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	10	-	-	509	1928	353	144.0%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	10	-	-	546	2067	379	144.1%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	648	1980	1980	25.3%
19/1		U	N/A	N/A	-		-	-	-	-	648	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	417	2061:1921	181+413	70.2 : 70.2%
20/3	Left	O	N/A	N/A	-		-	-	-	-	611	1928	413	147.8%
21/1		U	N/A	N/A	-		-	-	-	-	1049	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	393	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2297	0	0	105.8	732.7	0.0	838.6	-	-	-	-	
Unnamed Junction	-	-	2297	0	0	105.8	732.7	0.0	838.6	-	-	-	-	
1/2+1/1	860	822	-	-	-	7.4	27.0	-	34.4	144.0	14.1	27.0	41.1	
1/3	520	520	-	-	-	3.8	4.0	-	7.8	53.9	10.4	4.0	14.4	
2/1	483	483	-	-	-	1.2	0.4	-	1.5	11.4	5.5	0.4	5.9	
2/2+2/3	1289	1289	-	-	-	3.5	1.3	-	4.8	13.4	9.1	1.3	10.4	
3/1	512	512	-	-	-	1.1	0.3	-	1.4	9.8	6.5	0.3	6.8	
3/2	949	949	-	-	-	2.3	1.5	-	3.7	14.1	16.5	1.5	17.9	
3/3	540	540	-	-	-	3.2	0.4	-	3.5	23.6	11.1	0.4	11.4	
4/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	308	308	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	842	842	-	-	-	6.7	5.8	-	12.4	53.2	8.8	5.8	14.6	
5/3	593	468	-	-	-	10.0	64.9	-	74.9	454.4	16.1	64.9	81.0	
6/1	772	772	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
6/2	885	885	-	-	-	0.0	0.4	-	0.4	1.8	6.2	0.4	6.6	
6/3	1007	1007	-	-	-	0.0	0.5	-	0.6	2.0	7.2	0.5	7.7	
7/1	646	646	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
8/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	368	368	736	0	0	1.0	0.7	-	1.7	16.6	3.0	0.7	3.6	
9/3	314	314	314	0	0	1.6	7.9	-	9.4	108.2	6.5	7.9	14.3	
10/1	956	956	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
10/2	1069	1069	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	
10/3	1321	1321	-	-	-	0.0	1.0	-	1.0	2.7	0.0	1.0	1.0	
11/1	956	956	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

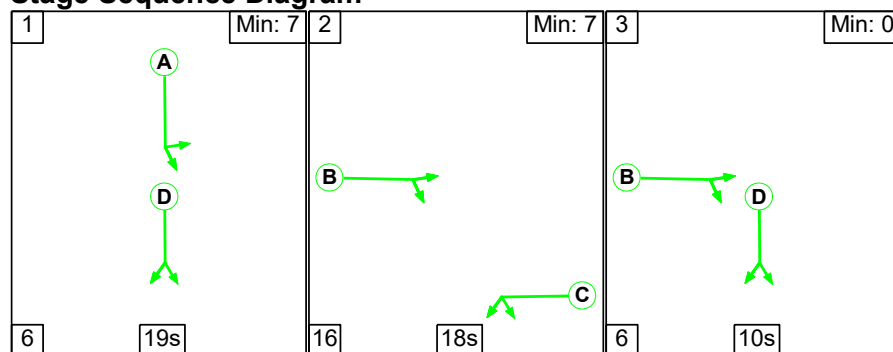
11/2	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	528	528	-	-	-	1.1	0.4	-	1.5	10.2	5.0	0.4	5.4	
12/2+12/3	1321	1321	-	-	-	3.3	2.7	-	6.0	16.4	12.4	2.7	15.1	
13/2+13/1	1354	913	-	-	-	17.4	221.9	-	239.3	636.3	25.1	221.9	247.0	
13/3	754	514	-	-	-	11.2	121.4	-	132.7	633.4	17.6	121.4	139.1	
14/1	738	738	-	-	-	1.0	0.7	-	1.6	7.9	6.6	0.7	7.2	
14/2	656	656	-	-	-	1.5	0.5	-	2.0	11.0	8.7	0.5	9.2	
14/3	514	514	-	-	-	2.6	0.3	-	3.0	20.7	8.6	0.3	8.9	
15/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	590	590	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
16/2	674	674	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
16/3	876	876	-	-	-	0.0	0.4	-	0.4	1.7	1.6	0.4	2.0	
17/1	509	353	-	-	-	8.1	79.4	-	87.5	618.8	12.5	79.4	91.9	
17/2	546	379	-	-	-	8.7	85.1	-	93.8	618.8	13.5	85.1	98.6	
18/1	501	501	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
19/1	501	501	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	417	417	834	0	0	0.6	1.2	-	1.8	15.6	3.7	1.2	4.9	
20/3	611	413	413	0	0	8.7	100.3	-	109.0	642.5	30.0	100.3	130.4	
21/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07			PRC for Signalled Lanes (%): -40.8 PRC for Signalled Lanes (%): -64.7 PRC Over All Lanes (%): -64.7			Total Delay for Signalled Lanes (pcuHr): 144.46 Total Delay for Signalled Lanes (pcuHr): 567.43 Total Delay Over All Lanes(pcuHr): 838.55			Cycle Time (s): 75 Cycle Time (s): 60					

Detailed Input Data And Results

Scenario 8: '2038 WoD PM' (FG8: '2038 WoD PM Base', Plan 2: 'Network Control Plan 2 PM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



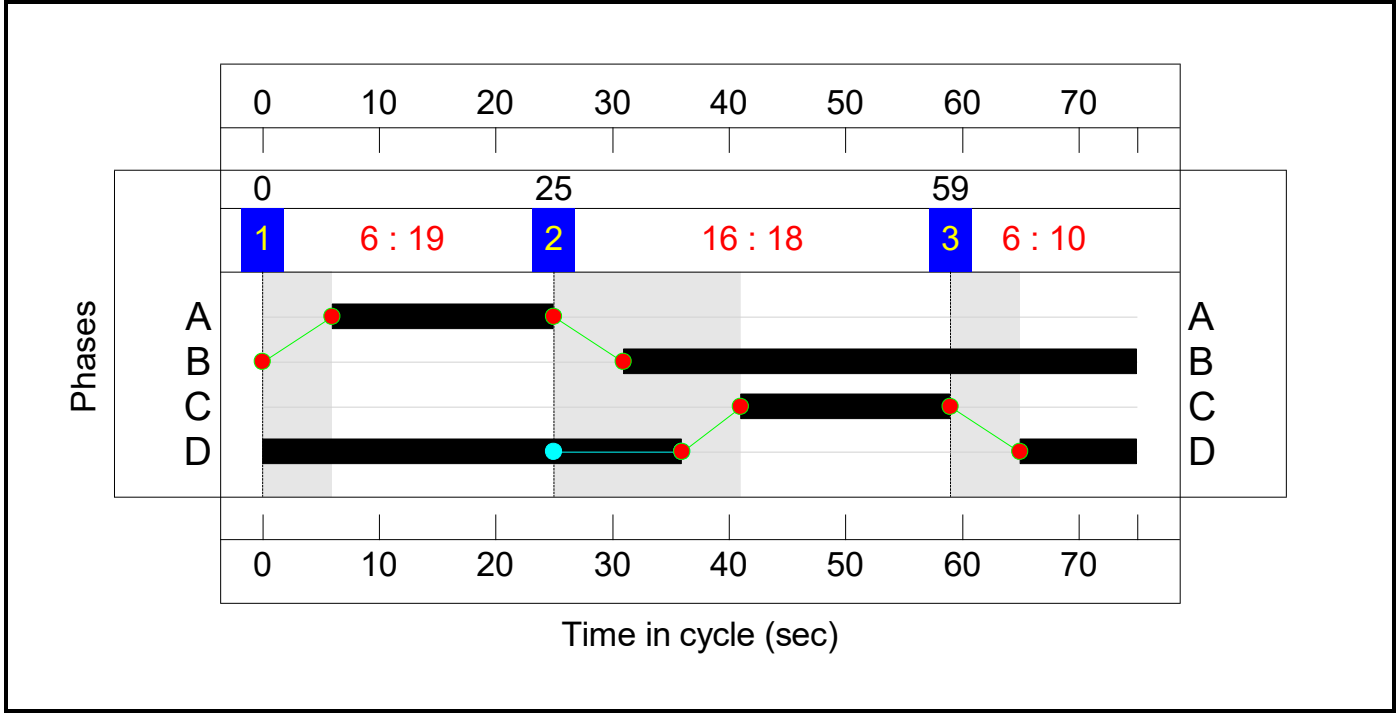
Stage Timings

Stage	1	2	3
Duration	19	18	10
Change Point	0	25	59

Phase Timings

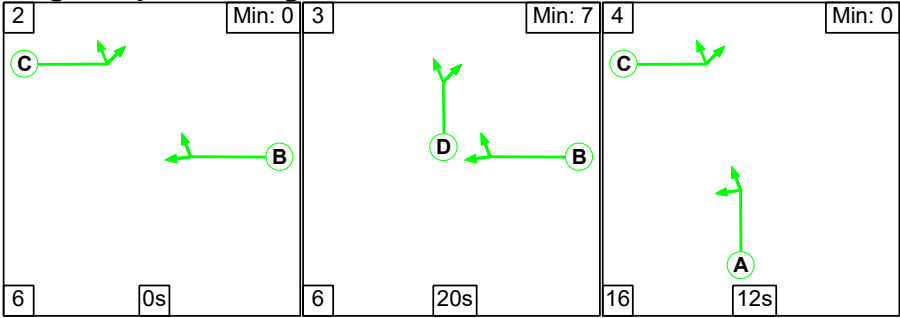
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	19	6	25
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	44	31	0
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	18	41	59
D	East Circ Right Ahead East Circ	Traffic	46	65	36

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

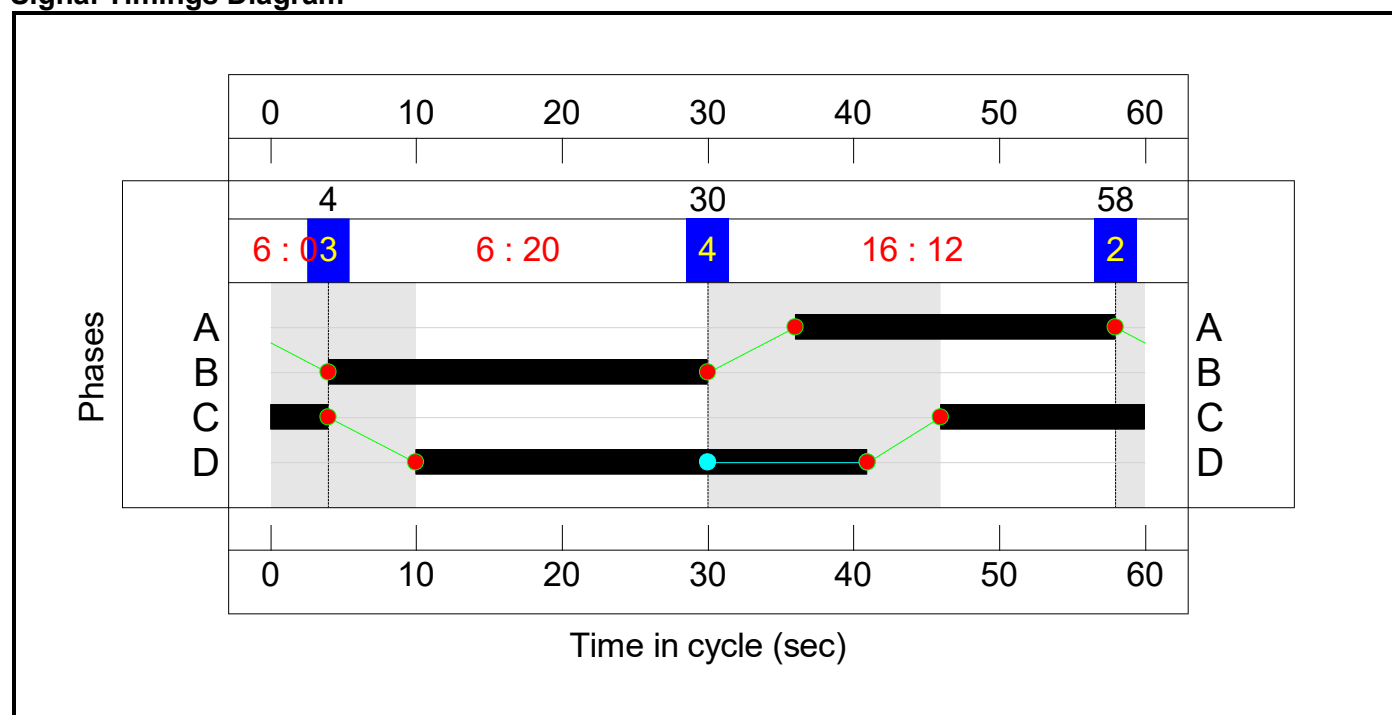


Stage Timings

Stage	2	3	4
Duration	0	20	12
Change Point	58	4	30

Phase Timings

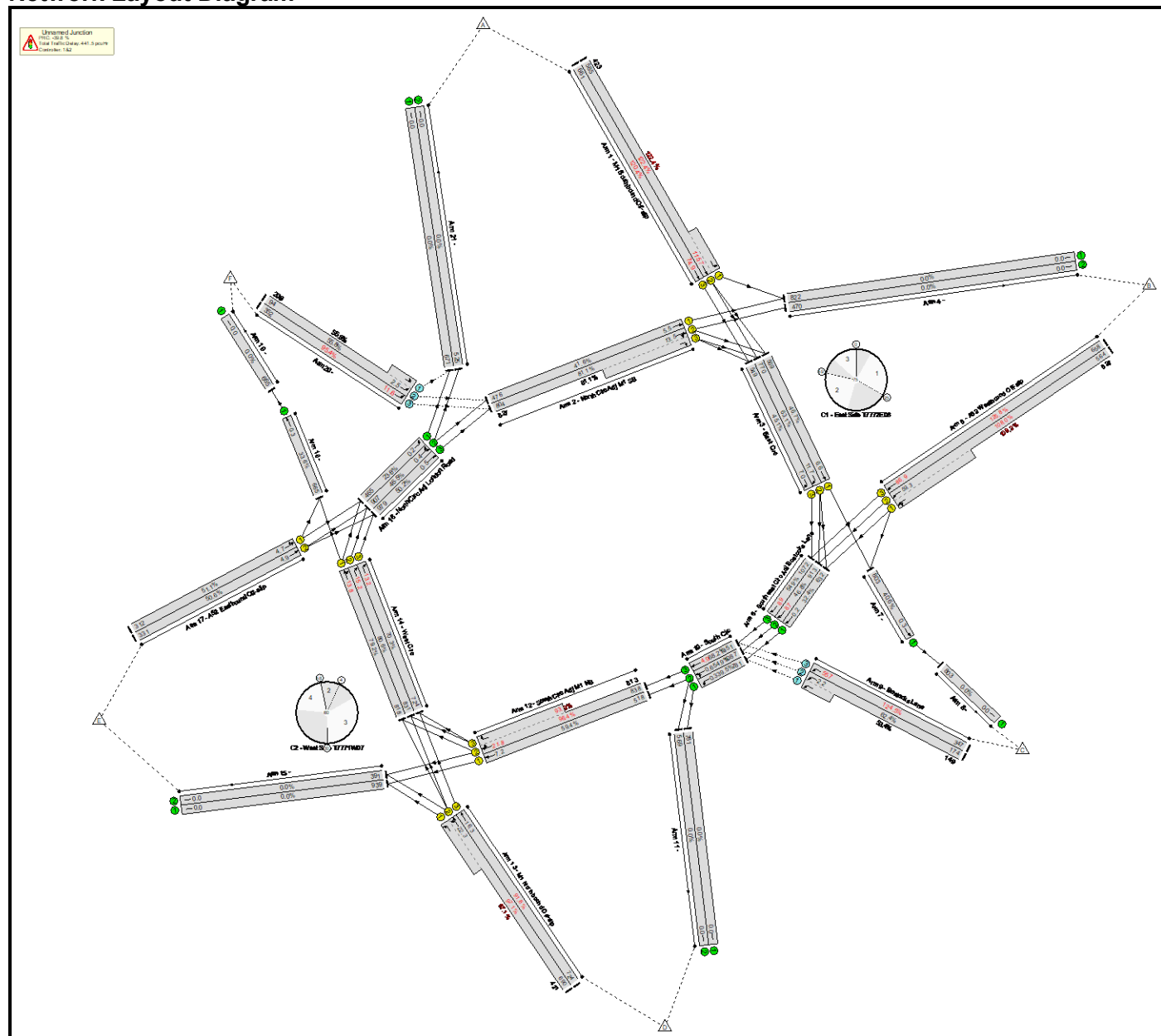
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	22	36	58
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	26	4	30
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	18	46	4
D	West Circ Right Ahead West Circ	Traffic	31	10	41

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	6	25
1/2	M1 Southbound Off-slip Ahead	U	A	6	25
1/3	M1 Southbound Off-slip Ahead	U	A	6	25
2/1	North Circ Adj M1 SB Ahead	U	B	31	0
2/2	North Circ Adj M1 SB Right Ahead	U	B	31	0
2/3	North Circ Adj M1 SB Right	U	B	31	0
3/1	East Circ Ahead	U	D	65	36
3/2	East Circ Right	U	D	65	36
3/3	East Circ Right	U	D	65	36
5/1	A52 Westbound Off-slip Ahead Left	U	C	41	59
5/2	A52 Westbound Off-slip Ahead	U	C	41	59
5/3	A52 Westbound Off-slip Ahead	U	C	41	59
12/1	South Circ Adj M1 NB Ahead	U	B	4	30
12/2	South Circ Adj M1 NB Right Ahead	U	B	4	30
12/3	South Circ Adj M1 NB Right	U	B	4	30
13/1	M1 Northbound Off-slip Left	U	A	36	58
13/2	M1 Northbound Off-slip Ahead Left	U	A	36	58
13/3	M1 Northbound Off-slip Ahead	U	A	36	58
14/1	West Circ Right Ahead	U	D	10	41
14/2	West Circ Right	U	D	10	41
14/3	West Circ Right	U	D	10	41
17/1	A52 Eastbound Off-slip Ahead Left	U	C	46	4
17/2	A52 Eastbound Off-slip Ahead	U	C	46	4

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	125.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	125.8%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	19	-	-	1008	2056:1915	478+346	122.4 : 122.4%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	19	-	-	661	2059	549	120.4%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	44	-	-	492	1908	1145	41.6%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	44	-	-	1331	1906:1904	991+650	81.1 : 81.1%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	46	-	-	622	1946	1219	46.7%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	46	-	-	824	1945	1219	63.1%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	46	-	-	661	1943	1218	45.1%
4/1		U	N/A	N/A	-		-	-	-	-	915	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	470	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	18	-	-	1091	2061:1923	522+487	108.0 : 108.2%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	18	-	-	658	2064	523	125.8%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	653	1953	1953	32.4%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1009	1952	1952	46.8%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1319	1951	1951	54.9%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	875	1980	1980	40.6%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	875	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	323	1923:1919	279+279	62.4 : 53.4%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	347	1926	279	124.5%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	802	1980	1980	39.5%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1183	1980	1980	54.9%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1666	1980	1980	68.2%
11/1		U	N/A	N/A	-		-	-	-	-	802	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	611	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	26	-	-	572	1936	871	59.4%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	26	-	-	1666	1932:1931	869+546	96.4 : 93.9%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	22	-	-	1111	2053:1912	711+434	97.1 : 97.1%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	22	-	-	724	2057	789	91.8%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	31	-	-	924	1937	1033	79.2%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	961	1935	1032	80.6%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	724	1932	1030	70.3%
15/1		U	N/A	N/A	-		-	-	-	-	993	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	471	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	513	1952	1952	23.8%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	1037	1950	1950	46.5%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	979	1950	1950	50.2%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	18	-	-	312	1928	611	51.1%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	18	-	-	331	2067	655	50.6%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	723	1980	1980	33.6%
19/1		U	N/A	N/A	-		-	-	-	-	723	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	300	2061:1921	168+369	55.8 : 55.8%
20/3	Left	O	N/A	N/A	-		-	-	-	-	352	1928	369	95.4%
21/1		U	N/A	N/A	-		-	-	-	-	719	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	639	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	1877	0	0	87.9	353.6	0.0	441.5	-	-	-	-	
Unnamed Junction	-	-	1877	0	0	87.9	353.6	0.0	441.5	-	-	-	-	
1/2+1/1	1008	823	-	-	-	14.3	94.9	-	109.2	389.9	20.8	94.9	115.7	
1/3	661	549	-	-	-	9.2	58.8	-	67.9	370.1	16.1	58.8	74.9	
2/1	476	476	-	-	-	1.1	0.4	-	1.4	10.7	5.2	0.4	5.5	
2/2+2/3	1331	1331	-	-	-	3.5	2.1	-	5.7	15.3	11.4	2.1	13.5	
3/1	569	569	-	-	-	1.3	0.4	-	1.7	10.7	6.2	0.4	6.6	
3/2	770	770	-	-	-	2.7	0.9	-	3.6	16.7	10.9	0.9	11.7	
3/3	549	549	-	-	-	0.2	0.4	-	0.6	4.2	6.6	0.4	7.0	
4/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1091	1009	-	-	-	10.7	46.7	-	57.4	189.4	12.6	46.7	59.3	
5/3	658	523	-	-	-	9.2	69.9	-	79.1	433.0	17.0	69.9	86.9	
6/1	632	632	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
6/2	913	913	-	-	-	0.0	0.4	-	0.5	1.9	8.3	0.4	8.7	
6/3	1072	1072	-	-	-	0.0	0.6	-	0.6	2.2	8.3	0.6	8.9	
7/1	803	803	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
8/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	323	323	646	0	0	0.4	0.7	-	1.1	12.3	1.5	0.7	2.2	
9/3	347	279	279	0	0	3.9	36.5	-	40.3	418.6	19.2	36.5	55.7	
10/1	781	781	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
10/2	1087	1087	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	
10/3	1351	1351	-	-	-	0.0	1.1	-	1.1	2.9	3.9	1.1	4.9	
11/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

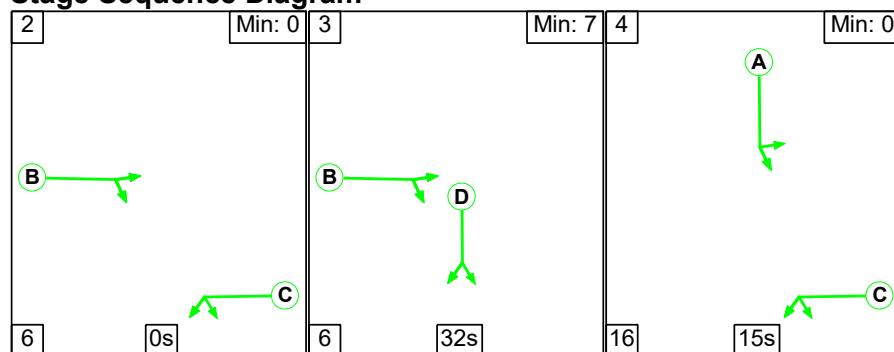
11/2	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	518	518	-	-	-	1.8	0.7	-	2.5	17.5	6.5	0.7	7.2	
12/2+12/3	1351	1351	-	-	-	5.5	8.3	-	13.8	36.8	13.5	8.3	21.8	
13/2+13/1	1111	1111	-	-	-	5.0	10.3	-	15.3	49.6	12.1	10.3	22.3	
13/3	724	724	-	-	-	3.5	4.9	-	8.4	41.8	11.5	4.9	16.3	
14/1	818	818	-	-	-	2.7	1.9	-	4.6	20.3	12.0	1.9	13.8	
14/2	831	831	-	-	-	2.8	2.0	-	4.8	20.9	13.2	2.0	15.2	
14/3	724	724	-	-	-	5.3	1.2	-	6.5	32.4	12.1	1.2	13.2	
15/1	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	465	465	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
16/2	907	907	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
16/3	979	979	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5	
17/1	312	312	-	-	-	1.4	0.5	-	2.0	22.7	4.2	0.5	4.7	
17/2	331	331	-	-	-	1.5	0.5	-	2.0	22.2	4.4	0.5	4.9	
18/1	665	665	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
19/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	300	300	600	0	0	0.6	0.6	-	1.2	14.3	1.8	0.6	2.5	
20/3	352	352	352	0	0	1.2	6.0	-	7.2	73.8	5.6	6.0	11.6	
21/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07														
PRC for Signalled Lanes (%):					-39.8	Total Delay for Signalled Lanes (pcuHr):					326.65	Cycle Time (s): 75		
PRC for Signalled Lanes (%):					-7.8	Total Delay for Signalled Lanes (pcuHr):					59.97	Cycle Time (s): 60		
PRC Over All Lanes (%):					-39.8	Total Delay Over All Lanes(pcuHr):					441.52			

Detailed Input Data And Results

Scenario 9: '2038 WD AM' (FG9: '2038 WD AM Base', Plan 1: 'Network Control Plan 1 AM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram

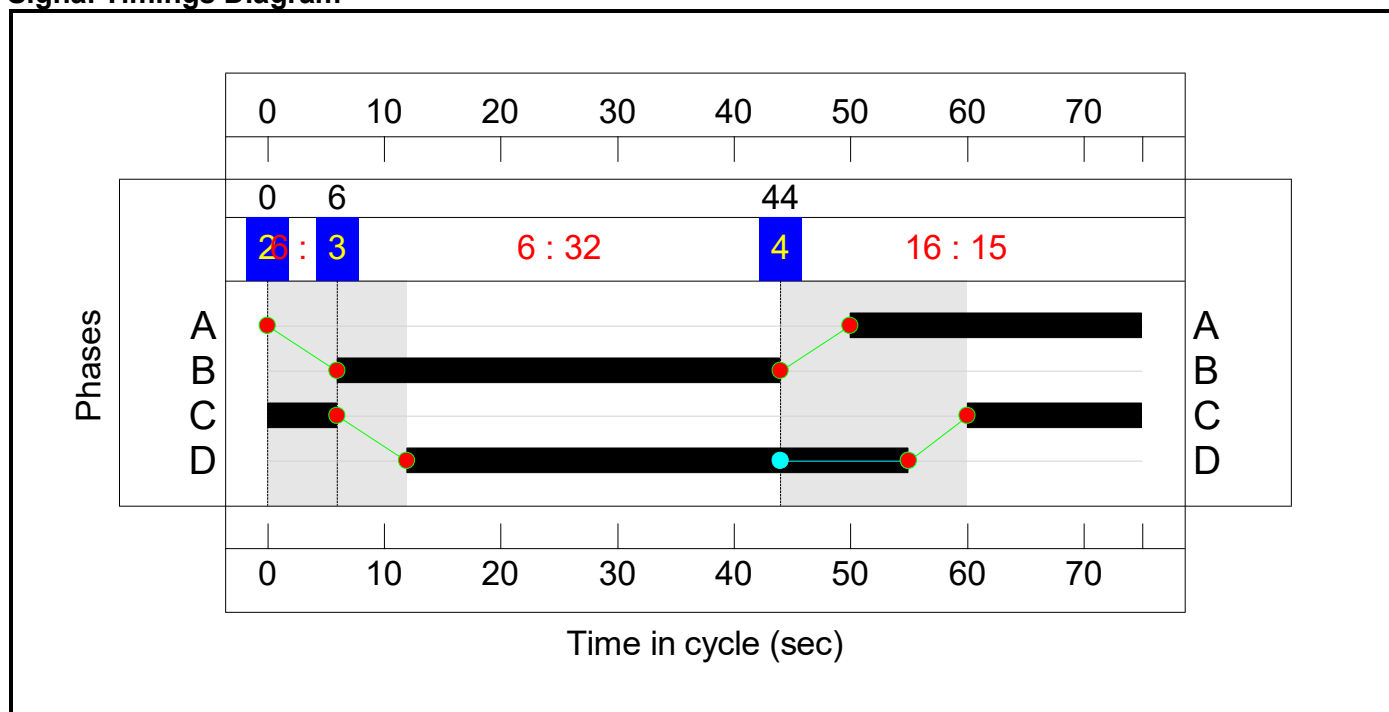


Stage Timings

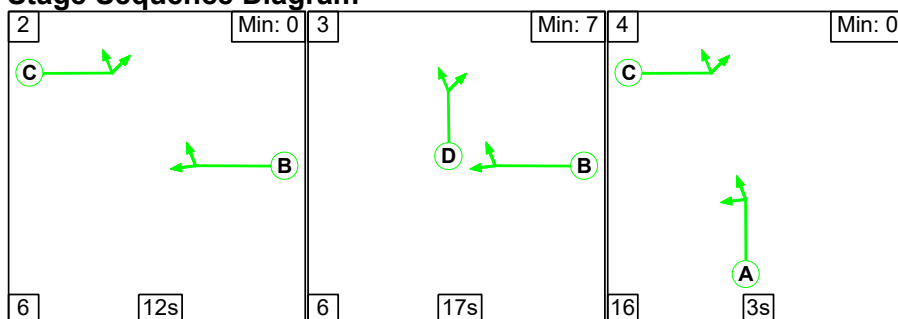
Stage	2	3	4
Duration	0	32	15
Change Point	0	6	44

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	25	50	0
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	38	6	44
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	21	60	6
D	East Circ Right Ahead East Circ	Traffic	43	12	55

Signal Timings Diagram

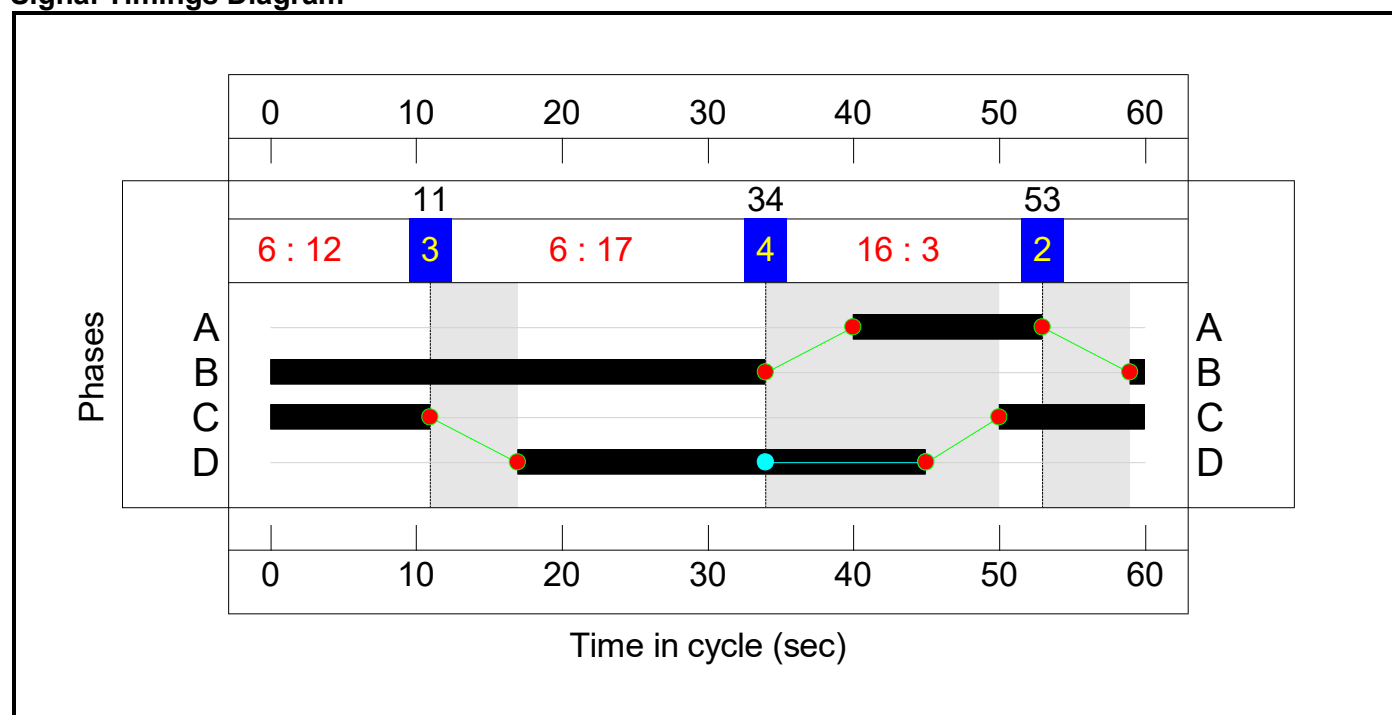
Controller :C2 - West Side T7771W07

Stage Sequence Diagram**Stage Timings**

Stage	2	3	4
Duration	12	17	3
Change Point	53	11	34

Phase Timings

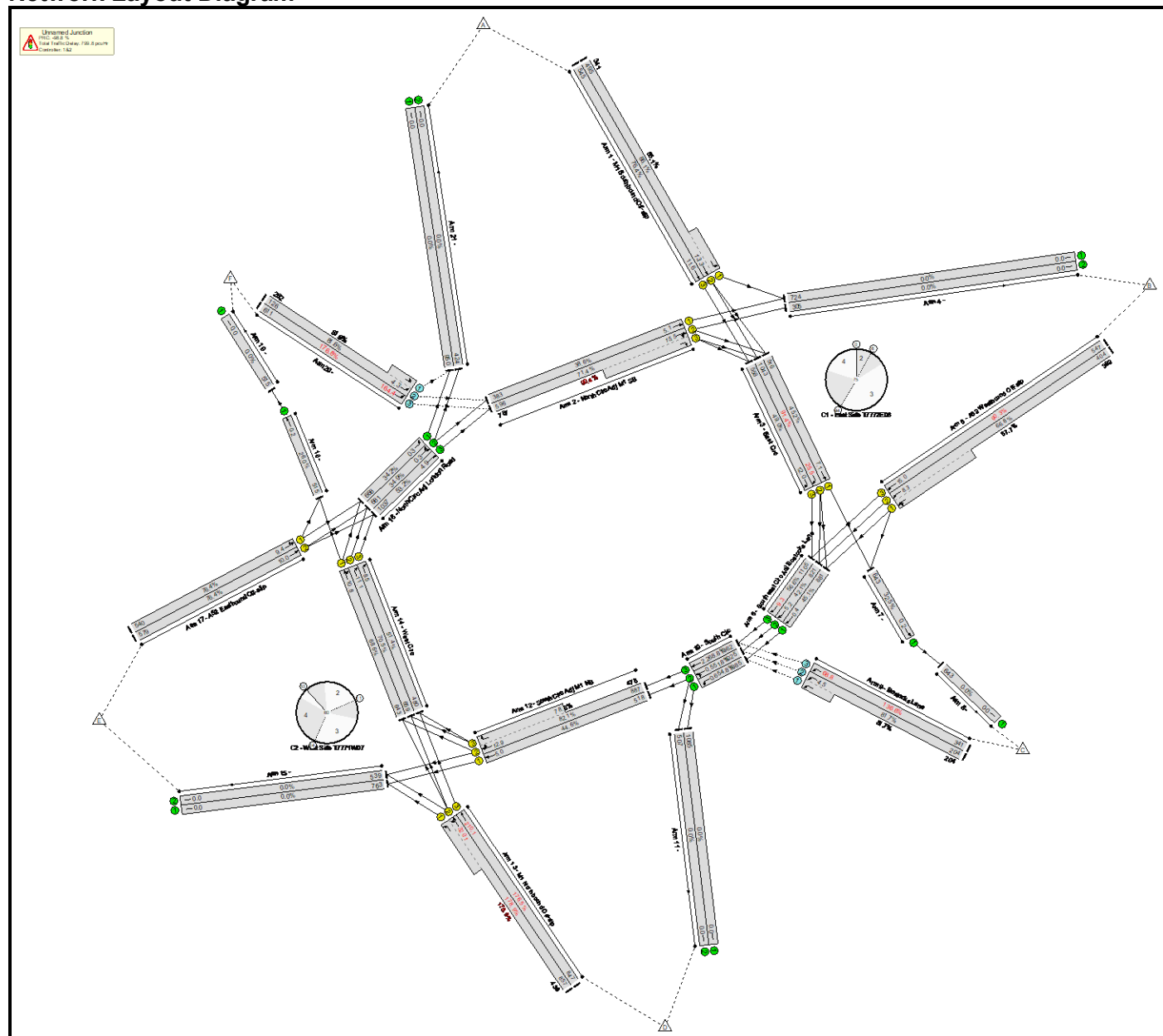
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	13	40	53
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	35	59	34
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	21	50	11
D	West Circ Right Ahead West Circ	Traffic	28	17	45

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	50	0
1/2	M1 Southbound Off-slip Ahead	U	A	50	0
1/3	M1 Southbound Off-slip Ahead	U	A	50	0
2/1	North Circ Adj M1 SB Ahead	U	B	6	44
2/2	North Circ Adj M1 SB Right Ahead	U	B	6	44
2/3	North Circ Adj M1 SB Right	U	B	6	44
3/1	East Circ Ahead	U	D	12	55
3/2	East Circ Right	U	D	12	55
3/3	East Circ Right	U	D	12	55
5/1	A52 Westbound Off-slip Ahead Left	U	C	60	6
5/2	A52 Westbound Off-slip Ahead	U	C	60	6
5/3	A52 Westbound Off-slip Ahead	U	C	60	6
12/1	South Circ Adj M1 NB Ahead	U	B	59	34
12/2	South Circ Adj M1 NB Right Ahead	U	B	59	34
12/3	South Circ Adj M1 NB Right	U	B	59	34
13/1	M1 Northbound Off-slip Left	U	A	40	53
13/2	M1 Northbound Off-slip Ahead Left	U	A	40	53
13/3	M1 Northbound Off-slip Ahead	U	A	40	53
14/1	West Circ Right Ahead	U	D	17	45
14/2	West Circ Right	U	D	17	45
14/3	West Circ Right	U	D	17	45
17/1	A52 Eastbound Off-slip Ahead Left	U	C	50	11
17/2	A52 Eastbound Off-slip Ahead	U	C	50	11

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	178.9%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	178.9%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	25	-	-	836	2056:1915	575+396	86.1 : 86.1%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	25	-	-	545	2059	714	76.4%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	38	-	-	553	1908	992	38.6%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	38	-	-	2015	1906:1904	834+870	71.4 : 90.4%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	43	-	-	673	1946	1142	45.2%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	43	-	-	1274	1945	1141	91.4%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	43	-	-	570	1943	1140	49.0%
4/1		U	N/A	N/A	-		-	-	-	-	894	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	538	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	21	-	-	786	2061:1923	605+564	66.8 : 67.7%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	21	-	-	547	2064	605	90.3%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1032	1953	1953	45.1%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	901	1952	1952	42.1%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1117	1951	1951	56.6%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	800	1980	1980	32.5%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	800	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	408	1923:1919	250+250	81.7 : 81.7%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	341	1926	250	136.6%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	1236	1980	1980	54.8%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1105	1980	1980	51.8%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1458	1980	1980	68.8%
11/1		U	N/A	N/A	-		-	-	-	-	1236	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	524	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	35	-	-	581	1936	1162	44.6%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	35	-	-	1458	1932:1931	1080+604	82.1 : 78.6%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	13	-	-	1296	2053:1912	479+245	178.9 : 178.9%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	13	-	-	847	2057	480	176.5%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	28	-	-	821	1937	936	68.6%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	28	-	-	853	1935	935	70.5%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	28	-	-	847	1932	934	51.4%
15/1		U	N/A	N/A	-		-	-	-	-	1020	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	641	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	696	1952	1952	34.2%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	875	1950	1950	34.9%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1404	1950	1950	53.2%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	21	-	-	540	1928	707	76.4%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	21	-	-	579	2067	758	76.4%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	665	1980	1980	26.0%
19/1		U	N/A	N/A	-		-	-	-	-	665	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	408	2061:1921	154+346	81.6 : 81.6%
20/3	Left	O	N/A	N/A	-		-	-	-	-	611	1928	346	176.8%
21/1		U	N/A	N/A	-		-	-	-	-	978	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	448	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2227	0	0	111.1	688.7	0.0	799.8	-	-	-	-	
Unnamed Junction	-	-	2227	0	0	111.1	688.7	0.0	799.8	-	-	-	-	
1/2+1/1	836	836	-	-	-	4.8	3.0	-	7.8	33.4	10.3	3.0	13.3	
1/3	545	545	-	-	-	3.3	1.6	-	4.9	32.2	10.0	1.6	11.6	
2/1	383	383	-	-	-	1.2	0.3	-	1.5	13.8	4.8	0.3	5.1	
2/2+2/3	1382	1382	-	-	-	5.3	2.1	-	7.4	19.3	13.3	2.1	15.5	
3/1	516	516	-	-	-	1.4	0.4	-	1.8	12.8	6.7	0.4	7.1	
3/2	1043	1043	-	-	-	2.8	4.8	-	7.6	26.4	20.7	4.8	25.5	
3/3	558	558	-	-	-	4.0	0.5	-	4.5	29.0	11.5	0.5	12.0	
4/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	786	786	-	-	-	5.1	1.0	-	6.1	28.0	7.3	1.0	8.3	
5/3	547	547	-	-	-	3.9	4.1	-	8.0	52.5	10.9	4.1	15.0	
6/1	881	881	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
6/2	821	821	-	-	-	0.0	0.4	-	0.4	1.6	4.9	0.4	5.2	
6/3	1105	1105	-	-	-	0.0	0.7	-	0.7	2.3	8.7	0.7	9.3	
7/1	643	643	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
8/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	408	408	816	0	0	1.2	2.1	-	3.3	29.2	2.4	2.1	4.5	
9/3	341	250	250	0	0	5.3	47.5	-	52.8	557.6	21.3	47.5	68.8	
10/1	1085	1085	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	
10/2	1025	1025	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5	
10/3	1362	1362	-	-	-	0.0	1.1	-	1.1	2.9	1.1	1.1	2.2	
11/1	1085	1085	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

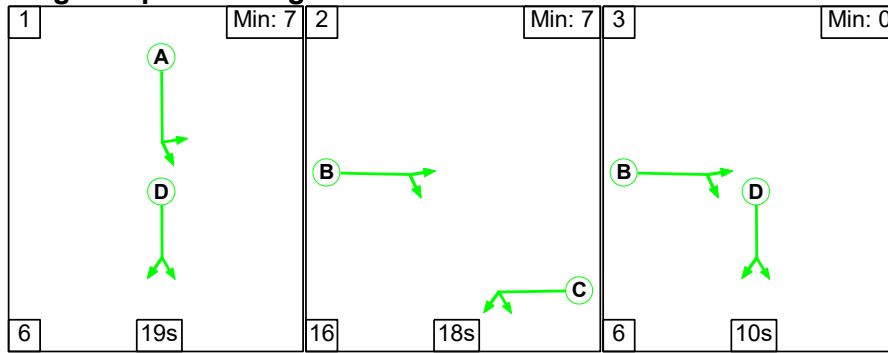
11/2	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	518	518	-	-	-	0.9	0.4	-	1.3	9.3	4.6	0.4	5.0	
12/2+12/3	1362	1362	-	-	-	3.0	2.1	-	5.1	13.5	10.8	2.1	12.9	
13/2+13/1	1296	724	-	-	-	24.0	286.9	-	311.0	863.8	33.2	286.9	320.1	
13/3	847	480	-	-	-	17.9	184.7	-	202.5	860.9	25.4	184.7	210.1	
14/1	643	643	-	-	-	2.3	1.1	-	3.4	19.1	9.7	1.1	10.8	
14/2	659	659	-	-	-	2.8	1.2	-	3.9	21.5	10.0	1.2	11.1	
14/3	480	480	-	-	-	3.9	0.5	-	4.4	33.3	8.0	0.5	8.5	
15/1	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	539	539	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	668	668	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
16/2	681	681	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
16/3	1037	1037	-	-	-	0.0	0.6	-	0.6	2.0	4.4	0.6	4.9	
17/1	540	540	-	-	-	2.5	1.6	-	4.1	27.3	7.8	1.6	9.4	
17/2	579	579	-	-	-	2.7	1.6	-	4.3	26.6	8.4	1.6	10.0	
18/1	515	515	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
19/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	408	408	816	0	0	0.8	2.1	-	2.9	25.4	2.2	2.1	4.3	
20/3	611	346	346	0	0	12.0	133.9	-	145.8	859.3	30.5	133.9	164.4	
21/1	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07			PRC for Signalled Lanes (%): PRC for Signalled Lanes (%): PRC Over All Lanes (%):		-1.5 -98.8 -98.8	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		49.60 540.12 799.79	Cycle Time (s): 75 Cycle Time (s): 60					

Detailed Input Data And Results

Scenario 10: '2038 WD PM' (FG10: '2038 WD PM Base', Plan 2: 'Network Control Plan 2 PM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



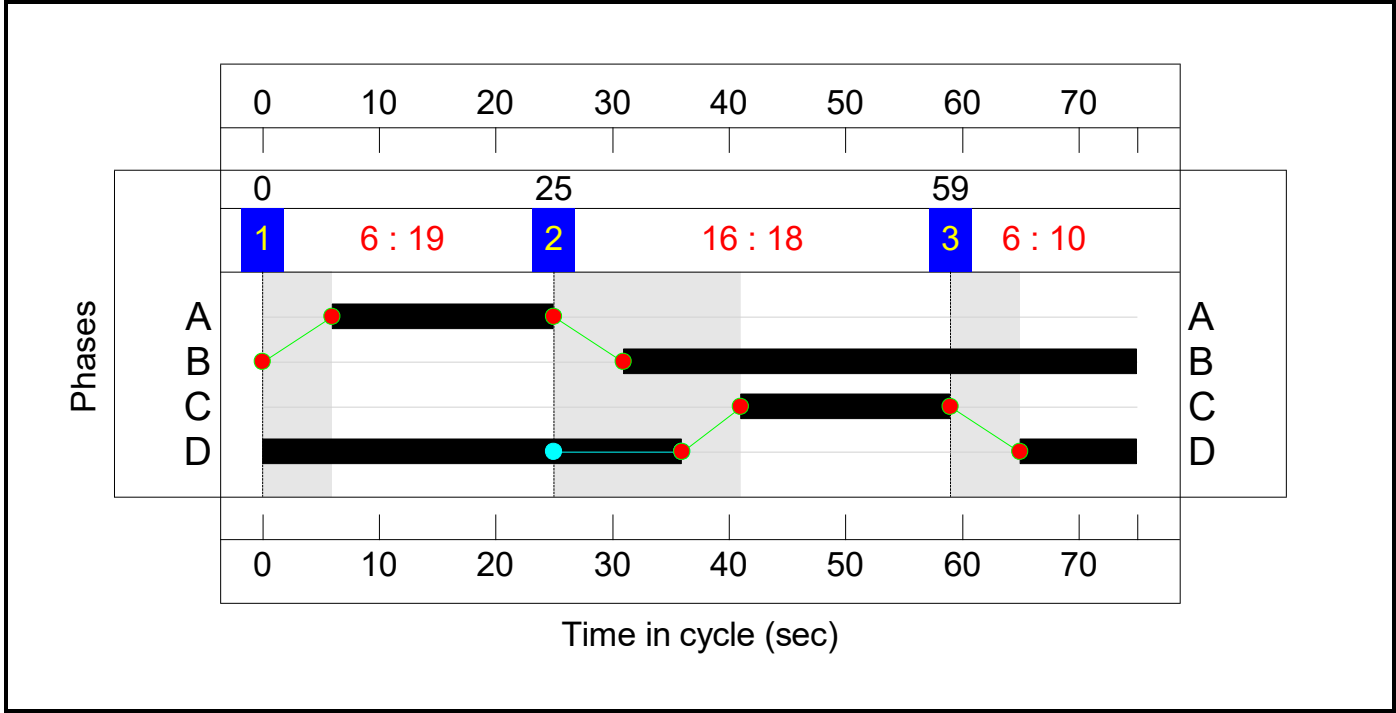
Stage Timings

Stage	1	2	3
Duration	19	18	10
Change Point	0	25	59

Phase Timings

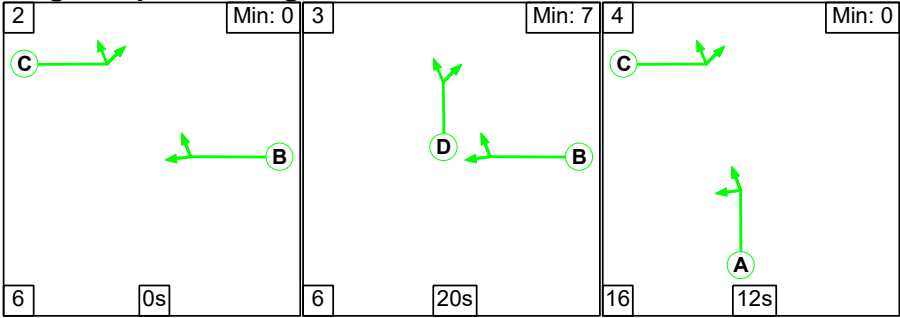
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	19	6	25
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	44	31	0
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	18	41	59
D	East Circ Right Ahead East Circ	Traffic	46	65	36

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

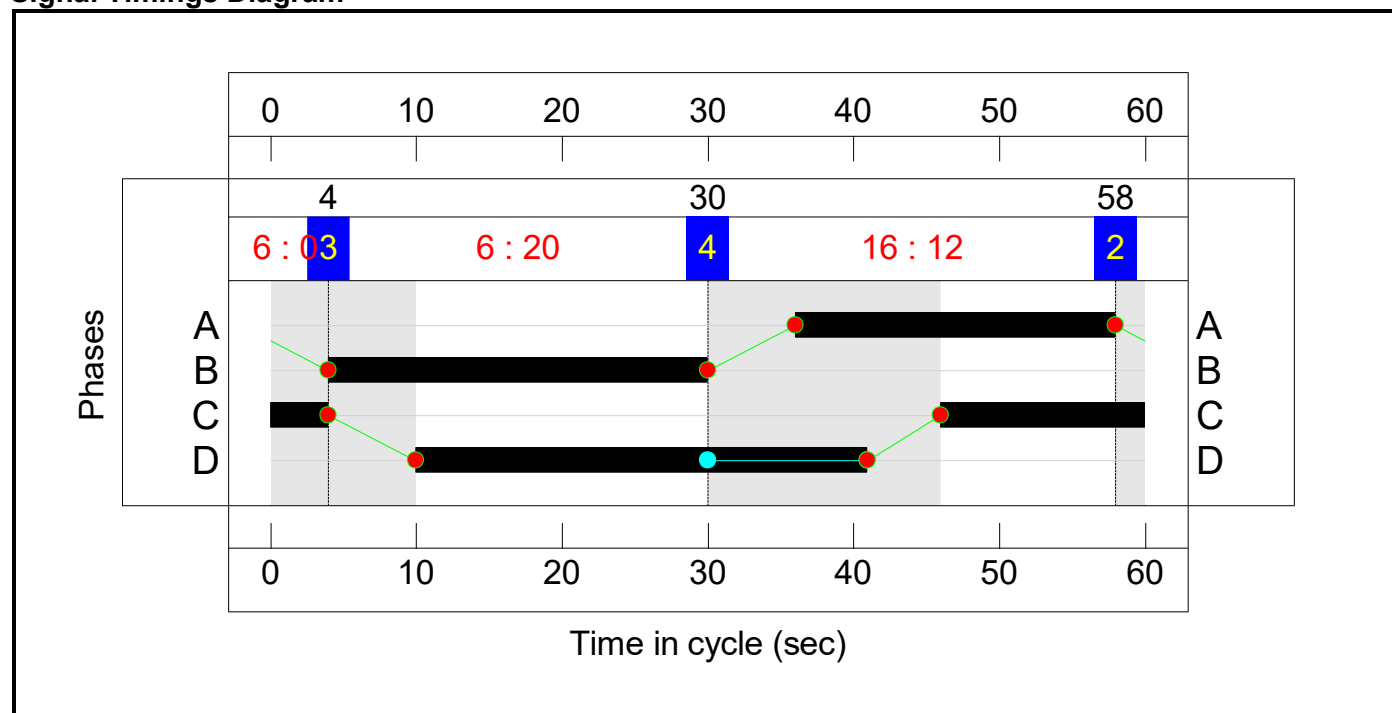


Stage Timings

Stage	2	3	4
Duration	0	20	12
Change Point	58	4	30

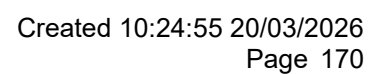
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	22	36	58
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	26	4	30
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	18	46	4
D	West Circ Right Ahead West Circ	Traffic	31	10	41

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	6	25
1/2	M1 Southbound Off-slip Ahead	U	A	6	25
1/3	M1 Southbound Off-slip Ahead	U	A	6	25
2/1	North Circ Adj M1 SB Ahead	U	B	31	0
2/2	North Circ Adj M1 SB Right Ahead	U	B	31	0
2/3	North Circ Adj M1 SB Right	U	B	31	0
3/1	East Circ Ahead	U	D	65	36
3/2	East Circ Right	U	D	65	36
3/3	East Circ Right	U	D	65	36
5/1	A52 Westbound Off-slip Ahead Left	U	C	41	59
5/2	A52 Westbound Off-slip Ahead	U	C	41	59
5/3	A52 Westbound Off-slip Ahead	U	C	41	59
12/1	South Circ Adj M1 NB Ahead	U	B	4	30
12/2	South Circ Adj M1 NB Right Ahead	U	B	4	30
12/3	South Circ Adj M1 NB Right	U	B	4	30
13/1	M1 Northbound Off-slip Left	U	A	36	58
13/2	M1 Northbound Off-slip Ahead Left	U	A	36	58
13/3	M1 Northbound Off-slip Ahead	U	A	36	58
14/1	West Circ Right Ahead	U	D	10	41
14/2	West Circ Right	U	D	10	41
14/3	West Circ Right	U	D	10	41
17/1	A52 Eastbound Off-slip Ahead Left	U	C	46	4
17/2	A52 Eastbound Off-slip Ahead	U	C	46	4



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	124.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	124.1%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	19	-	-	1004	2056:1915	479+340	122.6 : 122.6%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	19	-	-	663	2059	549	120.8%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	44	-	-	488	1908	1145	41.4%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	44	-	-	1358	1906:1904	993+641	83.1 : 83.1%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	46	-	-	622	1946	1219	46.7%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	46	-	-	837	1945	1219	64.1%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	46	-	-	663	1943	1218	45.1%
4/1		U	N/A	N/A	-		-	-	-	-	905	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	486	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	18	-	-	1097	2061:1923	522+487	108.6 : 108.8%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	18	-	-	649	2064	523	124.1%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	667	1953	1953	33.0%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1020	1952	1952	47.1%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1312	1951	1951	54.9%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	869	1980	1980	40.2%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	869	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	326	1923:1919	275+275	64.0 : 54.6%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	340	1926	275	123.7%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	817	1980	1980	40.1%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1196	1980	1980	55.3%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1652	1980	1980	68.1%
11/1		U	N/A	N/A	-		-	-	-	-	817	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	611	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	26	-	-	585	1936	871	60.7%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	26	-	-	1652	1932:1931	869+547	95.8 : 94.3%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	22	-	-	1139	2053:1912	709+445	98.7 : 98.7%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	22	-	-	745	2057	789	94.5%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	31	-	-	914	1937	1033	78.9%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	956	1935	1032	80.8%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	745	1932	1030	72.3%
15/1		U	N/A	N/A	-		-	-	-	-	1024	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	482	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	507	1952	1952	23.7%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	1030	1950	1950	46.6%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1002	1950	1950	51.4%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	18	-	-	313	1928	611	51.3%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	18	-	-	331	2067	655	50.6%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	720	1980	1980	33.6%
19/1		U	N/A	N/A	-		-	-	-	-	720	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	297	2061:1921	164+366	56.0 : 56.0%
20/3	Left	O	N/A	N/A	-		-	-	-	-	356	1928	366	97.3%
21/1		U	N/A	N/A	-		-	-	-	-	712	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	634	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	1877	0	0	88.4	358.1	0.0	446.5	-	-	-	-	
Unnamed Junction	-	-	1877	0	0	88.4	358.1	0.0	446.5	-	-	-	-	
1/2+1/1	1004	819	-	-	-	14.2	95.2	-	109.4	392.4	20.8	95.2	116.0	
1/3	663	549	-	-	-	9.3	59.7	-	69.0	374.7	16.2	59.7	75.9	
2/1	473	473	-	-	-	1.0	0.4	-	1.4	10.7	5.1	0.4	5.5	
2/2+2/3	1358	1358	-	-	-	3.7	2.4	-	6.1	16.1	11.9	2.4	14.3	
3/1	570	570	-	-	-	1.3	0.4	-	1.7	10.7	6.2	0.4	6.7	
3/2	781	781	-	-	-	2.8	0.9	-	3.6	16.8	11.0	0.9	11.9	
3/3	549	549	-	-	-	0.2	0.4	-	0.6	4.2	6.6	0.4	7.0	
4/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1097	1009	-	-	-	10.9	49.4	-	60.3	198.0	12.7	49.4	62.2	
5/3	649	523	-	-	-	8.8	65.5	-	74.3	412.1	16.4	65.5	82.0	
6/1	644	644	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
6/2	919	919	-	-	-	0.0	0.4	-	0.5	1.9	8.3	0.4	8.7	
6/3	1072	1072	-	-	-	0.0	0.6	-	0.6	2.2	8.3	0.6	8.9	
7/1	797	797	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
8/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	326	326	652	0	0	0.4	0.7	-	1.2	12.8	1.6	0.7	2.3	
9/3	340	275	275	0	0	3.7	35.0	-	38.7	409.7	18.8	35.0	53.8	
10/1	794	794	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
10/2	1095	1095	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	
10/3	1349	1349	-	-	-	0.0	1.1	-	1.1	2.8	2.8	1.1	3.8	
11/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

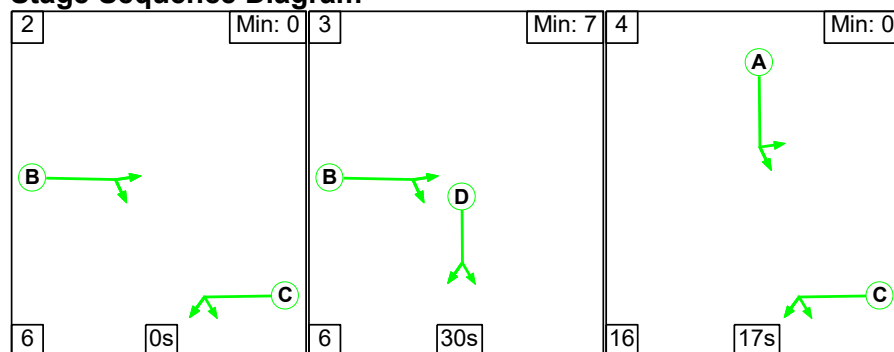
11/2	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	529	529	-	-	-	1.8	0.8	-	2.6	17.7	6.6	0.8	7.4	
12/2+12/3	1349	1349	-	-	-	5.5	8.0	-	13.5	36.1	13.2	8.0	21.2	
13/2+13/1	1139	1139	-	-	-	5.2	13.5	-	18.7	59.1	12.4	13.5	25.9	
13/3	745	745	-	-	-	3.7	6.6	-	10.3	49.7	12.0	6.6	18.6	
14/1	815	815	-	-	-	2.8	1.8	-	4.6	20.3	12.0	1.8	13.8	
14/2	834	834	-	-	-	2.8	2.1	-	4.8	20.9	13.2	2.1	15.3	
14/3	745	745	-	-	-	5.5	1.3	-	6.8	32.8	12.4	1.3	13.7	
15/1	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	463	463	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
16/2	908	908	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
16/3	1002	1002	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5	
17/1	313	313	-	-	-	1.5	0.5	-	2.0	22.8	4.2	0.5	4.7	
17/2	331	331	-	-	-	1.5	0.5	-	2.0	22.2	4.4	0.5	4.9	
18/1	664	664	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
19/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	297	297	594	0	0	0.6	0.6	-	1.2	14.5	1.9	0.6	2.5	
20/3	356	356	356	0	0	1.2	7.3	-	8.5	86.1	5.7	7.3	13.0	
21/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07 PRC for Signalled Lanes (%): -37.9 PRC for Signalled Lanes (%): -9.6 PRC Over All Lanes (%): -37.9 Total Delay for Signalled Lanes (pcuHr): 326.51 Total Delay for Signalled Lanes (pcuHr): 65.32 Total Delay Over All Lanes(pcuHr): 446.49 Cycle Time (s): 75 Cycle Time (s): 60														

Detailed Input Data And Results

Scenario 11: '2a 2028 WD AM' (FG11: '2a 2028 WD AM Base', Plan 1: 'Network Control Plan 1 AM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



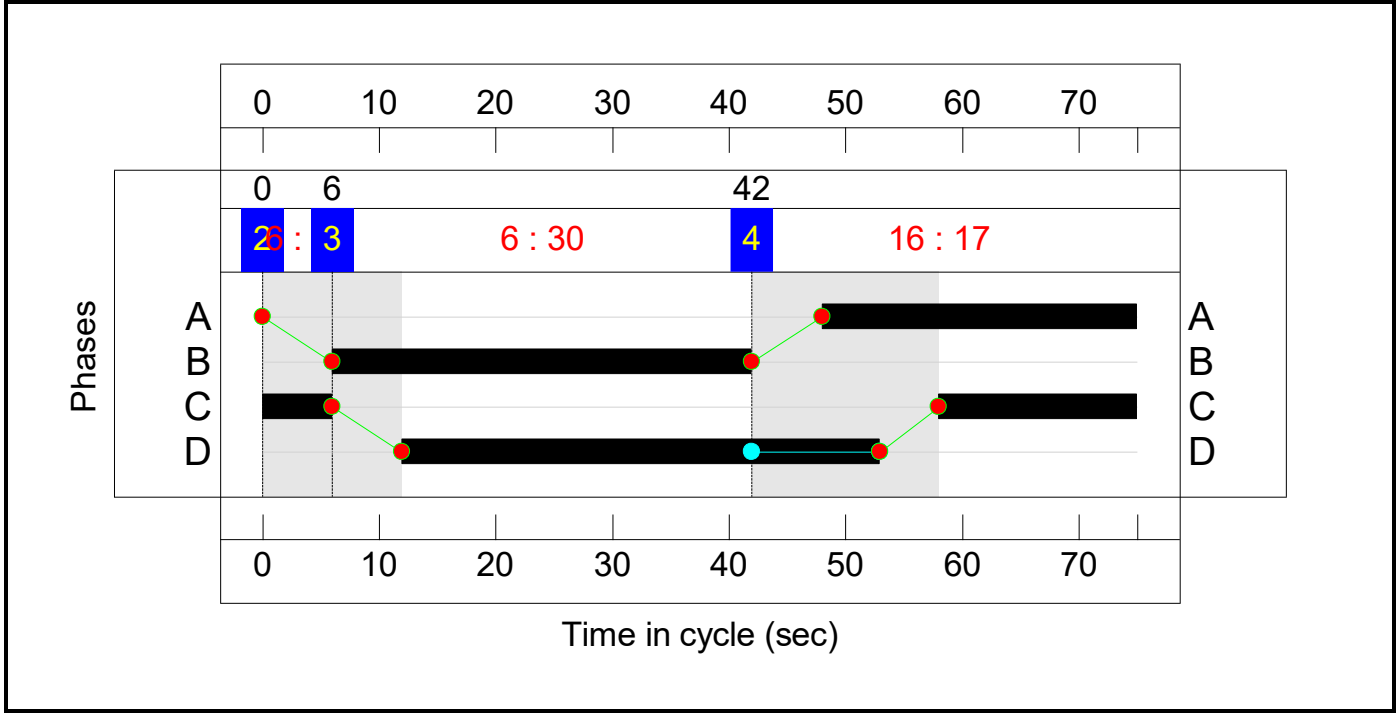
Stage Timings

Stage	2	3	4
Duration	0	30	17
Change Point	0	6	42

Phase Timings

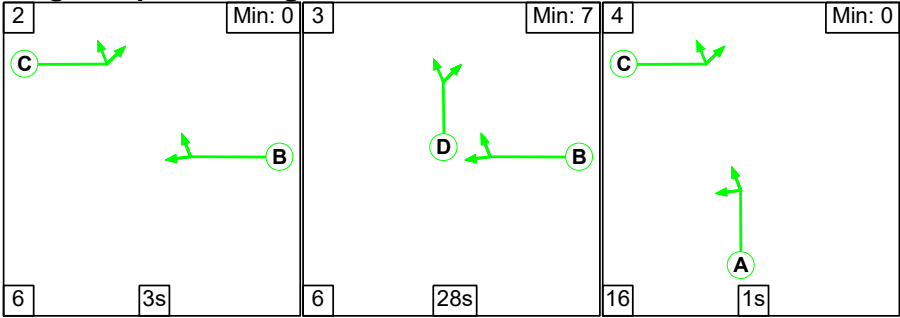
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	27	48	0
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	36	6	42
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	23	58	6
D	East Circ Right Ahead East Circ	Traffic	41	12	53

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

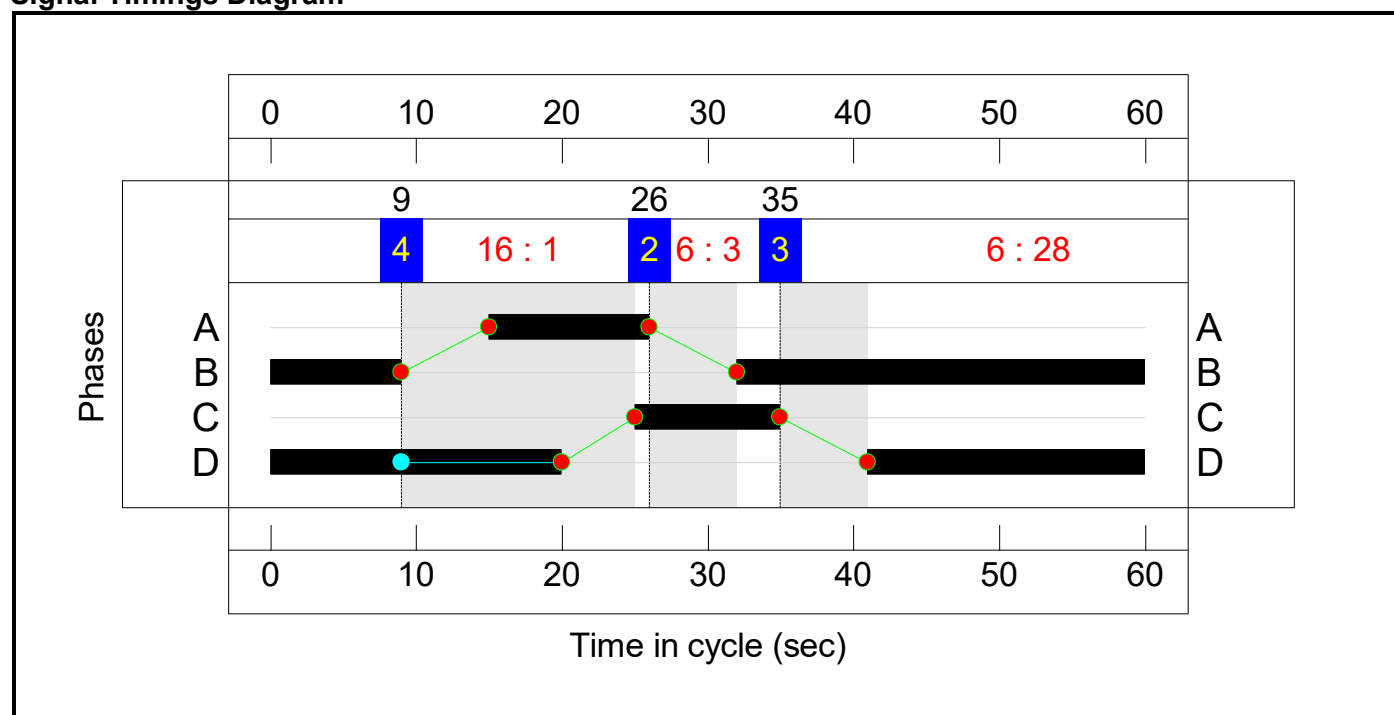


Stage Timings

Stage	2	3	4
Duration	3	28	1
Change Point	26	35	9

Phase Timings

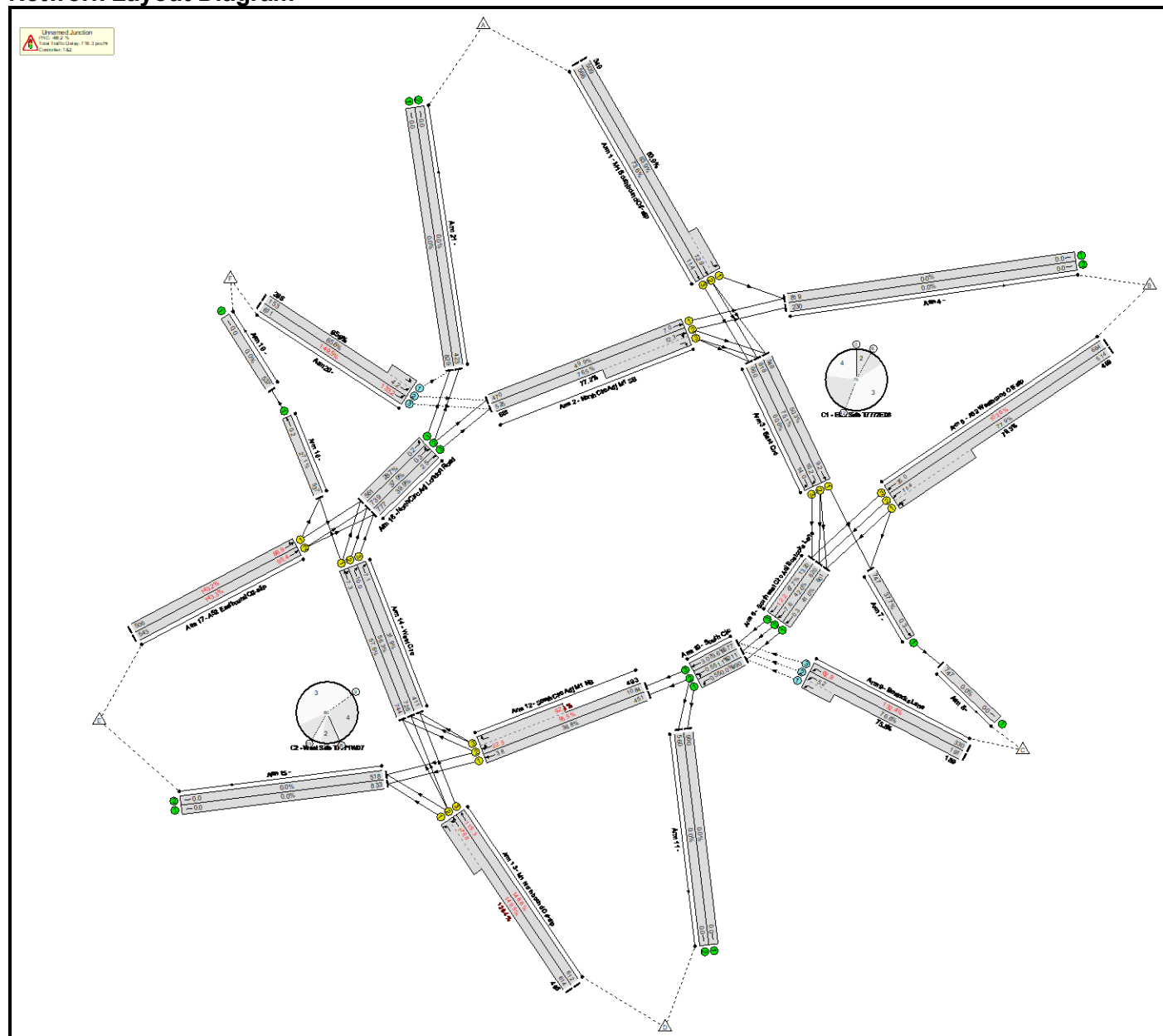
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	11	15	26
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	37	32	9
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	10	25	35
D	West Circ Right Ahead West Circ	Traffic	39	41	20

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	48	0
1/2	M1 Southbound Off-slip Ahead	U	A	48	0
1/3	M1 Southbound Off-slip Ahead	U	A	48	0
2/1	North Circ Adj M1 SB Ahead	U	B	6	42
2/2	North Circ Adj M1 SB Right Ahead	U	B	6	42
2/3	North Circ Adj M1 SB Right	U	B	6	42
3/1	East Circ Ahead	U	D	12	53
3/2	East Circ Right	U	D	12	53
3/3	East Circ Right	U	D	12	53
5/1	A52 Westbound Off-slip Ahead Left	U	C	58	6
5/2	A52 Westbound Off-slip Ahead	U	C	58	6
5/3	A52 Westbound Off-slip Ahead	U	C	58	6
12/1	South Circ Adj M1 NB Ahead	U	B	32	9
12/2	South Circ Adj M1 NB Right Ahead	U	B	32	9
12/3	South Circ Adj M1 NB Right	U	B	32	9
13/1	M1 Northbound Off-slip Left	U	A	15	26
13/2	M1 Northbound Off-slip Ahead Left	U	A	15	26
13/3	M1 Northbound Off-slip Ahead	U	A	15	26
14/1	West Circ Right Ahead	U	D	41	20
14/2	West Circ Right	U	D	41	20
14/3	West Circ Right	U	D	41	20
17/1	A52 Eastbound Off-slip Ahead Left	U	C	25	35
17/2	A52 Eastbound Off-slip Ahead	U	C	25	35

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	149.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	149.5%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	27	-	-	858	2056:1915	607+416	83.9 : 83.9%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	27	-	-	566	2059	769	73.6%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	36	-	-	609	1908	941	49.9%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	36	-	-	1747	1906:1904	687+856	76.5 : 77.2%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	41	-	-	689	1946	1090	50.3%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	41	-	-	1078	1945	1089	75.1%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	41	-	-	713	1943	1088	60.6%
4/1		U	N/A	N/A	-		-	-	-	-	958	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	342	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	23	-	-	1002	2061:1923	660+615	77.9 : 79.3%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	23	-	-	684	2064	660	103.6%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1037	1953	1953	41.0%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	844	1952	1952	42.0%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1397	1951	1951	67.7%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	888	1980	1980	37.7%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	888	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	380	1923:1919	249+249	76.6 : 75.8%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	330	1926	249	132.4%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	1226	1980	1980	50.0%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1035	1980	1980	51.1%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1727	1980	1980	79.6%
11/1		U	N/A	N/A	-		-	-	-	-	1226	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	568	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	37	-	-	467	1936	1226	36.8%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	37	-	-	1727	1932:1931	1135+533	95.5 : 92.4%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	11	-	-	1109	2053:1912	411+382	149.5 : 129.4%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	11	-	-	612	2057	411	148.8%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	39	-	-	869	1937	1291	57.6%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	39	-	-	901	1935	1290	56.3%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	39	-	-	612	1932	1288	31.9%
15/1		U	N/A	N/A	-		-	-	-	-	962	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	705	1952	1952	28.7%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	920	1950	1950	37.9%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1136	1950	1950	39.9%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	10	-	-	506	1928	353	143.2%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	10	-	-	543	2067	379	143.3%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	670	1980	1980	27.1%
19/1		U	N/A	N/A	-		-	-	-	-	670	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	421	2061:1921	233+409	65.6 : 65.6%
20/3	Left	O	N/A	N/A	-		-	-	-	-	611	1928	409	149.5%
21/1		U	N/A	N/A	-		-	-	-	-	973	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	464	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2260	0	0	99.6	616.6	0.0	716.3	-	-	-	-	
Unnamed Junction	-	-	2260	0	0	99.6	616.6	0.0	716.3	-	-	-	-	
1/2+1/1	858	858	-	-	-	4.6	2.5	-	7.1	29.7	10.4	2.5	12.9	
1/3	566	566	-	-	-	3.2	1.4	-	4.6	29.1	10.1	1.4	11.4	
2/1	470	470	-	-	-	1.7	0.5	-	2.2	16.6	6.5	0.5	7.0	
2/2+2/3	1186	1186	-	-	-	4.6	1.6	-	6.3	19.1	10.6	1.6	12.3	
3/1	548	548	-	-	-	1.8	0.5	-	2.3	15.1	8.7	0.5	9.2	
3/2	818	818	-	-	-	2.2	1.5	-	3.7	16.3	14.7	1.5	16.2	
3/3	660	660	-	-	-	4.7	0.8	-	5.4	29.6	13.2	0.8	14.0	
4/1	819	819	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1002	1002	-	-	-	6.4	1.8	-	8.3	29.7	9.6	1.8	11.4	
5/3	684	660	-	-	-	5.8	20.2	-	26.1	137.2	14.7	20.2	35.0	
6/1	801	801	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
6/2	820	820	-	-	-	0.0	0.4	-	0.4	1.7	7.2	0.4	7.6	
6/3	1320	1320	-	-	-	0.1	1.0	-	1.1	3.0	11.2	1.0	12.2	
7/1	747	747	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
8/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	380	380	760	0	0	1.7	1.6	-	3.2	30.6	3.6	1.6	5.2	
9/3	330	249	249	0	0	5.1	42.3	-	47.3	516.4	20.6	42.3	62.9	
10/1	990	990	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
10/2	1011	1011	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5	
10/3	1577	1577	-	-	-	0.0	1.9	-	1.9	4.4	1.1	1.9	3.0	
11/1	990	990	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

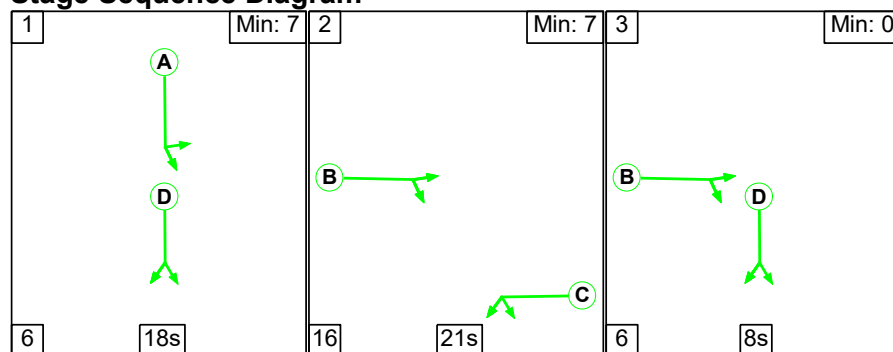
11/2	560	560	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	451	451	-	-	-	0.7	0.3	-	0.9	7.6	3.5	0.3	3.8	
12/2+12/3	1577	1577	-	-	-	3.5	7.4	-	11.0	25.0	15.1	7.4	22.5	
13/2+13/1	1109	793	-	-	-	16.0	159.7	-	175.7	570.3	19.0	159.7	178.8	
13/3	612	411	-	-	-	9.5	101.8	-	111.3	654.8	13.5	101.8	115.3	
14/1	744	744	-	-	-	1.0	0.7	-	1.6	7.9	6.6	0.7	7.3	
14/2	726	726	-	-	-	1.7	0.6	-	2.3	11.5	9.4	0.6	10.0	
14/3	411	411	-	-	-	2.1	0.2	-	2.3	20.3	6.9	0.2	7.1	
15/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	561	561	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
16/2	739	739	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
16/3	777	777	-	-	-	0.0	0.3	-	0.3	1.5	2.2	0.3	2.5	
17/1	506	353	-	-	-	7.2	77.9	-	85.1	605.2	11.0	77.9	88.9	
17/2	543	379	-	-	-	7.7	83.6	-	91.4	605.7	11.8	83.6	95.4	
18/1	537	537	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
19/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	421	421	842	0	0	0.6	0.9	-	1.5	12.9	3.3	0.9	4.2	
20/3	611	409	409	0	0	8.0	102.6	-	110.6	651.5	30.5	102.6	133.2	
21/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	423	423	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07 PRC for Signalled Lanes (%): -15.1 PRC for Signalled Lanes (%): -66.2 PRC Over All Lanes (%): -66.2 Total Delay for Signalled Lanes (pcuHr): 65.85 Total Delay for Signalled Lanes (pcuHr): 481.62 Total Delay Over All Lanes(pcuHr): 716.26 Cycle Time (s): 75 Cycle Time (s): 60														

Detailed Input Data And Results

Scenario 12: '2a 2028 WD PM' (FG12: '2a 2028 WD PM Base', Plan 2: 'Network Control Plan 2 PM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram

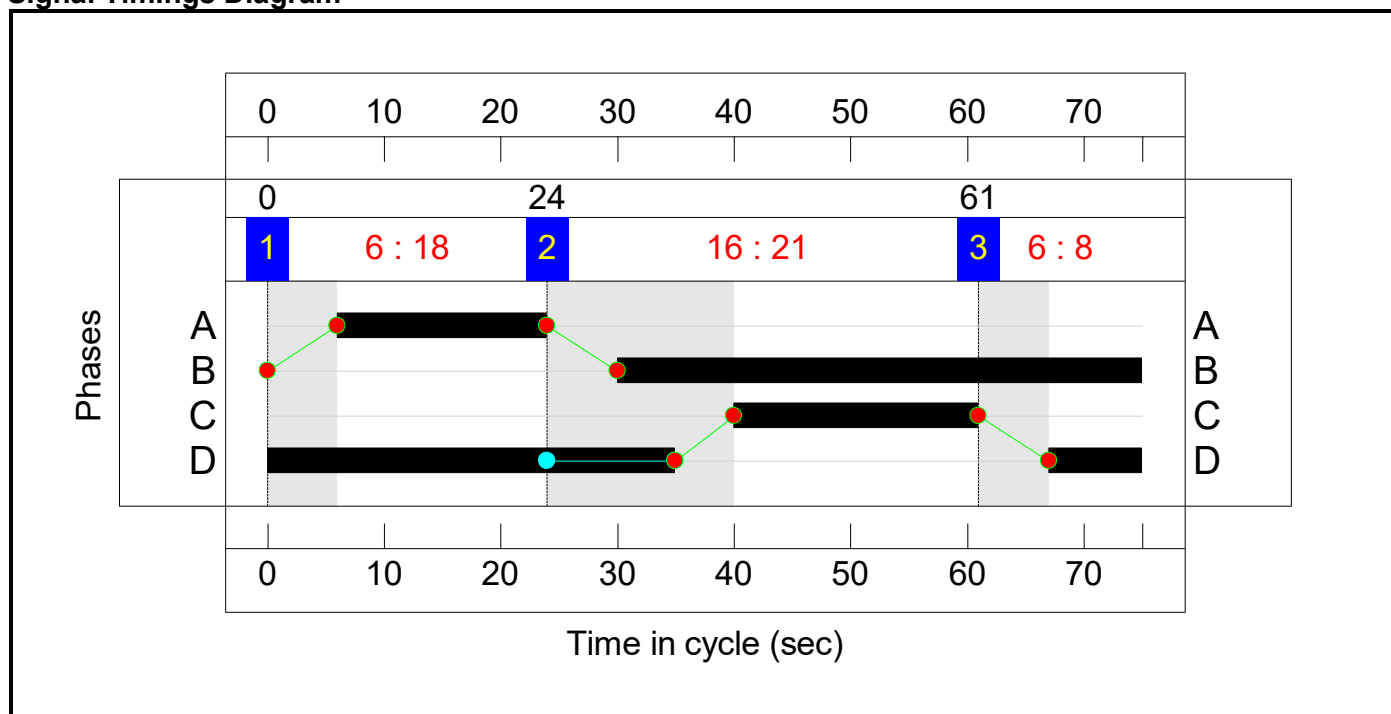


Stage Timings

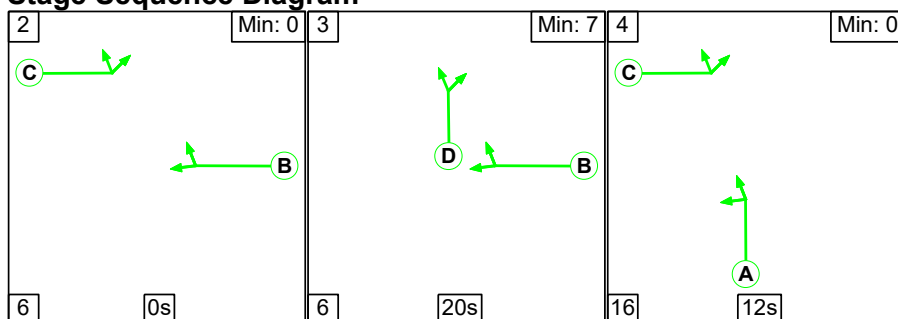
Stage	1	2	3
Duration	18	21	8
Change Point	0	24	61

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	18	6	24
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	45	30	0
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	21	40	61
D	East Circ Right Ahead East Circ	Traffic	43	67	35

Signal Timings Diagram

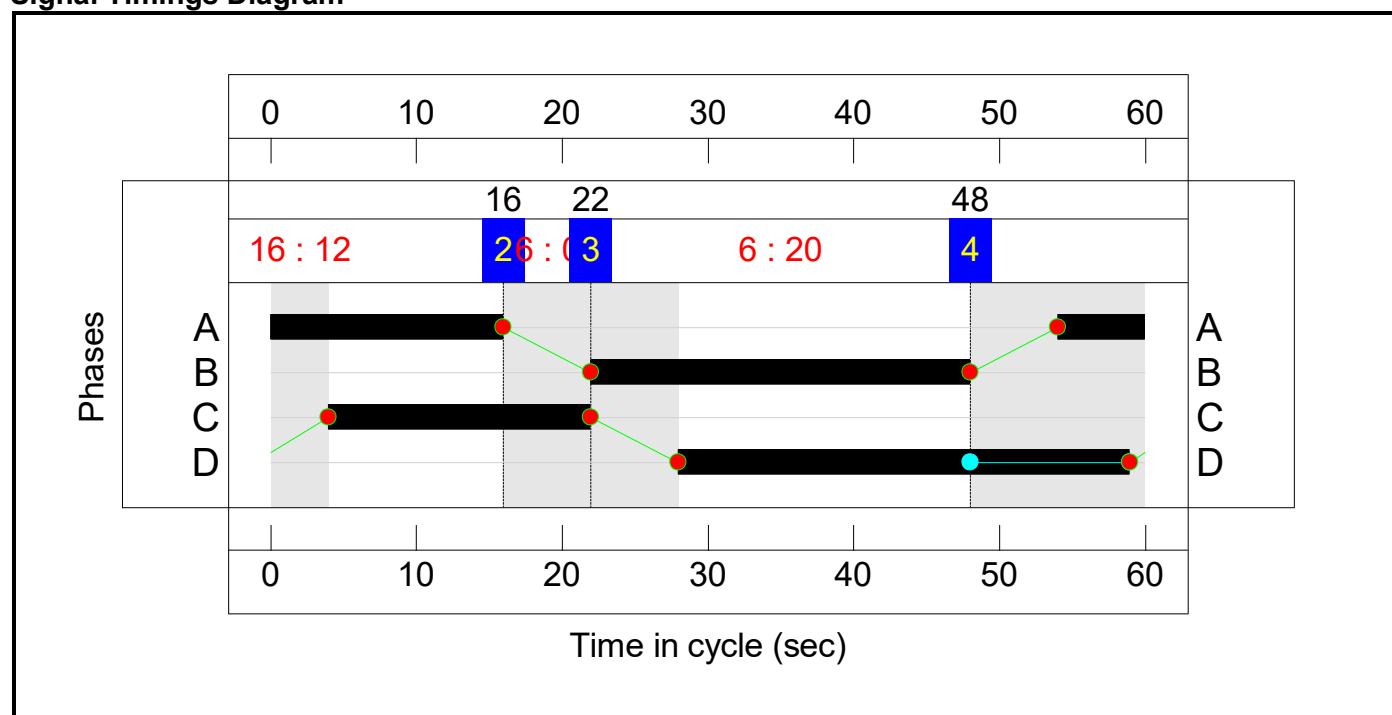
Controller :C2 - West Side T7771W07

Stage Sequence Diagram**Stage Timings**

Stage	2	3	4
Duration	0	20	12
Change Point	16	22	48

Phase Timings

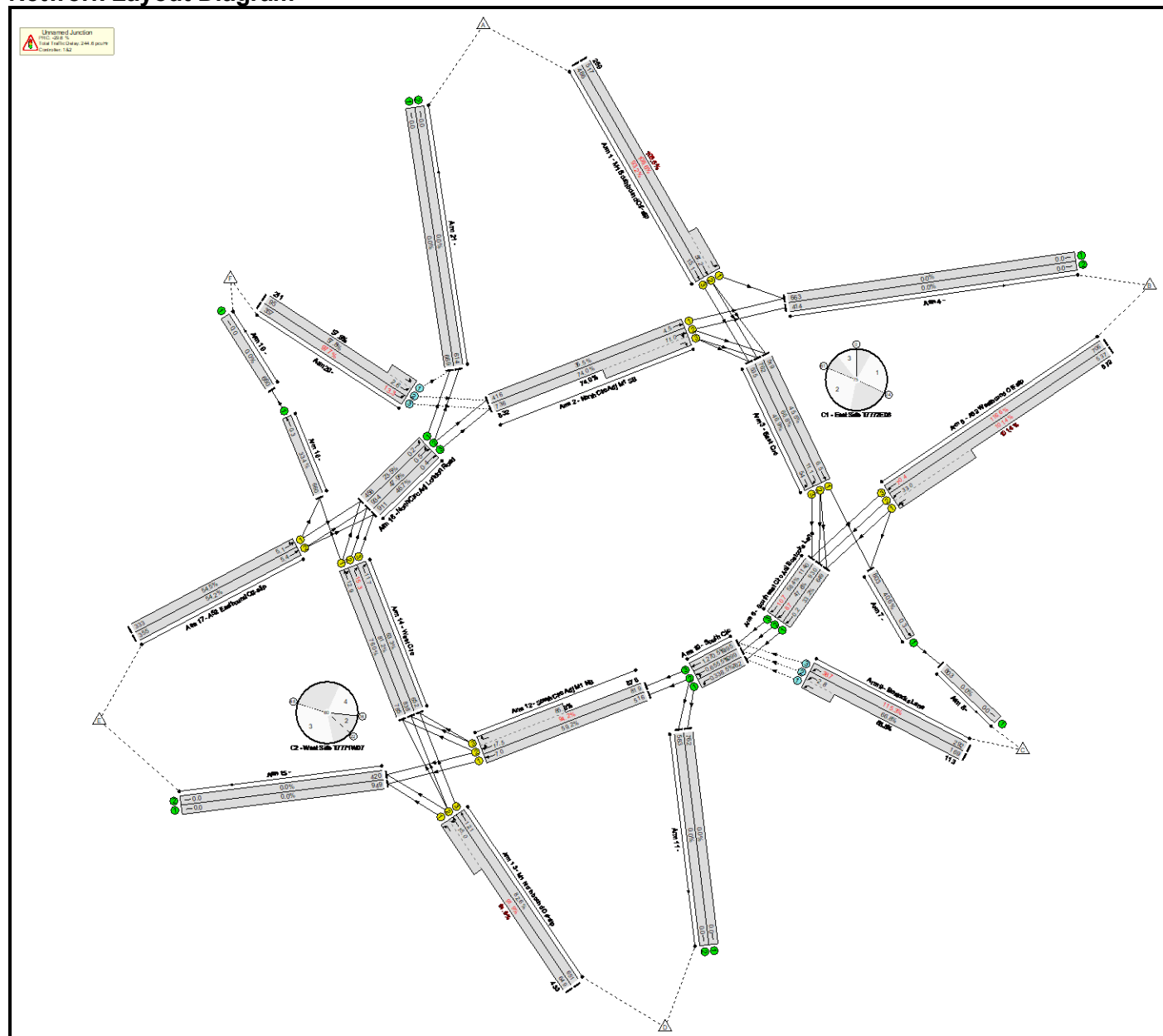
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	22	54	16
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	26	22	48
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	18	4	22
D	West Circ Right Ahead West Circ	Traffic	31	28	59

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	6	24
1/2	M1 Southbound Off-slip Ahead	U	A	6	24
1/3	M1 Southbound Off-slip Ahead	U	A	6	24
2/1	North Circ Adj M1 SB Ahead	U	B	30	0
2/2	North Circ Adj M1 SB Right Ahead	U	B	30	0
2/3	North Circ Adj M1 SB Right	U	B	30	0
3/1	East Circ Ahead	U	D	67	35
3/2	East Circ Right	U	D	67	35
3/3	East Circ Right	U	D	67	35
5/1	A52 Westbound Off-slip Ahead Left	U	C	40	61
5/2	A52 Westbound Off-slip Ahead	U	C	40	61
5/3	A52 Westbound Off-slip Ahead	U	C	40	61
12/1	South Circ Adj M1 NB Ahead	U	B	22	48
12/2	South Circ Adj M1 NB Right Ahead	U	B	22	48
12/3	South Circ Adj M1 NB Right	U	B	22	48
13/1	M1 Northbound Off-slip Left	U	A	54	16
13/2	M1 Northbound Off-slip Ahead Left	U	A	54	16
13/3	M1 Northbound Off-slip Ahead	U	A	54	16
14/1	West Circ Right Ahead	U	D	28	59
14/2	West Circ Right	U	D	28	59
14/3	West Circ Right	U	D	28	59
17/1	A52 Eastbound Off-slip Ahead Left	U	C	4	22
17/2	A52 Eastbound Off-slip Ahead	U	C	4	22

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	116.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	116.6%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	18	-	-	786	2056:1915	476+248	108.6 : 108.6%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	18	-	-	486	2059	522	93.2%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	45	-	-	424	1908	1170	35.5%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	45	-	-	1268	1906:1904	995+719	74.0 : 74.0%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	43	-	-	536	1946	1142	45.5%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	43	-	-	786	1945	1141	66.8%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	43	-	-	535	1943	1140	46.9%
4/1		U	N/A	N/A	-		-	-	-	-	693	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	414	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	21	-	-	1109	2061:1923	530+564	101.4 : 101.4%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	21	-	-	706	2064	605	116.6%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	653	1953	1953	33.2%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	954	1952	1952	47.6%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1241	1951	1951	58.4%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	824	1980	1980	40.6%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	824	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	282	1923:1919	253+169	66.8 : 66.8%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	292	1926	253	115.3%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	766	1980	1980	38.5%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1123	1980	1980	55.5%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1533	1980	1980	70.5%
11/1		U	N/A	N/A	-		-	-	-	-	766	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	583	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	26	-	-	540	1936	871	59.2%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	26	-	-	1533	1932:1931	869+671	94.2 : 85.8%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	22	-	-	1082	2053:1912	706+471	91.9 : 91.9%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	22	-	-	651	2057	789	82.6%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	31	-	-	831	1937	1033	76.0%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	930	1935	1032	81.2%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	31	-	-	652	1932	1030	63.3%
15/1		U	N/A	N/A	-		-	-	-	-	973	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	420	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	484	1952	1952	23.5%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	1026	1950	1950	47.9%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	911	1950	1950	46.7%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	18	-	-	333	1928	611	54.5%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	18	-	-	355	2067	655	54.2%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	680	1980	1980	33.4%
19/1		U	N/A	N/A	-		-	-	-	-	680	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	306	2061:1921	164+365	57.8 : 57.8%
20/3	Left	O	N/A	N/A	-		-	-	-	-	357	1928	365	97.7%
21/1		U	N/A	N/A	-		-	-	-	-	695	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	697	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	1786	0	0	69.5	175.1	0.0	244.6	-	-	-	-	
Unnamed Junction	-	-	1786	0	0	69.5	175.1	0.0	244.6	-	-	-	-	
1/2+1/1	786	724	-	-	-	8.2	36.4	-	44.6	204.3	14.9	36.4	51.2	
1/3	486	486	-	-	-	3.7	5.3	-	9.0	66.4	9.9	5.3	15.1	
2/1	416	416	-	-	-	0.8	0.3	-	1.1	9.6	4.3	0.3	4.5	
2/2+2/3	1268	1268	-	-	-	3.0	1.4	-	4.4	12.6	9.6	1.4	11.0	
3/1	519	519	-	-	-	1.5	0.4	-	1.9	13.1	6.1	0.4	6.5	
3/2	762	762	-	-	-	2.8	1.0	-	3.8	17.8	10.1	1.0	11.1	
3/3	535	535	-	-	-	0.4	0.4	-	0.8	5.4	5.0	0.4	5.4	
4/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1109	1101	-	-	-	8.2	20.9	-	29.1	94.6	12.1	20.9	33.0	
5/3	706	605	-	-	-	7.9	53.6	-	61.5	313.6	16.8	53.6	70.4	
6/1	649	649	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
6/2	930	930	-	-	-	0.0	0.5	-	0.5	1.9	8.3	0.5	8.7	
6/3	1140	1140	-	-	-	0.1	0.7	-	0.8	2.4	10.0	0.7	10.7	
7/1	803	803	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
8/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	282	282	564	0	0	0.5	1.0	-	1.5	18.5	1.8	1.0	2.8	
9/3	292	253	253	0	0	2.5	22.6	-	25.1	309.6	16.1	22.6	38.7	
10/1	762	762	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
10/2	1099	1099	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	
10/3	1395	1395	-	-	-	0.0	1.2	-	1.2	3.1	0.0	1.2	1.2	
11/1	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

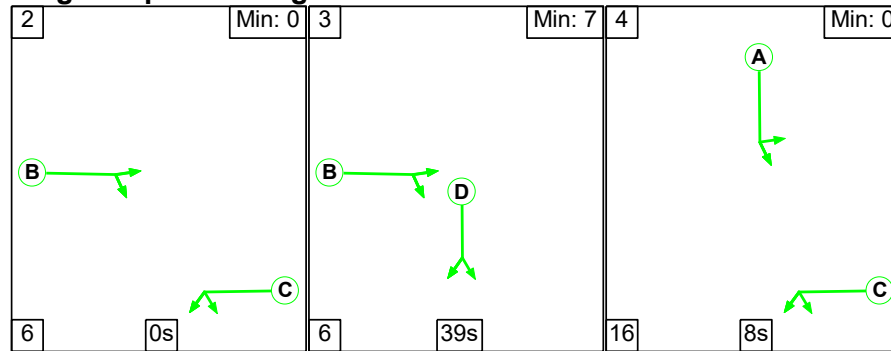
11/2	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	516	516	-	-	-	1.8	0.7	-	2.5	17.4	6.3	0.7	7.0	
12/2+12/3	1395	1395	-	-	-	5.7	4.5	-	10.2	26.2	13.0	4.5	17.5	
13/2+13/1	1082	1082	-	-	-	4.8	5.1	-	9.9	32.9	9.9	5.1	15.0	
13/3	651	651	-	-	-	3.0	2.3	-	5.3	29.4	9.8	2.3	12.1	
14/1	785	785	-	-	-	2.7	1.6	-	4.2	19.4	11.3	1.6	12.9	
14/2	838	838	-	-	-	2.4	2.1	-	4.5	19.2	13.2	2.1	15.3	
14/3	652	652	-	-	-	4.8	0.9	-	5.6	31.0	10.9	0.9	11.7	
15/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	458	458	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
16/2	934	934	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
16/3	911	911	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
17/1	333	333	-	-	-	1.6	0.6	-	2.2	23.4	4.5	0.6	5.1	
17/2	355	355	-	-	-	1.7	0.6	-	2.3	22.9	4.8	0.6	5.4	
18/1	660	660	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
19/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	306	306	612	0	0	0.6	0.7	-	1.2	14.6	1.9	0.7	2.6	
20/3	357	357	357	0	0	1.2	7.6	-	8.8	88.4	5.8	7.6	13.3	
21/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07			PRC for Signalled Lanes (%): -29.6 PRC for Signalled Lanes (%): -4.7 PRC Over All Lanes (%): -29.6			Total Delay for Signalled Lanes (pcuHr): 156.16 Total Delay for Signalled Lanes (pcuHr): 46.62 Total Delay Over All Lanes(pcuHr): 244.61			Cycle Time (s): 75 Cycle Time (s): 60					

Detailed Input Data And Results

Scenario 13: '2a 2038 WD AM' (FG13: '2a 2038 WD AM Base', Plan 1: 'Network Control Plan 1 AM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



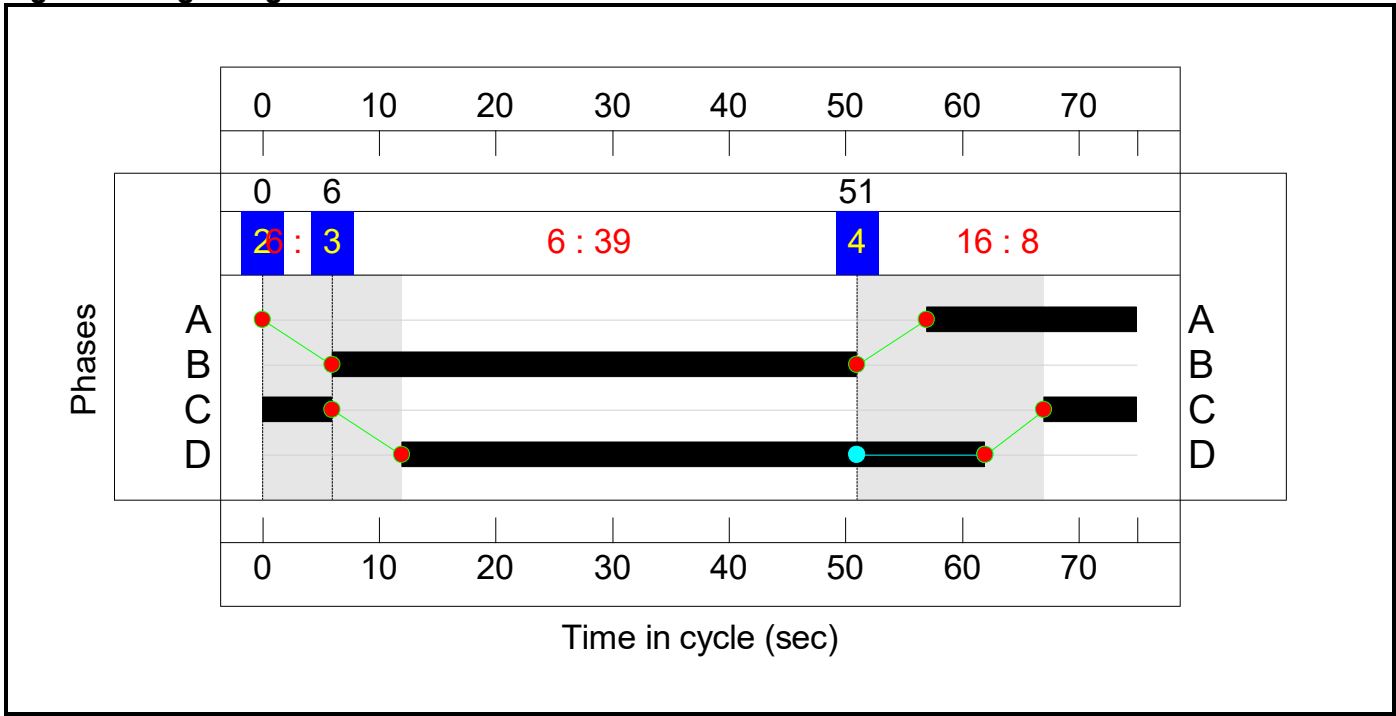
Stage Timings

Stage	2	3	4
Duration	0	39	8
Change Point	0	6	51

Phase Timings

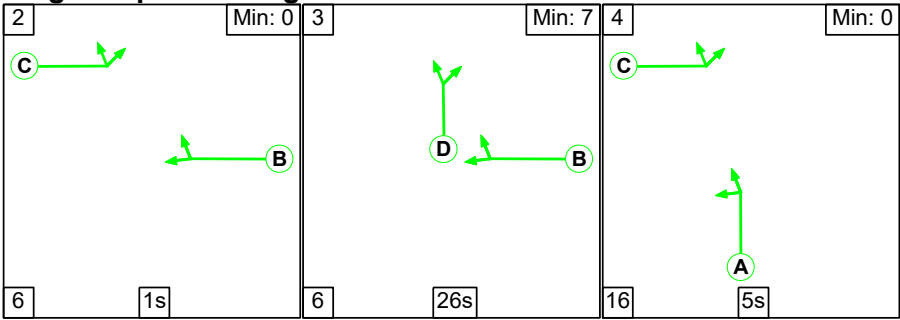
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	18	57	0
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	45	6	51
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	14	67	6
D	East Circ Right Ahead East Circ	Traffic	50	12	62

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

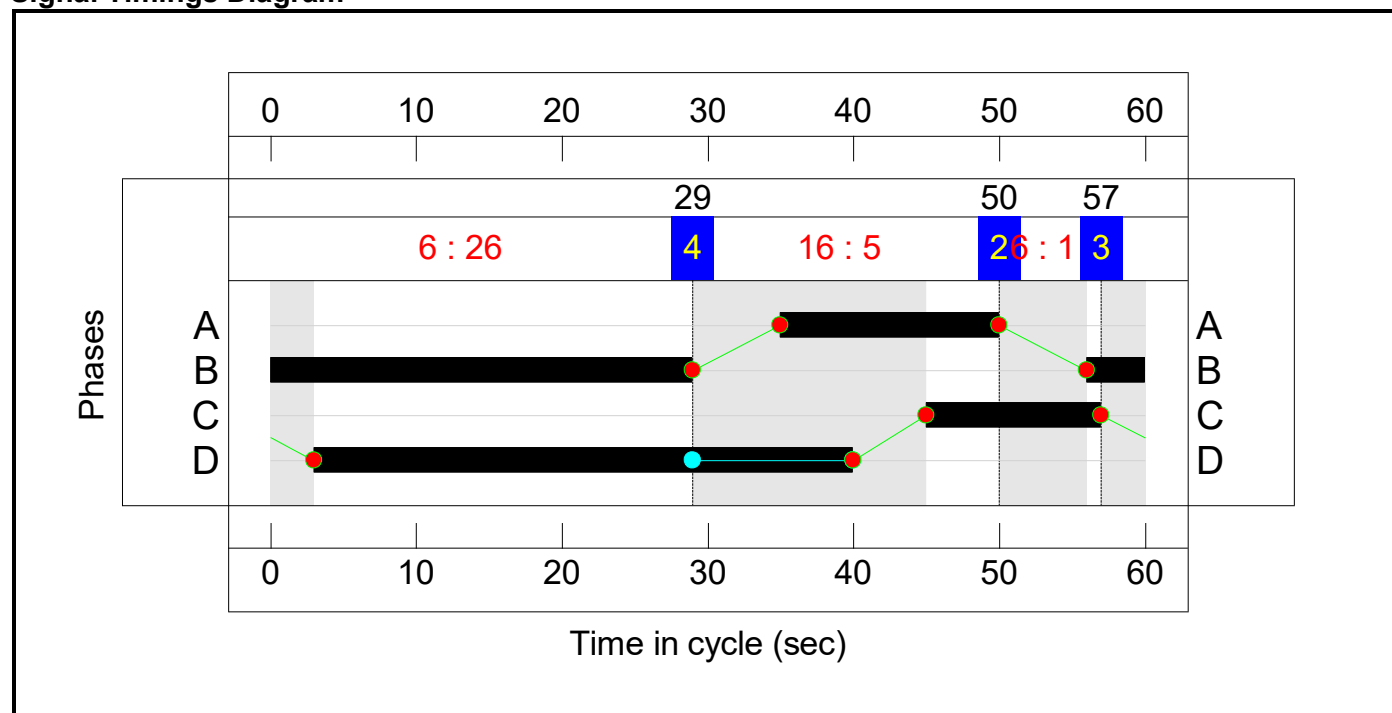


Stage Timings

Stage	2	3	4
Duration	1	26	5
Change Point	50	57	29

Phase Timings

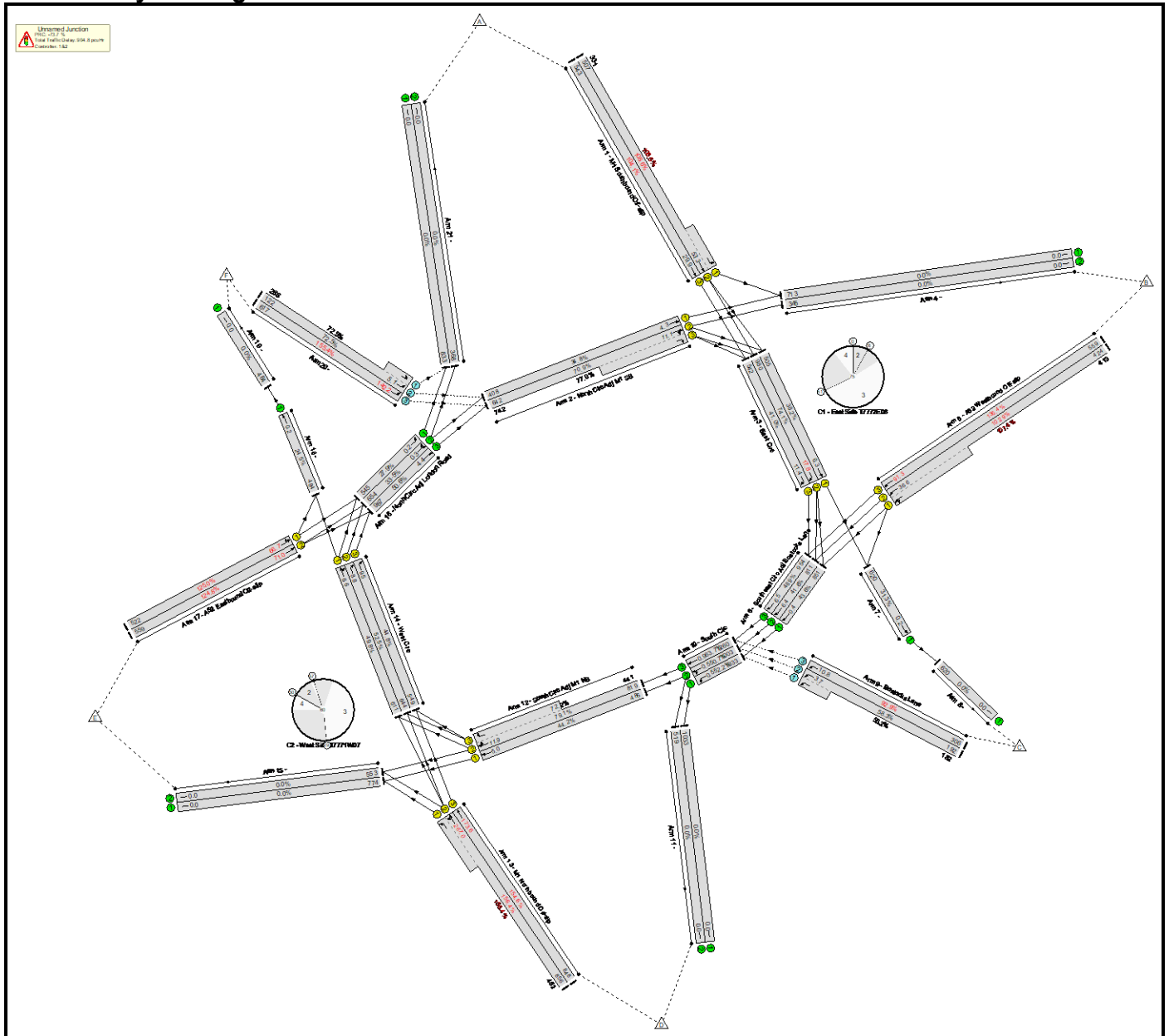
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	15	35	50
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	33	56	29
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	12	45	57
D	West Circ Right Ahead West Circ	Traffic	37	3	40

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	57	0
1/2	M1 Southbound Off-slip Ahead	U	A	57	0
1/3	M1 Southbound Off-slip Ahead	U	A	57	0
2/1	North Circ Adj M1 SB Ahead	U	B	6	51
2/2	North Circ Adj M1 SB Right Ahead	U	B	6	51
2/3	North Circ Adj M1 SB Right	U	B	6	51
3/1	East Circ Ahead	U	D	12	62
3/2	East Circ Right	U	D	12	62
3/3	East Circ Right	U	D	12	62
5/1	A52 Westbound Off-slip Ahead Left	U	C	67	6
5/2	A52 Westbound Off-slip Ahead	U	C	67	6
5/3	A52 Westbound Off-slip Ahead	U	C	67	6
12/1	South Circ Adj M1 NB Ahead	U	B	56	29
12/2	South Circ Adj M1 NB Right Ahead	U	B	56	29
12/3	South Circ Adj M1 NB Right	U	B	56	29
13/1	M1 Northbound Off-slip Left	U	A	35	50
13/2	M1 Northbound Off-slip Ahead Left	U	A	35	50
13/3	M1 Northbound Off-slip Ahead	U	A	35	50
14/1	West Circ Right Ahead	U	D	3	40
14/2	West Circ Right	U	D	3	40
14/3	West Circ Right	U	D	3	40
17/1	A52 Eastbound Off-slip Ahead Left	U	C	45	57
17/2	A52 Eastbound Off-slip Ahead	U	C	45	57

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	156.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	156.4%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	18	-	-	838	2056:1915	467+305	108.6 : 108.6%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	18	-	-	543	2059	522	104.1%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	45	-	-	522	1908	1170	34.8%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	45	-	-	2012	1906:1904	904+964	70.9 : 77.0%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	50	-	-	667	1946	1323	38.2%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	50	-	-	1287	1945	1323	74.1%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	50	-	-	574	1943	1321	41.0%
4/1		U	N/A	N/A	-		-	-	-	-	853	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	534	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	14	-	-	837	2061:1923	412+385	102.9 : 107.4%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	14	-	-	559	2064	413	135.4%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1086	1953	1953	43.6%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	915	1952	1952	41.6%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1133	1951	1951	48.9%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	790	1980	1980	31.3%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	790	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	374	1923:1919	329+329	58.3 : 55.2%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	306	1926	329	92.9%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	1268	1980	1980	52.2%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1107	1980	1980	50.7%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1439	1980	1980	63.7%
11/1		U	N/A	N/A	-		-	-	-	-	1268	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	552	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	33	-	-	555	1936	1097	44.2%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	33	-	-	1439	1932:1931	1035+611	79.1 : 72.2%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	15	-	-	1308	2053:1912	547+289	156.4 : 156.4%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	15	-	-	848	2057	549	154.6%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	37	-	-	786	1937	1227	49.8%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	37	-	-	851	1935	1226	52.5%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	37	-	-	848	1932	1224	44.8%
15/1		U	N/A	N/A	-		-	-	-	-	1007	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	658	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	666	1952	1952	27.9%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	863	1950	1950	33.5%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1395	1950	1950	50.6%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	12	-	-	522	1928	418	125.0%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	12	-	-	559	2067	448	124.8%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	642	1980	1980	24.5%
19/1		U	N/A	N/A	-		-	-	-	-	642	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	410	2061:1921	168+397	72.5 : 72.5%
20/3	Left	O	N/A	N/A	-		-	-	-	-	617	1928	397	155.4%
21/1		U	N/A	N/A	-		-	-	-	-	954	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	463	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	2271	0	0	115.0	789.9	0.0	904.8	-	-	-	-	
Unnamed Junction	-	-	2271	0	0	115.0	789.9	0.0	904.8	-	-	-	-	
1/2+1/1	838	772	-	-	-	8.8	38.6	-	47.4	203.5	14.6	38.6	53.3	
1/3	543	522	-	-	-	5.2	18.2	-	23.3	154.6	11.8	18.2	29.9	
2/1	408	408	-	-	-	0.8	0.3	-	1.1	9.5	4.1	0.3	4.3	
2/2+2/3	1384	1384	-	-	-	3.4	1.4	-	4.8	12.5	9.7	1.4	11.1	
3/1	505	505	-	-	-	0.9	0.3	-	1.2	8.8	6.0	0.3	6.3	
3/2	980	980	-	-	-	1.9	1.4	-	3.3	12.2	16.4	1.4	17.8	
3/3	542	542	-	-	-	2.9	0.3	-	3.2	21.5	11.1	0.3	11.4	
4/1	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	345	345	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	837	797	-	-	-	8.2	27.7	-	35.8	154.2	9.0	27.7	36.6	
5/3	559	413	-	-	-	10.7	75.0	-	85.7	551.7	16.3	75.0	91.3	
6/1	851	851	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4	
6/2	811	811	-	-	-	0.0	0.4	-	0.4	1.7	6.0	0.4	6.4	
6/3	954	954	-	-	-	0.0	0.5	-	0.5	1.9	6.0	0.5	6.5	
7/1	620	620	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
8/1	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	374	374	748	0	0	1.0	0.7	-	1.7	16.0	3.0	0.7	3.7	
9/3	306	306	306	0	0	1.4	4.7	-	6.1	71.6	6.1	4.7	10.8	
10/1	1033	1033	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5	
10/2	1003	1003	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5	
10/3	1260	1260	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9	
11/1	1033	1033	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

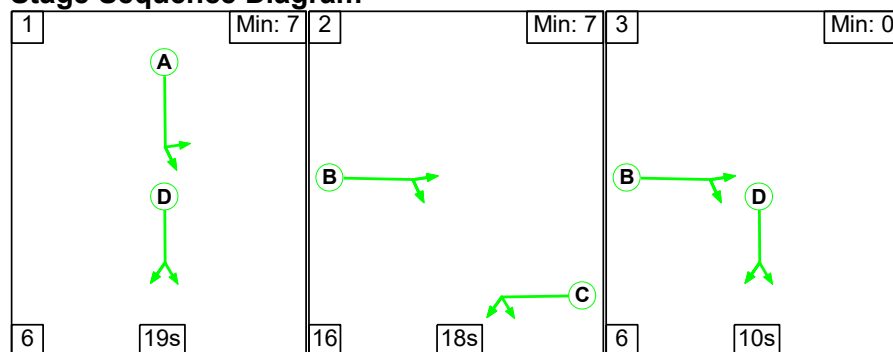
11/2	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	485	485	-	-	-	1.0	0.4	-	1.4	10.5	4.6	0.4	5.0	
12/2+12/3	1260	1260	-	-	-	3.1	1.6	-	4.7	13.5	10.2	1.6	11.9	
13/2+13/1	1308	837	-	-	-	20.0	237.1	-	257.1	707.6	29.9	237.1	267.0	
13/3	848	549	-	-	-	14.8	151.1	-	165.9	704.5	22.5	151.1	173.6	
14/1	611	611	-	-	-	1.0	0.5	-	1.5	8.9	6.1	0.5	6.6	
14/2	644	644	-	-	-	1.3	0.6	-	1.8	10.2	8.3	0.6	8.8	
14/3	549	549	-	-	-	3.1	0.4	-	3.5	23.1	9.1	0.4	9.5	
15/1	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	545	545	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2	
16/2	654	654	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3	
16/3	987	987	-	-	-	0.0	0.5	-	0.5	1.9	3.9	0.5	4.4	
17/1	522	418	-	-	-	7.1	54.5	-	61.6	424.9	12.2	54.5	66.7	
17/2	559	448	-	-	-	7.6	58.0	-	65.6	422.2	13.0	58.0	71.0	
18/1	484	484	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
19/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	410	410	820	0	0	0.8	1.3	-	2.1	18.3	3.8	1.3	5.1	
20/3	617	397	397	0	0	10.0	111.4	-	121.4	708.1	30.9	111.4	142.2	
21/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07														
PRC for Signalled Lanes (%):					-50.5	Total Delay for Signalled Lanes (pcuHr):					205.91	Cycle Time (s): 75		
PRC for Signalled Lanes (%):					-73.7	Total Delay for Signalled Lanes (pcuHr):					563.21	Cycle Time (s): 60		
PRC Over All Lanes (%):					-73.7	Total Delay Over All Lanes(pcuHr):					904.84			

Detailed Input Data And Results

Scenario 14: '2a 2038 WD PM' (FG14: '2a 2038 WD PM Base', Plan 2: 'Network Control Plan 2 PM')

Controller :C1 - East Side T7772E06

Stage Sequence Diagram



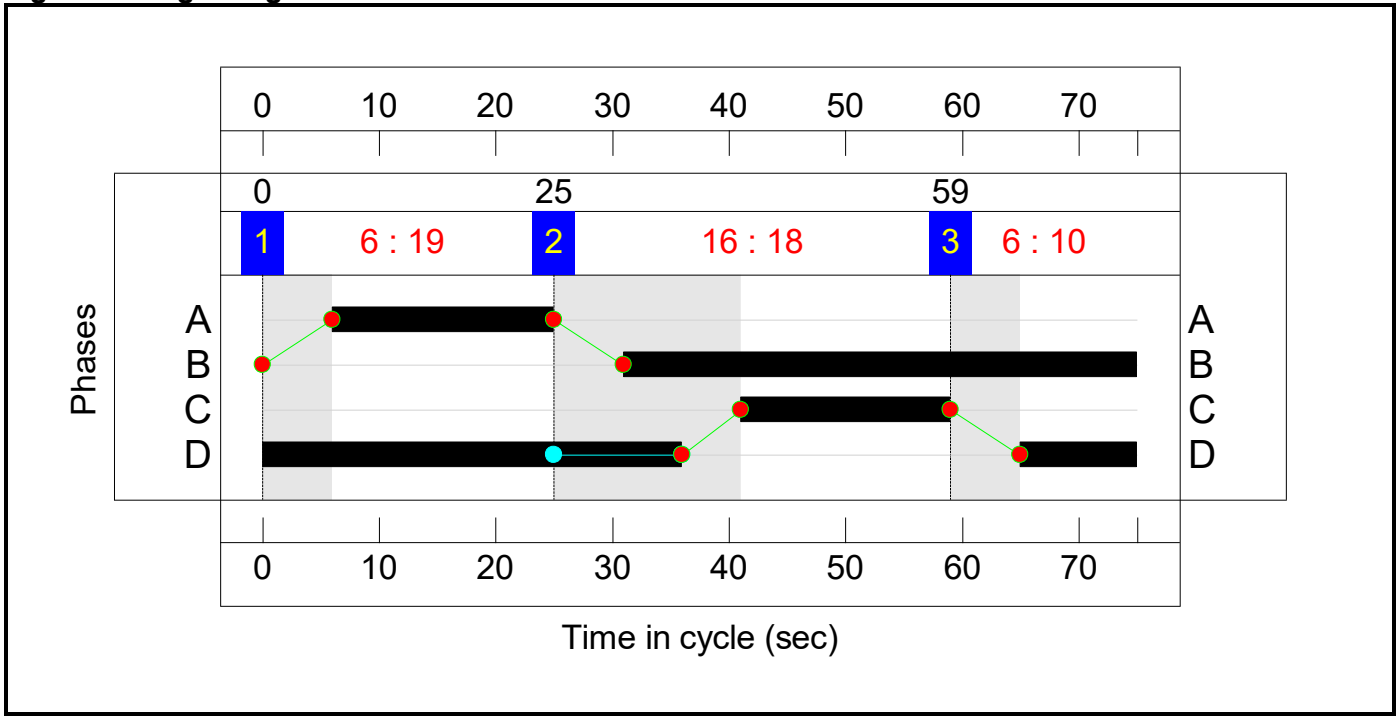
Stage Timings

Stage	1	2	3
Duration	19	18	10
Change Point	0	25	59

Phase Timings

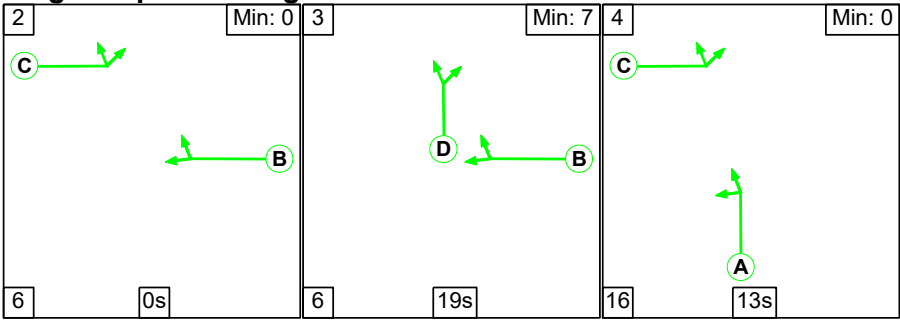
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Southbound Off-slip Ahead Left M1 Southbound Off-slip	Traffic	19	6	25
B	North Circ Adj M1 SB Right Ahead Eastbound Circ	Traffic	44	31	0
C	A52 Westbound Off-slip Ahead Left A52 Westbound	Traffic	18	41	59
D	East Circ Right Ahead East Circ	Traffic	46	65	36

Signal Timings Diagram



Controller :C2 - West Side T7771W07

Stage Sequence Diagram

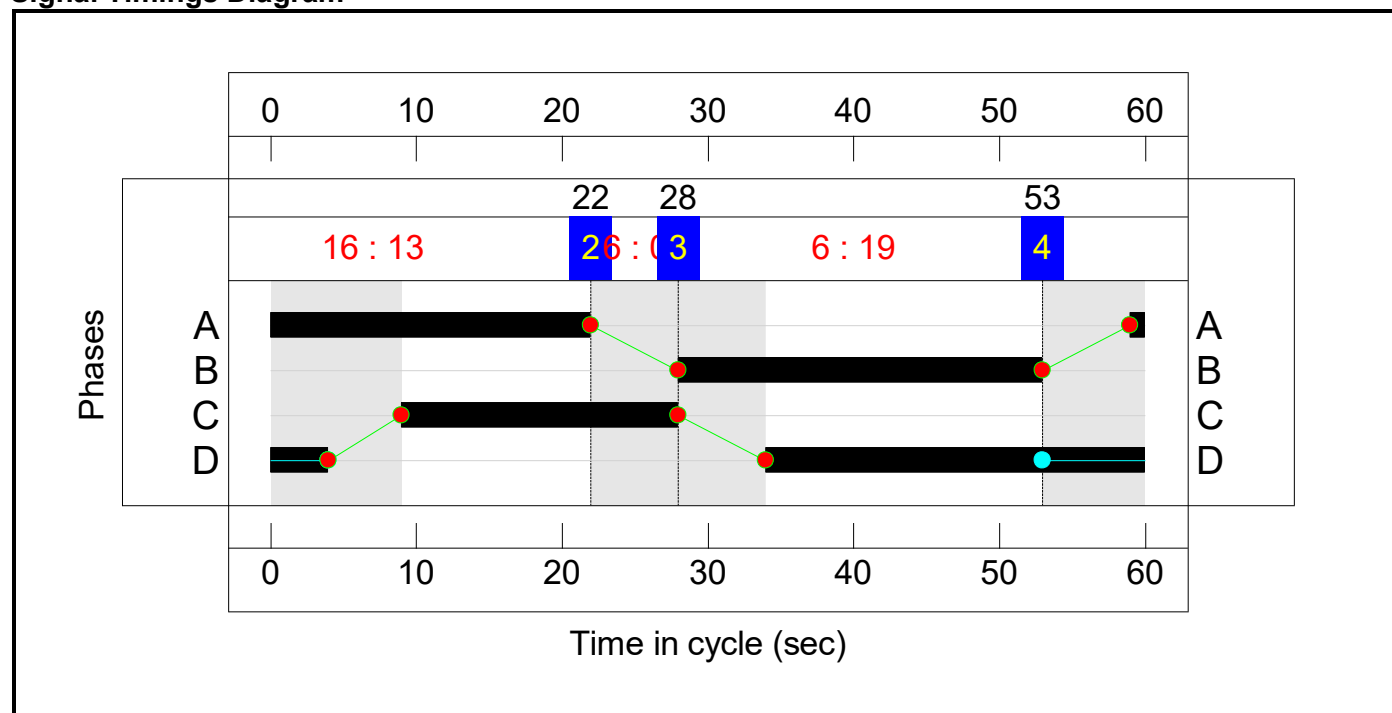


Stage Timings

Stage	2	3	4
Duration	0	19	13
Change Point	22	28	53

Phase Timings

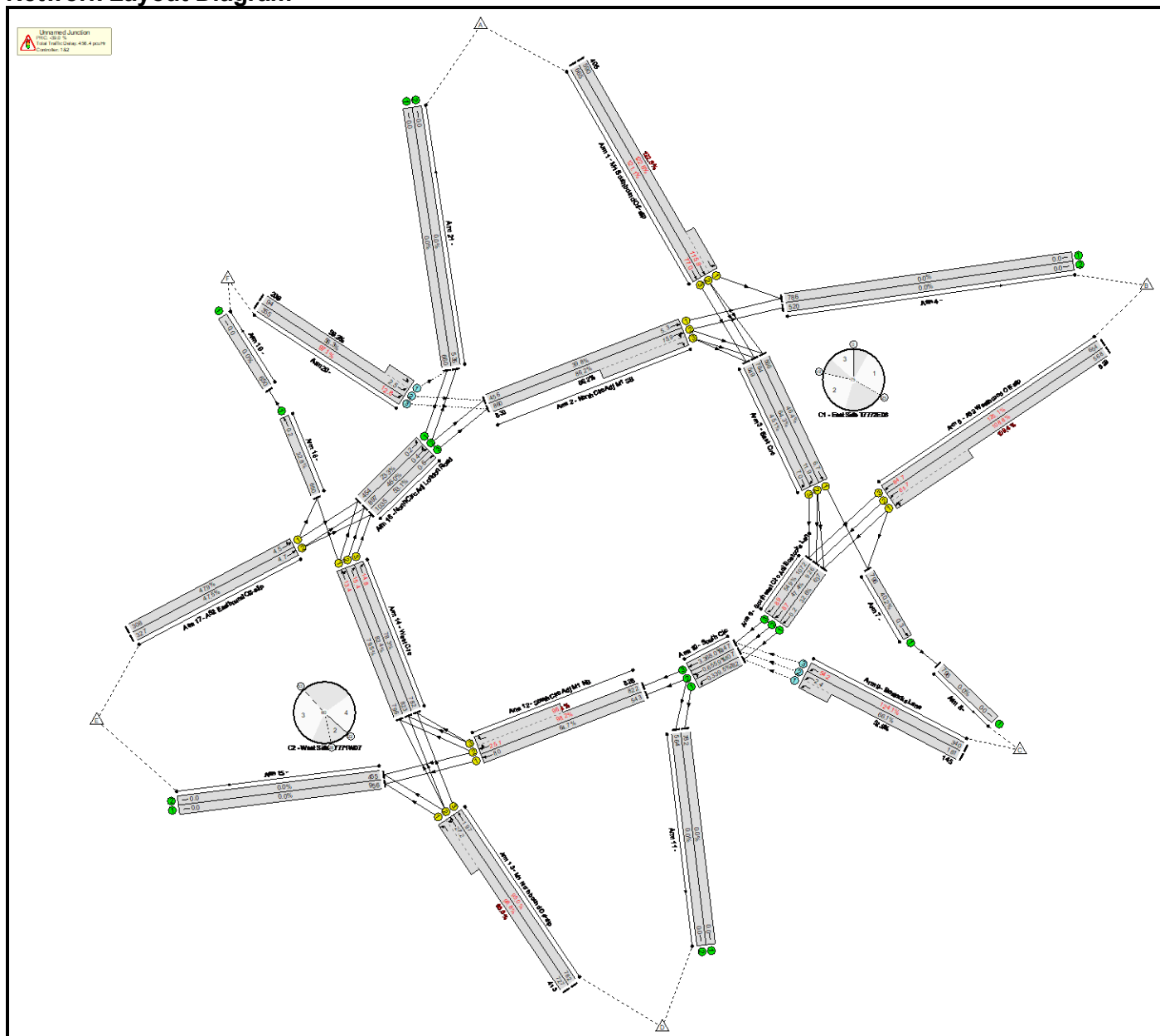
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M1 Northbound Off-slip Ahead Left M1 Northbound Off-slip	Traffic	23	59	22
B	South Circ Adj M1 NB Right Ahead Westbound Circ	Traffic	25	28	53
C	A52 Eastbound Off-slip Ahead Left A52 Eastbound Entry	Traffic	19	9	28
D	West Circ Right Ahead West Circ	Traffic	30	34	4

Signal Timings Diagram

Lane Green Times

Junction: Unnamed Junction					
Lane	Description	Type	Phases	Start Green	End Green
1/1	M1 Southbound Off-slip Left	U	A	6	25
1/2	M1 Southbound Off-slip Ahead	U	A	6	25
1/3	M1 Southbound Off-slip Ahead	U	A	6	25
2/1	North Circ Adj M1 SB Ahead	U	B	31	0
2/2	North Circ Adj M1 SB Right Ahead	U	B	31	0
2/3	North Circ Adj M1 SB Right	U	B	31	0
3/1	East Circ Ahead	U	D	65	36
3/2	East Circ Right	U	D	65	36
3/3	East Circ Right	U	D	65	36
5/1	A52 Westbound Off-slip Ahead Left	U	C	41	59
5/2	A52 Westbound Off-slip Ahead	U	C	41	59
5/3	A52 Westbound Off-slip Ahead	U	C	41	59
12/1	South Circ Adj M1 NB Ahead	U	B	28	53
12/2	South Circ Adj M1 NB Right Ahead	U	B	28	53
12/3	South Circ Adj M1 NB Right	U	B	28	53
13/1	M1 Northbound Off-slip Left	U	A	59	22
13/2	M1 Northbound Off-slip Ahead Left	U	A	59	22
13/3	M1 Northbound Off-slip Ahead	U	A	59	22
14/1	West Circ Right Ahead	U	D	34	4
14/2	West Circ Right	U	D	34	4
14/3	West Circ Right	U	D	34	4
17/1	A52 Eastbound Off-slip Ahead Left	U	C	9	28
17/2	A52 Eastbound Off-slip Ahead	U	C	9	28

Network Layout Diagram



Detailed Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: EMG2	-	-	N/A	-	-		-	-	-	-	-	-	-	125.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	-	125.1%
1/2+1/1	M1 Southbound Off-slip Ahead Left	U	N/A	N/A	C1:A		1	19	-	-	995	2056:1915	480+330	122.8 : 122.8%
1/3	M1 Southbound Off-slip Ahead	U	N/A	N/A	C1:A		1	19	-	-	665	2059	549	121.1%
2/1	North Circ Adj M1 SB Ahead	U	N/A	N/A	C1:B		1	44	-	-	471	1908	1145	39.8%
2/2+2/3	North Circ Adj M1 SB Right Ahead	U	N/A	N/A	C1:B		1	44	-	-	1390	1906:1904	998+615	86.2 : 86.2%
3/1	East Circ Ahead	U	N/A	N/A	C1:D		1	46	-	-	618	1946	1219	46.4%
3/2	East Circ Right	U	N/A	N/A	C1:D		1	46	-	-	842	1945	1219	64.3%
3/3	East Circ Right	U	N/A	N/A	C1:D		1	46	-	-	665	1943	1218	45.1%
4/1		U	N/A	N/A	-		-	-	-	-	876	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	-	520	Inf	Inf	0.0%
5/2+5/1	A52 Westbound Off-slip Ahead Left	U	N/A	N/A	C1:C		1	18	-	-	1096	2061:1923	522+487	108.8 : 108.4%
5/3	A52 Westbound Off-slip Ahead	U	N/A	N/A	C1:C		1	18	-	-	654	2064	523	125.1%
6/1	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	659	1953	1953	32.6%
6/2	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1030	1952	1952	47.4%
6/3	Southeast Circ Adj Bostocks Lane Ahead	U	N/A	N/A	-		-	-	-	-	1319	1951	1951	54.9%
7/1	Ahead	U	N/A	N/A	-		-	-	-	-	867	1980	1980	40.2%

Detailed Input Data And Results

8/1		U	N/A	N/A	-		-	-	-	-	867	Inf	Inf	0.0%
9/2+9/1	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	326	1923:1919	274+274	66.1 : 52.9%
9/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	340	1926	274	124.1%
10/1	South Circ Left	U	N/A	N/A	-		-	-	-	-	804	1980	1980	39.5%
10/2	South Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1211	1980	1980	55.9%
10/3	South Circ Ahead	U	N/A	N/A	-		-	-	-	-	1659	1980	1980	68.0%
11/1		U	N/A	N/A	-		-	-	-	-	804	Inf	Inf	0.0%
11/2		U	N/A	N/A	-		-	-	-	-	610	Inf	Inf	0.0%
12/1	South Circ Adj M1 NB Ahead	U	N/A	N/A	C2:B		1	25	-	-	601	1936	839	64.7%
12/2+12/3	South Circ Adj M1 NB Right Ahead	U	N/A	N/A	C2:B		1	25	-	-	1659	1932:1931	837+545	98.2 : 96.4%
13/2+13/1	M1 Northbound Off-slip Ahead Left	U	N/A	N/A	C2:A		1	23	-	-	1140	2053:1912	736+418	98.8 : 98.8%
13/3	M1 Northbound Off-slip Ahead	U	N/A	N/A	C2:A		1	23	-	-	782	2057	823	95.0%
14/1	West Circ Right Ahead	U	N/A	N/A	C2:D		1	30	-	-	894	1937	1001	79.5%
14/2	West Circ Right	U	N/A	N/A	C2:D		1	30	-	-	952	1935	1000	82.4%
14/3	West Circ Right	U	N/A	N/A	C2:D		1	30	-	-	782	1932	998	78.3%
15/1		U	N/A	N/A	-		-	-	-	-	1014	Inf	Inf	0.0%
15/2		U	N/A	N/A	-		-	-	-	-	540	Inf	Inf	0.0%
16/1	North Circ Adj London Road Left	U	N/A	N/A	-		-	-	-	-	498	1952	1952	23.3%
16/2	North Circ Adj London Road Ahead Left	U	N/A	N/A	-		-	-	-	-	1026	1950	1950	46.0%

Detailed Input Data And Results

16/3	North Circ Adj London Road Ahead	U	N/A	N/A	-		-	-	-	-	1035	1950	1950	53.1%
17/1	A52 Eastbound Off-slip Ahead Left	U	N/A	N/A	C2:C		1	19	-	-	308	1928	643	47.9%
17/2	A52 Eastbound Off-slip Ahead	U	N/A	N/A	C2:C		1	19	-	-	327	2067	689	47.5%
18/1	Ahead	U	N/A	N/A	-		-	-	-	-	704	1980	1980	32.8%
19/1		U	N/A	N/A	-		-	-	-	-	704	Inf	Inf	0.0%
20/2+20/1	Left Left2	O	N/A	N/A	-		-	-	-	-	300	2061:1921	167+366	56.3 : 56.3%
20/3	Left	O	N/A	N/A	-		-	-	-	-	355	1928	366	97.1%
21/1		U	N/A	N/A	-		-	-	-	-	704	Inf	Inf	0.0%
21/2		U	N/A	N/A	-		-	-	-	-	649	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: EMG2	-	-	1881	0	0	89.4	367.0	0.0	456.4	-	-	-	-	
Unnamed Junction	-	-	1881	0	0	89.4	367.0	0.0	456.4	-	-	-	-	
1/2+1/1	995	810	-	-	-	14.2	95.0	-	109.1	394.8	20.8	95.0	115.8	
1/3	665	549	-	-	-	9.3	60.7	-	70.1	379.2	16.3	60.7	77.0	
2/1	456	456	-	-	-	1.0	0.3	-	1.3	10.5	4.9	0.3	5.3	
2/2+2/3	1390	1390	-	-	-	3.8	3.0	-	6.9	17.8	12.9	3.0	15.9	
3/1	566	566	-	-	-	1.2	0.4	-	1.7	10.6	6.3	0.4	6.7	
3/2	784	784	-	-	-	2.7	0.9	-	3.6	16.7	11.0	0.9	11.9	
3/3	549	549	-	-	-	0.2	0.4	-	0.6	4.2	6.6	0.4	7.0	
4/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2+5/1	1096	1009	-	-	-	10.9	49.0	-	59.8	196.6	12.8	49.0	61.7	
5/3	654	523	-	-	-	9.0	68.0	-	77.0	423.8	16.7	68.0	84.7	
6/1	637	637	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
6/2	926	926	-	-	-	0.0	0.5	-	0.5	1.9	8.3	0.5	8.7	
6/3	1072	1072	-	-	-	0.0	0.6	-	0.6	2.2	8.3	0.6	8.9	
7/1	796	796	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
8/1	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2+9/1	326	326	652	0	0	0.4	0.7	-	1.2	13.0	1.7	0.7	2.4	
9/3	340	274	274	0	0	3.8	35.4	-	39.2	415.2	18.8	35.4	54.2	
10/1	782	782	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3	
10/2	1107	1107	-	-	-	0.0	0.6	-	0.6	2.1	0.0	0.6	0.6	
10/3	1347	1347	-	-	-	0.0	1.1	-	1.1	2.8	2.2	1.1	3.3	
11/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

11/2	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
12/1	543	543	-	-	-	2.0	0.9	-	2.9	19.4	7.1	0.9	8.0	
12/2+12/3	1347	1347	-	-	-	5.8	11.6	-	17.4	46.4	13.5	11.6	25.1	
13/2+13/1	1140	1140	-	-	-	5.0	13.8	-	18.8	59.5	13.4	13.8	27.2	
13/3	782	782	-	-	-	3.8	7.1	-	10.9	50.1	12.6	7.1	19.7	
14/1	796	796	-	-	-	2.8	1.9	-	4.7	21.2	11.5	1.9	13.4	
14/2	823	823	-	-	-	2.7	2.3	-	4.9	21.5	13.2	2.3	15.4	
14/3	782	782	-	-	-	6.0	1.8	-	7.8	35.8	13.0	1.8	14.8	
15/1	956	956	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	454	454	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2	
16/2	897	897	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4	
16/3	1035	1035	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6	
17/1	308	308	-	-	-	1.4	0.5	-	1.8	21.2	4.0	0.5	4.5	
17/2	327	327	-	-	-	1.4	0.5	-	1.9	20.8	4.3	0.5	4.7	
18/1	650	650	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
19/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
20/2+20/1	300	300	600	0	0	0.6	0.6	-	1.2	14.6	1.9	0.6	2.5	
20/3	355	355	355	0	0	1.3	7.1	-	8.4	85.2	5.7	7.1	12.8	
21/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
21/2	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 - East Side T7772E06 C2 - West Side T7771W07 PRC for Signalled Lanes (%): -39.0 PRC for Signalled Lanes (%): -9.8 PRC Over All Lanes (%): -39.0 Total Delay for Signalled Lanes (pcuHr): 330.15 Total Delay for Signalled Lanes (pcuHr): 71.12 Total Delay Over All Lanes(pcuHr): 456.39 Cycle Time (s): 75 Cycle Time (s): 60														

APPENDIX 60: Junction 15: Station Road/Broad Rushes Roundabout Stage 1A/2A Modelling Results

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

Filename: 250819 Station Road_Broad Rushes roundabout (LANE SIM)_Stage_1a.j11

Path: J:\2022\220500-East Midlands Gateway Phase 2 (1)\ProjectDelivery\01-WIP\DesignAndCalculations\T&I Planning\Traffic Models\15. Station Road_Broad Rushes roundabout (Castle Donington)

Report generation date: 19/08/2025 14:42:59

»2022 | base | AM
 »2022 | base | PM
 »2028 | WoD Flows | AM
 »2028 | WoD Flows | PM
 »2028 | WD Flows | AM
 »2028 | WD Flows | PM
 »2038 | WoD Flows | AM
 »2038 | WoD Flows | PM
 »2038 | WD Flows | AM
 »2038 | WD Flows | PM
 »2028 | 2a WD Flows | AM
 »2028 | 2a WD Flows | PM
 »2038 | 2a WD Flows | AM
 »2038 | 2a WD Flows | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	[Lane Simulation] - 2022 - base									
1 - Station Road (N)	D1	3.0	8.25	0.67	A	D2	2.2	7.02	0.58	A
2 - Station Road (S)		1.6	9.12	0.49	A		4.6	23.39	0.85	C
3 - Broad Rushes		1.1	6.95	0.47	A		1.8	10.84	0.65	B
	[Lane Simulation] - 2028 - 2a WD Flows									
1 - Station Road (N)	D11	7.9	18.72	0.83	C	D12	1.3	5.90	0.45	A
2 - Station Road (S)		0.2	6.69	0.11	A		0.3	5.31	0.13	A
3 - Broad Rushes		3.5	14.55	0.75	B		4.1	18.60	0.82	C
	[Lane Simulation] - 2028 - WD Flows									
1 - Station Road (N)	D5	7.4	18.38	0.85	C	D6	2.7	7.84	0.63	A
2 - Station Road (S)		1.2	9.97	0.49	A		8.0	39.01	0.90	E
3 - Broad Rushes		3.5	15.82	0.75	C		3.3	16.11	0.73	C
	[Lane Simulation] - 2028 - WoD Flows									
1 - Station Road (N)	D3	7.3	16.63	0.83	C	D4	3.4	9.07	0.68	A
2 - Station Road (S)		0.9	9.61	0.46	A		10.2	46.20	0.91	E
3 - Broad Rushes		2.8	13.90	0.70	B		6.0	24.11	0.82	C
	[Lane Simulation] - 2038 - 2a WD Flows									
1 - Station Road (N)	D13	5.8	14.99	0.81	B	D14	3.0	8.25	0.65	A
2 - Station Road (S)		0.9	10.50	0.44	B		0.5	7.25	0.33	A
3 - Broad Rushes		5.4	24.81	0.81	C		8.6	34.84	0.90	D
	[Lane Simulation] - 2038 - WD Flows									
1 - Station Road (N)	D9	9.7	21.15	0.87	C	D10	5.2	12.72	0.81	B
2 - Station Road (S)		7.6	42.26	0.87	E		40.9	157.53	1.07	F
3 - Broad Rushes		51.7	171.50	1.08	F		14.7	62.36	0.95	F
	[Lane Simulation] - 2038 - WoD Flows									
1 - Station Road (N)	D7	8.4	19.85	0.87	C	D8	4.7	12.23	0.77	B
2 - Station Road (S)		4.0	24.45	0.80	C		33.5	135.43	1.07	F
3 - Broad Rushes		39.0	132.26	1.07	F		13.0	58.10	0.95	F

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

File summary

File Description

Title	Station Road_Broad Rushes roundabout
Location	
Site number	Junction 15
Date	18/10/2023
Version	
Status	(new file)
Identifier	Aaiza
Client	
Jobnumber	220500
Enumerator	BWB\Aaiza.Shafiq
Description	

Units

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

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Relaxation factor for capacity/RFC runs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials
Delay	1.00	100000	100000	Calculate for all arms	3.00	-1	3	1	60	✓			1240491363	58

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2028	WoD Flows	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028	WoD Flows	PM	ONE HOUR	16:45	18:15	15	✓
D5	2028	WD Flows	AM	ONE HOUR	07:45	09:15	15	✓
D6	2028	WD Flows	PM	ONE HOUR	16:45	18:15	15	✓
D7	2038	WoD Flows	AM	ONE HOUR	07:45	09:15	15	✓
D8	2038	WoD Flows	PM	ONE HOUR	16:45	18:15	15	✓
D9	2038	WD Flows	AM	ONE HOUR	07:45	09:15	15	✓
D10	2038	WD Flows	PM	ONE HOUR	16:45	18:15	15	✓
D11	2028	2a WD Flows	AM	ONE HOUR	07:45	09:15	15	✓
D12	2028	2a WD Flows	PM	ONE HOUR	16:45	18:15	15	✓
D13	2038	2a WD Flows	AM	ONE HOUR	07:45	09:15	15	✓
D14	2038	2a WD Flows	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Use Lane Simulation	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
AL	✓	✓	100.000	100.000

2022 | base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.13	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.13	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Station Road (N)		
2	Station Road (S)		
3	Broad Rushes		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Station Road (N)	3.44	7.51	62.0	28.0	50.0	45.2		
2 - Station Road (S)	3.80	7.58	24.0	46.0	50.0	32.6		
3 - Broad Rushes	3.58	9.41	28.0	35.0	50.0	26.4		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Station Road (N)	0.651	1982
2 - Station Road (S)	0.661	1949
3 - Broad Rushes	0.716	2217

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

Arm Capacity Adjustments

Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
1 - Station Road (N)	Direct		100

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - Station Road (N)	Evenly split	10.00
2 - Station Road (S)	Evenly split	10.00
3 - Broad Rushes	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - Station Road (N)	Entry	1	1	2	✓	7.00			0	99999	
			2	1, 3	✓	7.00			0	99999	
			2	1	(1, 3, 2)				Infinity		
	Exit	1	1			Infinity					
2 - Station Road (S)	Entry	1	1	3	✓	5.00			0	99999	
			2	1, 2	✓	5.00			0	99999	
			2	1	(1, 3, 2)				Infinity		
	Exit	1	1			Infinity					
3 - Broad Rushes	Entry	1	1	1	✓	7.00			0	99999	
			2	3, 2	✓	7.00			0	99999	
			2	1	(1, 3, 2)				Infinity		
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - Station Road (N)	Entry	1	1	0.325	991
			2	0.325	991
2 - Station Road (S)	Entry	1	1	0.330	974
			2	0.330	974
3 - Broad Rushes	Entry	1	1	0.358	1108
			2	0.358	1108

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm		
			Station Road (N)	Broad Rushes	Station Road (S)
1 - Station Road (N)	1	1			✓
		2	✓	✓	
	2	1	✓	✓	✓
3 - Broad Rushes	1	1	✓		
		2		✓	✓
	2	1	✓	✓	✓
2 - Station Road (S)	1	1		✓	
		2	✓		✓
	2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1126	100.000
2 - Station Road (S)		ONE HOUR	✓	371	100.000
3 - Broad Rushes		ONE HOUR	✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	626	500
	2 - Station Road (S)	349	0	22
	3 - Broad Rushes	414	12	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.67	8.25	3.0	A	1028	1542
2 - Station Road (S)	0.49	9.12	1.6	A	339	508
3 - Broad Rushes	0.47	6.95	1.1	A	391	586

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)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	833	208	9	1811	0.460	833	849	558	0.0	1.2	5.344	A
2 - Station Road (S)	265	66	374	902	0.293	265	270	468	0.0	0.4	5.888	A
3 - Broad Rushes	318	80	249	1056	0.301	318	317	391	0.0	0.6	5.338	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	998	249	7	1867	0.534	999	1015	690	1.2	1.6	6.163	A
2 - Station Road (S)	338	84	446	887	0.381	342	334	560	0.4	0.4	6.834	A
3 - Broad Rushes	376	94	322	1023	0.368	376	388	466	0.6	0.5	5.869	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1230	308	12	1840	0.669	1224	1241	839	1.6	3.0	8.245	A
2 - Station Road (S)	414	104	538	842	0.491	403	412	697	0.4	1.6	8.689	A
3 - Broad Rushes	478	119	378	1008	0.474	473	472	563	0.5	1.1	6.950	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1242	310	13	1861	0.667	1243	1248	815	3.0	2.6	8.102	A
2 - Station Road (S)	390	98	555	872	0.448	390	412	701	1.6	0.8	9.124	A
3 - Broad Rushes	459	115	369	988	0.464	459	474	576	1.1	0.6	6.404	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1009	252	10	1872	0.539	1015	1019	697	2.6	1.8	6.646	A
2 - Station Road (S)	342	85	443	884	0.386	343	343	582	0.8	0.7	7.097	A
3 - Broad Rushes	384	96	322	1007	0.382	385	389	464	0.6	0.6	5.782	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	857	214	7	1864	0.459	854	855	588	1.8	1.1	5.488	A
2 - Station Road (S)	283	71	382	904	0.313	284	283	480	0.7	0.5	6.134	A
3 - Broad Rushes	329	82	268	1070	0.307	328	331	398	0.6	0.5	5.262	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	459	1088	0.422	458	464	0.0	0.6	5.500	A
			2	1, 3	375	1088	0.344	374	385	0.0	0.6	5.132	A
		2	1	(1, 3, 2)	833			833	854	0.0	0.0	0.010	A
	Exit	1	1		558			558	564	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	16	851	0.019	17	15	0.0	0.0	4.128	A
			2	1, 2	248	851	0.292	249	255	0.0	0.4	5.985	A
		2	1	(1, 3, 2)	265			265	272	0.0	0.0	0.004	A
	Exit	1	1		468			468	472	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	308	1019	0.302	309	309	0.0	0.5	5.351	A
			2	3, 2	9	1019	0.009	9	8	0.0	0.0	3.146	A
		2	1	(1, 3, 2)	318			317	319	0.0	0.1	0.023	A
	Exit	1	1		391			391	400	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	554	1088	0.509	553	558	0.6	1.1	6.532	A
			2	1, 3	443	1088	0.407	446	457	0.6	0.5	5.644	A
		2	1	(1, 3, 2)	998			998	1017	0.0	0.0	0.029	A
	Exit	1	1		690			690	694	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	20	827	0.024	20	18	0.0	0.0	4.606	A
			2	1, 2	318	827	0.384	322	316	0.4	0.4	6.953	A
		2	1	(1, 3, 2)	338			338	335	0.0	0.0	0.010	A
	Exit	1	1		560			560	569	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	369	993	0.371	368	378	0.5	0.5	5.911	A
			2	3, 2	7	993	0.008	7	11	0.0	0.0	3.641	A
		2	1	(1, 3, 2)	376			376	388	0.1	0.0	0.036	A
	Exit	1	1		466			466	475	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	686	1087	0.631	686	696	1.1	1.8	8.786	A
			2	1, 3	542	1087	0.499	538	545	0.5	1.0	6.469	A
		2	1	(1, 3, 2)	1230			1228	1246	0.0	0.2	0.472	A
	Exit	1	1		839			839	846	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	25	796	0.031	25	25	0.0	0.0	4.845	A
			2	1, 2	387	796	0.486	378	387	0.4	1.4	8.581	A
		2	1	(1, 3, 2)	414			412	416	0.0	0.1	0.293	A
	Exit	1	1		697			697	709	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	466	973	0.479	462	459	0.5	1.1	6.960	A
			2	3, 2	12	973	0.012	12	13	0.0	0.0	3.796	A
		2	1	(1, 3, 2)	478			478	475	0.0	0.0	0.074	A
	Exit	1	1		563			563	570	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	686	1087	0.632	688	694	1.8	1.4	8.764	A
			2	1, 3	553	1087	0.509	555	555	1.0	1.0	6.469	A
		2	1	(1, 3, 2)	1242			1240	1247	0.2	0.2	0.355	A
	Exit	1	1		815			815	848	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	22	791	0.027	21	24	0.0	0.0	4.896	A
			2	1, 2	369	791	0.466	369	388	1.4	0.7	8.750	A
		2	1	(1, 3, 2)	390			390	409	0.1	0.0	0.646	A
	Exit	1	1		701			701	708	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	446	976	0.457	446	460	1.1	0.6	6.464	A
			2	3, 2	13	976	0.013	13	14	0.0	0.0	3.519	A
		2	1	(1, 3, 2)	459			459	472	0.0	0.0	0.028	A
	Exit	1	1		576			576	579	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	570	1088	0.524	572	568	1.4	1.1	7.177	A
			2	1, 3	437	1088	0.402	443	451	1.0	0.5	5.541	A
		2	1	(1, 3, 2)	1009			1007	1016	0.2	0.2	0.201	A
	Exit	1	1		697			697	700	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	21	828	0.025	21	21	0.0	0.1	4.468	A
			2	1, 2	322	828	0.389	322	322	0.7	0.6	7.146	A
		2	1	(1, 3, 2)	342			343	342	0.0	0.0	0.116	A
	Exit	1	1		582			582	578	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	374	993	0.377	375	378	0.6	0.6	5.844	A
			2	3, 2	10	993	0.010	10	11	0.0	0.0	3.533	A
		2	1	(1, 3, 2)	384			384	389	0.0	0.0	0.002	A
	Exit	1	1		464			464	472	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	473	1088	0.435	473	476	1.1	0.6	5.841	A
			2	1, 3	383	1088	0.352	382	378	0.5	0.5	5.020	A
		2	1	(1, 3, 2)	857			857	852	0.2	0.0	0.016	A
	Exit	1	1		588			588	589	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	16	848	0.019	16	16	0.1	0.0	4.290	A
			2	1, 2	266	848	0.314	268	266	0.6	0.5	6.224	A
		2	1	(1, 3, 2)	283			283	282	0.0	0.0	0.021	A
	Exit	1	1		480			480	484	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	322	1013	0.318	320	323	0.6	0.5	5.302	A
			2	3, 2	7	1013	0.007	7	8	0.0	0.0	3.663	A
		2	1	(1, 3, 2)	329			329	331	0.0	0.0	0.000	A
	Exit	1	1		398			398	395	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	459	115	991	1088	0.422	458	464	0.0	0.6	5.500	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	375	94	991	1088	0.344	374	385	0.0	0.6	5.132	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	459	115	-	-	-	459	467	0.0	0.0	0.010	A
				3	375	94	-	-	-	375	387	0.0	0.0	0.011	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	957	834	0.020	17	15	0.0	0.0	4.128	A
			2	1	248	62	974	849	0.293	249	255	0.0	0.4	5.985	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	248	62	-	-	-	248	257	0.0	0.0	0.004	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	-	-	-	16	15	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	308	77	1108	1020	0.302	309	309	0.0	0.5	5.351	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	9	2	1013	925	0.010	9	8	0.0	0.0	3.146	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	309	77	-	-	-	308	311	0.0	0.1	0.024	A
				2	9	2	-	-	-	9	8	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	554	139	991	1088	0.510	553	558	0.6	1.1	6.532	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	443	111	991	1088	0.407	446	457	0.6	0.5	5.644	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	554	139	-	-	-	554	560	0.0	0.0	0.036	A
				3	443	111	-	-	-	443	457	0.0	0.0	0.022	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	20	5	957	813	0.025	20	18	0.0	0.0	4.606	A
			2	1	318	79	974	826	0.385	322	316	0.4	0.4	6.953	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	318	79	-	-	-	318	316	0.0	0.0	0.010	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	20	5	-	-	-	20	18	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	369	92	1108	993	0.371	368	378	0.5	0.5	5.911	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	7	2	1051	942	0.008	7	11	0.0	0.0	3.641	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	369	92	-	-	-	369	377	0.1	0.0	0.037	A
				2	7	2	-	-	-	7	11	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	686	172	991	1087	0.631	686	696	1.1	1.8	8.786	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	542	136	991	1087	0.499	538	545	0.5	1.0	6.469	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	687	172	-	-	-	686	699	0.0	0.1	0.486	A
				3	543	136	-	-	-	542	547	0.0	0.1	0.454	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	25	6	957	780	0.032	25	25	0.0	0.0	4.845	A
			2	1	387	97	974	796	0.486	378	387	0.4	1.4	8.581	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	389	97	-	-	-	387	391	0.0	0.1	0.300	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	25	6	-	-	-	25	25	0.0	0.0	0.185	A
3 - Broad Rushes	Entry	1	1	1	466	116	1108	973	0.479	462	459	0.5	1.1	6.960	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	12	3	1089	957	0.013	12	13	0.0	0.0	3.796	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	466	116	-	-	-	466	462	0.0	0.0	0.076	A
				2	12	3	-	-	-	12	13	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	686	172	991	1087	0.632	688	694	1.8	1.4	8.764	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	553	138	991	1086	0.509	555	555	1.0	1.0	6.469	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	688	172	-	-	-	686	692	0.1	0.1	0.375	A
				3	554	139	-	-	-	553	555	0.1	0.1	0.329	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	22	5	974	790	0.027	21	24	0.0	0.0	4.896	A
			2	1	369	92	974	791	0.466	369	388	1.4	0.7	8.750	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	369	92	-	-	-	369	385	0.1	0.0	0.637	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	22	5	-	-	-	22	24	0.0	0.0	0.792	A
3 - Broad Rushes	Entry	1	1	1	446	111	1108	976	0.457	446	460	1.1	0.6	6.464	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	13	3	1089	954	0.013	13	14	0.0	0.0	3.519	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	446	111	-	-	-	446	458	0.0	0.0	0.029	A
				2	13	3	-	-	-	13	14	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	570	143	991	1088	0.524	572	568	1.4	1.1	7.177	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	437	109	991	1088	0.402	443	451	1.0	0.5	5.541	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	570	143	-	-	-	570	566	0.1	0.0	0.208	A
				3	439	110	-	-	-	437	449	0.1	0.2	0.193	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	957	809	0.026	21	21	0.0	0.1	4.468	A
			2	1	322	81	974	828	0.389	322	322	0.7	0.6	7.146	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	321	80	-	-	-	322	321	0.0	0.0	0.119	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	-	-	-	21	21	0.0	0.0	0.068	A
3 - Broad Rushes	Entry	1	1	1	374	94	1108	994	0.376	375	378	0.6	0.6	5.844	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	10	2	994	887	0.011	10	11	0.0	0.0	3.533	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	374	94	-	-	-	374	378	0.0	0.0	0.002	A
				2	10	2	-	-	-	10	11	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	473	118	991	1089	0.435	473	476	1.1	0.6	5.841	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	383	96	991	1089	0.352	382	378	0.5	0.5	5.020	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	473	118	-	-	-	473	474	0.0	0.0	0.018	A
				3	383	96	-	-	-	383	378	0.2	0.0	0.014	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	957	838	0.020	16	16	0.1	0.0	4.290	A
			2	1	266	67	974	848	0.314	268	266	0.6	0.5	6.224	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	266	67	-	-	-	266	266	0.0	0.0	0.022	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	-	-	-	16	16	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	322	80	1108	1013	0.318	320	323	0.6	0.5	5.302	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	7	2	936	855	0.008	7	8	0.0	0.0	3.663	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	322	80	-	-	-	322	322	0.0	0.0	0.000	A
				2	7	2	-	-	-	7	8	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2022 | base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	12.68	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.68	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	991	100.000
2 - Station Road (S)		ONE HOUR	✓	608	100.000
3 - Broad Rushes		ONE HOUR	✓	511	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	551	440
	2 - Station Road (S)	596	0	12
	3 - Broad Rushes	490	21	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.58	7.02	2.2	A	908	1361
2 - Station Road (S)	0.85	23.39	4.6	C	562	842
3 - Broad Rushes	0.65	10.84	1.8	B	473	710

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)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	751	188	16	1874	0.401	750	747	818	0.0	1.1	5.054	A
2 - Station Road (S)	456	114	334	884	0.515	455	456	432	0.0	1.1	8.507	A
3 - Broad Rushes	386	97	447	1035	0.373	388	394	342	0.0	0.6	6.156	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	888	222	20	1883	0.471	884	899	976	1.1	1.7	5.816	A
2 - Station Road (S)	540	135	387	844	0.641	538	547	517	1.1	2.1	10.801	B
3 - Broad Rushes	468	117	528	953	0.491	468	471	397	0.6	0.9	7.321	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1097	274	23	1886	0.582	1099	1098	1221	1.7	2.1	7.021	A
2 - Station Road (S)	671	168	489	788	0.851	675	670	633	2.1	3.9	21.489	C
3 - Broad Rushes	580	145	663	896	0.648	580	561	501	0.9	1.8	10.538	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1072	268	22	1854	0.578	1069	1084	1207	2.1	2.2	6.833	A
2 - Station Road (S)	687	172	478	820	0.838	676	671	614	3.9	4.6	23.385	C
3 - Broad Rushes	563	141	663	935	0.602	566	575	491	1.8	1.4	10.842	B

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	884	221	20	1845	0.479	885	898	983	2.2	1.2	5.885	A
2 - Station Road (S)	556	139	383	866	0.642	552	563	522	4.6	2.1	12.983	B
3 - Broad Rushes	460	115	540	987	0.466	463	467	395	1.4	0.7	7.844	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	754	188	12	1876	0.402	757	763	815	1.2	1.0	5.347	A
2 - Station Road (S)	459	115	337	872	0.526	456	467	432	2.1	1.3	9.432	A
3 - Broad Rushes	381	95	447	1007	0.378	380	395	346	0.7	0.8	6.294	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	418	1086	0.385	416	417	0.0	0.7	5.334	A
			2	1, 3	333	1086	0.307	334	329	0.0	0.4	4.695	A
	Exit	1	1	(1, 3, 2)	751			751	751	0.0	0.0	0.002	A
			1		818			818	824	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	8	864	0.009	8	9	0.0	0.0	4.448	A
			2	1, 2	447	864	0.518	447	447	0.0	1.1	8.333	A
	Exit	1	1	(1, 3, 2)	456			455	460	0.0	0.0	0.250	A
			1		432			432	434	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	370	949	0.390	372	377	0.0	0.6	6.234	A
			2	3, 2	16	949	0.017	16	17	0.0	0.0	4.052	A
	Exit	1	1	(1, 3, 2)	386			386	396	0.0	0.0	0.014	A
			1		342			342	339	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	499	1084	0.460	498	502	0.7	1.1	6.303	A
			2	1, 3	389	1084	0.359	387	396	0.4	0.6	5.075	A
	Exit	1	1	(1, 3, 2)	888			888	901	0.0	0.0	0.054	A
			1		976			976	987	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	10	846	0.012	11	12	0.0	0.0	4.111	A
			2	1, 2	530	846	0.626	528	535	1.1	1.8	10.039	B
	Exit	1	1	(1, 3, 2)	540			541	550	0.0	0.3	0.872	A
			1		517			517	521	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	448	920	0.487	448	452	0.6	0.9	7.429	A
			2	3, 2	20	920	0.022	20	19	0.0	0.0	4.005	A
	Exit	1	1	(1, 3, 2)	468			468	472	0.0	0.0	0.028	A
			1		397			397	408	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	610	1083	0.563	610	612	1.1	1.2	7.437	A
			2	1, 3	488	1083	0.450	489	485	0.6	0.9	6.192	A
		2	1	(1, 3, 2)	1097			1098	1100	0.0	0.0	0.135	A
	Exit	1	1		1221			1221	1195	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	12	813	0.015	12	13	0.0	0.0	4.486	A
			2	1, 2	661	813	0.813	663	657	1.8	2.4	14.890	B
		2	1	(1, 3, 2)	671			673	672	0.3	1.5	6.776	A
	Exit	1	1		633			633	636	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	558	871	0.640	558	538	0.9	1.7	10.447	B
			2	3, 2	23	871	0.026	23	23	0.0	0.0	4.084	A
		2	1	(1, 3, 2)	580			581	565	0.0	0.1	0.342	A
	Exit	1	1		501			501	498	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	590	1083	0.545	591	602	1.2	1.1	7.297	A
			2	1, 3	481	1083	0.444	478	482	0.9	1.0	5.984	A
		2	1	(1, 3, 2)	1072			1071	1084	0.0	0.0	0.121	A
	Exit	1	1		1207			1207	1210	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	13	816	0.016	13	14	0.0	0.0	4.050	A
			2	1, 2	669	816	0.820	663	657	2.4	3.0	14.950	B
		2	1	(1, 3, 2)	687			683	674	1.5	1.6	8.633	A
	Exit	1	1		614			614	624	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	541	871	0.621	544	552	1.7	1.3	10.626	B
			2	3, 2	22	871	0.026	22	22	0.0	0.0	4.303	A
		2	1	(1, 3, 2)	563			564	573	0.1	0.0	0.475	A
	Exit	1	1		491			491	496	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	501	1084	0.462	501	503	1.1	0.7	6.323	A
			2	1, 3	384	1084	0.354	383	395	1.0	0.5	5.246	A
		2	1	(1, 3, 2)	884			884	894	0.0	0.0	0.035	A
	Exit	1	1		983			983	1001	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	12	848	0.014	12	11	0.0	0.0	4.428	A
			2	1, 2	542	848	0.640	540	552	3.0	1.7	11.116	B
		2	1	(1, 3, 2)	556			554	558	1.6	0.4	2.078	A
	Exit	1	1		522			522	522	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	440	915	0.481	442	449	1.3	0.7	7.954	A
			2	3, 2	20	915	0.022	20	19	0.0	0.0	3.786	A
		2	1	(1, 3, 2)	460			460	464	0.0	0.0	0.057	A
	Exit	1	1		395			395	405	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	418	1087	0.385	420	424	0.7	0.6	5.490	A
			2	1, 3	336	1087	0.309	337	339	0.5	0.4	5.096	A
		2	1	(1, 3, 2)	754			754	762	0.0	0.0	0.032	A
	Exit	1	1		815			815	837	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	9	863	0.010	9	9	0.0	0.0	4.441	A
			2	1, 2	450	863	0.521	447	458	1.7	1.2	8.999	A
		2	1	(1, 3, 2)	459			458	466	0.4	0.1	0.577	A
	Exit	1	1		432			432	440	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	369	948	0.389	368	379	0.7	0.7	6.369	A
			2	3, 2	12	948	0.013	12	16	0.0	0.0	4.064	A
		2	1	(1, 3, 2)	381			381	395	0.0	0.0	0.016	A
	Exit	1	1		346			346	348	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	418	104	991	1085	0.385	416	417	0.0	0.7	5.334	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	333	83	991	1085	0.307	334	329	0.0	0.4	4.695	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	418	104	-	-	-	418	420	0.0	0.0	0.003	A
				3	333	83	-	-	-	333	331	0.0	0.0	0.001	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	8	2	887	787	0.010	8	9	0.0	0.0	4.448	A
			2	1	447	112	974	864	0.518	447	447	0.0	1.1	8.333	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	448	112	-	-	-	447	451	0.0	0.0	0.254	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	8	2	-	-	-	8	9	0.0	0.0	0.044	A
3 - Broad Rushes	Entry	1	1	1	370	93	1108	948	0.391	372	377	0.0	0.6	6.234	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	16	4	1097	939	0.017	16	17	0.0	0.0	4.052	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	370	93	-	-	-	370	379	0.0	0.0	0.014	A
				2	16	4	-	-	-	16	17	0.0	0.0	0.011	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	499	125	991	1084	0.460	498	502	0.7	1.1	6.303	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	389	97	991	1084	0.359	387	396	0.4	0.6	5.075	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	499	125	-	-	-	499	504	0.0	0.0	0.059	A
				3	389	97	-	-	-	389	397	0.0	0.0	0.047	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	3	926	802	0.013	11	12	0.0	0.0	4.111	A
			2	1	530	133	974	846	0.626	528	535	1.1	1.8	10.039	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	530	133	-	-	-	530	538	0.0	0.3	0.882	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	3	-	-	-	10	12	0.0	0.0	0.419	A
3 - Broad Rushes	Entry	1	1	1	448	112	1108	919	0.487	448	452	0.6	0.9	7.429	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	20	5	1108	917	0.022	20	19	0.0	0.0	4.005	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	448	112	-	-	-	448	454	0.0	0.0	0.029	A
				2	20	5	-	-	-	20	19	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	610	152	991	1083	0.563	610	612	1.1	1.2	7.437	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	488	122	991	1083	0.450	489	485	0.6	0.9	6.192	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	610	152	-	-	-	610	613	0.0	0.0	0.139	A
				3	488	122	-	-	-	488	487	0.0	0.0	0.129	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	906	760	0.016	12	13	0.0	0.0	4.486	A
			2	1	661	165	974	813	0.813	663	657	1.8	2.4	14.890	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	659	165	-	-	-	661	659	0.3	1.5	6.806	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	-	-	-	12	13	0.0	0.0	5.264	A
3 - Broad Rushes	Entry	1	1	1	558	139	1108	871	0.640	558	538	0.9	1.7	10.447	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	23	6	1108	876	0.026	23	23	0.0	0.0	4.084	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	558	139	-	-	-	558	541	0.0	0.1	0.347	A
				2	23	6	-	-	-	23	24	0.0	0.0	0.229	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	590	148	991	1083	0.545	591	602	1.2	1.1	7.297	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	481	120	991	1083	0.444	478	482	0.9	1.0	5.984	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	590	148	-	-	-	590	601	0.0	0.0	0.121	A
				3	481	120	-	-	-	481	483	0.0	0.0	0.121	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	935	781	0.017	13	14	0.0	0.0	4.050	A
			2	1	669	167	974	816	0.820	663	657	2.4	3.0	14.950	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	673	168	-	-	-	669	660	1.5	1.6	8.659	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	3	-	-	-	13	14	0.0	0.0	7.390	A
3 - Broad Rushes	Entry	1	1	1	541	135	1108	871	0.621	544	552	1.7	1.3	10.626	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	22	6	1097	865	0.026	22	22	0.0	0.0	4.303	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	540	135	-	-	-	541	551	0.1	0.0	0.474	A
				2	22	6	-	-	-	22	22	0.0	0.0	0.485	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	501	125	991	1084	0.462	501	503	1.1	0.7	6.323	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	384	96	991	1084	0.354	383	395	1.0	0.5	5.246	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	501	125	-	-	-	501	502	0.0	0.0	0.039	A
				3	384	96	-	-	-	384	392	0.0	0.0	0.030	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	916	790	0.015	12	11	0.0	0.0	4.428	A
			2	1	542	136	974	847	0.640	540	552	3.0	1.7	11.116	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	545	136	-	-	-	542	547	1.6	0.4	2.085	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	-	-	-	12	11	0.0	0.0	1.699	A
3 - Broad Rushes	Entry	1	1	1	440	110	1108	915	0.481	442	449	1.3	0.7	7.954	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	20	5	1086	898	0.022	20	19	0.0	0.0	3.786	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	440	110	-	-	-	440	446	0.0	0.0	0.058	A
				2	20	5	-	-	-	20	18	0.0	0.0	0.030	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	418	105	991	1087	0.385	420	424	0.7	0.6	5.490	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	336	84	991	1087	0.309	337	339	0.5	0.4	5.096	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	418	104	-	-	-	418	424	0.0	0.0	0.029	A
				3	336	84	-	-	-	336	338	0.0	0.0	0.036	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	877	776	0.011	9	9	0.0	0.0	4.441	A
			2	1	450	112	974	863	0.521	447	458	1.7	1.2	8.999	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	450	113	-	-	-	450	456	0.4	0.1	0.588	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	-	-	-	9	9	0.0	0.0	0.061	A
3 - Broad Rushes	Entry	1	1	1	369	92	1108	948	0.389	368	379	0.7	0.7	6.369	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	12	3	1086	928	0.013	12	16	0.0	0.0	4.064	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	369	92	-	-	-	369	380	0.0	0.0	0.016	A
				2	12	3	-	-	-	12	16	0.0	0.0	0.022	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | WoD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	14.93	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.93	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	WoD Flows	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1391	100.000
2 - Station Road (S)		ONE HOUR	✓	317	100.000
3 - Broad Rushes		ONE HOUR	✓	632	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	740	651
	2 - Station Road (S)	298	0	19
	3 - Broad Rushes	614	18	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	6	10
	2 - Station Road (S)	10	0	6
	3 - Broad Rushes	13	6	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.83	16.63	7.3	C	1270	1905
2 - Station Road (S)	0.46	9.61	0.9	A	294	441
3 - Broad Rushes	0.70	13.90	2.8	B	580	871

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)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1053	263	13	1855	0.567	1054	1041	676	0.0	2.1	7.145	A
2 - Station Road (S)	236	59	502	904	0.261	237	241	565	0.0	0.5	6.864	A
3 - Broad Rushes	468	117	222	1067	0.439	468	473	516	0.0	1.0	7.507	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1246	312	18	1835	0.679	1252	1254	829	2.1	3.0	9.594	A
2 - Station Road (S)	293	73	591	815	0.359	293	294	680	0.5	0.6	7.715	A
3 - Broad Rushes	570	143	276	1091	0.523	572	574	608	1.0	1.6	9.304	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1517	379	20	1903	0.797	1514	1528	1017	3.0	7.3	15.035	C
2 - Station Road (S)	354	89	710	794	0.446	356	357	825	0.6	0.9	9.611	A
3 - Broad Rushes	701	175	337	1000	0.701	701	704	729	1.6	2.6	13.897	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1515	379	19	1825	0.830	1525	1533	1011	7.3	6.8	16.628	C
2 - Station Road (S)	358	90	697	780	0.459	356	356	848	0.9	0.9	9.489	A
3 - Broad Rushes	695	174	335	1047	0.663	694	698	717	2.6	2.8	13.544	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1248	312	16	1853	0.673	1246	1269	830	6.8	3.3	9.837	A
2 - Station Road (S)	287	72	581	829	0.346	286	293	681	0.9	0.7	7.975	A
3 - Broad Rushes	576	144	269	1044	0.551	578	586	598	2.8	1.5	10.083	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1042	261	15	1843	0.566	1042	1059	681	3.3	2.3	7.517	A
2 - Station Road (S)	236	59	484	899	0.263	236	249	573	0.7	0.5	6.860	A
3 - Broad Rushes	472	118	222	1070	0.441	474	476	498	1.5	0.9	7.704	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	550	1086	0.506	552	551	0.0	1.0	7.082	A
			2	1, 3	503	1086	0.463	502	489	0.0	1.0	6.748	A
	Exit	1	1	(1, 3, 2)	1053			1053	1049	0.0	0.0	0.215	A
			1		676			676	687	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	14	809	0.018	15	14	0.0	0.0	4.616	A
			2	1, 2	222	809	0.274	222	227	0.0	0.5	6.929	A
	Exit	1	1	(1, 3, 2)	236			236	243	0.0	0.0	0.074	A
			1		565			565	565	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	455	1029	0.442	454	459	0.0	1.0	7.502	A
			2	3, 2	13	1029	0.013	13	14	0.0	0.0	3.798	A
	Exit	1	1	(1, 3, 2)	468			468	477	0.0	0.0	0.120	A
			1		516			516	503	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	658	1085	0.607	661	667	1.0	1.6	8.975	A
			2	1, 3	589	1085	0.543	591	587	1.0	1.2	8.046	A
	Exit	1	1	(1, 3, 2)	1246			1247	1257	0.0	0.3	1.046	A
			1		829			829	834	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	17	779	0.022	17	17	0.0	0.0	5.094	A
			2	1, 2	275	779	0.353	276	277	0.5	0.5	7.788	A
	Exit	1	1	(1, 3, 2)	293			293	295	0.0	0.0	0.088	A
			1		680			680	684	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	552	1010	0.547	554	557	1.0	1.5	9.133	A
			2	3, 2	18	1010	0.018	18	17	0.0	0.0	4.059	A
	Exit	1	1	(1, 3, 2)	570			570	576	0.0	0.1	0.323	A
			1		608			608	605	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	805	1084	0.743	805	810	1.6	3.1	11.806	B
			2	1, 3	707	1084	0.653	710	718	1.2	1.9	10.333	B
		2	1	(1, 3, 2)	1517			1512	1536	0.3	2.3	3.886	A
	Exit	1	1		1017			1017	1020	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	19	740	0.026	20	21	0.0	0.0	5.097	A
			2	1, 2	335	740	0.453	337	337	0.5	0.8	9.528	A
		2	1	(1, 3, 2)	354			354	359	0.0	0.0	0.350	A
	Exit	1	1		825			825	830	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	680	988	0.689	680	684	1.5	2.2	12.214	B
			2	3, 2	20	988	0.021	20	20	0.0	0.0	3.612	A
		2	1	(1, 3, 2)	701			701	707	0.1	0.3	1.932	A
	Exit	1	1		729			729	739	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	826	1084	0.762	829	826	3.1	2.7	12.469	B
			2	1, 3	698	1084	0.643	697	708	1.9	2.2	10.266	B
		2	1	(1, 3, 2)	1515			1524	1533	2.3	1.9	5.158	A
	Exit	1	1		1011			1011	1012	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	21	744	0.028	21	22	0.0	0.0	4.823	A
			2	1, 2	336	744	0.452	335	334	0.8	0.8	9.402	A
		2	1	(1, 3, 2)	358			357	356	0.0	0.1	0.383	A
	Exit	1	1		848			848	845	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	677	988	0.685	675	678	2.2	2.5	12.115	B
			2	3, 2	19	988	0.019	19	20	0.0	0.0	3.898	A
		2	1	(1, 3, 2)	695			696	698	0.3	0.3	1.668	A
	Exit	1	1		717			717	729	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	661	1085	0.609	665	674	2.7	1.6	9.338	A
			2	1, 3	584	1085	0.538	581	594	2.2	1.3	8.061	A
		2	1	(1, 3, 2)	1248			1245	1261	1.9	0.4	1.119	A
	Exit	1	1		830			830	846	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	17	782	0.021	17	17	0.0	0.0	4.923	A
			2	1, 2	270	782	0.345	269	276	0.8	0.7	8.008	A
		2	1	(1, 3, 2)	287			287	293	0.1	0.0	0.155	A
	Exit	1	1		681			681	690	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	561	1012	0.554	561	570	2.5	1.4	9.608	A
			2	3, 2	16	1012	0.016	16	16	0.0	0.0	4.120	A
		2	1	(1, 3, 2)	576			577	582	0.3	0.1	0.660	A
	Exit	1	1		598			598	612	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	560	1086	0.516	558	565	1.6	1.4	7.484	A
			2	1, 3	482	1086	0.444	484	493	1.3	0.8	6.867	A
		2	1	(1, 3, 2)	1042			1043	1056	0.4	0.1	0.327	A
	Exit	1	1		681			681	696	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	13	814	0.017	13	15	0.0	0.0	4.561	A
			2	1, 2	223	814	0.274	222	234	0.7	0.5	6.902	A
		2	1	(1, 3, 2)	236			236	249	0.0	0.0	0.111	A
	Exit	1	1		573			573	579	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	457	1029	0.444	459	462	1.4	0.9	7.586	A
			2	3, 2	15	1029	0.015	15	14	0.0	0.0	3.829	A
		2	1	(1, 3, 2)	472			472	474	0.1	0.0	0.246	A
	Exit	1	1		498			498	509	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	550	137	991	1086	0.506	552	551	0.0	1.0	7.082	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	503	126	991	1086	0.463	502	489	0.0	1.0	6.748	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	549	137	-	-	-	550	556	0.0	0.0	0.237	A
				3	503	126	-	-	-	503	493	0.0	0.0	0.189	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	4	948	792	0.018	15	14	0.0	0.0	4.616	A
			2	1	222	55	974	809	0.274	222	227	0.0	0.5	6.929	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	222	55	-	-	-	222	229	0.0	0.0	0.078	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	4	-	-	-	14	14	0.0	0.0	0.009	A
3 - Broad Rushes	Entry	1	1	1	455	114	1108	1029	0.442	454	459	0.0	1.0	7.502	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	13	3	1049	970	0.014	13	14	0.0	0.0	3.798	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	455	114	-	-	-	455	463	0.0	0.0	0.119	A
				2	13	3	-	-	-	13	14	0.0	0.0	0.141	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	658	165	991	1085	0.607	661	667	1.0	1.6	8.975	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	589	147	991	1085	0.543	591	587	1.0	1.2	8.046	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	658	164	-	-	-	658	669	0.0	0.1	1.052	A
				3	589	147	-	-	-	589	588	0.0	0.1	1.039	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	17	4	968	777	0.022	17	17	0.0	0.0	5.094	A
			2	1	275	69	974	779	0.353	276	277	0.5	0.5	7.788	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	275	69	-	-	-	275	277	0.0	0.0	0.093	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	17	4	-	-	-	17	17	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	552	138	1108	1010	0.547	554	557	1.0	1.5	9.133	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	18	5	1101	1004	0.018	18	17	0.0	0.0	4.059	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	553	138	-	-	-	552	559	0.0	0.1	0.324	A
				2	18	5	-	-	-	18	17	0.0	0.0	0.294	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	805	201	991	1084	0.743	805	810	1.6	3.1	11.806	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	707	177	991	1084	0.653	710	718	1.2	1.9	10.333	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	806	202	-	-	-	805	816	0.1	1.2	3.873	A
				3	710	178	-	-	-	707	721	0.1	1.1	3.903	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	19	5	955	721	0.027	20	21	0.0	0.0	5.097	A
			2	1	335	84	974	739	0.453	337	337	0.5	0.8	9.528	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	335	84	-	-	-	335	338	0.0	0.0	0.363	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	19	5	-	-	-	19	21	0.0	0.0	0.153	A
3 - Broad Rushes	Entry	1	1	1	680	170	1108	988	0.688	680	684	1.5	2.2	12.214	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	20	5	1101	981	0.021	20	20	0.0	0.0	3.612	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	681	170	-	-	-	680	687	0.1	0.3	1.923	A
				2	20	5	-	-	-	20	20	0.0	0.0	2.224	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	826	207	991	1085	0.762	829	826	3.1	2.7	12.469	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	698	174	991	1084	0.643	697	708	1.9	2.2	10.266	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	820	205	-	-	-	826	824	1.2	1.0	5.149	A
				3	695	174	-	-	-	698	709	1.1	0.9	5.169	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	968	738	0.028	21	22	0.0	0.0	4.823	A
		2	2	1	336	84	974	743	0.453	335	334	0.8	0.8	9.402	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	337	84	-	-	-	336	334	0.0	0.1	0.396	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	-	-	-	21	22	0.0	0.0	0.200	A
3 - Broad Rushes	Entry	1	1	1	677	169	1108	989	0.685	675	678	2.2	2.5	12.115	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	1101	982	0.019	19	20	0.0	0.0	3.898	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	676	169	-	-	-	677	679	0.3	0.2	1.678	A
				2	19	5	-	-	-	19	19	0.0	0.0	1.369	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	661	165	991	1085	0.609	665	674	2.7	1.6	9.338	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	584	146	991	1085	0.538	581	594	2.2	1.3	8.061	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	663	166	-	-	-	661	670	1.0	0.2	1.134	A
				3	585	146	-	-	-	584	591	0.9	0.2	1.101	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	17	4	955	764	0.022	17	17	0.0	0.0	4.923	A
		2	1	1	270	67	974	781	0.345	269	276	0.8	0.7	8.008	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	270	68	-	-	-	270	276	0.1	0.0	0.157	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	17	4	-	-	-	17	17	0.0	0.0	0.133	A
3 - Broad Rushes	Entry	1	1	1	561	140	1108	1012	0.554	561	570	2.5	1.4	9.608	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	16	4	1079	984	0.017	16	16	0.0	0.0	4.120	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	560	140	-	-	-	561	566	0.2	0.1	0.662	A
				2	16	4	-	-	-	16	16	0.0	0.0	0.588	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	560	140	991	1086	0.516	558	565	1.6	1.4	7.484	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	482	121	991	1086	0.444	484	493	1.3	0.8	6.867	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	561	140	-	-	-	560	564	0.2	0.1	0.334	A
				3	482	120	-	-	-	482	491	0.2	0.0	0.319	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	942	786	0.017	13	15	0.0	0.0	4.561	A
			2	1	223	56	974	814	0.274	222	234	0.7	0.5	6.902	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	223	56	-	-	-	223	233	0.0	0.0	0.114	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	-	-	-	13	15	0.0	0.0	0.068	A
3 - Broad Rushes	Entry	1	1	1	457	114	1108	1029	0.444	459	462	1.4	0.9	7.586	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	15	4	1057	978	0.015	15	14	0.0	0.0	3.829	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	457	114	-	-	-	457	460	0.1	0.0	0.245	A
				2	15	4	-	-	-	15	14	0.0	0.0	0.266	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | WoD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	22.69	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.69	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	WoD Flows	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1156	100.000
2 - Station Road (S)		ONE HOUR	✓	629	100.000
3 - Broad Rushes		ONE HOUR	✓	657	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	570	586
	2 - Station Road (S)	616	0	13
	3 - Broad Rushes	635	22	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	2	13
	2 - Station Road (S)	2	0	0
	3 - Broad Rushes	13	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.68	9.07	3.4	A	1056	1585
2 - Station Road (S)	0.91	46.20	10.2	E	576	864
3 - Broad Rushes	0.82	24.11	6.0	C	599	899

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)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	864	216	16	1875	0.461	861	862	935	0.0	1.6	5.976	A
2 - Station Road (S)	462	115	425	850	0.544	462	472	451	0.0	1.3	9.701	A
3 - Broad Rushes	495	124	451	983	0.503	499	490	435	0.0	1.2	8.957	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1038	259	20	1861	0.558	1039	1041	1117	1.6	2.2	7.528	A
2 - Station Road (S)	568	142	527	819	0.693	565	566	532	1.3	2.6	14.673	B
3 - Broad Rushes	585	146	554	965	0.607	584	593	539	1.2	1.8	11.554	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1259	315	25	1892	0.665	1258	1272	1367	2.2	3.2	9.065	A
2 - Station Road (S)	683	171	635	800	0.854	680	672	648	2.6	8.1	35.533	E
3 - Broad Rushes	728	182	666	887	0.821	726	720	649	1.8	5.0	20.972	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1267	317	22	1857	0.682	1264	1273	1361	3.2	3.4	8.971	A
2 - Station Road (S)	708	177	632	778	0.910	689	694	654	8.1	10.2	46.203	E
3 - Broad Rushes	723	181	674	931	0.776	709	726	647	5.0	6.0	24.106	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1040	260	18	1828	0.569	1034	1049	1124	3.4	2.4	7.116	A
2 - Station Road (S)	566	141	522	829	0.682	575	602	530	10.2	2.6	25.227	D
3 - Broad Rushes	577	144	564	958	0.602	578	606	533	6.0	2.0	15.498	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	872	218	16	1872	0.466	869	882	938	2.4	1.6	6.310	A
2 - Station Road (S)	471	118	436	841	0.560	472	482	449	2.6	1.2	10.228	B
3 - Broad Rushes	487	122	463	995	0.489	492	501	446	2.0	1.2	9.252	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	435	1086	0.401	436	430	0.0	0.6	5.554	A
			2	1, 3	428	1086	0.395	425	432	0.0	0.9	6.378	A
	Exit	1	1	(1, 3, 2)	864			864	868	0.0	0.0	0.028	A
			1		935			935	937	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	11	834	0.013	11	10	0.0	0.0	5.081	A
			2	1, 2	450	834	0.540	451	462	0.0	1.2	9.242	A
	Exit	1	1	(1, 3, 2)	462			461	476	0.0	0.1	0.534	A
			1		451			451	446	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	480	947	0.506	484	474	0.0	1.1	8.910	A
			2	3, 2	16	947	0.016	16	15	0.0	0.0	3.925	A
	Exit	1	1	(1, 3, 2)	495			495	495	0.0	0.0	0.223	A
			1		435			435	442	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	510	1084	0.471	511	511	0.6	0.9	6.587	A
			2	1, 3	529	1084	0.488	527	529	0.9	1.3	7.843	A
	Exit	1	1	(1, 3, 2)	1038			1039	1043	0.0	0.0	0.332	A
			1		1117			1117	1128	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	11	800	0.014	11	12	0.0	0.0	4.751	A
			2	1, 2	556	800	0.694	554	554	1.2	2.0	12.243	B
	Exit	1	1	(1, 3, 2)	568			567	569	0.1	0.6	2.548	A
			1		532			532	531	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	564	910	0.620	563	573	1.1	1.7	11.082	B
			2	3, 2	21	910	0.023	20	20	0.0	0.0	4.124	A
	Exit	1	1	(1, 3, 2)	585			585	595	0.0	0.1	0.719	A
			1		539			539	541	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	621	1083	0.574	623	622	0.9	1.3	7.689	A
			2	1, 3	636	1083	0.588	635	650	1.3	1.7	9.042	A
		2	1	(1, 3, 2)	1259			1257	1275	0.0	0.2	0.721	A
	Exit	1	1		1367			1367	1353	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	14	764	0.018	14	14	0.0	0.0	4.833	A
			2	1, 2	665	764	0.870	666	658	2.0	3.7	18.577	C
		2	1	(1, 3, 2)	683			679	679	0.6	4.4	17.128	C
	Exit	1	1		648			648	647	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	705	870	0.811	701	695	1.7	3.8	16.629	C
			2	3, 2	25	870	0.028	25	25	0.0	0.0	4.262	A
		2	1	(1, 3, 2)	728			730	729	0.1	1.1	4.752	A
	Exit	1	1		649			649	664	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	632	1084	0.584	632	635	1.3	1.4	8.081	A
			2	1, 3	634	1084	0.585	632	638	1.7	1.8	8.769	A
		2	1	(1, 3, 2)	1267			1266	1274	0.2	0.2	0.562	A
	Exit	1	1		1361			1361	1382	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	15	765	0.020	15	15	0.0	0.0	4.843	A
			2	1, 2	678	765	0.886	674	679	3.7	3.9	19.195	C
		2	1	(1, 3, 2)	708			693	695	4.4	6.2	27.286	D
	Exit	1	1		654			654	659	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	695	867	0.802	687	702	3.8	4.3	18.308	C
			2	3, 2	22	867	0.026	22	24	0.0	0.0	4.036	A
		2	1	(1, 3, 2)	723			718	728	1.1	1.6	6.294	A
	Exit	1	1		647			647	652	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	516	1085	0.476	512	519	1.4	1.2	6.583	A
			2	1, 3	524	1085	0.483	522	530	1.8	1.2	7.373	A
		2	1	(1, 3, 2)	1040			1040	1046	0.2	0.0	0.159	A
	Exit	1	1		1124			1124	1176	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	11	802	0.014	11	12	0.0	0.0	4.691	A
			2	1, 2	559	802	0.698	564	590	3.9	2.0	14.830	B
		2	1	(1, 3, 2)	566			570	594	6.2	0.6	10.947	B
	Exit	1	1		530			530	539	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	560	906	0.618	560	586	4.3	1.9	13.449	B
			2	3, 2	19	906	0.020	18	20	0.0	0.0	4.273	A
		2	1	(1, 3, 2)	577			578	596	1.6	0.1	2.542	A
	Exit	1	1		533			533	542	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	436	1086	0.401	433	436	1.2	0.8	5.912	A
			2	1, 3	436	1086	0.401	436	446	1.2	0.8	6.583	A
		2	1	(1, 3, 2)	872			872	879	0.0	0.0	0.077	A
	Exit	1	1		938			938	956	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	9	830	0.011	9	10	0.0	0.0	4.231	A
			2	1, 2	461	830	0.556	463	472	2.0	1.1	9.513	A
		2	1	(1, 3, 2)	471			471	478	0.6	0.1	0.876	A
	Exit	1	1		449			449	453	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	472	943	0.500	476	484	1.9	1.1	9.239	A
			2	3, 2	16	943	0.017	16	17	0.0	0.0	4.103	A
		2	1	(1, 3, 2)	487			487	498	0.1	0.1	0.232	A
	Exit	1	1		446			446	455	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	435	109	991	1086	0.401	436	430	0.0	0.6	5.554	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	428	107	991	1086	0.395	425	432	0.0	0.9	6.378	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	435	109	-	-	-	435	432	0.0	0.0	0.025	A
				3	428	107	-	-	-	428	436	0.0	0.0	0.031	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	904	773	0.014	11	10	0.0	0.0	5.081	A
			2	1	450	113	974	834	0.540	451	462	0.0	1.2	9.242	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	451	113	-	-	-	450	467	0.0	0.1	0.534	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	11	10	0.0	0.0	0.497	A
3 - Broad Rushes	Entry	1	1	1	480	120	1108	946	0.507	484	474	0.0	1.1	8.910	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	16	4	1080	917	0.017	16	15	0.0	0.0	3.925	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	480	120	-	-	-	480	479	0.0	0.0	0.227	A
				2	16	4	-	-	-	16	16	0.0	0.0	0.121	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	510	128	991	1084	0.471	511	511	0.6	0.9	6.587	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	529	132	991	1084	0.488	527	529	0.9	1.3	7.843	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	510	127	-	-	-	510	512	0.0	0.0	0.283	A
				3	528	132	-	-	-	529	531	0.0	0.0	0.384	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	930	767	0.015	11	12	0.0	0.0	4.751	A
			2	1	556	139	974	800	0.695	554	554	1.2	2.0	12.243	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	556	139	-	-	-	556	558	0.1	0.6	2.566	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	11	12	0.0	0.0	1.721	A
3 - Broad Rushes	Entry	1	1	1	564	141	1108	911	0.619	563	573	1.1	1.7	11.082	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	21	5	1094	898	0.023	20	20	0.0	0.0	4.124	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	564	141	-	-	-	564	576	0.0	0.1	0.718	A
				2	21	5	-	-	-	21	20	0.0	0.0	0.760	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	621	155	991	1083	0.574	623	622	0.9	1.3	7.689	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	636	159	991	1083	0.588	635	650	1.3	1.7	9.042	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	622	156	-	-	-	621	623	0.0	0.1	0.721	A
				3	637	159	-	-	-	636	651	0.0	0.1	0.720	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	3	962	754	0.018	14	14	0.0	0.0	4.833	A
			2	1	665	166	974	764	0.870	666	658	2.0	3.7	18.577	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	669	167	-	-	-	665	665	0.6	4.3	17.146	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	4	-	-	-	14	14	0.0	0.1	16.295	C
3 - Broad Rushes	Entry	1	1	1	705	176	1108	870	0.811	701	695	1.7	3.8	16.629	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	25	6	1108	870	0.028	25	25	0.0	0.0	4.262	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	703	176	-	-	-	705	704	0.1	1.1	4.772	A
				2	25	6	-	-	-	25	25	0.0	0.0	4.245	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	632	158	991	1083	0.584	632	635	1.3	1.4	8.081	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	634	159	991	1083	0.585	632	638	1.7	1.8	8.769	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	632	158	-	-	-	632	636	0.1	0.1	0.549	A
				3	635	159	-	-	-	634	638	0.1	0.1	0.575	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	949	746	0.020	15	15	0.0	0.0	4.843	A
			2	1	678	169	974	765	0.886	674	679	3.7	3.9	19.195	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	693	173	-	-	-	678	680	4.3	6.1	27.321	D
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	15	15	0.1	0.1	25.667	D
3 - Broad Rushes	Entry	1	1	1	695	174	1108	867	0.802	687	702	3.8	4.3	18.308	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	22	6	1108	870	0.026	22	24	0.0	0.0	4.036	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	701	175	-	-	-	695	704	1.1	1.6	6.320	A
				2	23	6	-	-	-	22	24	0.0	0.1	5.606	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	516	129	991	1085	0.476	512	519	1.4	1.2	6.583	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	524	131	991	1085	0.483	522	530	1.8	1.2	7.373	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	517	129	-	-	-	516	518	0.1	0.0	0.151	A
				3	523	131	-	-	-	524	527	0.1	0.0	0.167	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	911	749	0.014	11	12	0.0	0.0	4.691	A
			2	1	559	140	974	802	0.697	564	590	3.9	2.0	14.830	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	555	139	-	-	-	559	582	6.1	0.5	10.882	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	11	12	0.1	0.0	14.023	B
3 - Broad Rushes	Entry	1	1	1	560	140	1108	907	0.617	560	586	4.3	1.9	13.449	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	1101	897	0.021	18	20	0.0	0.0	4.273	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	559	140	-	-	-	560	576	1.6	0.1	2.569	A
				2	18	5	-	-	-	19	20	0.1	0.0	1.851	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	436	109	991	1086	0.401	433	436	1.2	0.8	5.912	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	436	109	991	1086	0.401	436	446	1.2	0.8	6.583	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	436	109	-	-	-	436	435	0.0	0.0	0.067	A
				3	436	109	-	-	-	436	444	0.0	0.0	0.087	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	885	750	0.013	9	10	0.0	0.0	4.231	A
			2	1	461	115	974	831	0.556	463	472	2.0	1.1	9.513	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	461	115	-	-	-	461	468	0.5	0.1	0.871	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	-	-	-	9	10	0.0	0.0	1.114	A
3 - Broad Rushes	Entry	1	1	1	472	118	1108	943	0.500	476	484	1.9	1.1	9.239	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	16	4	1094	931	0.017	16	17	0.0	0.0	4.103	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	471	118	-	-	-	472	481	0.1	0.1	0.235	A
				2	16	4	-	-	-	16	17	0.0	0.0	0.159	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | WD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	16.55	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.55	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	WD Flows	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1455	100.000
2 - Station Road (S)		ONE HOUR	✓	323	100.000
3 - Broad Rushes		ONE HOUR	✓	677	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	784	671
	2 - Station Road (S)	304	0	19
	3 - Broad Rushes	658	19	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	5	10
	2 - Station Road (S)	10	0	6
	3 - Broad Rushes	12	6	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.85	18.38	7.4	C	1337	2005
2 - Station Road (S)	0.49	9.97	1.2	A	302	453
3 - Broad Rushes	0.75	15.82	3.5	C	622	933

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)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1120	280	14	1890	0.592	1119	1107	731	0.0	2.3	7.666	A
2 - Station Road (S)	250	62	519	853	0.293	250	244	614	0.0	0.5	6.953	A
3 - Broad Rushes	511	128	235	1055	0.485	511	507	534	0.0	1.0	7.480	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1323	331	16	1865	0.710	1324	1321	880	2.3	3.1	9.940	A
2 - Station Road (S)	298	75	599	839	0.356	296	303	742	0.5	0.8	8.264	A
3 - Broad Rushes	616	154	277	1048	0.587	619	613	618	1.0	1.6	9.817	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1578	395	24	1846	0.855	1580	1578	1072	3.1	7.4	17.081	C
2 - Station Road (S)	363	91	735	764	0.475	360	360	868	0.8	1.2	9.701	A
3 - Broad Rushes	750	187	338	1015	0.739	757	752	757	1.6	3.3	15.556	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1589	397	21	1861	0.854	1611	1616	1049	7.4	7.3	18.383	C
2 - Station Road (S)	356	89	738	729	0.488	354	363	894	1.2	0.9	9.968	A
3 - Broad Rushes	741	185	331	994	0.746	739	749	761	3.3	3.5	15.815	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1320	330	18	1813	0.728	1309	1330	877	7.3	4.0	10.757	B
2 - Station Road (S)	296	74	598	830	0.356	296	302	729	0.9	0.5	8.196	A
3 - Broad Rushes	618	154	278	1032	0.599	617	625	615	3.5	1.7	10.799	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1091	273	15	1833	0.595	1091	1114	719	4.0	2.5	7.910	A
2 - Station Road (S)	249	62	501	860	0.290	247	252	605	0.5	0.5	7.291	A
3 - Broad Rushes	495	124	232	1047	0.473	502	520	516	1.7	0.9	8.516	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	601	1086	0.553	600	592	0.0	1.3	7.530	A
			2	1, 3	516	1086	0.475	519	515	0.0	0.7	7.113	A
	Exit	1	1	(1, 3, 2)	1120			1117	1115	0.0	0.3	0.312	A
			1		731			731	724	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	15	803	0.018	15	14	0.0	0.0	4.644	A
			2	1, 2	235	803	0.293	235	230	0.0	0.5	7.049	A
	Exit	1	1	(1, 3, 2)	250			250	246	0.0	0.0	0.048	A
			1		614			614	606	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	497	1024	0.485	497	493	0.0	1.0	7.476	A
			2	3, 2	14	1024	0.014	14	14	0.0	0.0	3.378	A
	Exit	1	1	(1, 3, 2)	511			511	511	0.0	0.0	0.123	A
			1		534			534	529	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	724	1086	0.667	725	717	1.3	1.8	9.323	A
			2	1, 3	600	1086	0.553	599	604	0.7	1.1	8.366	A
	Exit	1	1	(1, 3, 2)	1323			1324	1324	0.3	0.2	1.040	A
			1		880			880	879	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	19	776	0.024	19	19	0.0	0.0	5.199	A
			2	1, 2	279	776	0.360	277	284	0.5	0.7	8.336	A
	Exit	1	1	(1, 3, 2)	298			298	304	0.0	0.0	0.127	A
			1		742			742	734	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	602	1009	0.597	603	595	1.0	1.6	9.515	A
			2	3, 2	16	1009	0.016	16	17	0.0	0.0	3.847	A
	Exit	1	1	(1, 3, 2)	616			618	615	0.0	0.0	0.470	A
			1		618			618	623	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	842	1083	0.778	845	850	1.8	2.9	12.486	B
			2	1, 3	742	1083	0.685	735	727	1.1	2.8	10.984	B
		2	1	(1, 3, 2)	1578			1584	1589	0.2	1.7	5.271	A
	Exit	1	1		1072			1072	1069	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	22	731	0.029	21	21	0.0	0.0	5.867	A
			2	1, 2	342	731	0.467	338	340	0.7	1.1	9.558	A
		2	1	(1, 3, 2)	363			363	362	0.0	0.0	0.361	A
	Exit	1	1		868			868	873	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	729	987	0.738	733	729	1.6	2.9	13.172	B
			2	3, 2	24	987	0.024	24	23	0.0	0.0	3.718	A
		2	1	(1, 3, 2)	750			753	757	0.0	0.4	2.656	A
	Exit	1	1		757			757	748	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	868	1084	0.801	873	866	2.9	2.8	12.832	B
			2	1, 3	736	1084	0.679	738	751	2.8	2.4	10.716	B
		2	1	(1, 3, 2)	1589			1604	1614	1.7	2.1	6.502	A
	Exit	1	1		1049			1049	1070	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	22	730	0.030	22	21	0.0	0.0	5.656	A
			2	1, 2	334	730	0.457	331	342	1.1	0.9	9.842	A
		2	1	(1, 3, 2)	356			356	361	0.0	0.0	0.361	A
	Exit	1	1		894			894	886	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	720	990	0.727	718	728	2.9	2.9	13.438	B
			2	3, 2	21	990	0.022	21	21	0.0	0.0	4.173	A
		2	1	(1, 3, 2)	741			741	750	0.4	0.6	2.636	A
	Exit	1	1		761			761	771	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	717	1085	0.660	711	716	2.8	2.0	9.712	A
			2	1, 3	600	1085	0.553	598	615	2.4	1.4	8.480	A
		2	1	(1, 3, 2)	1320			1316	1324	2.1	0.5	1.626	A
	Exit	1	1		877			877	889	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	17	777	0.022	17	19	0.0	0.0	5.614	A
			2	1, 2	278	777	0.358	278	283	0.9	0.5	8.158	A
		2	1	(1, 3, 2)	296			296	301	0.0	0.0	0.221	A
	Exit	1	1		729			729	734	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	598	1009	0.593	599	606	2.9	1.6	10.231	B
			2	3, 2	18	1009	0.018	18	18	0.0	0.0	4.048	A
		2	1	(1, 3, 2)	618			616	619	0.6	0.1	0.807	A
	Exit	1	1		615			615	634	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	590	1086	0.544	590	599	2.0	1.4	7.930	A
			2	1, 3	502	1086	0.462	501	515	1.4	1.0	7.139	A
		2	1	(1, 3, 2)	1091			1092	1110	0.5	0.1	0.347	A
	Exit	1	1		719			719	744	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	16	809	0.019	16	15	0.0	0.0	4.936	A
			2	1, 2	234	809	0.289	232	238	0.5	0.5	7.317	A
		2	1	(1, 3, 2)	249			249	252	0.0	0.0	0.120	A
	Exit	1	1		605			605	614	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	480	1025	0.468	487	506	1.6	0.9	8.312	A
			2	3, 2	15	1025	0.014	15	14	0.0	0.0	3.728	A
		2	1	(1, 3, 2)	495			495	517	0.1	0.0	0.353	A
	Exit	1	1		516			516	529	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	601	150	991	1086	0.553	600	592	0.0	1.3	7.530	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	516	129	991	1086	0.475	519	515	0.0	0.7	7.113	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	603	151	-	-	-	601	597	0.0	0.2	0.322	A
				3	517	129	-	-	-	516	518	0.0	0.1	0.300	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	926	765	0.019	15	14	0.0	0.0	4.644	A
			2	1	235	59	974	803	0.293	235	230	0.0	0.5	7.049	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	235	59	-	-	-	235	232	0.0	0.0	0.048	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	15	14	0.0	0.0	0.061	A
3 - Broad Rushes	Entry	1	1	1	497	124	1108	1025	0.485	497	493	0.0	1.0	7.476	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	14	4	1021	942	0.015	14	14	0.0	0.0	3.378	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	497	124	-	-	-	497	497	0.0	0.0	0.124	A
				2	14	4	-	-	-	14	14	0.0	0.0	0.100	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	724	181	991	1086	0.667	725	717	1.3	1.8	9.323	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	600	150	991	1085	0.553	599	604	0.7	1.1	8.366	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	724	181	-	-	-	724	718	0.2	0.2	1.025	A
				3	599	150	-	-	-	600	606	0.1	0.1	1.059	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	19	5	965	770	0.025	19	19	0.0	0.0	5.199	A
			2	1	279	70	974	775	0.360	277	284	0.5	0.7	8.336	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	279	70	-	-	-	279	285	0.0	0.0	0.130	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	19	5	-	-	-	19	19	0.0	0.0	0.086	A
3 - Broad Rushes	Entry	1	1	1	602	151	1108	1009	0.596	603	595	1.0	1.6	9.515	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	16	4	1087	987	0.016	16	17	0.0	0.0	3.847	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	600	150	-	-	-	602	598	0.0	0.0	0.478	A
				2	16	4	-	-	-	16	17	0.0	0.0	0.207	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	842	211	991	1083	0.778	845	850	1.8	2.9	12.486	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	742	185	991	1083	0.685	735	727	1.1	2.8	10.984	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	840	210	-	-	-	842	855	0.2	0.9	5.294	A
				3	739	185	-	-	-	742	734	0.1	0.9	5.243	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	22	5	965	727	0.030	21	21	0.0	0.0	5.867	A
			2	1	342	85	974	732	0.466	338	340	0.7	1.1	9.558	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	342	85	-	-	-	342	341	0.0	0.0	0.359	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	22	5	-	-	-	22	21	0.0	0.0	0.401	A
3 - Broad Rushes	Entry	1	1	1	729	182	1108	988	0.738	733	729	1.6	2.9	13.172	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	1098	978	0.024	24	23	0.0	0.0	3.718	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	726	182	-	-	-	729	734	0.0	0.4	2.672	A
				2	23	6	-	-	-	24	23	0.0	0.0	2.170	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	868	217	991	1084	0.801	873	866	2.9	2.8	12.832	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	736	184	991	1084	0.679	738	751	2.8	2.4	10.716	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	862	215	-	-	-	868	865	0.9	1.2	6.613	A
				3	727	182	-	-	-	736	749	0.9	0.9	6.369	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	22	6	974	727	0.030	22	21	0.0	0.0	5.656	A
			2	1	334	83	974	731	0.457	331	342	1.1	0.9	9.842	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	334	83	-	-	-	334	341	0.0	0.0	0.369	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	22	6	-	-	-	22	21	0.0	0.0	0.231	A
3 - Broad Rushes	Entry	1	1	1	720	180	1108	990	0.727	718	728	2.9	2.9	13.438	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	21	5	1098	980	0.022	21	21	0.0	0.0	4.173	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	720	180	-	-	-	720	729	0.4	0.6	2.659	A
				2	21	5	-	-	-	21	21	0.0	0.0	1.876	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	717	179	991	1085	0.660	711	716	2.8	2.0	9.712	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	600	150	991	1085	0.553	598	615	2.4	1.4	8.480	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	719	180	-	-	-	717	713	1.2	0.3	1.662	A
				3	601	150	-	-	-	600	611	0.9	0.2	1.581	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	17	4	955	761	0.023	17	19	0.0	0.0	5.614	A
			2	1	278	70	974	778	0.358	278	283	0.9	0.5	8.158	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	278	70	-	-	-	278	282	0.0	0.0	0.228	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	17	4	-	-	-	17	19	0.0	0.0	0.122	A
3 - Broad Rushes	Entry	1	1	1	598	150	1108	1009	0.593	599	606	2.9	1.6	10.231	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	18	4	1098	996	0.018	18	18	0.0	0.0	4.048	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	600	150	-	-	-	598	601	0.6	0.1	0.814	A
				2	18	4	-	-	-	18	18	0.0	0.0	0.594	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	590	148	991	1086	0.544	590	599	2.0	1.4	7.930	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	502	125	991	1086	0.462	501	515	1.4	1.0	7.139	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	590	147	-	-	-	590	597	0.3	0.1	0.349	A
				3	501	125	-	-	-	502	513	0.2	0.0	0.345	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	965	797	0.020	16	15	0.0	0.0	4.936	A
			2	1	234	58	974	808	0.289	232	238	0.5	0.5	7.317	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	234	58	-	-	-	234	238	0.0	0.0	0.115	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	-	-	-	16	15	0.0	0.0	0.192	A
3 - Broad Rushes	Entry	1	1	1	480	120	1108	1025	0.468	487	506	1.6	0.9	8.312	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	15	4	1076	998	0.015	15	14	0.0	0.0	3.728	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	481	120	-	-	-	480	504	0.1	0.0	0.357	A
				2	15	4	-	-	-	15	14	0.0	0.0	0.202	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | WD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	18.60	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.60	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	WD Flows	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1067	100.000
2 - Station Road (S)		ONE HOUR	✓	634	100.000
3 - Broad Rushes		ONE HOUR	✓	582	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	1 - Station Road (N)	0	570	497
	2 - Station Road (S)	621	0	13
	3 - Broad Rushes	560	22	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	2	6
	2 - Station Road (S)	2	0	0
	3 - Broad Rushes	6	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.63	7.84	2.7	A	979	1468
2 - Station Road (S)	0.90	39.01	8.0	E	581	872
3 - Broad Rushes	0.73	16.11	3.3	C	532	799

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)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	799	200	15	1865	0.429	801	799	891	0.0	1.2	5.528	A
2 - Station Road (S)	484	121	374	851	0.568	484	479	443	0.0	1.4	9.825	A
3 - Broad Rushes	431	108	473	978	0.441	433	432	384	0.0	0.8	7.539	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	974	243	21	1870	0.521	977	978	1051	1.2	1.6	6.422	A
2 - Station Road (S)	561	140	456	873	0.642	560	575	542	1.4	2.4	13.483	B
3 - Broad Rushes	522	131	548	956	0.546	524	525	467	0.8	1.4	9.562	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1174	294	23	1850	0.635	1175	1171	1295	1.6	2.7	7.839	A
2 - Station Road (S)	695	174	549	800	0.869	691	691	648	2.4	6.3	27.958	D
3 - Broad Rushes	639	160	676	882	0.725	641	640	564	1.4	2.7	14.830	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1167	292	24	1843	0.633	1166	1174	1284	2.7	2.7	7.795	A
2 - Station Road (S)	700	175	554	778	0.900	693	702	637	6.3	8.0	39.009	E
3 - Broad Rushes	637	159	677	914	0.697	632	647	569	2.7	3.3	16.106	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	962	240	22	1878	0.512	963	967	1068	2.7	1.8	6.494	A
2 - Station Road (S)	576	144	448	814	0.708	569	596	538	8.0	2.5	19.405	C
3 - Broad Rushes	529	132	558	927	0.571	532	537	459	3.3	1.4	10.990	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	797	199	15	1862	0.428	795	808	884	1.8	1.4	5.650	A
2 - Station Road (S)	473	118	369	839	0.564	474	489	442	2.5	1.3	10.458	B
3 - Broad Rushes	436	109	465	972	0.448	435	447	377	1.4	1.0	7.838	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	428	1086	0.394	428	428	0.0	0.8	5.606	A
			2	1, 3	372	1086	0.342	374	370	0.0	0.5	5.403	A
	Exit	1	1	(1, 3, 2)	799			800	804	0.0	0.0	0.014	A
			1		891			891	887	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	10	851	0.012	10	9	0.0	0.0	3.921	A
			2	1, 2	474	851	0.557	473	470	0.0	1.3	9.192	A
	Exit	1	1	(1, 3, 2)	484			484	484	0.0	0.1	0.727	A
			1		443			443	444	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	416	939	0.443	417	416	0.0	0.8	7.616	A
			2	3, 2	15	939	0.016	15	16	0.0	0.0	3.864	A
	Exit	1	1	(1, 3, 2)	431			431	436	0.0	0.0	0.070	A
			1		384			384	379	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	519	1084	0.479	522	523	0.8	0.9	6.439	A
			2	1, 3	455	1084	0.420	456	456	0.5	0.8	6.236	A
	Exit	1	1	(1, 3, 2)	974			974	980	0.0	0.0	0.075	A
			1		1051			1051	1067	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	12	824	0.014	12	12	0.0	0.0	4.293	A
			2	1, 2	550	824	0.668	548	562	1.3	2.0	11.719	B
	Exit	1	1	(1, 3, 2)	561			562	577	0.1	0.4	1.896	A
			1		542			542	543	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	501	912	0.550	503	505	0.8	1.3	9.476	A
			2	3, 2	20	912	0.022	21	20	0.0	0.0	4.256	A
	Exit	1	1	(1, 3, 2)	522			522	528	0.0	0.1	0.279	A
			1		467			467	468	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	625	1083	0.577	625	625	0.9	1.3	7.997	A
			2	1, 3	552	1083	0.509	549	546	0.8	1.3	6.977	A
		2	1	(1, 3, 2)	1174			1176	1175	0.0	0.1	0.306	A
	Exit	1	1		1295			1295	1292	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	14	793	0.018	14	15	0.0	0.0	4.945	A
			2	1, 2	678	793	0.855	676	676	2.0	3.3	16.669	C
		2	1	(1, 3, 2)	695			692	696	0.4	3.0	11.441	B
	Exit	1	1		648			648	649	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	617	866	0.712	618	616	1.3	2.4	13.418	B
			2	3, 2	23	866	0.026	23	24	0.0	0.0	3.968	A
		2	1	(1, 3, 2)	639			639	644	0.1	0.3	1.754	A
	Exit	1	1		564			564	561	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	611	1083	0.565	613	620	1.3	1.4	7.787	A
			2	1, 3	556	1083	0.514	554	554	1.3	1.3	7.213	A
		2	1	(1, 3, 2)	1167			1168	1174	0.1	0.0	0.275	A
	Exit	1	1		1284			1284	1308	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	16	791	0.020	16	15	0.0	0.0	4.481	A
			2	1, 2	679	791	0.858	677	686	3.3	3.5	17.825	C
		2	1	(1, 3, 2)	700			695	703	3.0	4.4	21.458	C
	Exit	1	1		637			637	646	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	612	866	0.706	607	622	2.4	2.9	14.424	B
			2	3, 2	24	866	0.028	24	25	0.0	0.0	4.344	A
		2	1	(1, 3, 2)	637			636	649	0.3	0.4	2.108	A
	Exit	1	1		569			569	569	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	517	1083	0.477	515	516	1.4	0.9	6.541	A
			2	1, 3	445	1083	0.410	448	451	1.3	0.7	6.141	A
		2	1	(1, 3, 2)	962			961	963	0.0	0.1	0.133	A
	Exit	1	1		1068			1068	1101	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	11	826	0.013	11	11	0.0	0.0	4.147	A
			2	1, 2	563	826	0.681	558	585	3.5	2.0	13.388	B
		2	1	(1, 3, 2)	576			574	589	4.4	0.5	6.447	A
	Exit	1	1		538			538	537	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	506	909	0.557	509	516	2.9	1.3	10.690	B
			2	3, 2	22	909	0.024	22	21	0.0	0.0	4.417	A
		2	1	(1, 3, 2)	529			529	531	0.4	0.0	0.598	A
	Exit	1	1		459			459	461	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	428	1086	0.395	426	433	0.9	0.8	5.752	A
			2	1, 3	369	1086	0.339	369	375	0.7	0.5	5.437	A
		2	1	(1, 3, 2)	797			797	807	0.1	0.0	0.046	A
	Exit	1	1		884			884	909	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	9	853	0.010	9	10	0.0	0.0	4.201	A
			2	1, 2	464	853	0.544	465	479	2.0	1.2	9.814	A
		2	1	(1, 3, 2)	473			473	485	0.5	0.2	0.807	A
	Exit	1	1		442			442	450	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	420	942	0.446	419	430	1.3	1.0	7.865	A
			2	3, 2	15	942	0.016	15	17	0.0	0.0	3.993	A
		2	1	(1, 3, 2)	436			436	445	0.0	0.0	0.136	A
	Exit	1	1		377			377	385	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	428	107	991	1086	0.394	428	428	0.0	0.8	5.606	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	372	93	991	1086	0.342	374	370	0.0	0.5	5.403	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	428	107	-	-	-	428	431	0.0	0.0	0.015	A
				3	372	93	-	-	-	372	372	0.0	0.0	0.013	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	3	844	740	0.014	10	9	0.0	0.0	3.921	A
			2	1	474	119	974	851	0.557	473	470	0.0	1.3	9.192	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	473	118	-	-	-	474	475	0.0	0.1	0.723	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	3	-	-	-	10	9	0.0	0.0	0.934	A
3 - Broad Rushes	Entry	1	1	1	416	104	1108	939	0.443	417	416	0.0	0.8	7.616	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	15	4	1101	933	0.016	15	16	0.0	0.0	3.864	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	416	104	-	-	-	416	420	0.0	0.0	0.072	A
				2	15	4	-	-	-	15	16	0.0	0.0	0.027	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	519	130	991	1084	0.479	522	523	0.8	0.9	6.439	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	455	114	991	1084	0.420	456	456	0.5	0.8	6.236	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	519	130	-	-	-	519	523	0.0	0.0	0.079	A
				3	455	114	-	-	-	455	457	0.0	0.0	0.071	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	929	787	0.015	12	12	0.0	0.0	4.293	A
			2	1	550	138	974	824	0.668	548	562	1.3	2.0	11.719	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	549	137	-	-	-	550	565	0.1	0.4	1.911	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	-	-	-	12	12	0.0	0.0	1.185	A
3 - Broad Rushes	Entry	1	1	1	501	125	1108	911	0.550	503	505	0.8	1.3	9.476	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	20	5	1101	901	0.023	21	20	0.0	0.0	4.256	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	502	125	-	-	-	501	507	0.0	0.1	0.284	A
				2	20	5	-	-	-	20	20	0.0	0.0	0.170	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	625	156	991	1083	0.577	625	625	0.9	1.3	7.997	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	552	138	991	1083	0.509	549	546	0.8	1.3	6.977	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	624	156	-	-	-	625	627	0.0	0.1	0.308	A
				3	551	138	-	-	-	552	548	0.0	0.0	0.304	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	14	4	955	779	0.018	14	15	0.0	0.0	4.945	A
			2	1	678	169	974	793	0.855	676	676	2.0	3.3	16.669	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	681	170	-	-	-	678	681	0.4	3.0	11.489	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	14	15	0.0	0.1	9.297	A
3 - Broad Rushes	Entry	1	1	1	617	154	1108	867	0.712	618	616	1.3	2.4	13.418	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	23	6	1108	865	0.026	23	24	0.0	0.0	3.968	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	617	154	-	-	-	617	621	0.1	0.3	1.775	A
				2	22	6	-	-	-	23	24	0.0	0.0	1.236	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	611	153	991	1083	0.565	613	620	1.3	1.4	7.787	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	556	139	991	1083	0.514	554	554	1.3	1.3	7.213	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	611	153	-	-	-	611	620	0.1	0.0	0.296	A
				3	556	139	-	-	-	556	553	0.0	0.0	0.251	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	961	784	0.020	16	15	0.0	0.0	4.481	A
		2	2	1	679	170	974	791	0.858	677	686	3.3	3.5	17.825	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	684	171	-	-	-	679	687	3.0	4.3	21.503	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	16	15	0.1	0.1	19.446	C
3 - Broad Rushes	Entry	1	1	1	612	153	1108	866	0.706	607	622	2.4	2.9	14.424	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	1101	858	0.029	24	25	0.0	0.0	4.344	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	612	153	-	-	-	612	624	0.3	0.4	2.125	A
				2	24	6	-	-	-	24	25	0.0	0.0	1.717	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	517	129	991	1083	0.477	515	516	1.4	0.9	6.541	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	445	111	991	1084	0.410	448	451	1.3	0.7	6.141	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	517	129	-	-	-	517	515	0.0	0.0	0.137	A
				3	445	111	-	-	-	445	448	0.0	0.1	0.130	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	896	758	0.014	11	11	0.0	0.0	4.147	A
			2	1	563	141	974	826	0.681	558	585	3.5	2.0	13.388	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	565	141	-	-	-	563	579	4.3	0.5	6.479	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	11	11	0.1	0.0	4.742	A
3 - Broad Rushes	Entry	1	1	1	506	127	1108	909	0.557	509	516	2.9	1.3	10.690	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	22	6	1108	906	0.024	22	21	0.0	0.0	4.417	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	507	127	-	-	-	506	510	0.4	0.0	0.598	A
				2	22	6	-	-	-	22	21	0.0	0.0	0.597	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	428	107	991	1086	0.395	426	433	0.9	0.8	5.752	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	369	92	991	1086	0.339	369	375	0.7	0.5	5.437	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	428	107	-	-	-	428	433	0.0	0.0	0.046	A
				3	369	92	-	-	-	369	374	0.1	0.0	0.046	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	896	781	0.011	9	10	0.0	0.0	4.201	A
			2	1	464	116	974	852	0.544	465	479	2.0	1.2	9.814	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	464	116	-	-	-	464	475	0.5	0.1	0.816	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	9	2	-	-	-	9	10	0.0	0.0	0.398	A
3 - Broad Rushes	Entry	1	1	1	420	105	1108	942	0.446	419	430	1.3	1.0	7.865	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	15	4	1101	933	0.016	15	17	0.0	0.0	3.993	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	420	105	-	-	-	420	428	0.0	0.0	0.138	A
				2	15	4	-	-	-	15	17	0.0	0.0	0.095	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | WoD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	55.08	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	55.08	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2038	WoD Flows	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1429	100.000
2 - Station Road (S)		ONE HOUR	✓	544	100.000
3 - Broad Rushes		ONE HOUR	✓	867	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	776	653
	2 - Station Road (S)	521	0	23
	3 - Broad Rushes	850	17	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	5	10
	2 - Station Road (S)	6	0	5
	3 - Broad Rushes	10	6	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.87	19.85	8.4	C	1312	1968
2 - Station Road (S)	0.80	24.45	4.0	C	499	749
3 - Broad Rushes	1.07	132.26	39.0	F	797	1196

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)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1072	268	12	1870	0.573	1068	1069	1038	0.0	2.5	7.181	A
2 - Station Road (S)	417	104	489	831	0.502	417	412	591	0.0	1.2	9.063	A
3 - Broad Rushes	650	163	399	1004	0.648	651	644	507	0.0	2.2	11.809	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1281	320	15	1859	0.689	1284	1284	1236	2.5	3.3	9.628	A
2 - Station Road (S)	488	122	581	801	0.609	489	493	718	1.2	1.7	12.287	B
3 - Broad Rushes	775	194	468	950	0.815	783	772	602	2.2	4.9	22.559	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1583	396	19	1813	0.873	1586	1564	1455	3.3	8.4	17.788	C
2 - Station Road (S)	593	148	714	805	0.737	598	599	891	1.7	4.0	22.582	C
3 - Broad Rushes	958	240	573	900	1.065	901	892	739	4.9	25.0	68.393	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1572	393	17	1873	0.840	1576	1583	1456	8.4	8.3	19.849	C
2 - Station Road (S)	599	150	731	750	0.799	597	602	862	4.0	3.9	24.447	C
3 - Broad Rushes	957	239	573	894	1.071	901	899	755	25.0	39.0	132.258	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1292	323	17	1825	0.708	1290	1312	1303	8.3	3.5	10.726	B
2 - Station Road (S)	489	122	582	850	0.575	491	502	725	3.9	1.7	14.585	B
3 - Broad Rushes	779	195	470	948	0.822	850	882	603	39.0	14.1	102.107	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1070	268	12	1866	0.573	1069	1080	1048	3.5	2.4	7.701	A
2 - Station Road (S)	409	102	485	848	0.483	411	424	596	1.7	1.0	9.939	A
3 - Broad Rushes	663	166	394	986	0.672	667	705	503	14.1	2.9	26.409	D

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	583	1087	0.536	579	578	0.0	1.4	7.225	A
			2	1, 3	487	1087	0.448	489	491	0.0	0.9	6.687	A
	Exit	1	1	(1, 3, 2)	1072			1070	1078	0.0	0.2	0.192	A
			1		1038			1038	1025	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	18	813	0.022	18	18	0.0	0.0	4.863	A
			2	1, 2	399	813	0.491	399	394	0.0	1.1	8.795	A
	Exit	1	1	(1, 3, 2)	417			417	416	0.0	0.1	0.429	A
			1		591			591	591	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	639	966	0.661	639	631	0.0	1.9	10.900	B
			2	3, 2	12	966	0.012	12	13	0.0	0.0	3.835	A
	Exit	1	1	(1, 3, 2)	650			650	651	0.0	0.3	1.032	A
			1		507			507	509	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	703	1086	0.647	703	696	1.4	1.9	9.159	A
			2	1, 3	582	1086	0.536	581	587	0.9	1.3	8.110	A
	Exit	1	1	(1, 3, 2)	1281			1285	1287	0.2	0.1	0.935	A
			1		1236			1236	1229	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	21	782	0.027	21	21	0.0	0.0	4.969	A
			2	1, 2	467	782	0.597	468	471	1.1	1.5	11.288	B
	Exit	1	1	(1, 3, 2)	488			488	494	0.1	0.2	1.261	A
			1		718			718	711	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	768	941	0.816	768	757	1.9	3.6	16.453	C
			2	3, 2	15	941	0.016	15	15	0.0	0.0	3.876	A
	Exit	1	1	(1, 3, 2)	775			782	779	0.3	1.3	6.299	A
			1		602			602	609	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	872	1085	0.804	872	854	1.9	3.1	12.962	B
			2	1, 3	714	1085	0.658	714	710	1.3	2.1	10.262	B
		2	1	(1, 3, 2)	1583			1586	1572	0.1	3.2	5.985	A
	Exit	1	1		1455			1455	1447	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	24	738	0.033	25	25	0.0	0.0	5.282	A
			2	1, 2	569	738	0.771	573	573	1.5	2.5	15.712	C
		2	1	(1, 3, 2)	593			593	603	0.2	1.5	7.235	A
	Exit	1	1		891			891	872	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	883	903	0.978	882	874	3.6	6.6	24.412	C
			2	3, 2	19	903	0.021	19	18	0.0	0.0	4.339	A
		2	1	(1, 3, 2)	958			902	904	1.3	18.4	44.124	E
	Exit	1	1		739			739	735	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	849	1085	0.782	845	855	3.1	3.3	13.161	B
			2	1, 3	730	1085	0.673	731	728	2.1	2.3	10.776	B
		2	1	(1, 3, 2)	1572			1579	1584	3.2	2.7	7.761	A
	Exit	1	1		1456			1456	1459	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	25	733	0.034	25	25	0.0	0.1	5.278	A
			2	1, 2	574	733	0.783	573	577	2.5	2.6	16.448	C
		2	1	(1, 3, 2)	599			599	603	1.5	1.2	8.485	A
	Exit	1	1		862			862	872	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	884	903	0.979	883	882	6.6	6.8	26.977	D
			2	3, 2	17	903	0.019	17	17	0.0	0.0	4.409	A
		2	1	(1, 3, 2)	957			902	900	18.4	32.2	105.703	F
	Exit	1	1		755			755	752	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	708	1085	0.652	708	716	3.3	1.8	9.733	A
			2	1, 3	583	1085	0.537	582	596	2.3	1.4	8.583	A
		2	1	(1, 3, 2)	1292			1291	1302	2.7	0.3	1.556	A
	Exit	1	1		1303			1303	1345	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	21	782	0.027	21	22	0.1	0.0	5.214	A
			2	1, 2	469	782	0.600	470	480	2.6	1.5	12.524	B
		2	1	(1, 3, 2)	489			490	497	1.2	0.2	2.472	A
	Exit	1	1		725			725	734	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	831	940	0.883	833	865	6.8	4.7	23.271	C
			2	3, 2	16	940	0.018	17	17	0.0	0.0	4.026	A
		2	1	(1, 3, 2)	779			847	874	32.2	9.3	79.813	F
	Exit	1	1		603			603	617	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	586	1087	0.539	584	593	1.8	1.3	7.744	A
			2	1, 3	485	1087	0.447	485	488	1.4	1.0	6.873	A
		2	1	(1, 3, 2)	1070			1071	1077	0.3	0.1	0.350	A
	Exit	1	1		1048			1048	1098	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	17	814	0.021	17	18	0.0	0.0	4.997	A
			2	1, 2	392	814	0.482	394	406	1.5	1.0	9.498	A
		2	1	(1, 3, 2)	409			409	421	0.2	0.0	0.657	A
	Exit	1	1		596			596	605	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	657	967	0.679	654	692	4.7	2.3	14.698	B
			2	3, 2	12	967	0.013	12	13	0.0	0.0	4.006	A
		2	1	(1, 3, 2)	663			669	696	9.3	0.6	12.524	B
	Exit	1	1		503			503	506	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	583	146	991	1087	0.536	579	578	0.0	1.4	7.225	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	487	122	991	1087	0.448	489	491	0.0	0.9	6.687	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	584	146	-	-	-	583	584	0.0	0.1	0.201	A
				3	488	122	-	-	-	487	495	0.0	0.1	0.181	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	18	5	957	796	0.023	18	18	0.0	0.0	4.863	A
			2	1	399	100	974	813	0.491	399	394	0.0	1.1	8.795	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	399	100	-	-	-	399	398	0.0	0.1	0.440	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	18	5	-	-	-	18	18	0.0	0.0	0.180	A
3 - Broad Rushes	Entry	1	1	1	639	160	1108	966	0.661	639	631	0.0	1.9	10.900	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	12	3	1039	907	0.013	12	13	0.0	0.0	3.835	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	639	160	-	-	-	639	639	0.0	0.3	1.035	A
				2	12	3	-	-	-	12	13	0.0	0.0	0.891	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	703	176	991	1086	0.647	703	696	1.4	1.9	9.159	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	582	145	991	1086	0.536	581	587	0.9	1.3	8.110	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	701	175	-	-	-	703	698	0.1	0.1	0.939	A
				3	580	145	-	-	-	582	589	0.1	0.1	0.930	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	966	774	0.027	21	21	0.0	0.0	4.969	A
			2	1	467	117	974	782	0.597	468	471	1.1	1.5	11.288	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	467	117	-	-	-	467	473	0.1	0.2	1.278	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	-	-	-	21	21	0.0	0.0	0.880	A
3 - Broad Rushes	Entry	1	1	1	768	192	1108	941	0.816	768	757	1.9	3.6	16.453	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	15	4	1069	908	0.016	15	15	0.0	0.0	3.876	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	760	190	-	-	-	768	764	0.3	1.3	6.315	A
				2	15	4	-	-	-	15	15	0.0	0.0	5.509	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	872	218	991	1085	0.804	872	854	1.9	3.1	12.962	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	714	178	991	1084	0.658	714	710	1.3	2.1	10.262	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	869	217	-	-	-	872	859	0.1	1.7	6.071	A
				3	714	179	-	-	-	714	713	0.1	1.5	5.877	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	24	6	970	734	0.033	25	25	0.0	0.0	5.282	A
			2	1	569	142	974	738	0.771	573	573	1.5	2.5	15.712	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	569	142	-	-	-	569	577	0.2	1.4	7.319	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	24	6	-	-	-	24	25	0.0	0.0	5.345	A
3 - Broad Rushes	Entry	1	1	1	883	221	1108	903	0.978	882	874	3.6	6.6	24.412	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	19	5	1089	887	0.022	19	18	0.0	0.0	4.339	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	938	235	-	-	-	883	886	1.3	18.0	44.194	E
				2	20	5	-	-	-	19	18	0.0	0.4	40.777	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	849	212	991	1085	0.782	845	855	3.1	3.3	13.161	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	730	183	991	1085	0.673	731	728	2.1	2.3	10.776	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	845	211	-	-	-	849	856	1.7	1.5	7.746	A
				3	727	182	-	-	-	730	728	1.5	1.2	7.781	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	25	6	970	732	0.034	25	25	0.0	0.1	5.278	A
			2	1	574	144	974	733	0.783	573	577	2.5	2.6	16.448	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	574	144	-	-	-	574	578	1.4	1.2	8.519	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	25	6	-	-	-	25	25	0.0	0.0	7.712	A
3 - Broad Rushes	Entry	1	1	1	884	221	1108	903	0.979	883	882	6.6	6.8	26.977	D
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	17	4	1084	885	0.019	17	17	0.0	0.0	4.409	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	939	235	-	-	-	884	883	18.0	31.7	105.758	F
				2	18	5	-	-	-	17	17	0.4	0.6	102.912	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	708	177	991	1085	0.652	708	716	3.3	1.8	9.733	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	583	146	991	1085	0.537	582	596	2.3	1.4	8.583	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	708	177	-	-	-	708	710	1.5	0.2	1.567	A
				3	584	146	-	-	-	583	592	1.2	0.1	1.543	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	970	774	0.027	21	22	0.1	0.0	5.214	A
		2	2	1	469	117	974	782	0.600	470	480	2.6	1.5	12.524	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	468	117	-	-	-	469	476	1.2	0.2	2.480	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	21	5	-	-	-	21	21	0.0	0.0	2.276	A
3 - Broad Rushes	Entry	1	1	1	831	208	1108	940	0.883	833	865	6.8	4.7	23.271	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	16	4	1099	932	0.018	17	17	0.0	0.0	4.026	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	764	191	-	-	-	831	857	31.7	9.1	79.889	F
				2	16	4	-	-	-	16	17	0.6	0.2	76.262	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	586	146	991	1087	0.539	584	593	1.8	1.3	7.744	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	485	121	991	1087	0.447	485	488	1.4	1.0	6.873	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	585	146	-	-	-	586	591	0.2	0.0	0.361	A
				3	485	121	-	-	-	485	486	0.1	0.0	0.335	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	17	4	939	784	0.022	17	18	0.0	0.0	4.997	A
		2	2	1	392	98	974	814	0.482	394	406	1.5	1.0	9.498	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	392	98	-	-	-	392	404	0.2	0.0	0.660	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	17	4	-	-	-	17	18	0.0	0.0	0.579	A
3 - Broad Rushes	Entry	1	1	1	657	164	1108	967	0.679	654	692	4.7	2.3	14.698	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	12	3	1064	925	0.013	12	13	0.0	0.0	4.006	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	651	163	-	-	-	657	683	9.1	0.6	12.559	B
				2	12	3	-	-	-	12	13	0.2	0.0	10.731	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | WoD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	57.49	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	57.49	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2038	WoD Flows	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1270	100.000
2 - Station Road (S)		ONE HOUR	✓	735	100.000
3 - Broad Rushes		ONE HOUR	✓	739	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	699	571
	2 - Station Road (S)	721	0	14
	3 - Broad Rushes	710	29	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	2	6
	2 - Station Road (S)	2	0	0
	3 - Broad Rushes	5	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.77	12.23	4.7	B	1168	1751
2 - Station Road (S)	1.07	135.43	33.5	F	673	1009
3 - Broad Rushes	0.95	58.10	13.0	F	676	1014

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)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	953	238	21	1840	0.518	953	950	1074	0.0	1.8	6.462	A
2 - Station Road (S)	549	137	421	844	0.650	545	547	552	0.0	2.0	11.967	B
3 - Broad Rushes	558	140	535	934	0.597	560	558	431	0.0	1.5	9.943	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1147	287	23	1834	0.625	1148	1148	1284	1.8	2.3	7.710	A
2 - Station Road (S)	659	165	516	820	0.804	657	659	655	2.0	4.5	23.158	C
3 - Broad Rushes	664	166	643	924	0.719	664	665	529	1.5	3.0	15.117	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1393	348	32	1854	0.752	1394	1393	1507	2.3	4.4	11.066	B
2 - Station Road (S)	810	202	622	779	1.039	750	750	803	4.5	21.3	67.947	F
3 - Broad Rushes	817	204	736	868	0.942	803	792	637	3.0	10.9	38.851	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1407	352	32	1838	0.765	1412	1410	1538	4.4	4.7	12.226	B
2 - Station Road (S)	813	203	636	756	1.075	780	769	808	21.3	33.5	135.432	F
3 - Broad Rushes	806	202	766	852	0.946	805	814	650	10.9	13.0	58.101	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1144	286	26	1845	0.620	1140	1153	1353	4.7	2.6	8.100	A
2 - Station Road (S)	647	162	512	831	0.778	721	756	654	33.5	11.1	103.003	F
3 - Broad Rushes	659	165	708	885	0.745	671	699	525	13.0	4.0	33.332	D

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	962	240	25	1851	0.520	961	971	1078	2.6	1.7	6.399	A
2 - Station Road (S)	559	140	431	848	0.659	567	596	555	11.1	2.4	26.539	D
3 - Broad Rushes	550	138	556	935	0.589	547	569	442	4.0	1.9	12.199	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	530	1084	0.489	531	527	0.0	0.9	6.607	A
			2	1, 3	424	1084	0.391	421	424	0.0	0.8	5.952	A
	Exit	1	1	(1, 3, 2)	953			954	957	0.0	0.0	0.141	A
			1		1074			1074	1072	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	10	835	0.012	10	10	0.0	0.0	4.259	A
			2	1, 2	538	835	0.645	535	536	0.0	1.8	10.781	B
	Exit	1	1	(1, 3, 2)	549			548	554	0.0	0.2	1.292	A
			1		552			552	549	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	537	917	0.586	539	536	0.0	1.4	9.821	A
			2	3, 2	21	917	0.023	21	23	0.0	0.0	3.916	A
	Exit	1	1	(1, 3, 2)	558			558	564	0.0	0.1	0.363	A
			1		431			431	434	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	632	1083	0.584	632	634	0.9	1.4	7.844	A
			2	1, 3	515	1083	0.475	516	514	0.8	1.0	6.835	A
	Exit	1	1	(1, 3, 2)	1147			1147	1150	0.0	0.0	0.308	A
			1		1284			1284	1286	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	13	804	0.016	13	13	0.0	0.0	4.429	A
			2	1, 2	644	804	0.801	643	646	1.8	2.7	15.251	C
	Exit	1	1	(1, 3, 2)	659			657	663	0.2	1.7	8.046	A
			1		655			655	660	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	642	878	0.731	641	639	1.4	2.7	13.671	B
			2	3, 2	23	878	0.026	23	25	0.0	0.0	4.083	A
	Exit	1	1	(1, 3, 2)	664			665	670	0.1	0.4	1.792	A
			1		529			529	526	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	771	1080	0.714	771	767	1.4	2.3	10.209	B
			2	1, 3	621	1080	0.575	622	626	1.0	1.5	8.760	A
		2	1	(1, 3, 2)	1393			1393	1399	0.0	0.7	1.485	A
	Exit	1	1		1507			1507	1495	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	15	769	0.019	14	15	0.0	0.0	4.627	A
			2	1, 2	737	769	0.958	736	735	2.7	4.6	20.882	C
		2	1	(1, 3, 2)	810			751	758	1.7	16.7	47.173	E
	Exit	1	1		803			803	798	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	771	845	0.912	771	760	2.7	5.1	22.212	C
			2	3, 2	31	845	0.037	32	31	0.0	0.0	4.440	A
		2	1	(1, 3, 2)	817			802	802	0.4	5.8	17.194	C
	Exit	1	1		637			637	641	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	774	1080	0.716	776	780	2.3	2.2	10.808	B
			2	1, 3	633	1080	0.586	636	630	1.5	1.6	8.768	A
		2	1	(1, 3, 2)	1407			1407	1410	0.7	1.0	2.299	A
	Exit	1	1		1538			1538	1536	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	15	764	0.019	14	14	0.0	0.0	4.840	A
			2	1, 2	767	764	1.004	766	755	4.6	4.9	22.751	C
		2	1	(1, 3, 2)	813			782	770	16.7	28.6	113.088	F
	Exit	1	1		808			808	813	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	770	834	0.923	773	782	5.1	5.1	24.872	C
			2	3, 2	32	834	0.039	32	32	0.0	0.1	4.630	A
		2	1	(1, 3, 2)	806			802	814	5.8	7.8	34.009	D
	Exit	1	1		650			650	645	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	631	1082	0.583	628	636	2.2	1.6	8.129	A
			2	1, 3	512	1082	0.473	512	517	1.6	0.9	6.912	A
		2	1	(1, 3, 2)	1144			1144	1148	1.0	0.1	0.535	A
	Exit	1	1		1353			1353	1413	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	13	805	0.016	13	13	0.0	0.0	4.763	A
			2	1, 2	701	805	0.871	708	742	4.9	3.1	19.889	C
		2	1	(1, 3, 2)	647			714	749	28.6	8.0	83.780	F
	Exit	1	1		654			654	664	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	641	855	0.750	645	671	5.1	2.9	19.280	C
			2	3, 2	27	855	0.031	26	28	0.1	0.0	4.446	A
		2	1	(1, 3, 2)	659			668	690	7.8	1.1	15.091	C
	Exit	1	1		525			525	530	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	532	1083	0.492	530	535	1.6	1.1	6.667	A
			2	1, 3	430	1083	0.397	431	436	0.9	0.6	5.865	A
		2	1	(1, 3, 2)	962			962	968	0.1	0.0	0.087	A
	Exit	1	1		1078			1078	1131	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	11	832	0.013	11	11	0.0	0.0	4.502	A
			2	1, 2	556	832	0.669	556	585	3.1	1.9	13.264	B
		2	1	(1, 3, 2)	559			567	591	8.0	0.5	13.859	B
	Exit	1	1		555			555	557	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	525	909	0.578	522	546	2.9	1.8	11.414	B
			2	3, 2	24	909	0.027	25	23	0.0	0.0	4.103	A
		2	1	(1, 3, 2)	550			550	564	1.1	0.1	1.226	A
	Exit	1	1		442			442	447	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	530	133	991	1084	0.489	531	527	0.0	0.9	6.607	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	424	106	991	1084	0.391	421	424	0.0	0.8	5.952	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	530	132	-	-	-	530	530	0.0	0.0	0.148	A
				3	423	106	-	-	-	424	427	0.0	0.0	0.132	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	2	906	777	0.013	10	10	0.0	0.0	4.259	A
			2	1	538	135	974	835	0.644	535	536	0.0	1.8	10.781	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	539	135	-	-	-	538	544	0.0	0.2	1.302	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	10	2	-	-	-	10	11	0.0	0.0	0.795	A
3 - Broad Rushes	Entry	1	1	1	537	134	1108	916	0.587	539	536	0.0	1.4	9.821	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	21	5	1103	911	0.023	21	23	0.0	0.0	3.916	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	537	134	-	-	-	537	541	0.0	0.1	0.367	A
				2	21	5	-	-	-	21	23	0.0	0.0	0.279	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	632	158	991	1083	0.584	632	634	0.9	1.4	7.844	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	515	129	991	1083	0.475	516	514	0.8	1.0	6.835	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	632	158	-	-	-	632	636	0.0	0.0	0.308	A
				3	515	129	-	-	-	515	514	0.0	0.0	0.307	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	938	778	0.017	13	13	0.0	0.0	4.429	A
			2	1	644	161	974	804	0.801	643	646	1.8	2.7	15.251	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	646	161	-	-	-	644	650	0.2	1.7	8.061	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	-	-	-	13	13	0.0	0.0	7.326	A
3 - Broad Rushes	Entry	1	1	1	642	160	1108	879	0.730	641	639	1.4	2.7	13.671	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	23	6	1108	880	0.026	23	25	0.0	0.0	4.083	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	641	160	-	-	-	642	645	0.1	0.4	1.811	A
				2	23	6	-	-	-	23	25	0.0	0.0	1.337	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	771	193	991	1080	0.714	771	767	1.4	2.3	10.209	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	621	155	991	1080	0.575	622	626	1.0	1.5	8.760	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	772	193	-	-	-	771	770	0.0	0.4	1.522	A
				3	621	155	-	-	-	621	628	0.0	0.3	1.437	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	933	736	0.020	14	15	0.0	0.0	4.627	A
			2	1	737	184	974	769	0.958	736	735	2.7	4.6	20.882	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	793	198	-	-	-	737	742	1.7	16.3	47.232	E
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	17	4	-	-	-	15	15	0.0	0.4	44.414	E
3 - Broad Rushes	Entry	1	1	1	771	193	1108	845	0.912	771	760	2.7	5.1	22.212	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	31	8	1108	846	0.037	32	31	0.0	0.0	4.440	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	785	196	-	-	-	771	770	0.4	5.5	17.188	C
				2	32	8	-	-	-	31	31	0.0	0.3	17.332	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	774	194	991	1080	0.716	776	780	2.3	2.2	10.808	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	633	158	991	1080	0.586	636	630	1.5	1.6	8.768	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	775	194	-	-	-	774	780	0.4	0.6	2.296	A
				3	632	158	-	-	-	633	630	0.3	0.4	2.302	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	956	752	0.019	14	14	0.0	0.0	4.840	A
			2	1	767	192	974	764	1.004	766	755	4.6	4.9	22.751	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	798	199	-	-	-	767	756	16.3	28.1	113.097	F
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	15	14	0.4	0.5	112.635	F
3 - Broad Rushes	Entry	1	1	1	770	192	1108	835	0.923	773	782	5.1	5.1	24.872	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	32	8	1108	837	0.039	32	32	0.0	0.1	4.630	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	773	193	-	-	-	770	781	5.5	7.5	34.002	D
				2	33	8	-	-	-	32	32	0.3	0.3	34.185	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	631	158	991	1082	0.583	628	636	2.2	1.6	8.129	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	512	128	991	1082	0.473	512	517	1.6	0.9	6.912	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	632	158	-	-	-	631	634	0.6	0.0	0.548	A
				3	513	128	-	-	-	512	514	0.4	0.0	0.519	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	947	784	0.017	13	13	0.0	0.0	4.763	A
		2	2	1	701	175	974	805	0.871	708	742	4.9	3.1	19.889	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	636	159	-	-	-	701	735	28.1	7.9	83.776	F
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	13	13	0.5	0.1	84.048	F
3 - Broad Rushes	Entry	1	1	1	641	160	1108	855	0.750	645	671	5.1	2.9	19.280	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	27	7	1108	846	0.031	26	28	0.1	0.0	4.446	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	633	158	-	-	-	641	662	7.5	1.1	15.150	C
				2	26	7	-	-	-	27	28	0.3	0.0	13.736	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	532	133	991	1083	0.492	530	535	1.6	1.1	6.667	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	430	107	991	1083	0.397	431	436	0.9	0.6	5.865	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	532	133	-	-	-	532	532	0.0	0.0	0.093	A
				3	430	107	-	-	-	430	435	0.0	0.0	0.081	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	888	756	0.014	11	11	0.0	0.0	4.502	A
			2	1	556	139	974	832	0.669	556	585	3.1	1.9	13.264	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	548	137	-	-	-	556	580	7.9	0.5	13.842	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	11	11	0.1	0.0	14.712	B
3 - Broad Rushes	Entry	1	1	1	525	131	1108	909	0.578	522	546	2.9	1.8	11.414	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	24	6	1103	903	0.027	25	23	0.0	0.0	4.103	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	526	131	-	-	-	525	542	1.1	0.1	1.238	A
				2	24	6	-	-	-	24	23	0.0	0.0	0.950	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | WD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	70.61	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	70.61	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2038	WD Flows	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1453	100.000
2 - Station Road (S)		ONE HOUR	✓	597	100.000
3 - Broad Rushes		ONE HOUR	✓	878	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	779	674
	2 - Station Road (S)	573	0	24
	3 - Broad Rushes	862	16	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	5	10
	2 - Station Road (S)	5	0	4
	3 - Broad Rushes	10	7	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.87	21.15	9.7	C	1330	1995
2 - Station Road (S)	0.87	42.26	7.6	E	547	820
3 - Broad Rushes	1.08	171.50	51.7	F	806	1209

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)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1087	272	12	1834	0.593	1085	1082	1071	0.0	2.3	7.439	A
2 - Station Road (S)	445	111	508	852	0.522	442	444	589	0.0	1.4	9.875	A
3 - Broad Rushes	660	165	423	971	0.680	660	652	527	0.0	2.3	12.720	B

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1293	323	13	1850	0.699	1290	1300	1289	2.3	3.8	10.091	B
2 - Station Road (S)	533	133	600	809	0.660	535	540	703	1.4	2.0	14.534	B
3 - Broad Rushes	793	198	512	933	0.850	790	784	623	2.3	6.3	25.570	D

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1600	400	17	1836	0.871	1601	1588	1502	3.8	9.1	18.894	C
2 - Station Road (S)	656	164	745	756	0.867	651	646	872	2.0	6.7	30.151	D
3 - Broad Rushes	968	242	625	917	1.056	893	880	771	6.3	29.6	81.107	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1603	401	16	1851	0.866	1600	1606	1519	9.1	9.7	21.147	C
2 - Station Road (S)	658	165	748	777	0.847	661	664	868	6.7	7.6	42.258	E
3 - Broad Rushes	979	245	635	910	1.075	901	893	775	29.6	51.7	171.497	F

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1304	326	15	1833	0.711	1306	1340	1369	9.7	3.7	11.779	B
2 - Station Road (S)	538	135	607	803	0.670	538	562	715	7.6	2.2	21.093	C
3 - Broad Rushes	780	195	514	948	0.823	869	888	630	51.7	27.3	160.717	F

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1094	274	12	1890	0.579	1099	1110	1122	3.7	2.2	7.809	A
2 - Station Road (S)	449	112	510	820	0.547	450	462	601	2.2	1.3	11.095	B
3 - Broad Rushes	655	164	431	978	0.669	703	759	529	27.3	4.6	53.275	F

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	579	1087	0.533	577	580	0.0	1.2	7.480	A
			2	1, 3	507	1087	0.467	508	502	0.0	1.0	6.852	A
	Exit	1	1	(1, 3, 2)	1087			1087	1090	0.0	0.1	0.239	A
			1		1071			1071	1066	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	20	807	0.024	20	18	0.0	0.0	4.803	A
			2	1, 2	424	807	0.526	423	426	0.0	1.2	9.464	A
	Exit	1	1	(1, 3, 2)	445			444	449	0.0	0.1	0.590	A
			1		589			589	592	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	649	957	0.678	648	640	0.0	2.2	11.626	B
			2	3, 2	12	957	0.013	12	12	0.0	0.0	4.049	A
	Exit	1	1	(1, 3, 2)	660			661	661	0.0	0.1	1.225	A
			1		527			527	521	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	690	1087	0.635	690	694	1.2	1.8	9.216	A
			2	1, 3	602	1087	0.554	600	606	1.0	1.6	8.457	A
	Exit	1	1	(1, 3, 2)	1293			1292	1304	0.1	0.5	1.209	A
			1		1289			1289	1288	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	23	776	0.030	23	22	0.0	0.1	4.973	A
			2	1, 2	511	776	0.659	512	518	1.2	1.7	12.590	B
	Exit	1	1	(1, 3, 2)	533			535	542	0.1	0.3	2.246	A
			1		703			703	708	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	775	925	0.838	777	769	2.2	3.9	17.579	C
			2	3, 2	13	925	0.014	13	14	0.0	0.0	4.090	A
	Exit	1	1	(1, 3, 2)	793			788	790	0.1	2.4	8.131	A
			1		623			623	628	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	856	1085	0.789	856	852	1.8	3.2	12.921	B
			2	1, 3	744	1085	0.686	745	736	1.6	2.4	10.913	B
		2	1	(1, 3, 2)	1600			1600	1597	0.5	3.6	6.852	A
	Exit	1	1		1502			1502	1483	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	25	728	0.035	26	27	0.1	0.0	5.323	A
			2	1, 2	626	728	0.859	625	619	1.7	3.5	17.882	C
		2	1	(1, 3, 2)	656			651	653	0.3	3.2	12.643	B
	Exit	1	1		872			872	868	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	878	885	0.993	877	864	3.9	6.6	25.394	D
			2	3, 2	17	885	0.019	17	16	0.0	0.0	4.352	A
		2	1	(1, 3, 2)	968			895	891	2.4	23.0	55.833	F
	Exit	1	1		771			771	763	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	856	1085	0.789	851	859	3.2	3.4	13.278	B
			2	1, 3	747	1085	0.688	748	746	2.4	2.4	11.189	B
		2	1	(1, 3, 2)	1603			1603	1606	3.6	3.9	8.811	A
	Exit	1	1		1519			1519	1514	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	26	727	0.036	26	27	0.0	0.0	5.343	A
			2	1, 2	633	727	0.871	635	637	3.5	3.5	19.837	C
		2	1	(1, 3, 2)	658			659	664	3.2	4.1	23.014	C
	Exit	1	1		868			868	875	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	885	881	1.004	884	877	6.6	6.9	27.895	D
			2	3, 2	16	881	0.019	16	16	0.0	0.0	4.631	A
		2	1	(1, 3, 2)	979			901	894	23.0	44.7	143.959	F
	Exit	1	1		775			775	773	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	699	1086	0.644	699	718	3.4	1.9	10.068	B
			2	1, 3	606	1086	0.558	607	622	2.4	1.4	8.642	A
		2	1	(1, 3, 2)	1304			1305	1330	3.9	0.4	2.431	A
	Exit	1	1		1369			1369	1412	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	23	774	0.030	23	23	0.0	0.0	5.021	A
			2	1, 2	516	774	0.666	514	539	3.5	1.8	14.426	B
		2	1	(1, 3, 2)	538			539	555	4.1	0.4	7.337	A
	Exit	1	1		715			715	733	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	847	924	0.916	854	873	6.9	5.5	25.834	D
			2	3, 2	15	924	0.017	15	15	0.0	0.0	4.402	A
		2	1	(1, 3, 2)	780			862	883	44.7	21.7	135.716	F
	Exit	1	1		630			630	644	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	587	1087	0.540	589	596	1.9	1.1	7.730	A
			2	1, 3	509	1087	0.468	510	514	1.4	1.0	6.987	A
		2	1	(1, 3, 2)	1094			1096	1106	0.4	0.0	0.424	A
	Exit	1	1		1122			1122	1189	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	18	806	0.023	18	18	0.0	0.0	4.847	A
			2	1, 2	431	806	0.535	431	444	1.8	1.1	10.328	B
		2	1	(1, 3, 2)	449			449	460	0.4	0.1	1.026	A
	Exit	1	1		601			601	609	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	683	954	0.716	691	745	5.5	2.5	17.726	C
			2	3, 2	12	954	0.013	12	13	0.0	0.0	4.081	A
		2	1	(1, 3, 2)	655			695	747	21.7	2.1	36.822	E
	Exit	1	1		529			529	533	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	579	145	991	1087	0.533	577	580	0.0	1.2	7.480	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	507	127	991	1087	0.467	508	502	0.0	1.0	6.852	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	579	145	-	-	-	579	584	0.0	0.1	0.246	A
				3	507	127	-	-	-	507	506	0.0	0.0	0.232	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	20	5	953	789	0.025	20	18	0.0	0.0	4.803	A
			2	1	424	106	974	806	0.526	423	426	0.0	1.2	9.464	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	425	106	-	-	-	424	431	0.0	0.1	0.601	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	20	5	-	-	-	20	19	0.0	0.0	0.340	A
3 - Broad Rushes	Entry	1	1	1	649	162	1108	957	0.678	648	640	0.0	2.2	11.626	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	12	3	1025	883	0.014	12	12	0.0	0.0	4.049	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	648	162	-	-	-	649	649	0.0	0.1	1.232	A
				2	12	3	-	-	-	12	12	0.0	0.0	0.848	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
				1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			1	2	690	173	991	1087	0.635	690	694	1.2	1.8	9.216	A
< >															
1 - Station Road (N)	Entry	1	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	602	150	991	1087	0.554	600	606	1.0	1.6	8.457	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	691	173	-	-	-	690	696	0.1	0.2	1.199	A
				3	603	151	-	-	-	602	609	0.0	0.2	1.221	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	23	6	966	768	0.031	23	22	0.0	0.1	4.973	A
		2	2	1	511	128	974	776	0.659	512	518	1.2	1.7	12.590	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	775	194	1108	925	0.838	777	769	2.2	3.9	17.579	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	13	3	1057	882	0.015	13	14	0.0	0.0	4.090	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	780	195	-	-	-	775	776	0.1	2.4	8.155	A
				2	13	3	-	-	-	13	14	0.0	0.0	6.870	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	856	214	991	1085	0.789	856	852	1.8	3.2	12.921	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	744	186	991	1085	0.686	745	736	1.6	2.4	10.913	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	857	214	-	-	-	856	858	0.2	2.0	6.829	A
				3	743	186	-	-	-	744	740	0.2	1.6	6.880	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	25	6	974	730	0.035	26	27	0.1	0.0	5.323	A
			2	1	626	156	974	728	0.859	625	619	1.7	3.5	17.882	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	630	157	-	-	-	626	626	0.3	3.1	12.694	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	26	6	-	-	-	25	27	0.0	0.1	11.478	B
3 - Broad Rushes	Entry	1	1	1	878	220	1108	885	0.993	877	864	3.9	6.6	25.394	D
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	17	4	1086	869	0.020	17	16	0.0	0.0	4.352	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	949	237	-	-	-	878	875	2.4	22.5	55.862	F
				2	19	5	-	-	-	17	16	0.0	0.4	54.345	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	856	214	991	1085	0.789	851	859	3.2	3.4	13.278	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	747	187	991	1085	0.688	748	746	2.4	2.4	11.189	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	856	214	-	-	-	856	860	2.0	2.1	8.799	A
				3	746	187	-	-	-	747	746	1.6	1.8	8.825	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	26	7	972	725	0.036	26	27	0.0	0.0	5.343	A
			2	1	633	158	974	727	0.871	635	637	3.5	3.5	19.837	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	632	158	-	-	-	633	637	3.1	3.9	23.135	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	26	7	-	-	-	26	27	0.1	0.2	20.193	C
3 - Broad Rushes	Entry	1	1	1	885	221	1108	881	1.004	884	877	6.6	6.9	27.895	D
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	16	4	1071	851	0.019	16	16	0.0	0.0	4.631	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	961	240	-	-	-	885	878	22.5	43.9	143.938	F
				2	17	4	-	-	-	16	16	0.4	0.8	145.069	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	699	175	991	1086	0.644	699	718	3.4	1.9	10.068	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	606	152	991	1086	0.558	607	622	2.4	1.4	8.642	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	698	175	-	-	-	699	712	2.1	0.2	2.468	A
				3	606	151	-	-	-	606	618	1.8	0.2	2.386	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	23	6	970	769	0.030	23	23	0.0	0.0	5.021	A
		2	2	1	516	129	974	774	0.667	514	539	3.5	1.8	14.426	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	515	129	-	-	-	516	532	3.9	0.3	7.371	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	23	6	-	-	-	23	23	0.2	0.0	6.547	A
3 - Broad Rushes	Entry	1	1	1	847	212	1108	924	0.916	854	873	6.9	5.5	25.834	D
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	15	4	1081	897	0.017	15	15	0.0	0.0	4.402	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	766	191	-	-	-	847	867	43.9	21.4	135.787	F
				2	14	4	-	-	-	15	15	0.8	0.4	131.804	F
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	587	147	991	1087	0.540	589	596	1.9	1.1	7.730	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	509	127	991	1087	0.468	510	514	1.4	1.0	6.987	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	586	147	-	-	-	587	593	0.2	0.0	0.422	A
				3	508	127	-	-	-	509	513	0.2	0.0	0.426	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	18	5	963	794	0.023	18	18	0.0	0.0	4.847	A
		2	2	1	431	108	974	806	0.534	431	444	1.8	1.1	10.328	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	430	108	-	-	-	431	441	0.3	0.1	1.044	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	18	5	-	-	-	18	18	0.0	0.0	0.592	A
3 - Broad Rushes	Entry	1	1	1	683	171	1108	954	0.716	691	745	5.5	2.5	17.726	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	12	3	1059	909	0.013	12	13	0.0	0.0	4.081	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	644	161	-	-	-	683	733	21.4	2.0	36.776	E
				2	11	3	-	-	-	12	13	0.4	0.0	39.331	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | WD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	64.77	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	64.77	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2038	WD Flows	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1302	100.000
2 - Station Road (S)		ONE HOUR	✓	752	100.000
3 - Broad Rushes		ONE HOUR	✓	750	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	724	578
	2 - Station Road (S)	738	0	14
	3 - Broad Rushes	721	29	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	2	5
	2 - Station Road (S)	2	0	0
	3 - Broad Rushes	5	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.81	12.72	5.2	B	1196	1794
2 - Station Road (S)	1.07	157.53	40.9	F	689	1034
3 - Broad Rushes	0.95	62.36	14.7	F	687	1031

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)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	984	246	23	1850	0.532	982	983	1107	0.0	1.9	6.306	A
2 - Station Road (S)	575	144	433	829	0.693	571	560	572	0.0	2.3	12.708	B
3 - Broad Rushes	569	142	561	978	0.581	568	561	443	0.0	1.5	9.904	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1169	292	27	1820	0.643	1172	1180	1303	1.9	2.7	8.063	A
2 - Station Road (S)	669	167	529	822	0.813	680	670	670	2.3	4.9	26.414	D
3 - Broad Rushes	669	167	667	918	0.729	663	669	542	1.5	3.2	15.996	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1419	355	31	1858	0.764	1424	1425	1530	2.7	5.1	12.331	B
2 - Station Road (S)	820	205	644	770	1.065	774	761	811	4.9	23.1	76.741	F
3 - Broad Rushes	826	207	759	871	0.949	801	799	659	3.2	12.1	39.325	E

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1448	362	32	1787	0.810	1444	1439	1549	5.1	5.2	12.719	B
2 - Station Road (S)	827	207	639	778	1.063	771	766	837	23.1	40.9	157.532	F
3 - Broad Rushes	824	206	755	887	0.930	825	821	655	12.1	14.7	62.356	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1174	294	27	1875	0.626	1181	1191	1403	5.2	2.4	8.304	A
2 - Station Road (S)	684	171	521	819	0.836	758	770	686	40.9	19.5	136.871	F
3 - Broad Rushes	679	170	744	883	0.769	687	716	536	14.7	4.3	34.449	D

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	983	246	20	1881	0.523	981	986	1115	2.4	2.0	6.516	A
2 - Station Road (S)	560	140	433	844	0.663	591	637	568	19.5	2.8	42.772	E
3 - Broad Rushes	557	139	579	929	0.600	555	578	445	4.3	1.7	13.688	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	551	1083	0.508	549	550	0.0	1.1	6.641	A
			2	1, 3	433	1083	0.400	433	433	0.0	0.7	5.706	A
	Exit	1	1	(1, 3, 2)	984			984	990	0.0	0.0	0.070	A
			1		1107			1107	1089	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	11	831	0.013	10	11	0.0	0.0	4.292	A
			2	1, 2	561	831	0.675	561	550	0.0	1.9	11.063	B
	Exit	1	1	(1, 3, 2)	575			572	568	0.0	0.4	1.757	A
			1		572			572	571	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	546	908	0.601	545	540	0.0	1.4	9.825	A
			2	3, 2	23	908	0.026	23	21	0.0	0.1	3.895	A
	Exit	1	1	(1, 3, 2)	569			569	567	0.0	0.0	0.310	A
			1		443			443	444	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	644	1082	0.595	643	653	1.1	1.6	8.352	A
			2	1, 3	527	1082	0.487	529	526	0.7	1.0	6.794	A
	Exit	1	1	(1, 3, 2)	1169			1171	1183	0.0	0.0	0.394	A
			1		1303			1303	1302	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	13	799	0.016	13	12	0.0	0.0	4.442	A
			2	1, 2	664	799	0.830	667	659	1.9	2.8	15.871	C
	Exit	1	1	(1, 3, 2)	669			677	674	0.4	2.0	10.667	B
			1		670			670	679	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	641	870	0.737	636	643	1.4	2.7	14.149	B
			2	3, 2	27	870	0.031	27	26	0.1	0.0	4.188	A
	Exit	1	1	(1, 3, 2)	669			668	674	0.0	0.5	2.215	A
			1		542			542	538	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	780	1081	0.721	780	790	1.6	2.4	11.283	B
			2	1, 3	645	1081	0.597	644	634	1.0	1.7	8.570	A
		2	1	(1, 3, 2)	1419			1424	1430	0.0	1.0	2.229	A
	Exit	1	1		1530			1530	1516	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	15	762	0.019	15	14	0.0	0.0	4.551	A
			2	1, 2	761	762	0.999	759	747	2.8	4.7	21.385	C
		2	1	(1, 3, 2)	820			775	769	2.0	18.4	55.530	F
	Exit	1	1		811			811	821	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	776	837	0.928	771	768	2.7	5.5	22.215	C
			2	3, 2	31	837	0.037	31	31	0.0	0.0	4.343	A
		2	1	(1, 3, 2)	826			807	811	0.5	6.5	17.606	C
	Exit	1	1		659			659	648	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	806	1080	0.746	805	799	2.4	2.5	11.457	B
			2	1, 3	637	1080	0.589	639	640	1.7	1.4	8.511	A
		2	1	(1, 3, 2)	1448			1443	1438	1.0	1.3	2.536	A
	Exit	1	1		1549			1549	1540	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	16	763	0.021	16	15	0.0	0.0	4.565	A
			2	1, 2	756	763	0.990	755	752	4.7	4.9	23.167	C
		2	1	(1, 3, 2)	827			772	767	18.4	36.0	134.731	F
	Exit	1	1		837			837	831	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	795	838	0.949	794	789	5.5	5.6	25.065	D
			2	3, 2	32	838	0.038	32	32	0.0	0.0	4.687	A
		2	1	(1, 3, 2)	824			827	821	6.5	9.0	38.078	E
	Exit	1	1		655			655	655	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	655	1082	0.605	660	662	2.5	1.3	8.389	A
			2	1, 3	520	1082	0.480	521	529	1.4	1.0	7.002	A
		2	1	(1, 3, 2)	1174			1174	1185	1.3	0.1	0.555	A
	Exit	1	1		1403			1403	1444	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	15	802	0.018	15	14	0.0	0.0	4.801	A
			2	1, 2	739	802	0.922	744	756	4.9	3.9	20.925	C
		2	1	(1, 3, 2)	684			754	766	36.0	15.7	116.676	F
	Exit	1	1		686			686	690	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	661	842	0.785	660	688	5.6	3.3	19.709	C
			2	3, 2	27	842	0.032	27	28	0.0	0.0	4.487	A
		2	1	(1, 3, 2)	679			688	707	9.0	1.0	15.798	C
	Exit	1	1		536			536	543	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	550	1084	0.507	548	551	1.3	1.2	6.783	A
			2	1, 3	433	1084	0.399	433	435	1.0	0.8	5.925	A
		2	1	(1, 3, 2)	983			982	984	0.1	0.0	0.111	A
	Exit	1	1		1115			1115	1180	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	12	831	0.014	12	12	0.0	0.0	4.785	A
			2	1, 2	574	831	0.691	579	625	3.9	2.0	15.376	C
		2	1	(1, 3, 2)	560			586	629	15.7	0.8	28.015	D
	Exit	1	1		568			568	573	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	537	901	0.596	536	556	3.3	1.6	12.203	B
			2	3, 2	20	901	0.022	20	22	0.0	0.0	4.405	A
		2	1	(1, 3, 2)	557			557	571	1.0	0.0	1.956	A
	Exit	1	1		445			445	447	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	551	138	991	1083	0.508	549	550	0.0	1.1	6.641	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	433	108	991	1084	0.400	433	433	0.0	0.7	5.706	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	551	138	-	-	-	551	554	0.0	0.0	0.073	A
				3	433	108	-	-	-	433	436	0.0	0.0	0.066	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	911	777	0.014	10	11	0.0	0.0	4.292	A
			2	1	561	140	974	831	0.675	561	550	0.0	1.9	11.063	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	564	141	-	-	-	561	557	0.0	0.4	1.766	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	11	11	0.0	0.0	1.329	A
3 - Broad Rushes	Entry	1	1	1	546	136	1108	908	0.601	545	540	0.0	1.4	9.825	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	23	6	1108	910	0.026	23	21	0.0	0.1	3.895	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	546	136	-	-	-	546	545	0.0	0.0	0.314	A
				2	23	6	-	-	-	23	21	0.0	0.0	0.220	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	644	161	991	1082	0.595	643	653	1.1	1.6	8.352	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	527	132	991	1082	0.487	529	526	0.7	1.0	6.794	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	643	161	-	-	-	644	655	0.0	0.0	0.399	A
				3	527	132	-	-	-	527	528	0.0	0.0	0.387	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	911	748	0.018	13	12	0.0	0.0	4.442	A
			2	1	664	166	974	799	0.830	667	659	1.9	2.8	15.871	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	656	164	-	-	-	664	662	0.4	2.0	10.689	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	-	-	-	13	12	0.0	0.0	9.456	A
3 - Broad Rushes	Entry	1	1	1	641	160	1108	870	0.737	636	643	1.4	2.7	14.149	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	27	7	1108	870	0.031	27	26	0.1	0.0	4.188	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	642	160	-	-	-	641	648	0.0	0.5	2.250	A
				2	27	7	-	-	-	27	26	0.0	0.0	1.388	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	780	195	991	1081	0.721	780	790	1.6	2.4	11.283	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	645	161	991	1081	0.597	644	634	1.0	1.7	8.570	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	777	194	-	-	-	780	793	0.0	0.6	2.266	A
				3	643	161	-	-	-	645	637	0.0	0.4	2.182	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	948	745	0.020	15	14	0.0	0.0	4.551	A
			2	1	761	190	974	761	0.999	759	747	2.8	4.7	21.385	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	805	201	-	-	-	761	755	2.0	18.1	55.585	F
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	15	14	0.0	0.3	52.550	F
3 - Broad Rushes	Entry	1	1	1	776	194	1108	837	0.928	771	768	2.7	5.5	22.215	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	31	8	1108	840	0.037	31	31	0.0	0.0	4.343	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	796	199	-	-	-	776	780	0.5	6.3	17.571	C
				2	31	8	-	-	-	31	31	0.0	0.2	18.447	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	806	202	991	1080	0.746	805	799	2.4	2.5	11.457	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	637	159	991	1080	0.589	639	640	1.7	1.4	8.511	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	809	202	-	-	-	806	800	0.6	0.7	2.581	A
				3	639	160	-	-	-	637	639	0.4	0.6	2.479	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	16	4	927	726	0.022	16	15	0.0	0.0	4.565	A
			2	1	756	189	974	763	0.990	755	752	4.7	4.9	23.167	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	812	203	-	-	-	756	752	18.1	35.4	134.867	F
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	-	-	-	16	15	0.3	0.6	127.803	F
3 - Broad Rushes	Entry	1	1	1	795	199	1108	838	0.949	794	789	5.5	5.6	25.065	D
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	32	8	1108	839	0.038	32	32	0.0	0.0	4.687	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	792	198	-	-	-	795	789	6.3	8.7	38.163	E
				2	32	8	-	-	-	32	32	0.2	0.3	36.106	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignal level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	655	164	991	1082	0.605	660	662	2.5	1.3	8.389	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	520	130	991	1082	0.480	521	529	1.4	1.0	7.002	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	655	164	-	-	-	655	658	0.7	0.0	0.568	A
				3	520	130	-	-	-	520	527	0.6	0.0	0.539	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	15	4	948	782	0.019	15	14	0.0	0.0	4.801	A
			2	1	739	185	974	802	0.922	744	756	4.9	3.9	20.925	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	671	168	-	-	-	739	752	35.4	15.4	116.669	F
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	13	3	-	-	-	15	14	0.6	0.3	117.041	F
3 - Broad Rushes	Entry	1	1	1	661	165	1108	842	0.785	660	688	5.6	3.3	19.709	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	27	7	1108	836	0.032	27	28	0.0	0.0	4.487	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	653	163	-	-	-	661	679	8.7	1.0	15.863	C
				2	27	7	-	-	-	27	28	0.3	0.0	14.325	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	550	137	991	1084	0.507	548	551	1.3	1.2	6.783	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	433	108	991	1084	0.399	433	435	1.0	0.8	5.925	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	550	138	-	-	-	550	550	0.0	0.0	0.122	A
				3	433	108	-	-	-	433	434	0.0	0.0	0.097	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	12	3	927	789	0.015	12	12	0.0	0.0	4.785	A
			2	1	574	144	974	832	0.690	579	625	3.9	2.0	15.376	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	549	137	-	-	-	574	617	15.4	0.8	27.909	D
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	11	3	-	-	-	12	12	0.3	0.0	33.513	D
3 - Broad Rushes	Entry	1	1	1	537	134	1108	901	0.597	536	556	3.3	1.6	12.203	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	20	5	1097	886	0.022	20	22	0.0	0.0	4.405	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	538	134	-	-	-	537	549	1.0	0.0	1.932	A
				2	20	5	-	-	-	20	22	0.0	0.0	2.531	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | 2a WD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	16.90	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.90	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2028	2a WD Flows	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1300	100.000
2 - Station Road (S)		ONE HOUR	✓	65	100.000
3 - Broad Rushes		ONE HOUR	✓	729	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	478	822
	2 - Station Road (S)	65	0	0
	3 - Broad Rushes	729	0	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	5	10
	2 - Station Road (S)	10	0	6
	3 - Broad Rushes	12	6	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.83	18.72	7.9	C	1193	1790
2 - Station Road (S)	0.11	6.69	0.2	A	58	87
3 - Broad Rushes	0.75	14.55	3.5	B	672	1007

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)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	982	246	0	1681	0.584	983	976	593	0.0	2.0	7.168	A
2 - Station Road (S)	43	11	610	784	0.055	43	50	374	0.0	0.1	5.407	A
3 - Broad Rushes	550	137	43	1096	0.502	550	542	610	0.0	1.3	7.725	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1162	291	0	1709	0.680	1166	1168	709	2.0	2.8	9.458	A
2 - Station Road (S)	57	14	735	717	0.080	57	65	431	0.1	0.1	5.564	A
3 - Broad Rushes	656	164	57	1096	0.599	652	661	735	1.3	1.9	9.814	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1439	360	0	1741	0.827	1450	1440	864	2.8	7.7	18.137	C
2 - Station Road (S)	77	19	906	678	0.113	76	81	544	0.1	0.2	6.693	A
3 - Broad Rushes	787	197	76	1079	0.730	788	802	906	1.9	3.5	14.297	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1424	356	0	1774	0.803	1419	1432	875	7.7	7.9	18.715	C
2 - Station Road (S)	66	17	901	673	0.099	67	77	518	0.2	0.1	6.411	A
3 - Broad Rushes	814	204	67	1089	0.748	808	810	901	3.5	3.5	14.555	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1171	293	0	1691	0.693	1178	1192	719	7.9	2.7	11.847	B
2 - Station Road (S)	55	14	751	708	0.078	55	63	427	0.1	0.1	6.083	A
3 - Broad Rushes	667	167	55	1088	0.613	664	680	751	3.5	2.2	11.382	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	982	246	0	1697	0.579	983	986	601	2.7	2.3	7.804	A
2 - Station Road (S)	48	12	616	818	0.059	47	55	367	0.1	0.1	5.759	A
3 - Broad Rushes	554	139	47	1102	0.503	554	571	616	2.2	1.3	8.105	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	375	1091	0.344	374	363	0.0	0.6	5.184	A
			2	1, 3	607	1091	0.557	610	614	0.0	1.3	8.069	A
	Exit	1	1	(1, 3, 2)	982			982	984	0.0	0.0	0.200	A
			1		593			593	592	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	773	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	43	773	0.056	43	50	0.0	0.1	5.407	A
	Exit	1	1	(1, 3, 2)	43			43	51	0.0	0.0	0.000	A
			1		374			374	363	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	550	1093	0.503	550	542	0.0	1.2	7.567	A
			2	3, 2	0	1093	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1	(1, 3, 2)	550			550	547	0.0	0.0	0.154	A
			1		610			610	614	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	433	1091	0.397	431	433	0.6	0.7	5.986	A
			2	1, 3	731	1091	0.670	735	735	1.3	2.0	10.144	B
	Exit	1	1	(1, 3, 2)	1162			1164	1171	0.0	0.1	0.895	A
			1		709			709	726	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	731	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	57	731	0.079	57	65	0.1	0.1	5.564	A
	Exit	1	1	(1, 3, 2)	57			57	65	0.0	0.0	0.000	A
			1		431			431	433	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	656	1088	0.602	652	661	1.2	1.7	9.131	A
			2	3, 2	0	1088	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1	(1, 3, 2)	656			656	664	0.0	0.1	0.671	A
			1		735			735	735	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	542	1091	0.497	544	530	0.7	1.1	7.162	A
			2	1, 3	903	1091	0.828	906	910	2.0	3.6	14.229	B
		2	1	(1, 3, 2)	1439			1445	1448	0.1	3.0	6.559	A
	Exit	1	1		864			864	883	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	675	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	77	675	0.113	76	81	0.1	0.2	6.693	A
		2	1	(1, 3, 2)	77			77	81	0.0	0.0	0.000	A
	Exit	1	1		544			544	530	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	784	1081	0.725	788	802	1.7	2.8	12.063	B
			2	3, 2	0	1081	0.000	0	0	0.0	0.0	0.000	A
		2	1	(1, 3, 2)	787			784	806	0.1	0.7	2.203	A
	Exit	1	1		906			906	910	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	520	1091	0.477	518	524	1.1	1.1	7.205	A
			2	1, 3	897	1091	0.823	901	908	3.6	3.7	14.521	B
		2	1	(1, 3, 2)	1424			1418	1433	3.0	3.1	6.947	A
	Exit	1	1		875			875	888	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	677	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	66	677	0.098	67	77	0.2	0.1	6.411	A
		2	1	(1, 3, 2)	66			66	77	0.0	0.0	0.000	A
	Exit	1	1		518			518	524	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	812	1085	0.749	808	810	2.8	2.7	12.367	B
			2	3, 2	0	1085	0.000	0	0	0.0	0.0	0.000	A
		2	1	(1, 3, 2)	814			812	810	0.7	0.8	2.176	A
	Exit	1	1		901			901	908	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	426	1091	0.391	427	435	1.1	0.6	6.085	A
			2	1, 3	749	1091	0.687	751	757	3.7	2.0	11.072	B
		2	1	(1, 3, 2)	1171			1176	1183	3.1	0.1	2.719	A
	Exit	1	1		719			719	743	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	726	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	55	726	0.076	55	63	0.1	0.1	6.083	A
		2	1	(1, 3, 2)	55			55	62	0.0	0.0	0.000	A
	Exit	1	1		427			427	435	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	667	1089	0.613	664	680	2.7	2.0	10.232	B
			2	3, 2	0	1089	0.000	0	0	0.0	0.0	0.000	A
		2	1	(1, 3, 2)	667			667	677	0.8	0.1	1.217	A
	Exit	1	1		751			751	757	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	368	1091	0.337	367	365	0.6	0.6	5.300	A
			2	1, 3	614	1091	0.563	616	621	2.0	1.5	8.499	A
		2	1	(1, 3, 2)	982			982	984	0.1	0.2	0.532	A
	Exit	1	1		601			601	626	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	771	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	48	771	0.062	47	55	0.1	0.1	5.759	A
		2	1	(1, 3, 2)	48			48	55	0.0	0.0	0.000	A
	Exit	1	1		367			367	365	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	554	1092	0.508	554	571	2.0	1.2	7.875	A
			2	3, 2	0	1092	0.000	0	0	0.0	0.0	0.000	A
		2	1	(1, 3, 2)	554			554	568	0.1	0.0	0.241	A
	Exit	1	1		616			616	621	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	375	94	991	1091	0.344	374	363	0.0	0.6	5.184	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	607	152	991	1091	0.557	610	614	0.0	1.3	8.069	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	375	94	-	-	-	375	365	0.0	0.0	0.172	A
				3	607	152	-	-	-	607	619	0.0	0.0	0.217	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	43	11	974	775	0.056	43	50	0.0	0.1	5.407	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	43	11	-	-	-	43	51	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	550	137	1108	1093	0.503	550	542	0.0	1.2	7.567	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	550	137	-	-	-	550	547	0.0	0.0	0.154	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	433	108	991	1091	0.397	431	433	0.6	0.7	5.986	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	731	183	991	1091	0.670	735	735	1.3	2.0	10.144	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	433	108	-	-	-	433	433	0.0	0.1	0.801	A
				3	729	182	-	-	-	731	738	0.0	0.1	0.953	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	57	14	974	728	0.079	57	65	0.1	0.1	5.564	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	57	14	-	-	-	57	65	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	656	164	1108	1088	0.602	652	661	1.2	1.7	9.131	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	656	164	-	-	-	656	664	0.0	0.1	0.671	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	542	135	991	1091	0.497	544	530	0.7	1.1	7.162	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	903	226	991	1091	0.828	906	910	2.0	3.6	14.229	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	540	135	-	-	-	542	532	0.1	1.1	6.428	A
				3	899	225	-	-	-	903	916	0.1	1.9	6.639	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	77	19	974	676	0.113	76	81	0.1	0.2	6.693	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	77	19	-	-	-	77	81	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	784	196	1108	1082	0.725	788	802	1.7	2.8	12.063	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	787	197	-	-	-	784	806	0.1	0.7	2.203	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	520	130	991	1091	0.477	518	524	1.1	1.1	7.205	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	897	224	991	1091	0.823	901	908	3.6	3.7	14.521	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	519	130	-	-	-	520	524	1.1	0.9	6.693	A
				3	905	226	-	-	-	897	908	1.9	2.2	7.100	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	66	17	974	677	0.098	67	77	0.2	0.1	6.411	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	66	17	-	-	-	66	77	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	812	203	1108	1085	0.749	808	810	2.8	2.7	12.367	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	814	204	-	-	-	812	810	0.7	0.8	2.176	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	426	107	991	1091	0.391	427	435	1.1	0.6	6.085	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	749	187	991	1091	0.687	751	757	3.7	2.0	11.072	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	425	106	-	-	-	426	433	0.9	0.1	2.523	A
				3	746	187	-	-	-	749	750	2.2	0.1	2.838	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	55	14	974	728	0.076	55	63	0.1	0.1	6.083	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	55	14	-	-	-	55	62	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	667	167	1108	1089	0.613	664	680	2.7	2.0	10.232	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	667	167	-	-	-	667	677	0.8	0.1	1.217	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	368	92	991	1091	0.337	367	365	0.6	0.6	5.300	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	614	154	991	1091	0.563	616	621	2.0	1.5	8.499	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	367	92	-	-	-	368	365	0.1	0.0	0.480	A
				3	615	154	-	-	-	614	619	0.1	0.1	0.565	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	48	12	974	769	0.062	47	55	0.1	0.1	5.759	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	48	12	-	-	-	48	55	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	554	139	1108	1091	0.508	554	571	2.0	1.2	7.875	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	554	139	-	-	-	554	568	0.1	0.0	0.241	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | 2a WD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	12.29	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.29	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2028	2a WD Flows	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	717	100.000
2 - Station Road (S)		ONE HOUR	✓	95	100.000
3 - Broad Rushes		ONE HOUR	✓	829	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	285	432
	2 - Station Road (S)	95	0	0
	3 - Broad Rushes	786	43	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	2	6
	2 - Station Road (S)	2	0	0
	3 - Broad Rushes	6	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.45	5.90	1.3	A	650	976
2 - Station Road (S)	0.13	5.31	0.3	A	89	133
3 - Broad Rushes	0.82	18.60	4.1	C	757	1135

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)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	526	132	33	1786	0.295	529	535	650	0.0	0.7	4.809	A
2 - Station Road (S)	67	17	320	894	0.075	67	70	242	0.0	0.1	4.420	A
3 - Broad Rushes	615	154	67	1145	0.537	615	620	320	0.0	1.2	7.406	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	636	159	40	1711	0.372	640	646	806	0.7	0.8	5.136	A
2 - Station Road (S)	88	22	377	855	0.103	89	93	303	0.1	0.1	4.988	A
3 - Broad Rushes	753	188	89	1136	0.662	757	742	377	1.2	2.1	10.185	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	780	195	49	1747	0.446	780	791	969	0.8	1.3	5.903	A
2 - Station Road (S)	108	27	471	828	0.131	107	111	358	0.1	0.3	5.272	A
3 - Broad Rushes	902	226	107	1107	0.815	910	912	471	2.1	4.1	17.558	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	780	195	48	1778	0.439	782	786	972	1.3	1.1	5.750	A
2 - Station Road (S)	106	26	466	822	0.128	105	112	364	0.3	0.2	5.314	A
3 - Broad Rushes	912	228	105	1140	0.799	915	925	466	4.1	4.1	18.595	C

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	637	159	35	1754	0.363	637	653	786	1.1	1.1	5.214	A
2 - Station Road (S)	91	23	379	841	0.108	91	94	293	0.2	0.1	4.926	A
3 - Broad Rushes	729	182	91	1130	0.645	731	761	379	4.1	2.0	11.685	B

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	543	136	34	1692	0.321	541	540	663	1.1	1.0	4.806	A
2 - Station Road (S)	71	18	324	875	0.081	71	79	251	0.1	0.1	4.642	A
3 - Broad Rushes	631	158	71	1141	0.553	625	639	324	2.0	1.6	8.003	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	208	1080	0.193	209	216	0.0	0.2	4.347	A
			2	1, 3	318	1080	0.295	320	319	0.0	0.4	5.132	A
	Exit	1	1	(1, 3, 2)	526			526	537	0.0	0.0	0.001	A
			1		650			650	657	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	869	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	67	869	0.077	67	70	0.0	0.1	4.420	A
	Exit	1	1	(1, 3, 2)	67			67	71	0.0	0.0	0.000	A
			1		242			242	249	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	581	1084	0.536	582	587	0.0	1.1	7.473	A
			2	3, 2	34	1084	0.031	33	33	0.0	0.1	3.636	A
	Exit	1	1	(1, 3, 2)	615			615	624	0.0	0.0	0.149	A
			1		320			320	319	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	263	1078	0.244	264	262	0.2	0.3	4.629	A
			2	1, 3	373	1078	0.346	377	383	0.4	0.5	5.482	A
	Exit	1	1	(1, 3, 2)	636			636	646	0.0	0.0	0.007	A
			1		806			806	796	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	850	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	88	850	0.104	89	93	0.1	0.1	4.988	A
	Exit	1	1	(1, 3, 2)	88			88	93	0.0	0.0	0.000	A
			1		303			303	302	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	714	1077	0.664	717	703	1.1	1.8	9.715	A
			2	3, 2	40	1077	0.037	40	39	0.1	0.1	3.557	A
	Exit	1	1	(1, 3, 2)	753			754	745	0.0	0.2	0.792	A
			1		377			377	383	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	309	1075	0.288	309	316	0.3	0.4	4.802	A
			2	1, 3	472	1075	0.439	471	475	0.5	1.0	6.504	A
		2	1	(1, 3, 2)	780			781	793	0.0	0.0	0.091	A
	Exit	1	1		969			969	974	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	819	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	108	819	0.133	107	111	0.1	0.3	5.272	A
		2	1	(1, 3, 2)	108			108	112	0.0	0.0	0.000	A
	Exit	1	1		358			358	364	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	857	1070	0.801	861	863	1.8	3.2	13.886	B
			2	3, 2	49	1070	0.046	49	48	0.1	0.0	3.683	A
		2	1	(1, 3, 2)	902			906	917	0.2	0.8	4.215	A
	Exit	1	1		471			471	475	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	314	1075	0.292	316	312	0.4	0.3	4.818	A
			2	1, 3	467	1075	0.434	466	474	1.0	0.8	6.363	A
		2	1	(1, 3, 2)	780			780	786	0.0	0.0	0.016	A
	Exit	1	1		972			972	989	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	820	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	106	820	0.129	105	112	0.3	0.2	5.312	A
		2	1	(1, 3, 2)	106			106	112	0.0	0.0	0.001	A
	Exit	1	1		364			364	360	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	861	1071	0.804	866	877	3.2	3.0	14.406	B
			2	3, 2	49	1071	0.045	48	48	0.0	0.1	3.634	A
		2	1	(1, 3, 2)	912			910	924	0.8	1.0	4.771	A
	Exit	1	1		466			466	474	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	257	1079	0.238	258	261	0.3	0.3	4.460	A
			2	1, 3	379	1079	0.351	379	392	0.8	0.8	5.726	A
		2	1	(1, 3, 2)	637			636	653	0.0	0.0	0.005	A
	Exit	1	1		786			786	817	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	849	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	91	849	0.107	91	94	0.2	0.1	4.926	A
		2	1	(1, 3, 2)	91			91	94	0.0	0.0	0.000	A
	Exit	1	1		293			293	300	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	694	1076	0.645	695	722	3.0	1.8	10.658	B
			2	3, 2	36	1076	0.033	35	39	0.1	0.0	3.457	A
		2	1	(1, 3, 2)	729			730	756	1.0	0.1	1.487	A
	Exit	1	1		379			379	392	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	215	1080	0.199	217	215	0.3	0.2	4.229	A
			2	1, 3	328	1080	0.304	324	326	0.8	0.7	5.189	A
		2	1	(1, 3, 2)	543			543	540	0.0	0.0	0.008	A
	Exit	1	1		663			663	684	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	867	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	71	867	0.082	71	79	0.1	0.1	4.642	A
		2	1	(1, 3, 2)	71			71	79	0.0	0.0	0.000	A
	Exit	1	1		251			251	249	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	596	1083	0.551	592	605	1.8	1.4	7.955	A
			2	3, 2	34	1083	0.032	34	34	0.0	0.1	3.524	A
		2	1	(1, 3, 2)	631			630	637	0.1	0.1	0.313	A
	Exit	1	1		324			324	326	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	208	52	991	1080	0.192	209	216	0.0	0.2	4.347	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	318	80	991	1080	0.295	320	319	0.0	0.4	5.132	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	208	52	-	-	-	208	216	0.0	0.0	0.000	A
				3	318	80	-	-	-	318	321	0.0	0.0	0.001	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	67	17	974	868	0.077	67	70	0.0	0.1	4.420	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	67	17	-	-	-	67	71	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	581	145	1108	1084	0.536	582	587	0.0	1.1	7.473	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	34	8	1108	1083	0.031	33	33	0.0	0.1	3.636	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	581	145	-	-	-	581	591	0.0	0.0	0.146	A
				2	34	8	-	-	-	34	33	0.0	0.0	0.212	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	263	66	991	1078	0.244	264	262	0.2	0.3	4.629	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	373	93	991	1078	0.346	377	383	0.4	0.5	5.482	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	263	66	-	-	-	263	263	0.0	0.0	0.011	A
				3	373	93	-	-	-	373	384	0.0	0.0	0.005	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	88	22	974	849	0.104	89	93	0.1	0.1	4.988	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	88	22	-	-	-	88	93	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	714	179	1108	1077	0.663	717	703	1.1	1.8	9.715	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	40	10	1108	1077	0.037	40	39	0.1	0.1	3.557	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	713	178	-	-	-	714	706	0.0	0.2	0.807	A
				2	40	10	-	-	-	40	39	0.0	0.0	0.528	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	309	77	991	1075	0.288	309	316	0.3	0.4	4.802	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	472	118	991	1075	0.439	471	475	0.5	1.0	6.504	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	309	77	-	-	-	309	316	0.0	0.0	0.082	A
				3	471	118	-	-	-	472	477	0.0	0.0	0.098	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	108	27	974	818	0.133	107	111	0.1	0.3	5.272	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	108	27	-	-	-	108	112	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	857	214	1108	1070	0.801	861	863	1.8	3.2	13.886	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	49	12	1108	1069	0.046	49	48	0.1	0.0	3.683	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	854	213	-	-	-	857	869	0.2	0.8	4.250	A
				2	49	12	-	-	-	49	48	0.0	0.0	3.622	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	314	78	991	1075	0.292	316	312	0.4	0.3	4.818	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	467	117	991	1075	0.434	466	474	1.0	0.8	6.363	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	314	78	-	-	-	314	312	0.0	0.0	0.014	A
				3	467	117	-	-	-	467	474	0.0	0.0	0.017	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	106	26	974	820	0.129	105	112	0.3	0.2	5.312	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	106	26	-	-	-	106	112	0.0	0.0	0.001	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	861	215	1108	1071	0.804	866	877	3.2	3.0	14.406	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	49	12	1108	1071	0.045	48	48	0.0	0.1	3.634	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	862	216	-	-	-	861	876	0.8	0.9	4.793	A
				2	49	12	-	-	-	49	48	0.0	0.1	4.385	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	257	64	991	1079	0.238	258	261	0.3	0.3	4.460	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	379	95	991	1079	0.351	379	392	0.8	0.8	5.726	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	257	64	-	-	-	257	261	0.0	0.0	0.005	A
				3	379	95	-	-	-	379	392	0.0	0.0	0.005	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	91	23	974	850	0.107	91	94	0.2	0.1	4.926	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	91	23	-	-	-	91	94	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	694	173	1108	1076	0.645	695	722	3.0	1.8	10.658	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	36	9	1108	1076	0.033	35	39	0.1	0.0	3.457	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	694	173	-	-	-	694	717	0.9	0.1	1.497	A
				2	36	9	-	-	-	36	39	0.1	0.0	1.322	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	215	54	991	1080	0.200	217	215	0.3	0.2	4.229	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	328	82	991	1080	0.304	324	326	0.8	0.7	5.189	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	215	54	-	-	-	215	214	0.0	0.0	0.008	A
				3	328	82	-	-	-	328	325	0.0	0.0	0.009	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	71	18	974	867	0.082	71	79	0.1	0.1	4.642	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	71	18	-	-	-	71	79	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	596	149	1108	1083	0.551	592	605	1.8	1.4	7.955	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	34	9	1108	1081	0.032	34	34	0.0	0.1	3.524	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	597	149	-	-	-	596	603	0.1	0.1	0.317	A
				2	34	9	-	-	-	34	34	0.0	0.0	0.235	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | 2a WD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	17.66	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	17.66	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2038	2a WD Flows	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1252	100.000
2 - Station Road (S)		ONE HOUR	✓	270	100.000
3 - Broad Rushes		ONE HOUR	✓	732	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	478	774
	2 - Station Road (S)	270	0	0
	3 - Broad Rushes	732	0	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	5	10
	2 - Station Road (S)	5	0	4
	3 - Broad Rushes	10	7	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.81	14.99	5.8	B	1141	1711
2 - Station Road (S)	0.44	10.50	0.9	B	250	375
3 - Broad Rushes	0.81	24.81	5.4	C	675	1012

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)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	928	232	0	1702	0.545	931	934	763	0.0	1.8	7.061	A
2 - Station Road (S)	207	52	588	754	0.275	208	202	343	0.0	0.4	6.845	A
3 - Broad Rushes	554	139	208	1041	0.532	555	552	588	0.0	1.3	8.639	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1121	280	0	1731	0.647	1121	1122	892	1.8	2.4	9.067	A
2 - Station Road (S)	245	61	689	754	0.325	243	249	432	0.4	0.5	7.407	A
3 - Broad Rushes	651	163	243	987	0.660	649	659	689	1.3	2.0	11.435	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1370	343	0	1699	0.806	1372	1366	1107	2.4	5.8	14.972	B
2 - Station Road (S)	303	76	858	687	0.442	303	302	514	0.5	0.9	9.664	A
3 - Broad Rushes	810	203	303	1023	0.793	805	798	858	2.0	5.1	19.344	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1364	341	0	1698	0.804	1377	1387	1123	5.8	5.4	14.992	B
2 - Station Road (S)	299	75	852	702	0.427	299	303	525	0.9	0.9	10.503	B
3 - Broad Rushes	816	204	299	1007	0.810	824	821	852	5.1	5.4	24.809	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1114	278	0	1723	0.646	1110	1140	902	5.4	3.1	9.702	A
2 - Station Road (S)	243	61	684	767	0.317	244	251	426	0.9	0.5	8.239	A
3 - Broad Rushes	662	166	244	997	0.664	658	678	684	5.4	2.3	13.497	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	947	237	0	1781	0.532	948	963	753	3.1	2.0	7.336	A
2 - Station Road (S)	201	50	590	771	0.261	201	207	358	0.5	0.4	6.538	A
3 - Broad Rushes	555	139	201	1038	0.534	552	556	590	2.3	1.5	8.811	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	341	1091	0.313	343	352	0.0	0.4	5.245	A
			2	1, 3	588	1091	0.539	588	582	0.0	1.3	7.833	A
	Exit	1	1	(1, 3, 2)	928			929	941	0.0	0.0	0.231	A
			1		763			763	754	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	780	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	207	780	0.266	208	202	0.0	0.4	6.820	A
	Exit	1	1	(1, 3, 2)	207			207	204	0.0	0.0	0.024	A
			1		343			343	352	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	554	1034	0.536	555	552	0.0	1.2	8.348	A
			2	3, 2	0	1034	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1	(1, 3, 2)	554			554	557	0.0	0.0	0.287	A
			1		588			588	582	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	432	1091	0.396	432	428	0.4	0.7	5.835	A
			2	1, 3	690	1091	0.632	689	693	1.3	1.7	9.657	A
	Exit	1	1	(1, 3, 2)	1121			1122	1124	0.0	0.1	0.909	A
			1		892			892	908	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	747	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	245	747	0.328	243	249	0.4	0.5	7.380	A
	Exit	1	1	(1, 3, 2)	245			245	249	0.0	0.0	0.027	A
			1		432			432	428	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	649	1022	0.636	649	659	1.2	1.8	10.477	B
			2	3, 2	0	1022	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1	(1, 3, 2)	651			649	661	0.0	0.2	0.936	A
			1		689			689	693	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	514	1091	0.471	514	521	0.7	1.0	6.907	A
			2	1, 3	856	1091	0.785	858	845	1.7	3.2	13.171	B
	Exit	1	1	(1, 3, 2)	1370			1370	1373	0.1	1.7	4.225	A
			1		1107			1107	1100	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	691	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	303	691	0.439	303	302	0.5	0.9	9.422	A
	Exit	1	1	(1, 3, 2)	303			303	303	0.0	0.0	0.235	A
			1		514			514	521	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	809	1000	0.809	805	798	1.8	3.7	14.424	B
			2	3, 2	0	1000	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1	(1, 3, 2)	810			809	806	0.2	1.4	4.848	A
			1		858			858	845	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	523	1091	0.480	525	531	1.0	1.1	7.073	A
			2	1, 3	848	1091	0.778	852	856	3.2	3.0	13.062	B
	Exit	1	1	(1, 3, 2)	1364			1371	1387	1.7	1.4	4.299	A
			1		1123			1123	1124	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	693	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	299	693	0.432	299	303	0.9	0.9	10.187	B
	Exit	1	1	(1, 3, 2)	299			299	303	0.0	0.0	0.322	A
			1		525			525	531	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	820	1001	0.819	824	821	3.7	3.7	16.551	C
			2	3, 2	0	1001	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1	(1, 3, 2)	816			820	821	1.4	1.7	8.246	A
			1		852			852	856	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	428	1091	0.393	426	435	1.1	0.8	6.075	A
			2	1, 3	686	1091	0.629	684	705	3.0	2.1	9.944	A
	Exit	1	1	(1, 3, 2)	1114			1114	1135	1.4	0.3	1.311	A
			1		902			902	930	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	748	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	243	748	0.325	244	251	0.9	0.5	8.131	A
	Exit	1	1	(1, 3, 2)	243			243	250	0.0	0.0	0.106	A
			1		426			426	435	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	659	1021	0.646	658	678	3.7	2.0	11.485	B
			2	3, 2	0	1021	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1	(1, 3, 2)	662			659	671	1.7	0.3	2.138	A
			1		684			684	705	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	358	1091	0.328	358	368	0.8	0.6	5.390	A
			2	1, 3	588	1091	0.539	590	595	2.1	1.3	8.032	A
		2	1	(1, 3, 2)	947			946	959	0.3	0.1	0.353	A
	Exit	1	1		753			753	763	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	779	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	201	779	0.258	201	207	0.5	0.4	6.529	A
		2	1	(1, 3, 2)	201			201	206	0.0	0.0	0.012	A
	Exit	1	1		358			358	368	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	554	1036	0.535	552	556	2.0	1.5	8.568	A
			2	3, 2	0	1036	0.000	0	0	0.0	0.0	0.000	A
		2	1	(1, 3, 2)	555			554	554	0.3	0.0	0.289	A
	Exit	1	1		590			590	595	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

07:45 - 08:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	341	85	991	1091	0.313	343	352	0.0	0.4	5.245	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	588	147	991	1091	0.539	588	582	0.0	1.3	7.833	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	341	85	-	-	-	341	354	0.0	0.0	0.186	A
				3	587	147	-	-	-	588	587	0.0	0.0	0.259	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	207	52	974	780	0.266	208	202	0.0	0.4	6.820	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	207	52	-	-	-	207	204	0.0	0.0	0.024	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	554	138	1108	1034	0.536	555	552	0.0	1.2	8.348	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	554	139	-	-	-	554	557	0.0	0.0	0.287	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	432	108	991	1091	0.396	432	428	0.4	0.7	5.835	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	690	172	991	1091	0.632	689	693	1.3	1.7	9.657	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	432	108	-	-	-	432	429	0.0	0.1	0.842	A
				3	689	172	-	-	-	690	695	0.0	0.0	0.953	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	245	61	974	747	0.328	243	249	0.4	0.5	7.380	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	245	61	-	-	-	245	249	0.0	0.0	0.027	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	649	162	1108	1022	0.636	649	659	1.2	1.8	10.477	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	651	163	-	-	-	649	661	0.0	0.2	0.936	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	514	128	991	1091	0.471	514	521	0.7	1.0	6.907	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	856	214	991	1091	0.785	858	845	1.7	3.2	13.171	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	514	129	-	-	-	514	522	0.1	0.6	4.121	A
				3	856	214	-	-	-	856	852	0.0	1.0	4.291	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	303	76	974	691	0.439	303	302	0.5	0.9	9.422	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	303	76	-	-	-	303	303	0.0	0.0	0.235	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	809	202	1108	1000	0.809	805	798	1.8	3.7	14.424	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	810	203	-	-	-	809	806	0.2	1.4	4.848	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	523	131	991	1091	0.480	525	531	1.0	1.1	7.073	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	848	212	991	1091	0.778	852	856	3.2	3.0	13.062	B
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	520	130	-	-	-	523	531	0.6	0.5	4.176	A
				3	844	211	-	-	-	848	856	1.0	0.9	4.379	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	299	75	974	694	0.432	299	303	0.9	0.9	10.187	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	299	75	-	-	-	299	303	0.0	0.0	0.322	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	820	205	1108	1001	0.819	824	821	3.7	3.7	16.551	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	816	204	-	-	-	820	821	1.4	1.7	8.246	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	428	107	991	1091	0.393	426	435	1.1	0.8	6.075	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	686	172	991	1091	0.629	684	705	3.0	2.1	9.944	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	429	107	-	-	-	428	434	0.5	0.1	1.215	A
				3	685	171	-	-	-	686	701	0.9	0.1	1.373	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	243	61	974	747	0.326	244	251	0.9	0.5	8.131	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	243	61	-	-	-	243	250	0.0	0.0	0.106	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	659	165	1108	1021	0.646	658	678	3.7	2.0	11.485	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	662	166	-	-	-	659	671	1.7	0.3	2.138	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	358	90	991	1091	0.328	358	368	0.8	0.6	5.390	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	588	147	991	1091	0.539	590	595	2.1	1.3	8.032	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	358	90	-	-	-	358	367	0.1	0.0	0.315	A
				3	588	147	-	-	-	588	592	0.1	0.1	0.378	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	201	50	974	780	0.258	201	207	0.5	0.4	6.529	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	201	50	-	-	-	201	206	0.0	0.0	0.012	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	554	139	1108	1037	0.535	552	556	2.0	1.5	8.568	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	555	139	-	-	-	554	554	0.3	0.0	0.289	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | 2a WD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	1 - Station Road (N) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	18.92	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	18.92	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2038	2a WD Flows	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Station Road (N)		ONE HOUR	✓	1001	100.000
2 - Station Road (S)		ONE HOUR	✓	213	100.000
3 - Broad Rushes		ONE HOUR	✓	830	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
From	1 - Station Road (N)	0	385	616
	2 - Station Road (S)	213	0	0
	3 - Broad Rushes	830	0	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	2	5
	2 - Station Road (S)	2	0	0
	3 - Broad Rushes	5	0	0

Cyclist %

	To			
		1 - Station Road (N)	2 - Station Road (S)	3 - Broad Rushes
	From			
	1 - Station Road (N)	0	0	0
	2 - Station Road (S)	0	0	0
	3 - Broad Rushes	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - Station Road (N)	0.65	8.25	3.0	A	921	1381
2 - Station Road (S)	0.33	7.25	0.5	A	198	297
3 - Broad Rushes	0.90	34.84	8.6	D	762	1144

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)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	764	191	0	1741	0.439	766	755	792	0.0	1.0	5.505	A
2 - Station Road (S)	164	41	473	844	0.195	164	165	292	0.0	0.2	5.622	A
3 - Broad Rushes	628	157	164	1050	0.598	627	627	473	0.0	1.6	9.120	A

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	899	225	0	1707	0.527	897	908	938	1.0	1.5	6.346	A
2 - Station Road (S)	188	47	550	801	0.235	189	194	347	0.2	0.3	6.295	A
3 - Broad Rushes	748	187	189	1056	0.709	749	750	550	1.6	3.0	12.967	B

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1118	280	0	1715	0.652	1119	1107	1170	1.5	3.0	8.252	A
2 - Station Road (S)	245	61	696	744	0.329	245	248	422	0.3	0.5	7.254	A
3 - Broad Rushes	915	229	245	1015	0.901	924	900	696	3.0	8.6	30.866	D

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	1102	275	0	1731	0.636	1099	1107	1151	3.0	2.6	8.074	A
2 - Station Road (S)	237	59	678	742	0.319	239	241	421	0.5	0.4	7.200	A
3 - Broad Rushes	911	228	239	1063	0.857	912	910	678	8.6	8.5	34.838	D

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	899	225	0	1748	0.514	898	914	933	2.6	1.8	6.569	A
2 - Station Road (S)	194	48	549	780	0.248	193	196	349	0.4	0.2	6.365	A
3 - Broad Rushes	745	186	193	1029	0.724	740	775	549	8.5	3.1	17.574	C

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	744	186	0	1752	0.424	744	764	788	1.8	1.1	5.714	A
2 - Station Road (S)	159	40	459	822	0.193	159	165	285	0.2	0.2	5.519	A
3 - Broad Rushes	627	157	159	1076	0.583	629	639	459	3.1	1.5	9.763	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

16:45 - 17:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	291	1091	0.267	292	289	0.0	0.3	4.546	A
			2	1, 3	473	1091	0.433	473	466	0.0	0.7	6.068	A
	Exit	1	1	(1, 3, 2)	764			764	759	0.0	0.0	0.029	A
			1		792			792	791	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	818	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	164	818	0.201	164	165	0.0	0.2	5.617	A
	Exit	1	1	(1, 3, 2)	164			164	166	0.0	0.0	0.005	A
			1		292			292	289	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	628	1050	0.598	627	627	0.0	1.5	8.768	A
			2	3, 2	0	1050	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1	(1, 3, 2)	628			628	633	0.0	0.0	0.348	A
			1		473			473	466	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	349	1091	0.320	347	353	0.3	0.6	5.070	A
			2	1, 3	550	1091	0.504	550	555	0.7	1.0	7.002	A
	Exit	1	1	(1, 3, 2)	899			899	910	0.0	0.0	0.109	A
			1		938			938	945	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	793	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	188	793	0.237	189	194	0.2	0.3	6.289	A
	Exit	1	1	(1, 3, 2)	188			188	194	0.0	0.0	0.006	A
			1		347			347	353	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	748	1041	0.718	749	750	1.5	2.5	11.457	B
			2	3, 2	0	1041	0.000	0	0	0.0	0.0	0.000	A
	Exit	1	1	(1, 3, 2)	748			748	754	0.0	0.4	1.477	A
			1		550			550	555	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	423	1091	0.388	422	423	0.6	0.8	5.540	A
			2	1, 3	697	1091	0.639	696	685	1.0	2.1	9.012	A
		2	1	(1, 3, 2)	1118			1120	1113	0.0	0.1	0.585	A
	Exit	1	1		1170			1170	1147	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	744	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	245	744	0.329	245	248	0.3	0.5	7.211	A
		2	1	(1, 3, 2)	245			245	248	0.0	0.0	0.043	A
	Exit	1	1		422			422	423	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	919	1021	0.900	924	900	2.5	4.5	17.764	C
			2	3, 2	0	1021	0.000	0	0	0.0	0.0	0.000	A
		2	1	(1, 3, 2)	915			919	907	0.4	4.1	13.012	B
	Exit	1	1		696			696	685	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	419	1091	0.384	421	424	0.8	0.6	5.461	A
			2	1, 3	683	1091	0.626	678	683	2.1	1.9	9.051	A
		2	1	(1, 3, 2)	1102			1102	1105	0.1	0.1	0.423	A
	Exit	1	1		1151			1151	1151	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	750	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	237	750	0.316	239	241	0.5	0.4	7.172	A
		2	1	(1, 3, 2)	237			237	240	0.0	0.0	0.027	A
	Exit	1	1		421			421	424	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	915	1023	0.895	912	910	4.5	4.7	18.134	C
			2	3, 2	0	1023	0.000	0	0	0.0	0.0	0.000	A
		2	1	(1, 3, 2)	911			915	911	4.1	3.8	16.708	C
	Exit	1	1		678			678	683	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	349	1091	0.320	349	352	0.6	0.5	4.992	A
			2	1, 3	549	1091	0.503	549	562	1.9	1.2	7.279	A
		2	1	(1, 3, 2)	899			899	911	0.1	0.0	0.189	A
	Exit	1	1		933			933	972	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	793	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	194	793	0.244	193	196	0.4	0.2	6.354	A
		2	1	(1, 3, 2)	194			194	196	0.0	0.0	0.011	A
	Exit	1	1		349			349	352	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	743	1039	0.715	740	775	4.7	2.6	13.213	B
			2	3, 2	0	1039	0.000	0	0	0.0	0.0	0.000	A
		2	1	(1, 3, 2)	745			743	767	3.8	0.5	4.551	A
	Exit	1	1		549			549	562	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Station Road (N)	Entry	1	1	2	286	1091	0.262	285	295	0.5	0.4	4.748	A
			2	1, 3	458	1091	0.420	459	468	1.2	0.8	6.272	A
		2	1	(1, 3, 2)	744			744	761	0.0	0.0	0.045	A
	Exit	1	1		788			788	804	0.0	0.0	0.000	A
2 - Station Road (S)	Entry	1	1	3	0	823	0.000	0	0	0.0	0.0	0.000	A
			2	1, 2	159	823	0.193	159	165	0.2	0.2	5.519	A
		2	1	(1, 3, 2)	159			159	165	0.0	0.0	0.000	A
	Exit	1	1		285			285	295	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	626	1052	0.595	629	639	2.6	1.4	9.145	A
			2	3, 2	0	1052	0.000	0	0	0.0	0.0	0.000	A
		2	1	(1, 3, 2)	627			626	634	0.5	0.1	0.668	A
	Exit	1	1		459			459	468	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
16:45 - 17:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	291	73	991	1091	0.267	292	289	0.0	0.3	4.546	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	473	118	991	1091	0.433	473	466	0.0	0.7	6.068	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	291	73	-	-	-	291	290	0.0	0.0	0.018	A
				3	473	118	-	-	-	473	469	0.0	0.0	0.036	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	164	41	974	818	0.201	164	165	0.0	0.2	5.617	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	164	41	-	-	-	164	166	0.0	0.0	0.005	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	628	157	1108	1050	0.598	627	627	0.0	1.5	8.768	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	628	157	-	-	-	628	633	0.0	0.0	0.348	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	349	87	991	1091	0.320	347	353	0.3	0.6	5.070	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	550	137	991	1091	0.504	550	555	0.7	1.0	7.002	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	349	87	-	-	-	349	354	0.0	0.0	0.078	A
				3	550	137	-	-	-	550	556	0.0	0.0	0.129	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	188	47	974	791	0.238	189	194	0.2	0.3	6.289	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	188	47	-	-	-	188	194	0.0	0.0	0.006	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	748	187	1108	1041	0.718	749	750	1.5	2.5	11.457	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	748	187	-	-	-	748	754	0.0	0.4	1.477	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	423	106	991	1091	0.388	422	423	0.6	0.8	5.540	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	697	174	991	1091	0.639	696	685	1.0	2.1	9.012	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	422	106	-	-	-	423	424	0.0	0.0	0.494	A
				3	696	174	-	-	-	697	689	0.0	0.0	0.643	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	245	61	974	745	0.329	245	248	0.3	0.5	7.211	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	245	61	-	-	-	245	248	0.0	0.0	0.043	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	919	230	1108	1021	0.900	924	900	2.5	4.5	17.764	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	915	229	-	-	-	919	907	0.4	4.1	13.012	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	419	105	991	1091	0.384	421	424	0.8	0.6	5.461	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	683	171	991	1091	0.626	678	683	2.1	1.9	9.051	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	419	105	-	-	-	419	423	0.0	0.0	0.380	A
				3	683	171	-	-	-	683	682	0.0	0.1	0.450	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	237	59	974	751	0.316	239	241	0.5	0.4	7.172	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	237	59	-	-	-	237	240	0.0	0.0	0.027	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	915	229	1108	1023	0.895	912	910	4.5	4.7	18.134	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	911	228	-	-	-	915	911	4.1	3.8	16.708	C
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalis level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	349	87	991	1091	0.320	349	352	0.6	0.5	4.992	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	549	137	991	1091	0.503	549	562	1.9	1.2	7.279	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	349	87	-	-	-	349	351	0.0	0.0	0.155	A
				3	549	137	-	-	-	549	560	0.1	0.0	0.211	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	194	48	974	793	0.244	193	196	0.4	0.2	6.354	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	194	48	-	-	-	194	196	0.0	0.0	0.011	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	743	186	1108	1039	0.715	740	775	4.7	2.6	13.213	B
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	745	186	-	-	-	743	767	3.8	0.5	4.551	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalise level of service
1 - Station Road (N)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	286	71	991	1091	0.262	285	295	0.5	0.4	4.748	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	458	115	991	1091	0.420	459	468	1.2	0.8	6.272	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	286	71	-	-	-	286	295	0.0	0.0	0.049	A
				3	458	115	-	-	-	458	467	0.0	0.0	0.043	A
2 - Station Road (S)	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	159	40	974	822	0.193	159	165	0.2	0.2	5.519	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	159	40	-	-	-	159	165	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3 - Broad Rushes	Entry	1	1	1	626	156	1108	1051	0.595	629	639	2.6	1.4	9.145	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	627	157	-	-	-	626	634	0.5	0.1	0.668	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A



**APPENDIX 61: Junction 16: A453/Kegworth Road Dumbbell Roundabouts Stage 1A/2A
Modelling Results**

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

Filename: 220625 Import of J16 A453 Kegworth Road.j11

Path: J:\2022\220500-East Midlands Gateway Phase 2 (1)\ProjectDelivery\01-WIP\DesignAndCalculations\T&I Planning\Traffic Models\16. A453_Kegworth Road

Report generation date: 23/06/2025 08:25:36

»2022 | | AM
 »2022 | | PM
 »2028 | WoD | AM
 »2028 | WoD | PM
 »2028 | WD | AM
 »2028 | WD | PM
 »2038 | WoD | AM
 »2038 | WoD | PM
 »2038 | WD | AM
 »2038 | WD | PM
 »2028 | 2a WD | AM
 »2028 | 2a WD | PM
 »2038 | 2a WD | AM
 »2038 | 2a WD | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022									
Arm 1	D1	0.0	2.41	0.04	A	D2	0.0	2.39	0.04	A
Arm 2		0.0	2.27	0.03	A		0.1	2.38	0.06	A
Arm 3		0.1	2.67	0.05	A		0.0	2.55	0.03	A
	2028 - 2a WD									
Arm 1	D11	0.2	2.68	0.13	A	D12	0.2	2.89	0.18	A
Arm 2		0.2	2.62	0.13	A		0.2	2.81	0.19	A
Arm 3		0.2	3.24	0.13	A		0.0	2.82	0.04	A
	2028 - WD									
Arm 1	D5	0.2	2.69	0.13	A	D6	0.2	2.90	0.18	A
Arm 2		0.1	2.58	0.12	A		0.2	2.81	0.19	A
Arm 3		0.2	3.41	0.17	A		0.1	2.85	0.05	A
	2028 - WoD									
Arm 1	D3	0.2	2.69	0.13	A	D4	0.2	2.94	0.18	A
Arm 2		0.2	2.60	0.13	A		0.2	2.79	0.19	A
Arm 3		0.2	3.30	0.15	A		0.2	3.19	0.16	A
	2038 - 2a WD									
Arm 1	D13	0.3	3.23	0.20	A	D14	0.4	3.09	0.25	A
Arm 2		0.6	3.53	0.35	A		1.3	5.31	0.55	A
Arm 3		0.5	4.49	0.31	A		0.0	3.53	0.03	A
	2038 - WD									
Arm 1	D9	0.3	3.34	0.21	A	D10	0.4	3.12	0.26	A
Arm 2		0.6	3.53	0.35	A		1.7	6.20	0.62	A
Arm 3		0.6	4.89	0.37	A		0.0	3.77	0.04	A
	2038 - WoD									
Arm 1	D7	0.3	3.30	0.20	A	D8	0.4	3.83	0.30	A
Arm 2		0.6	3.50	0.35	A		1.3	5.32	0.55	A
Arm 3		0.6	4.86	0.37	A		0.7	5.89	0.42	A

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

File summary

File Description

Title	
Location	
Site number	
Date	08/01/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BWB\Aaiza.Shafiq
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022		AM	ONE HOUR	07:45	09:15	15
D2	2022		PM	ONE HOUR	16:45	18:15	15
D3	2028	WoD	AM	ONE HOUR	07:45	09:15	15
D4	2028	WoD	PM	ONE HOUR	16:45	18:15	15
D5	2028	WD	AM	ONE HOUR	07:45	09:15	15
D6	2028	WD	PM	ONE HOUR	16:45	18:15	15
D7	2038	WoD	AM	ONE HOUR	07:45	09:15	15
D8	2038	WoD	PM	ONE HOUR	16:45	18:15	15
D9	2038	WD	AM	ONE HOUR	07:45	09:15	15
D10	2038	WD	PM	ONE HOUR	16:45	18:15	15
D11	2028	2a WD	AM	ONE HOUR	07:45	09:15	15
D12	2028	2a WD	PM	ONE HOUR	16:45	18:15	15
D13	2038	2a WD	AM	ONE HOUR	07:45	09:15	15
D14	2038	2a WD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.47	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A453 Exit Slip Road		
2	Kegworth Road (E)		
3	Kegworth Road (S)		
4	A453 Entry Slip Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	3.90	6.80	8.6	16.8	60.0	19.7		
2	3.70	7.20	19.8	19.6	60.0	41.8		
3	3.40	6.20	5.8	20.0	60.0	0.0		
4								✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.555	1648
2	0.550	1723
3	0.550	1504
4		

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	66	100.000
2		✓	48	100.000
3		✓	67	100.000
4				

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	39	27	0
	2	0	0	20	28
	3	0	53	0	14
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
	1	2	3	4	
From	1	0	3	4	0
	2	0	0	0	8
	3	0	2	0	17
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.04	2.41	0.0	A
2	0.03	2.27	0.0	A
3	0.05	2.67	0.1	A
4				

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50	40	1626	0.031	50	0.0	2.361	A
2	36	20	1712	0.021	36	0.0	2.244	A
3	50	21	1492	0.034	50	0.0	2.616	A
4		40						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	59	48	1621	0.037	59	0.0	2.382	A
2	43	24	1710	0.025	43	0.0	2.257	A
3	60	25	1490	0.040	60	0.0	2.638	A
4		48						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	73	58	1615	0.045	73	0.0	2.412	A
2	53	30	1707	0.031	53	0.0	2.274	A
3	74	31	1487	0.050	74	0.1	2.669	A
4		58						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	73	58	1615	0.045	73	0.0	2.412	A
2	53	30	1707	0.031	53	0.0	2.274	A
3	74	31	1487	0.050	74	0.1	2.669	A
4		58						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	59	48	1621	0.037	59	0.0	2.384	A
2	43	24	1710	0.025	43	0.0	2.257	A
3	60	25	1490	0.040	60	0.0	2.639	A
4		48						

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	50	40	1626	0.031	50	0.0	2.361	A
2	36	20	1712	0.021	36	0.0	2.244	A
3	50	21	1492	0.034	50	0.0	2.619	A
4		40						

2022 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.42	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	54	100.000
2		✓	97	100.000
3		✓	41	100.000
4				

Origin-Destination Data

Demand (PCU/hr)

	To				
	1	2	3	4	
From	1	0	18	36	0
	2	0	0	23	74
	3	0	35	0	6
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
	1	2	3	4	
From	1	0	13	0	0
	2	0	0	10	4
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.04	2.39	0.0	A
2	0.06	2.38	0.1	A
3	0.03	2.55	0.0	A
4				

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	41	26	1633	0.025	41	0.0	2.350	A
2	73	27	1708	0.043	73	0.0	2.319	A
3	31	56	1473	0.021	31	0.0	2.495	A
4		26						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	49	31	1630	0.030	49	0.0	2.366	A
2	87	32	1705	0.051	87	0.1	2.343	A
3	37	66	1467	0.025	37	0.0	2.516	A
4		31						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	59	39	1626	0.037	59	0.0	2.388	A
2	107	40	1701	0.063	107	0.1	2.378	A
3	45	81	1459	0.031	45	0.0	2.546	A
4		39						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	59	39	1626	0.037	59	0.0	2.388	A
2	107	40	1701	0.063	107	0.1	2.378	A
3	45	81	1459	0.031	45	0.0	2.546	A
4		39						

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	49	31	1630	0.030	49	0.0	2.368	A
2	87	32	1705	0.051	87	0.1	2.343	A
3	37	67	1467	0.025	37	0.0	2.516	A
4		31						

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	41	26	1633	0.025	41	0.0	2.350	A
2	73	27	1708	0.043	73	0.0	2.319	A
3	31	56	1473	0.021	31	0.0	2.497	A
4		26						

2028 | WoD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2028	WoD	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	183	100.000
2		✓	200	100.000
3		✓	188	100.000
4				

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	172	11	0
	2	0	0	0	200
	3	0	108	0	80
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	3	4	0
	2	0	0	0	8
	3	0	2	0	17
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.13	2.69	0.2	A
2	0.13	2.60	0.2	A
3	0.15	3.30	0.2	A
4				

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	138	81	1603	0.086	137	0.1	2.531	A
2	151	8	1719	0.088	150	0.1	2.479	A
3	142	150	1421	0.100	141	0.1	3.034	A
4		81						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165	97	1594	0.103	164	0.1	2.595	A
2	180	10	1718	0.105	180	0.1	2.527	A
3	169	180	1405	0.120	169	0.1	3.142	A
4		97						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	201	119	1582	0.127	201	0.1	2.687	A
2	220	12	1716	0.128	220	0.2	2.597	A
3	207	220	1382	0.150	207	0.2	3.303	A
4		119						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	201	119	1582	0.127	201	0.2	2.687	A
2	220	12	1716	0.128	220	0.2	2.597	A
3	207	220	1382	0.150	207	0.2	3.303	A
4		119						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165	97	1594	0.103	165	0.1	2.595	A
2	180	10	1718	0.105	180	0.1	2.530	A
3	169	180	1405	0.120	169	0.1	3.145	A
4		97						

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	138	81	1603	0.086	138	0.1	2.532	A
2	151	8	1719	0.088	151	0.1	2.481	A
3	142	151	1421	0.100	142	0.1	3.038	A
4		81						

2028 | WoD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2028	WoD	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	256	100.000
2		✓	281	100.000
3		✓	188	100.000
4				

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	133	123	0
	2	0	0	0	281
	3	0	108	0	80
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	13	0	0
	2	0	0	10	4
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.18	2.94	0.2	A
2	0.19	2.79	0.2	A
3	0.16	3.19	0.2	A
4				

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	193	81	1603	0.120	192	0.1	2.712	A
2	212	92	1672	0.127	211	0.2	2.560	A
3	142	211	1388	0.102	141	0.1	2.888	A
4		81						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	230	97	1594	0.144	230	0.2	2.806	A
2	253	111	1662	0.152	252	0.2	2.655	A
3	169	252	1365	0.124	169	0.1	3.010	A
4		97						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	282	119	1582	0.178	282	0.2	2.944	A
2	309	135	1649	0.188	309	0.2	2.794	A
3	207	309	1333	0.155	207	0.2	3.195	A
4		119						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	282	119	1582	0.178	282	0.2	2.944	A
2	309	135	1649	0.188	309	0.2	2.794	A
3	207	309	1333	0.155	207	0.2	3.195	A
4		119						

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	230	97	1594	0.144	230	0.2	2.807	A
2	253	111	1662	0.152	253	0.2	2.656	A
3	169	253	1364	0.124	169	0.1	3.011	A
4		97						

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	193	81	1603	0.120	193	0.1	2.715	A
2	212	93	1672	0.127	212	0.2	2.563	A
3	142	212	1387	0.102	142	0.1	2.892	A
4		81						

2028 | WD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028	WD	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	188	100.000
2		✓	186	100.000
3		✓	216	100.000
4				

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	170	18	0
	2	0	0	0	186
	3	0	105	0	111
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	3	4	0
	2	0	0	0	8
	3	0	2	0	17
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.13	2.69	0.2	A
2	0.12	2.58	0.1	A
3	0.17	3.41	0.2	A
4				

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	142	79	1604	0.088	141	0.1	2.537	A
2	140	14	1716	0.082	140	0.1	2.467	A
3	163	140	1427	0.114	162	0.1	3.106	A
4		79						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	169	94	1595	0.106	169	0.1	2.601	A
2	167	16	1714	0.098	167	0.1	2.512	A
3	194	167	1412	0.138	194	0.2	3.228	A
4		94						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	207	116	1584	0.131	207	0.2	2.695	A
2	205	20	1712	0.120	205	0.1	2.578	A
3	238	205	1391	0.171	238	0.2	3.408	A
4		116						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	207	116	1584	0.131	207	0.2	2.695	A
2	205	20	1712	0.120	205	0.1	2.578	A
3	238	205	1391	0.171	238	0.2	3.408	A
4		116						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	169	94	1595	0.106	169	0.1	2.604	A
2	167	16	1714	0.098	167	0.1	2.513	A
3	194	167	1412	0.138	194	0.2	3.229	A
4		94						

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	142	79	1604	0.088	142	0.1	2.539	A
2	140	14	1716	0.082	140	0.1	2.467	A
3	163	140	1426	0.114	163	0.1	3.112	A
4		79						

2028 | WD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028	WD	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	266	100.000
2		✓	281	100.000
3		✓	65	100.000
4				

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	133	133	0
	2	0	0	0	281
	3	0	65	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	13	0	0
	2	0	0	10	4
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.18	2.90	0.2	A
2	0.19	2.81	0.2	A
3	0.05	2.85	0.1	A
4				

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	200	49	1621	0.124	200	0.1	2.686	A
2	212	100	1668	0.127	211	0.2	2.567	A
3	49	211	1388	0.035	49	0.0	2.688	A
4		49						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	239	58	1615	0.148	239	0.2	2.774	A
2	253	119	1657	0.152	252	0.2	2.664	A
3	58	252	1365	0.043	58	0.0	2.755	A
4		58						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	293	72	1608	0.182	293	0.2	2.903	A
2	309	146	1643	0.188	309	0.2	2.807	A
3	72	309	1333	0.054	72	0.1	2.852	A
4		72						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	293	72	1608	0.182	293	0.2	2.903	A
2	309	146	1643	0.188	309	0.2	2.807	A
3	72	309	1333	0.054	72	0.1	2.852	A
4		72						

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	239	58	1615	0.148	239	0.2	2.775	A
2	253	120	1657	0.152	253	0.2	2.665	A
3	58	253	1364	0.043	58	0.0	2.758	A
4		58						

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	200	49	1621	0.124	200	0.2	2.689	A
2	212	100	1668	0.127	212	0.2	2.570	A
3	49	212	1387	0.035	49	0.0	2.689	A
4		49						

2038 | WoD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2038	WoD	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	253	100.000
2		✓	531	100.000
3		✓	397	100.000
4				

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	202	51	0
	2	0	0	17	514
	3	0	397	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	3	4	0
	2	0	0	0	8
	3	0	2	0	17
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.20	3.30	0.3	A
2	0.35	3.50	0.6	A
3	0.37	4.86	0.6	A
4				

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	190	298	1483	0.128	190	0.2	2.872	A
2	400	38	1702	0.235	398	0.3	2.972	A
3	299	386	1291	0.231	298	0.3	3.690	A
4		298						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	227	356	1450	0.157	227	0.2	3.038	A
2	477	46	1698	0.281	477	0.4	3.176	A
3	357	462	1249	0.286	356	0.4	4.110	A
4		356						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	279	436	1406	0.198	278	0.3	3.295	A
2	585	56	1692	0.345	584	0.6	3.497	A
3	437	565	1192	0.367	436	0.6	4.853	A
4		436						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	279	437	1405	0.198	279	0.3	3.296	A
2	585	56	1692	0.345	585	0.6	3.500	A
3	437	566	1192	0.367	437	0.6	4.862	A
4		437						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	227	358	1449	0.157	228	0.2	3.043	A
2	477	46	1698	0.281	478	0.4	3.179	A
3	357	463	1249	0.286	358	0.4	4.124	A
4		358						

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	190	299	1482	0.129	191	0.2	2.877	A
2	400	38	1702	0.235	400	0.3	2.981	A
3	299	387	1290	0.232	299	0.3	3.705	A
4		299						

2038 | WoD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.10	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.10	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2038	WoD	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	384	100.000
2		✓	792	100.000
3		✓	397	100.000
4				

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	144	240	0
	2	0	0	40	752
	3	0	397	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	13	0	0
	2	0	0	10	4
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.30	3.83	0.4	A
2	0.55	5.32	1.3	A
3	0.42	5.89	0.7	A
4				

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289	298	1483	0.195	288	0.3	3.146	A
2	596	180	1624	0.367	594	0.6	3.637	A
3	299	564	1193	0.250	298	0.3	4.013	A
4		298						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	345	356	1450	0.238	345	0.3	3.404	A
2	712	216	1605	0.444	711	0.8	4.197	A
3	357	675	1132	0.315	356	0.5	4.638	A
4		356						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	423	436	1406	0.301	422	0.4	3.823	A
2	872	264	1578	0.553	870	1.3	5.290	A
3	437	826	1049	0.417	436	0.7	5.865	A
4		436						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	423	437	1405	0.301	423	0.4	3.828	A
2	872	264	1578	0.553	872	1.3	5.318	A
3	437	828	1048	0.417	437	0.7	5.892	A
4		437						

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	345	358	1449	0.238	346	0.3	3.410	A
2	712	216	1604	0.444	714	0.8	4.223	A
3	357	678	1131	0.316	358	0.5	4.666	A
4		358						

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	289	299	1482	0.195	289	0.3	3.155	A
2	596	181	1624	0.367	597	0.6	3.662	A
3	299	567	1192	0.251	299	0.3	4.038	A
4		299						

2038 | WD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2038	WD	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	262	100.000
2		✓	531	100.000
3		✓	402	100.000
4				

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	195	67	0
	2	0	0	18	513
	3	0	402	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	3	4	0
	2	0	0	0	8
	3	0	2	0	17
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.21	3.34	0.3	A
2	0.35	3.53	0.6	A
3	0.37	4.89	0.6	A
4				

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197	301	1481	0.133	197	0.2	2.893	A
2	400	50	1695	0.236	398	0.3	2.987	A
3	303	385	1292	0.234	301	0.3	3.702	A
4		301						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	361	1447	0.163	235	0.2	3.066	A
2	477	60	1690	0.282	477	0.4	3.196	A
3	361	461	1250	0.289	361	0.4	4.128	A
4		361						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	288	442	1403	0.206	288	0.3	3.335	A
2	585	74	1683	0.347	584	0.6	3.527	A
3	443	564	1193	0.371	442	0.6	4.883	A
4		442						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	288	443	1402	0.206	288	0.3	3.336	A
2	585	74	1683	0.347	585	0.6	3.530	A
3	443	565	1193	0.371	443	0.6	4.894	A
4		443						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	362	1447	0.163	236	0.2	3.071	A
2	477	60	1690	0.282	478	0.4	3.199	A
3	361	462	1249	0.289	362	0.4	4.142	A
4		362						

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197	303	1480	0.133	197	0.2	2.901	A
2	400	50	1695	0.236	400	0.3	2.993	A
3	303	387	1291	0.234	303	0.3	3.720	A
4		303						

2038 | WD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2038	WD	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	382	100.000
2		✓	884	100.000
3		✓	36	100.000
4				

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	143	239	0
	2	0	0	43	841
	3	0	36	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	13	0	0
	2	0	0	10	4
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.26	3.12	0.4	A
2	0.62	6.20	1.7	A
3	0.04	3.77	0.0	A
4				

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	288	27	1633	0.176	287	0.2	2.793	A
2	666	179	1624	0.410	663	0.7	3.891	A
3	27	630	1157	0.023	27	0.0	3.186	A
4		27						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343	32	1630	0.211	343	0.3	2.923	A
2	795	215	1605	0.495	794	1.0	4.619	A
3	32	755	1088	0.030	32	0.0	3.409	A
4		32						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	421	40	1626	0.259	420	0.4	3.120	A
2	973	263	1579	0.617	971	1.6	6.151	A
3	40	924	995	0.040	40	0.0	3.765	A
4		40						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	421	40	1626	0.259	421	0.4	3.120	A
2	973	263	1578	0.617	973	1.7	6.203	A
3	40	926	994	0.040	40	0.0	3.771	A
4		40						

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	343	32	1630	0.211	344	0.3	2.927	A
2	795	215	1605	0.495	797	1.0	4.663	A
3	32	758	1086	0.030	32	0.0	3.415	A
4		32						

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	288	27	1633	0.176	288	0.2	2.799	A
2	666	180	1624	0.410	667	0.7	3.927	A
3	27	634	1155	0.023	27	0.0	3.195	A
4		27						

2028 | 2a WD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2028	2a WD	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	184	100.000
2		✓	206	100.000
3		✓	167	100.000
4				

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	166	18	0
	2	0	0	0	206
	3	0	100	0	67
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	3	4	0
	2	0	0	0	8
	3	0	2	0	17
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.13	2.68	0.2	A
2	0.13	2.62	0.2	A
3	0.13	3.24	0.2	A
4				

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	139	75	1606	0.086	138	0.1	2.528	A
2	155	14	1716	0.090	155	0.1	2.490	A
3	126	155	1418	0.089	125	0.1	2.993	A
4		75						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165	90	1598	0.104	165	0.1	2.590	A
2	185	16	1714	0.108	185	0.1	2.542	A
3	150	185	1402	0.107	150	0.1	3.092	A
4		90						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	203	110	1587	0.128	202	0.2	2.680	A
2	227	20	1712	0.132	227	0.2	2.616	A
3	184	227	1379	0.133	184	0.2	3.238	A
4		110						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	203	110	1587	0.128	203	0.2	2.680	A
2	227	20	1712	0.132	227	0.2	2.616	A
3	184	227	1379	0.133	184	0.2	3.238	A
4		110						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165	90	1598	0.104	166	0.1	2.590	A
2	185	16	1714	0.108	185	0.1	2.544	A
3	150	185	1402	0.107	150	0.1	3.093	A
4		90						

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	139	75	1606	0.086	139	0.1	2.531	A
2	155	14	1716	0.090	155	0.1	2.491	A
3	126	155	1418	0.089	126	0.1	2.997	A
4		75						

2028 | 2a WD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	2.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.85	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2028	2a WD	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	270	100.000
2		✓	282	100.000
3		✓	53	100.000
4				

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	133	137	0
	2	0	0	0	282
	3	0	53	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	13	0	0
	2	0	0	10	4
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.18	2.89	0.2	A
2	0.19	2.81	0.2	A
3	0.04	2.82	0.0	A
4				

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	203	40	1626	0.125	203	0.2	2.680	A
2	212	103	1667	0.127	212	0.2	2.571	A
3	40	212	1387	0.029	40	0.0	2.671	A
4		40						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	243	48	1621	0.150	243	0.2	2.767	A
2	254	123	1655	0.153	253	0.2	2.670	A
3	48	253	1364	0.035	48	0.0	2.733	A
4		48						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	297	58	1615	0.184	297	0.2	2.894	A
2	310	151	1640	0.189	310	0.2	2.814	A
3	58	310	1333	0.044	58	0.0	2.824	A
4		58						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	297	58	1615	0.184	297	0.2	2.894	A
2	310	151	1640	0.189	310	0.2	2.815	A
3	58	310	1333	0.044	58	0.0	2.824	A
4		58						

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	243	48	1621	0.150	243	0.2	2.768	A
2	254	123	1655	0.153	254	0.2	2.673	A
3	48	254	1364	0.035	48	0.0	2.734	A
4		48						

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	203	40	1626	0.125	203	0.2	2.685	A
2	212	103	1666	0.127	212	0.2	2.574	A
3	40	212	1387	0.029	40	0.0	2.672	A
4		40						

2038 | 2a WD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2038	2a WD	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	262	100.000
2		✓	531	100.000
3		✓	341	100.000
4				

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	194	68	0
	2	0	0	18	513
	3	0	341	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	3	4	0
	2	0	0	0	8
	3	0	2	0	17
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.20	3.23	0.3	A
2	0.35	3.53	0.6	A
3	0.31	4.49	0.5	A
4				

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197	256	1506	0.131	197	0.2	2.837	A
2	400	51	1695	0.236	398	0.3	2.988	A
3	257	385	1292	0.199	256	0.3	3.541	A
4		256						

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	306	1478	0.159	235	0.2	2.991	A
2	477	61	1690	0.283	477	0.4	3.198	A
3	307	461	1250	0.245	306	0.3	3.890	A
4		306						

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	288	375	1440	0.200	288	0.3	3.228	A
2	585	75	1682	0.348	584	0.6	3.529	A
3	375	564	1193	0.315	375	0.5	4.485	A
4		375						

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	288	375	1439	0.200	288	0.3	3.228	A
2	585	75	1682	0.348	585	0.6	3.532	A
3	375	565	1193	0.315	375	0.5	4.492	A
4		375						

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	307	1477	0.159	236	0.2	2.993	A
2	477	61	1689	0.283	478	0.4	3.201	A
3	307	462	1249	0.245	307	0.3	3.899	A
4		307						

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	197	257	1505	0.131	197	0.2	2.842	A
2	400	51	1695	0.236	400	0.3	2.997	A
3	257	387	1291	0.199	257	0.3	3.552	A
4		257						

2038 | 2a WD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2038	2a WD	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	377	100.000
2		✓	794	100.000
3		✓	26	100.000
4				

Origin-Destination Data

Demand (PCU/hr)

	To				
		1	2	3	4
From	1	0	143	234	0
	2	0	0	41	753
	3	0	26	0	0
	4	0	0	0	0

Vehicle Mix

Heavy Vehicle %

	To				
		1	2	3	4
From	1	0	13	0	0
	2	0	0	10	4
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.25	3.09	0.4	A
2	0.55	5.31	1.3	A
3	0.03	3.53	0.0	A
4				

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	284	20	1637	0.173	283	0.2	2.779	A
2	598	176	1627	0.368	595	0.6	3.634	A
3	20	565	1193	0.016	20	0.0	3.067	A
4		20						

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	339	23	1635	0.207	339	0.3	2.904	A
2	714	210	1608	0.444	713	0.8	4.192	A
3	23	676	1132	0.021	23	0.0	3.247	A
4		23						

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	415	29	1632	0.254	415	0.4	3.092	A
2	874	257	1582	0.553	872	1.3	5.282	A
3	29	827	1048	0.027	29	0.0	3.529	A
4		29						

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	415	29	1632	0.254	415	0.4	3.092	A
2	874	258	1581	0.553	874	1.3	5.308	A
3	29	829	1047	0.027	29	0.0	3.533	A
4		29						

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	339	23	1635	0.207	339	0.3	2.907	A
2	714	211	1607	0.444	716	0.8	4.218	A
3	23	679	1130	0.021	23	0.0	3.254	A
4		23						

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	284	20	1637	0.173	284	0.2	2.782	A
2	598	176	1626	0.368	599	0.6	3.656	A
3	20	568	1191	0.016	20	0.0	3.072	A
4		20						



**A453/KEGWORTH
ROAD ROUNDABOUT**

**APPENDIX 62: Junction 17: A453/Trent Lane/West Leake Lane Dumbbell Roundabouts
Stage 1A/2A Modelling Results**

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

Filename: Import of J17 West Leake Lane.j11

Path: J:\2022\220500-East Midlands Gateway Phase 2 (1)\ProjectDelivery\01-WIP\DesignAndCalculations\T&I Planning\Traffic Models\17. A453_West Leake Lane

Report generation date: 23/06/2025 10:19:56

»2022 | | AM
 »2022 | | PM
 »2028 | WoD | AM
 »2028 | WoD | PM
 »2028 | WD | AM
 »2028 | WD | PM
 »2038 | WoD | AM
 »2038 | WoD | PM
 »2038 | WD | AM
 »2038 | WD | PM
 »2028 | 2a WD | AM
 »2028 | 2a WD | PM
 »2038 | 2a WD | AM
 »2038 | 2a WD | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2022									
Junction 1 - Arm 1	D1	0.4	3.74	0.24	A	D2	0.2	3.01	0.16	A
Junction 1 - Arm 2		0.0	2.80	0.04	A		0.0	2.60	0.04	A
Junction 1 - Arm 3		0.5	4.40	0.30	A		0.3	3.70	0.22	A
Junction 2 - Arm 1		0.1	3.55	0.06	A		0.0	2.84	0.02	A
Junction 2 - Arm 3		0.1	3.02	0.06	A		0.1	2.71	0.05	A
Junction 2 - Arm 4		0.2	2.50	0.16	A		0.1	2.10	0.11	A
	2028 - 2a WD									
Junction 1 - Arm 1	D11	1.1	5.57	0.47	A	D12	2.8	9.46	0.74	A
Junction 1 - Arm 2		1.4	7.21	0.59	A		0.1	4.16	0.12	A
Junction 1 - Arm 3		0.8	11.89	0.42	B		0.4	5.51	0.28	A
Junction 2 - Arm 1		1.0	5.44	0.46	A		4.6	14.45	0.82	B
Junction 2 - Arm 3		2.0	7.91	0.61	A		0.1	2.82	0.10	A
Junction 2 - Arm 4		0.2	3.38	0.14	A		0.4	2.69	0.25	A
	2028 - WD									
Junction 1 - Arm 1	D5	0.5	4.03	0.30	A	D6	0.3	3.29	0.23	A
Junction 1 - Arm 2		0.0	2.89	0.04	A		0.0	2.65	0.02	A
Junction 1 - Arm 3		0.7	4.98	0.38	A		0.5	4.34	0.33	A
Junction 2 - Arm 1		0.1	3.68	0.06	A		0.0	3.00	0.02	A
Junction 2 - Arm 3		0.1	3.01	0.06	A		0.1	2.75	0.06	A
Junction 2 - Arm 4		0.3	2.61	0.20	A		0.2	2.25	0.17	A
	2028 - WoD									
Junction 1 - Arm 1	D3	0.5	4.15	0.30	A	D4	0.3	3.29	0.23	A
Junction 1 - Arm 2		0.0	0.00	0.00	A		0.0	2.65	0.02	A
Junction 1 - Arm 3		0.7	6.03	0.39	A		0.5	4.35	0.33	A
Junction 2 - Arm 1		0.1	4.32	0.07	A		0.0	2.99	0.02	A
Junction 2 - Arm 3		0.5	4.05	0.30	A		0.1	2.75	0.06	A
Junction 2 - Arm 4		0.3	3.09	0.22	A		0.2	2.25	0.17	A
	2038 - 2a WD									
Junction 1 - Arm 1	D13	0.2	3.20	0.12	A	D14	0.1	2.84	0.11	A
Junction 1 - Arm 2		0.7	3.99	0.39	A		0.2	2.76	0.13	A
Junction 1 - Arm 3		1.2	6.75	0.51	A		0.8	5.23	0.43	A
Junction 2 - Arm 1		0.1	3.76	0.10	A		0.4	4.02	0.28	A
Junction 2 - Arm 3		0.5	4.08	0.30	A		0.3	3.32	0.22	A
Junction 2 - Arm 4		0.8	4.06	0.41	A		0.3	2.66	0.21	A
	2038 - WD									
Junction 1 - Arm 1	D9	1.1	5.46	0.48	A	D10	0.5	3.69	0.31	A
Junction 1 - Arm 2		0.0	3.20	0.01	A		0.0	2.76	0.01	A
Junction 1 - Arm 3		1.3	6.82	0.55	A		0.9	5.25	0.45	A
Junction 2 - Arm 1		0.1	4.32	0.07	A		0.0	3.14	0.02	A
Junction 2 - Arm 3		0.1	3.08	0.09	A		0.1	2.71	0.05	A
Junction 2 - Arm 4		0.6	3.22	0.34	A		0.3	2.41	0.23	A
	2038 - WoD									
Junction 1 - Arm 1	D7	1.0	5.42	0.48	A	D8	0.5	3.67	0.31	A
Junction 1 - Arm 2		0.0	3.19	0.01	A		0.0	2.75	0.01	A
Junction 1 - Arm 3		1.1	6.22	0.50	A		0.8	5.18	0.44	A
Junction 2 - Arm 1		0.1	4.29	0.07	A		0.0	3.14	0.02	A
Junction 2 - Arm 3		0.1	3.07	0.08	A		0.1	2.72	0.05	A
Junction 2 - Arm 4		0.6	3.19	0.33	A		0.3	2.40	0.22	A

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

File summary

File Description

Title	
Location	
Site number	
Date	08/01/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BWB\Aaiza.Shafiq
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022		AM	ONE HOUR	07:45	09:15	15
D2	2022		PM	ONE HOUR	16:45	18:15	15
D3	2028	WoD	AM	ONE HOUR	07:45	09:15	15
D4	2028	WoD	PM	ONE HOUR	16:45	18:15	15
D5	2028	WD	AM	ONE HOUR	07:45	09:15	15
D6	2028	WD	PM	ONE HOUR	16:45	18:15	15
D7	2038	WoD	AM	ONE HOUR	07:45	09:15	15
D8	2038	WoD	PM	ONE HOUR	16:45	18:15	15
D9	2038	WD	AM	ONE HOUR	07:45	09:15	15
D10	2038	WD	PM	ONE HOUR	16:45	18:15	15
D11	2028	2a WD	AM	ONE HOUR	07:45	09:15	15
D12	2028	2a WD	PM	ONE HOUR	16:45	18:15	15
D13	2038	2a WD	AM	ONE HOUR	07:45	09:15	15
D14	2038	2a WD	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2022 | | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.99	A
2	untitled	Standard Roundabout		1, 2, 3, 4	2.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.53	A

Arms

Arms

Junction	Arm	Name	Description	No give-way line
1	1	Barton Lane		
	2	A453 (NE)		
	3	West Leake Lane		
	4	A453 (SW)		
2	1	Barton Lane		
	2	A453 (NE)		
	3	Barton Lane (S)		
	4	A453 (SW)		

Roundabout Geometry

Junction	Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	1	3.70	6.94	6.2	24.3	50.0	38.0		
	2	3.50	7.62	10.6	18.8	50.0	25.0	✓	
	3	2.90	6.12	5.8	27.2	50.0	10.7		
	4								✓
2	1	3.90	6.50	5.8	26.7	50.0	30.9		
	2								✓
	3	3.80	6.07	4.2	28.7	50.0	20.7		
	4	4.00	8.45	17.6	38.0	50.0	23.6	✓	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1	1	0.558	1461
	2	0.601	1640
	3	0.561	1328
	4		
2	1	0.577	1519
	2		
	3	0.578	1468
	4	0.687	2045

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

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022	AM	ONE HOUR	07:45	09:15	15

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Queue limited	Normal	0	100.00	27.00
2	3	1	1	Queue limited	Normal	0	100.00	27.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1	✓			
	2		✓	53	100.000
	3		✓	351	100.000
	4				
2	1		✓	66	100.000
	2				
	3	✓			
	4		✓	284	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
		1	2	3	4
From	1	0	0	273	51
	2	5	0	48	0
	3	80	0	0	271
	4	0	0	0	0

Demand (PCU/hr)

Junction 2

		To			
		1	2	3	4
From	1	0	0	66	0
	2	0	0	0	0
	3	12	73	0	0
	4	26	0	258	0

Vehicle Mix

Heavy Vehicle %

Junction 1

		To			
		1	2	3	4
From	1	0	0	14	19
	2	0	0	7	0
	3	14	0	0	10
	4	0	0	0	0

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	0	22	0
	2	0	0	0	0
	3	25	14	0	0
	4	15	0	16	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1	0.24	3.74	0.4	A
	2	0.04	2.80	0.0	A
	3	0.30	4.40	0.5	A
	4				
2	1	0.06	3.55	0.1	A
	2				
	3	0.06	3.02	0.1	A
	4	0.16	2.50	0.2	A

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	243	0	1461	0.167	242	0.2	3.389	A
	2	40	242	1495	0.027	40	0.0	2.629	A
	3	264	42	1304	0.203	263	0.3	3.832	A
	4		64						
2	1	50	248	1376	0.036	50	0.0	3.311	A
	2		243						
	3	64	0	1468	0.043	64	0.1	2.958	A
	4	214	64	2002	0.107	213	0.1	2.333	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	291	0	1461	0.199	291	0.3	3.531	A
	2	48	291	1466	0.033	48	0.0	2.698	A
	3	316	50	1299	0.243	315	0.4	4.055	A
	4		76						
2	1	59	297	1348	0.044	59	0.1	3.408	A
	2		291						
	3	76	0	1468	0.052	76	0.1	2.984	A
	4	255	76	1993	0.128	255	0.2	2.400	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	356	0	1461	0.244	356	0.4	3.740	A
	2	58	356	1426	0.041	58	0.0	2.796	A
	3	386	62	1293	0.299	386	0.5	4.399	A
	4		93						
2	1	73	364	1309	0.056	73	0.1	3.551	A
	2		356						
	3	93	0	1468	0.064	93	0.1	3.022	A
	4	313	93	1981	0.158	313	0.2	2.500	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	357	0	1461	0.244	357	0.4	3.741	A
	2	58	357	1426	0.041	58	0.0	2.797	A
	3	386	62	1293	0.299	386	0.5	4.403	A
	4		94						
2	1	73	364	1309	0.056	73	0.1	3.552	A
	2		357						
	3	94	0	1468	0.064	94	0.1	3.022	A
	4	313	94	1981	0.158	313	0.2	2.500	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	291	0	1461	0.200	292	0.3	3.534	A
	2	48	292	1465	0.033	48	0.0	2.701	A
	3	316	50	1299	0.243	316	0.4	4.063	A
	4		77						
2	1	59	298	1347	0.044	59	0.1	3.409	A
	2		291						
	3	77	0	1468	0.052	77	0.1	2.987	A
	4	255	77	1993	0.128	255	0.2	2.401	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	244	0	1461	0.167	244	0.2	3.398	A
	2	40	244	1494	0.027	40	0.0	2.634	A
	3	264	42	1304	0.203	265	0.3	3.841	A
	4		64						
2	1	50	249	1375	0.036	50	0.0	3.315	A
	2		244						
	3	64	0	1468	0.044	64	0.1	2.958	A
	4	214	64	2001	0.107	214	0.1	2.334	A

2022 | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.30	A
2	untitled	Standard Roundabout		1, 2, 3, 4	2.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.94	A

Traffic Demand

Demand Set Details

ID	Year	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022	PM	ONE HOUR	16:45	18:15	15

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Queue limited	Normal	0	100.00	27.00
2	3	1	1	Queue limited	Normal	0	100.00	27.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1	✓			
	2		✓	58	100.000
	3		✓	260	100.000
	4				
2	1		✓	19	100.000
	2				
	3	✓			
	4		✓	205	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
		1	2	3	4
From	1	0	0	195	15
	2	4	0	54	0
	3	61	0	0	199
	4	0	0	0	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	1	18	0
	2	0	0	0	0
	3	8	57	0	0
	4	13	0	192	0

Vehicle Mix

Heavy Vehicle %

Junction 1

	To				
		1	2	3	4
From	1	0	0	3	0
	2	0	0	4	0
	3	5	0	0	6
	4	0	0	0	0

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	0	6	0
	2	0	0	0	0
	3	0	6	0	0
	4	9	0	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1	0.16	3.01	0.2	A
	2	0.04	2.60	0.0	A
	3	0.22	3.70	0.3	A
	4				
2	1	0.02	2.84	0.0	A
	2				
	3	0.05	2.71	0.1	A
	4	0.11	2.10	0.1	A

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	158	0	1461	0.108	157	0.1	2.838	A
	2	44	157	1546	0.028	44	0.0	2.484	A
	3	196	14	1320	0.148	195	0.2	3.384	A
	4		49						
2	1	14	187	1411	0.010	14	0.0	2.722	A
	2		158						
	3	49	0	1468	0.033	49	0.0	2.667	A
	4	154	49	2012	0.077	154	0.1	2.002	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	189	0	1461	0.129	189	0.2	2.908	A
	2	52	189	1527	0.034	52	0.0	2.530	A
	3	234	17	1318	0.177	234	0.2	3.510	A
	4		58						
2	1	17	224	1390	0.012	17	0.0	2.770	A
	2		189						
	3	58	0	1468	0.040	58	0.0	2.686	A
	4	184	58	2005	0.092	184	0.1	2.043	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	231	0	1461	0.158	231	0.2	3.008	A
	2	64	231	1502	0.043	64	0.0	2.596	A
	3	286	21	1316	0.218	286	0.3	3.697	A
	4		72						
2	1	21	274	1361	0.015	21	0.0	2.837	A
	2		231						
	3	72	0	1468	0.049	71	0.1	2.711	A
	4	226	71	1996	0.113	226	0.1	2.101	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	231	0	1461	0.158	231	0.2	3.008	A
	2	64	231	1501	0.043	64	0.0	2.596	A
	3	286	21	1316	0.218	286	0.3	3.697	A
	4		72						
2	1	21	274	1361	0.015	21	0.0	2.838	A
	2		231						
	3	72	0	1468	0.049	72	0.1	2.711	A
	4	226	72	1996	0.113	226	0.1	2.101	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	189	0	1461	0.129	189	0.2	2.909	A
	2	52	189	1527	0.034	52	0.0	2.533	A
	3	234	17	1318	0.177	234	0.2	3.515	A
	4		58						
2	1	17	224	1390	0.012	17	0.0	2.772	A
	2		189						
	3	58	0	1468	0.040	59	0.0	2.688	A
	4	184	59	2005	0.092	184	0.1	2.045	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	158	0	1461	0.108	158	0.1	2.842	A
	2	44	158	1545	0.028	44	0.0	2.488	A
	3	196	14	1320	0.148	196	0.2	3.388	A
	4		49						
2	1	14	188	1411	0.010	14	0.0	2.723	A
	2		158						
	3	49	0	1468	0.033	49	0.0	2.670	A
	4	154	49	2012	0.077	154	0.1	2.003	A

2028 | WoD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.10	A
2	untitled	Standard Roundabout		1, 2, 3, 4	3.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.37	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2028	WoD	AM	ONE HOUR	07:45	09:15	15

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Queue limited	Normal	0	100.00	27.00
2	3	1	1	Queue limited	Normal	0	100.00	27.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1	✓			
	2		✓	0	100.000
	3		✓	402	100.000
	4				
2	1		✓	67	100.000
	2				
	3	✓			
	4		✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	67	353
	2	0	0	0	0
	3	402	0	0	0
	4	0	0	0	0

Demand (PCU/hr)

Junction 2

		To			
		1	2	3	4
From	1	0	0	67	0
	2	0	0	0	0
	3	12	76	0	0
	4	26	0	328	0

Vehicle Mix

Heavy Vehicle %

Junction 1

		To			
		1	2	3	4
From	1	0	0	14	19
	2	0	0	7	0
	3	14	0	0	10
	4	0	0	0	0

Heavy Vehicle %

Junction 2

		To			
		1	2	3	4
From	1	0	0	22	0
	2	0	0	0	0
	3	25	14	0	0
	4	15	0	16	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1	0.30	4.15	0.5	A
	2	0.00	0.00	0.0	A
	3	0.39	6.03	0.7	A
	4				
2	1	0.07	4.32	0.1	A
	2				
	3	0.30	4.05	0.5	A
	4	0.22	3.09	0.3	A

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	296	0	1461	0.203	295	0.3	3.647	A
	2	0	295	1463	0.000	0	0.0	0.000	A
	3	303	248	1188	0.255	301	0.4	4.618	A
	4		301						
2	1	50	505	1228	0.041	50	0.1	3.730	A
	2		296						
	3	301	0	1468	0.205	300	0.3	3.552	A
	4	267	300	1839	0.145	266	0.2	2.650	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	355	0	1461	0.243	355	0.4	3.845	A
	2	0	355	1427	0.000	0	0.0	0.000	A
	3	361	298	1160	0.311	361	0.5	5.129	A
	4		361						
2	1	60	606	1169	0.052	60	0.1	3.959	A
	2		355						
	3	361	0	1468	0.246	361	0.4	3.750	A
	4	318	361	1798	0.177	318	0.2	2.820	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	435	0	1461	0.297	434	0.5	4.141	A
	2	0	434	1379	0.000	0	0.0	0.000	A
	3	443	365	1123	0.394	442	0.7	6.017	A
	4		442						
2	1	74	742	1091	0.068	74	0.1	4.317	A
	2		435						
	3	442	0	1468	0.301	441	0.5	4.042	A
	4	390	441	1742	0.224	389	0.3	3.084	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	435	0	1461	0.298	435	0.5	4.146	A
	2	0	435	1379	0.000	0	0.0	0.000	A
	3	443	366	1123	0.394	443	0.7	6.035	A
	4		443						
2	1	74	743	1090	0.068	74	0.1	4.320	A
	2		435						
	3	443	0	1468	0.301	443	0.5	4.049	A
	4	390	443	1741	0.224	390	0.3	3.087	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	355	0	1461	0.243	356	0.4	3.853	A
	2	0	356	1426	0.000	0	0.0	0.000	A
	3	361	299	1160	0.312	362	0.5	5.151	A
	4		362						
2	1	60	608	1168	0.052	60	0.1	3.966	A
	2		355						
	3	362	0	1468	0.247	363	0.4	3.757	A
	4	318	363	1796	0.177	319	0.3	2.826	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	298	0	1461	0.204	298	0.3	3.658	A
	2	0	298	1461	0.000	0	0.0	0.000	A
	3	303	250	1187	0.255	303	0.4	4.645	A
	4		303						
2	1	50	509	1225	0.041	50	0.1	3.737	A
	2		298						
	3	303	0	1468	0.206	303	0.3	3.566	A
	4	267	303	1837	0.145	267	0.2	2.657	A

2028 | WoD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.84	A
2	untitled	Standard Roundabout		1, 2, 3, 4	2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2028	WoD	PM	ONE HOUR	16:45	18:15	15

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Queue limited	Normal	0	100.00	27.00
2	3	1	1	Queue limited	Normal	0	100.00	27.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1	✓			
	2		✓	30	100.000
	3		✓	397	100.000
	4				
2	1		✓	19	100.000
	2				
	3	✓			
	4		✓	301	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	286	20
	2	3	0	27	0
	3	77	0	0	320
	4	0	0	0	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	1	18	0
	2	0	0	0	0
	3	8	71	0	0
	4	14	0	287	0

Vehicle Mix

Heavy Vehicle %

Junction 1

	To				
		1	2	3	4
From	1	0	0	3	0
	2	0	0	4	0
	3	5	0	0	6
	4	0	0	0	0

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	0	6	0
	2	0	0	0	0
	3	0	6	0	0
	4	9	0	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1	0.23	3.29	0.3	A
	2	0.02	2.65	0.0	A
	3	0.33	4.35	0.5	A
	4				
2	1	0.02	2.99	0.0	A
	2				
	3	0.06	2.75	0.1	A
	4	0.17	2.25	0.2	A

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	229	0	1461	0.157	228	0.2	3.001	A
	2	23	228	1503	0.015	23	0.0	2.518	A
	3	299	17	1318	0.227	298	0.3	3.728	A
	4		60						
2	1	14	269	1364	0.010	14	0.0	2.818	A
	2		229						
	3	60	0	1468	0.041	60	0.0	2.692	A
	4	227	60	2004	0.113	226	0.1	2.090	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	274	0	1461	0.188	274	0.2	3.117	A
	2	27	274	1476	0.018	27	0.0	2.573	A
	3	357	21	1316	0.271	357	0.4	3.969	A
	4		72						
2	1	17	322	1333	0.013	17	0.0	2.890	A
	2		274						
	3	72	0	1468	0.049	72	0.1	2.715	A
	4	271	72	1996	0.136	270	0.2	2.154	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	336	0	1461	0.230	335	0.3	3.288	A
	2	33	335	1439	0.023	33	0.0	2.652	A
	3	437	25	1313	0.333	437	0.5	4.341	A
	4		88						
2	1	21	395	1291	0.016	21	0.0	2.993	A
	2		336						
	3	88	0	1468	0.060	88	0.1	2.747	A
	4	331	88	1985	0.167	331	0.2	2.247	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	336	0	1461	0.230	336	0.3	3.288	A
	2	33	336	1439	0.023	33	0.0	2.652	A
	3	437	25	1313	0.333	437	0.5	4.346	A
	4		88						
2	1	21	395	1291	0.016	21	0.0	2.994	A
	2		336						
	3	88	0	1468	0.060	88	0.1	2.747	A
	4	331	88	1985	0.167	331	0.2	2.248	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	274	0	1461	0.188	275	0.2	3.122	A
	2	27	275	1475	0.018	27	0.0	2.574	A
	3	357	21	1316	0.271	357	0.4	3.977	A
	4		72						
2	1	17	323	1333	0.013	17	0.0	2.892	A
	2		274						
	3	72	0	1468	0.049	72	0.1	2.718	A
	4	271	72	1996	0.136	271	0.2	2.154	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	230	0	1461	0.157	230	0.2	3.008	A
	2	23	230	1502	0.015	23	0.0	2.519	A
	3	299	17	1318	0.227	299	0.3	3.739	A
	4		60						
2	1	14	270	1363	0.010	14	0.0	2.822	A
	2		230						
	3	60	0	1468	0.041	60	0.0	2.695	A
	4	227	60	2004	0.113	227	0.1	2.093	A

2028 | WD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.44	A
2	untitled	Standard Roundabout		1, 2, 3, 4	2.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2028	WD	AM	ONE HOUR	07:45	09:15	15

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Queue limited	Normal	0	100.00	27.00
2	3	1	1	Queue limited	Normal	0	100.00	27.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1	✓			
	2		✓	50	100.000
	3		✓	447	100.000
	4				
2	1		✓	67	100.000
	2				
	3	✓			
	4		✓	355	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	340	55
	2	4	0	46	0
	3	74	0	0	373
	4	0	0	0	0

Demand (PCU/hr)

Junction 2

		To			
		1	2	3	4
From	1	0	0	67	0
	2	0	0	0	0
	3	12	66	0	0
	4	26	0	329	0

Vehicle Mix

Heavy Vehicle %

Junction 1

		To			
		1	2	3	4
From	1	0	0	14	19
	2	0	0	7	0
	3	14	0	0	10
	4	0	0	0	0

Heavy Vehicle %

Junction 2

		To			
		1	2	3	4
From	1	0	0	22	0
	2	0	0	0	0
	3	25	14	0	0
	4	15	0	16	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1	0.30	4.03	0.5	A
	2	0.04	2.89	0.0	A
	3	0.38	4.98	0.7	A
	4				
2	1	0.06	3.68	0.1	A
	2				
	3	0.06	3.01	0.1	A
	4	0.20	2.61	0.3	A

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	297	0	1461	0.204	296	0.3	3.541	A
	2	38	296	1462	0.026	38	0.0	2.688	A
	3	337	44	1303	0.258	335	0.4	4.109	A
	4		58						
2	1	50	296	1348	0.037	50	0.0	3.383	A
	2		297						
	3	58	0	1468	0.040	58	0.0	2.950	A
	4	267	58	2005	0.133	267	0.2	2.398	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	356	0	1461	0.244	355	0.4	3.735	A
	2	45	355	1427	0.032	45	0.0	2.771	A
	3	402	53	1298	0.310	401	0.5	4.441	A
	4		70						
2	1	60	355	1314	0.046	60	0.1	3.501	A
	2		356						
	3	70	0	1468	0.048	70	0.1	2.974	A
	4	319	70	1997	0.160	319	0.2	2.486	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	436	0	1461	0.298	435	0.5	4.023	A
	2	55	435	1379	0.040	55	0.0	2.893	A
	3	492	65	1291	0.381	491	0.7	4.977	A
	4		86						
2	1	74	435	1268	0.058	74	0.1	3.675	A
	2		436						
	3	86	0	1468	0.058	86	0.1	3.008	A
	4	391	86	1986	0.197	391	0.3	2.615	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	436	0	1461	0.298	436	0.5	4.028	A
	2	55	436	1378	0.040	55	0.0	2.894	A
	3	492	65	1291	0.381	492	0.7	4.985	A
	4		86						
2	1	74	435	1268	0.058	74	0.1	3.676	A
	2		436						
	3	86	0	1468	0.058	86	0.1	3.008	A
	4	391	86	1986	0.197	391	0.3	2.615	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	356	0	1461	0.244	357	0.4	3.739	A
	2	45	357	1426	0.032	45	0.0	2.773	A
	3	402	53	1298	0.310	403	0.5	4.454	A
	4		70						
2	1	60	355	1314	0.046	60	0.1	3.502	A
	2		356						
	3	70	0	1468	0.048	70	0.1	2.977	A
	4	319	70	1997	0.160	319	0.2	2.489	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	298	0	1461	0.204	299	0.3	3.552	A
	2	38	299	1461	0.026	38	0.0	2.690	A
	3	337	45	1303	0.258	337	0.4	4.126	A
	4		59						
2	1	50	298	1347	0.037	50	0.0	3.388	A
	2		298						
	3	59	0	1468	0.040	59	0.0	2.953	A
	4	267	59	2005	0.133	267	0.2	2.403	A

2028 | WD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.84	A
2	untitled	Standard Roundabout		1, 2, 3, 4	2.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.32	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2028	WD	PM	ONE HOUR	16:45	18:15	15

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Queue limited	Normal	0	100.00	27.00
2	3	1	1	Queue limited	Normal	0	100.00	27.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1	✓			
	2		✓	26	100.000
	3		✓	396	100.000
	4				
2	1		✓	19	100.000
	2				
	3	✓			
	4		✓	303	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	288	20
	2	2	0	24	0
	3	79	0	0	317
	4	0	0	0	0

Demand (PCU/hr)

Junction 2

		To			
		1	2	3	4
From	1	0	1	18	0
	2	0	0	0	0
	3	8	72	0	0
	4	14	0	289	0

Vehicle Mix

Heavy Vehicle %

Junction 1

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	4	0
	3	5	0	0	6
	4	0	0	0	0

Heavy Vehicle %

Junction 2

		To			
		1	2	3	4
From	1	0	0	6	0
	2	0	0	0	0
	3	0	6	0	0
	4	9	0	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1	0.23	3.29	0.3	A
	2	0.02	2.65	0.0	A
	3	0.33	4.34	0.5	A
	4				
2	1	0.02	3.00	0.0	A
	2				
	3	0.06	2.75	0.1	A
	4	0.17	2.25	0.2	A

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	231	0	1461	0.158	230	0.2	3.005	A
	2	20	230	1502	0.013	20	0.0	2.516	A
	3	298	16	1318	0.226	297	0.3	3.723	A
	4		61						
2	1	14	272	1362	0.011	14	0.0	2.821	A
	2		231						
	3	61	0	1468	0.041	61	0.0	2.694	A
	4	228	61	2004	0.114	228	0.1	2.093	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	276	0	1461	0.189	276	0.2	3.122	A
	2	23	276	1475	0.016	23	0.0	2.571	A
	3	356	20	1317	0.270	356	0.4	3.963	A
	4		73						
2	1	17	325	1331	0.013	17	0.0	2.893	A
	2		276						
	3	73	0	1468	0.050	73	0.1	2.717	A
	4	272	73	1995	0.137	272	0.2	2.157	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	338	0	1461	0.231	338	0.3	3.294	A
	2	29	338	1437	0.020	29	0.0	2.648	A
	3	436	24	1314	0.332	435	0.5	4.332	A
	4		89						
2	1	21	398	1289	0.016	21	0.0	2.998	A
	2		338						
	3	89	0	1468	0.061	89	0.1	2.749	A
	4	334	89	1984	0.168	333	0.2	2.251	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	338	0	1461	0.231	338	0.3	3.295	A
	2	29	338	1437	0.020	29	0.0	2.649	A
	3	436	24	1314	0.332	436	0.5	4.337	A
	4		89						
2	1	21	398	1289	0.016	21	0.0	2.998	A
	2		338						
	3	89	0	1468	0.061	89	0.1	2.749	A
	4	334	89	1984	0.168	334	0.2	2.251	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	276	0	1461	0.189	276	0.2	3.124	A
	2	23	276	1474	0.016	23	0.0	2.574	A
	3	356	20	1316	0.270	357	0.4	3.969	A
	4		73						
2	1	17	326	1331	0.013	17	0.0	2.894	A
	2		276						
	3	73	0	1468	0.050	73	0.1	2.720	A
	4	272	73	1995	0.137	273	0.2	2.157	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	231	0	1461	0.158	231	0.2	3.012	A
	2	20	231	1501	0.013	20	0.0	2.518	A
	3	298	17	1318	0.226	298	0.3	3.735	A
	4		61						
2	1	14	273	1362	0.011	14	0.0	2.824	A
	2		231						
	3	61	0	1468	0.042	61	0.0	2.695	A
	4	228	61	2003	0.114	228	0.1	2.095	A

2038 | WoD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.77	A
2	untitled	Standard Roundabout		1, 2, 3, 4	3.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2038	WoD	AM	ONE HOUR	07:45	09:15	15

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Queue limited	Normal	0	100.00	27.00
2	3	1	1	Queue limited	Normal	0	100.00	27.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1	✓			
	2		✓	16	100.000
	3		✓	588	100.000
	4				
2	1		✓	66	100.000
	2				
	3	✓			
	4		✓	596	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	576	63
	2	1	0	15	0
	3	106	0	0	482
	4	0	0	0	0

Demand (PCU/hr)

Junction 2

		To			
		1	2	3	4
From	1	0	0	66	0
	2	0	0	0	0
	3	12	95	0	0
	4	26	0	570	0

Vehicle Mix

Heavy Vehicle %

Junction 1

		To			
		1	2	3	4
From	1	0	0	14	19
	2	0	0	7	0
	3	14	0	0	10
	4	0	0	0	0

Heavy Vehicle %

Junction 2

		To			
		1	2	3	4
From	1	0	0	22	0
	2	0	0	0	0
	3	25	14	0	0
	4	15	0	16	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1	0.48	5.42	1.0	A
	2	0.01	3.19	0.0	A
	3	0.50	6.22	1.1	A
	4				
2	1	0.07	4.29	0.1	A
	2				
	3	0.08	3.07	0.1	A
	4	0.33	3.19	0.6	A

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	477	0	1461	0.327	475	0.6	4.172	A
	2	12	475	1355	0.009	12	0.0	2.855	A
	3	443	48	1301	0.340	440	0.6	4.619	A
	4		80						
2	1	50	499	1231	0.040	49	0.1	3.715	A
	2		477						
	3	80	0	1468	0.055	80	0.1	2.985	A
	4	449	80	1990	0.225	447	0.3	2.702	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	571	0	1461	0.391	571	0.7	4.625	A
	2	14	571	1297	0.011	14	0.0	2.988	A
	3	529	57	1295	0.408	528	0.8	5.185	A
	4		96						
2	1	59	597	1174	0.051	59	0.1	3.938	A
	2		571						
	3	96	0	1468	0.065	96	0.1	3.019	A
	4	536	96	1979	0.271	535	0.4	2.891	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	700	0	1461	0.479	698	1.0	5.396	A
	2	18	698	1221	0.014	18	0.0	3.187	A
	3	647	70	1288	0.503	646	1.1	6.190	A
	4		118						
2	1	73	731	1097	0.066	73	0.1	4.286	A
	2		700						
	3	118	0	1468	0.080	117	0.1	3.067	A
	4	656	117	1965	0.334	656	0.6	3.187	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	700	0	1461	0.479	700	1.0	5.418	A
	2	18	700	1219	0.014	18	0.0	3.190	A
	3	647	70	1288	0.503	647	1.1	6.218	A
	4		118						
2	1	73	732	1097	0.066	73	0.1	4.288	A
	2		700						
	3	118	0	1468	0.080	118	0.1	3.068	A
	4	656	118	1964	0.334	656	0.6	3.190	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	572	0	1461	0.392	574	0.7	4.653	A
	2	14	574	1296	0.011	14	0.0	2.993	A
	3	529	57	1295	0.408	530	0.8	5.215	A
	4		96						
2	1	59	599	1174	0.051	59	0.1	3.943	A
	2		572						
	3	96	0	1468	0.066	97	0.1	3.021	A
	4	536	97	1979	0.271	536	0.4	2.894	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	479	0	1461	0.328	480	0.6	4.206	A
	2	12	480	1352	0.009	12	0.0	2.861	A
	3	443	48	1301	0.340	443	0.6	4.653	A
	4		81						
2	1	50	501	1230	0.040	50	0.1	3.720	A
	2		479						
	3	81	0	1468	0.055	81	0.1	2.986	A
	4	449	81	1990	0.225	449	0.3	2.709	A

2038 | WoD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.50	A
2	untitled	Standard Roundabout		1, 2, 3, 4	2.48	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.80	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2038	WoD	PM	ONE HOUR	16:45	18:15	15

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Queue limited	Normal	0	100.00	27.00
2	3	1	1	Queue limited	Normal	0	100.00	27.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1	✓			
	2		✓	8	100.000
	3		✓	525	100.000
	4				
2	1		✓	19	100.000
	2				
	3	✓			
	4		✓	406	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	389	22
	2	0	0	8	0
	3	70	0	0	455
	4	0	0	0	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	1	18	0
	2	0	0	0	0
	3	8	61	0	0
	4	13	0	393	0

Vehicle Mix

Heavy Vehicle %

Junction 1

	To				
		1	2	3	4
From	1	0	0	3	0
	2	0	0	4	0
	3	5	0	0	6
	4	0	0	0	0

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	0	6	0
	2	0	0	0	0
	3	0	6	0	0
	4	9	0	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1	0.31	3.67	0.5	A
	2	0.01	2.75	0.0	A
	3	0.44	5.18	0.8	A
	4				
2	1	0.02	3.14	0.0	A
	2				
	3	0.05	2.72	0.1	A
	4	0.22	2.40	0.3	A

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	309	0	1461	0.211	308	0.3	3.207	A
	2	6	308	1456	0.004	6	0.0	2.582	A
	3	395	16	1318	0.300	393	0.5	4.113	A
	4		52						
2	1	14	341	1322	0.011	14	0.0	2.908	A
	2		309						
	3	52	0	1468	0.036	52	0.0	2.676	A
	4	306	52	2009	0.152	305	0.2	2.178	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	369	0	1461	0.253	369	0.3	3.391	A
	2	7	369	1419	0.005	7	0.0	2.652	A
	3	472	20	1316	0.359	471	0.6	4.507	A
	4		63						
2	1	17	409	1283	0.013	17	0.0	3.003	A
	2		369						
	3	63	0	1468	0.043	63	0.0	2.695	A
	4	365	63	2002	0.182	365	0.2	2.268	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	452	0	1461	0.310	452	0.5	3.666	A
	2	9	452	1369	0.006	9	0.0	2.752	A
	3	578	24	1314	0.440	577	0.8	5.165	A
	4		77						
2	1	21	500	1230	0.017	21	0.0	3.144	A
	2		452						
	3	77	0	1468	0.052	77	0.1	2.723	A
	4	447	77	1993	0.224	447	0.3	2.403	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	453	0	1461	0.310	453	0.5	3.670	A
	2	9	453	1368	0.006	9	0.0	2.753	A
	3	578	24	1314	0.440	578	0.8	5.178	A
	4		77						
2	1	21	501	1230	0.017	21	0.0	3.145	A
	2		453						
	3	77	0	1468	0.052	77	0.1	2.723	A
	4	447	77	1992	0.224	447	0.3	2.403	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	370	0	1461	0.253	370	0.4	3.395	A
	2	7	370	1418	0.005	7	0.0	2.655	A
	3	472	20	1316	0.359	473	0.6	4.524	A
	4		63						
2	1	17	409	1283	0.013	17	0.0	3.004	A
	2		370						
	3	63	0	1468	0.043	63	0.0	2.696	A
	4	365	63	2002	0.182	365	0.2	2.271	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	310	0	1461	0.212	310	0.3	3.219	A
	2	6	310	1454	0.004	6	0.0	2.587	A
	3	395	17	1318	0.300	396	0.5	4.133	A
	4		53						
2	1	14	343	1321	0.011	14	0.0	2.912	A
	2		310						
	3	53	0	1468	0.036	53	0.0	2.676	A
	4	306	53	2009	0.152	306	0.2	2.180	A

2038 | WD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	6.10	A
2	untitled	Standard Roundabout		1, 2, 3, 4	3.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2038	WD	AM	ONE HOUR	07:45	09:15	15

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Queue limited	Normal	0	100.00	27.00
2	3	1	1	Queue limited	Normal	0	100.00	27.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1	✓			
	2		✓	15	100.000
	3		✓	638	100.000
	4				
2	1		✓	66	100.000
	2				
	3	✓			
	4		✓	601	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
		1	2	3	4
From	1	0	0	576	65
	2	1	0	14	0
	3	113	0	0	525
	4	0	0	0	0

Demand (PCU/hr)

Junction 2

		To			
		1	2	3	4
From	1	0	0	66	0
	2	0	0	0	0
	3	12	102	0	0
	4	26	0	575	0

Vehicle Mix

Heavy Vehicle %

Junction 1

		To			
		1	2	3	4
From	1	0	0	14	19
	2	0	0	7	0
	3	14	0	0	10
	4	0	0	0	0

Heavy Vehicle %

Junction 2

		To			
		1	2	3	4
From	1	0	0	22	0
	2	0	0	0	0
	3	25	14	0	0
	4	15	0	16	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1	0.48	5.46	1.1	A
	2	0.01	3.20	0.0	A
	3	0.55	6.82	1.3	A
	4				
2	1	0.07	4.32	0.1	A
	2				
	3	0.09	3.08	0.1	A
	4	0.34	3.22	0.6	A

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	481	0	1461	0.329	479	0.6	4.188	A
	2	11	479	1353	0.008	11	0.0	2.858	A
	3	480	49	1300	0.370	478	0.6	4.833	A
	4		85						
2	1	50	508	1226	0.041	49	0.1	3.732	A
	2		481						
	3	85	0	1468	0.058	85	0.1	2.994	A
	4	452	85	1987	0.228	451	0.3	2.715	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	576	0	1461	0.394	575	0.7	4.649	A
	2	13	575	1295	0.010	13	0.0	2.992	A
	3	574	59	1294	0.443	573	0.9	5.514	A
	4		102						
2	1	59	608	1168	0.051	59	0.1	3.960	A
	2		576						
	3	102	0	1468	0.070	102	0.1	3.031	A
	4	540	102	1975	0.274	540	0.4	2.908	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	705	0	1461	0.483	704	1.1	5.436	A
	2	17	704	1217	0.014	17	0.0	3.192	A
	3	702	72	1287	0.546	701	1.3	6.777	A
	4		125						
2	1	73	744	1090	0.067	73	0.1	4.318	A
	2		705						
	3	125	0	1468	0.085	125	0.1	3.083	A
	4	662	125	1959	0.338	661	0.6	3.213	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	706	0	1461	0.483	706	1.1	5.458	A
	2	17	706	1216	0.014	17	0.0	3.195	A
	3	702	73	1287	0.546	702	1.3	6.818	A
	4		126						
2	1	73	745	1089	0.067	73	0.1	4.320	A
	2		706						
	3	126	0	1468	0.085	126	0.1	3.084	A
	4	662	126	1959	0.338	662	0.6	3.216	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	577	0	1461	0.395	578	0.8	4.675	A
	2	13	578	1293	0.010	13	0.0	2.998	A
	3	574	60	1294	0.443	575	0.9	5.555	A
	4		103						
2	1	59	610	1167	0.051	59	0.1	3.965	A
	2		577						
	3	103	0	1468	0.070	103	0.1	3.035	A
	4	540	103	1975	0.274	541	0.4	2.914	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	483	0	1461	0.331	484	0.6	4.223	A
	2	11	484	1350	0.008	11	0.0	2.864	A
	3	480	50	1300	0.370	481	0.7	4.874	A
	4		86						
2	1	50	510	1225	0.041	50	0.1	3.740	A
	2		483						
	3	86	0	1468	0.059	86	0.1	2.998	A
	4	452	86	1986	0.228	453	0.3	2.724	A

2038 | WD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.55	A
2	untitled	Standard Roundabout		1, 2, 3, 4	2.47	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2038	WD	PM	ONE HOUR	16:45	18:15	15

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Queue limited	Normal	0	100.00	27.00
2	3	1	1	Queue limited	Normal	0	100.00	27.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1	✓			
	2		✓	8	100.000
	3		✓	534	100.000
	4				
2	1		✓	19	100.000
	2				
	3	✓			
	4		✓	411	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	394	22
	2	0	0	8	0
	3	65	0	0	469
	4	0	0	0	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	1	18	0
	2	0	0	0	0
	3	8	57	0	0
	4	13	0	398	0

Vehicle Mix

Heavy Vehicle %

Junction 1

	To				
		1	2	3	4
From	1	0	0	3	0
	2	0	0	4	0
	3	5	0	0	6
	4	0	0	0	0

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	0	6	0
	2	0	0	0	0
	3	0	6	0	0
	4	9	0	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1	0.31	3.69	0.5	A
	2	0.01	2.76	0.0	A
	3	0.45	5.25	0.9	A
	4				
2	1	0.02	3.14	0.0	A
	2				
	3	0.05	2.71	0.1	A
	4	0.23	2.41	0.3	A

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	312	0	1461	0.214	311	0.3	3.218	A
	2	6	311	1453	0.004	6	0.0	2.586	A
	3	402	16	1318	0.305	400	0.5	4.143	A
	4		49						
2	1	14	342	1322	0.011	14	0.0	2.908	A
	2		312						
	3	49	0	1468	0.033	49	0.0	2.667	A
	4	309	49	2012	0.154	309	0.2	2.179	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	374	0	1461	0.256	373	0.4	3.405	A
	2	7	373	1416	0.005	7	0.0	2.657	A
	3	480	20	1316	0.365	479	0.6	4.551	A
	4		58						
2	1	17	409	1283	0.013	17	0.0	3.003	A
	2		374						
	3	58	0	1468	0.040	58	0.0	2.686	A
	4	369	58	2005	0.184	369	0.2	2.270	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	458	0	1461	0.313	457	0.5	3.687	A
	2	9	457	1365	0.006	9	0.0	2.759	A
	3	588	24	1314	0.447	587	0.8	5.234	A
	4		71						
2	1	21	501	1230	0.017	21	0.0	3.144	A
	2		458						
	3	71	0	1468	0.049	71	0.1	2.711	A
	4	453	71	1996	0.227	452	0.3	2.405	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	458	0	1461	0.314	458	0.5	3.691	A
	2	9	458	1365	0.006	9	0.0	2.760	A
	3	588	24	1314	0.447	588	0.9	5.249	A
	4		72						
2	1	21	501	1230	0.017	21	0.0	3.145	A
	2		458						
	3	72	0	1468	0.049	72	0.1	2.711	A
	4	453	72	1996	0.227	453	0.3	2.405	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	374	0	1461	0.256	375	0.4	3.412	A
	2	7	375	1415	0.005	7	0.0	2.658	A
	3	480	20	1316	0.365	481	0.6	4.569	A
	4		59						
2	1	17	409	1283	0.013	17	0.0	3.007	A
	2		374						
	3	59	0	1468	0.040	59	0.0	2.686	A
	4	369	59	2005	0.184	370	0.2	2.273	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	313	0	1461	0.215	314	0.3	3.230	A
	2	6	314	1452	0.004	6	0.0	2.591	A
	3	402	17	1318	0.305	403	0.5	4.165	A
	4		49						
2	1	14	343	1321	0.011	14	0.0	2.912	A
	2		313						
	3	49	0	1468	0.033	49	0.0	2.670	A
	4	309	49	2012	0.154	310	0.2	2.182	A

2028 | 2a WD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	7.23	A
2	untitled	Standard Roundabout		1, 2, 3, 4	6.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.82	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2028	2a WD	AM	ONE HOUR	07:45	09:15	15

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Queue limited	Normal	0	100.00	27.00
2	3	1	1	Queue limited	Normal	0	100.00	27.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1	✓			
	2		✓	655	100.000
	3		✓	226	100.000
	4				
2	1		✓	627	100.000
	2				
	3	✓			
	4		✓	184	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	25	417
	2	594	0	61	0
	3	225	0	0	1
	4	0	0	0	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	627	0
	2	0	0	0	0
	3	946	36	0	0
	4	181	0	3	0

Vehicle Mix

Heavy Vehicle %

Junction 1

	To				
		1	2	3	4
From	1	0	0	14	19
	2	0	0	7	0
	3	14	0	0	10
	4	0	0	0	0

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	0	22	0
	2	0	0	0	0
	3	25	14	0	0
	4	15	0	16	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1	0.47	5.57	1.1	A
	2	0.59	7.21	1.4	A
	3	0.42	11.89	0.8	B
	4				
2	1	0.46	5.44	1.0	A
	2				
	3	0.61	7.91	2.0	A
	4	0.14	3.38	0.2	A

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	472	0	1461	0.323	470	0.6	4.303	A
	2	493	470	1358	0.363	491	0.6	4.166	A
	3	170	888	829	0.205	169	0.3	6.205	A
	4		613						
2	1	472	25	1505	0.314	470	0.6	4.235	A
	2		472						
	3	613	0	1468	0.418	610	0.9	5.203	A
	4	139	610	1626	0.085	138	0.1	2.782	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	566	0	1461	0.387	565	0.7	4.766	A
	2	589	565	1301	0.453	588	0.8	5.073	A
	3	203	1066	730	0.278	203	0.4	7.778	A
	4		735						
2	1	564	30	1502	0.375	563	0.7	4.674	A
	2		566						
	3	735	0	1468	0.500	733	1.2	6.091	A
	4	165	733	1542	0.107	165	0.1	3.008	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	692	0	1461	0.474	691	1.1	5.543	A
	2	721	691	1225	0.589	719	1.4	7.125	A
	3	249	1304	596	0.417	247	0.8	11.718	B
	4		898						
2	1	690	36	1498	0.461	689	1.0	5.420	A
	2		692						
	3	898	0	1468	0.612	895	1.9	7.789	A
	4	203	895	1430	0.142	202	0.2	3.371	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	694	0	1461	0.475	694	1.1	5.569	A
	2	721	694	1223	0.589	721	1.4	7.208	A
	3	249	1308	594	0.419	249	0.8	11.894	B
	4		902						
2	1	690	36	1498	0.461	690	1.0	5.436	A
	2		694						
	3	902	0	1468	0.614	901	2.0	7.906	A
	4	203	901	1426	0.142	203	0.2	3.383	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	568	0	1461	0.389	569	0.8	4.797	A
	2	589	569	1298	0.454	591	0.8	5.139	A
	3	203	1073	726	0.280	205	0.4	7.894	A
	4		740						
2	1	564	30	1502	0.375	565	0.7	4.694	A
	2		568						
	3	740	0	1468	0.504	743	1.3	6.203	A
	4	165	743	1535	0.108	166	0.1	3.022	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	475	0	1461	0.325	476	0.6	4.343	A
	2	493	476	1354	0.364	494	0.6	4.217	A
	3	170	897	824	0.206	171	0.3	6.282	A
	4		618						
2	1	472	25	1505	0.314	473	0.6	4.260	A
	2		475						
	3	618	0	1468	0.421	620	0.9	5.294	A
	4	139	620	1620	0.086	139	0.1	2.797	A

2028 | 2a WD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	8.31	A
2	untitled	Standard Roundabout		1, 2, 3, 4	10.29	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.40	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2028	2a WD	PM	ONE HOUR	16:45	18:15	15

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Queue limited	Normal	0	100.00	27.00
2	3	1	1	Queue limited	Normal	0	100.00	27.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1	✓			
	2		✓	108	100.000
	3		✓	244	100.000
	4				
2	1		✓	1068	100.000
	2				
	3	✓			
	4		✓	448	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To			
		1	2	3	4
From	1	0	0	461	526
	2	76	0	32	0
	3	64	0	0	180
	4	0	0	0	0

Demand (PCU/hr)

Junction 2

		To			
		1	2	3	4
From	1	0	153	915	0
	2	0	0	0	0
	3	69	67	0	0
	4	385	0	63	0

Vehicle Mix

Heavy Vehicle %

Junction 1

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	4	0
	3	5	0	0	6
	4	0	0	0	0

Heavy Vehicle %

Junction 2

		To			
		1	2	3	4
From	1	0	0	6	0
	2	0	0	0	0
	3	0	6	0	0
	4	9	0	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1	0.74	9.46	2.8	A
	2	0.12	4.16	0.1	A
	3	0.28	5.51	0.4	A
	4				
2	1	0.82	14.45	4.6	B
	2				
	3	0.10	2.82	0.1	A
	4	0.25	2.69	0.4	A

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	732	0	1461	0.501	728	1.0	4.953	A
	2	81	728	1203	0.068	81	0.1	3.246	A
	3	184	445	1078	0.170	183	0.2	4.249	A
	4		105						
2	1	804	99	1462	0.550	799	1.3	5.664	A
	2		732						
	3	105	0	1468	0.071	105	0.1	2.715	A
	4	337	105	1973	0.171	336	0.2	2.376	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	877	0	1461	0.600	875	1.5	6.205	A
	2	97	875	1114	0.087	97	0.1	3.578	A
	3	219	534	1028	0.213	219	0.3	4.706	A
	4		126						
2	1	960	119	1451	0.662	957	2.0	7.618	A
	2		877						
	3	126	0	1468	0.086	126	0.1	2.757	A
	4	403	126	1959	0.206	403	0.3	2.500	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	1069	0	1461	0.731	1064	2.7	9.086	A
	2	119	1064	1001	0.119	119	0.1	4.129	A
	3	269	651	963	0.279	268	0.4	5.477	A
	4		154						
2	1	1176	145	1435	0.819	1166	4.4	13.592	B
	2		1069						
	3	154	0	1468	0.105	154	0.1	2.816	A
	4	493	154	1940	0.254	493	0.4	2.690	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	1076	0	1461	0.737	1076	2.8	9.461	A
	2	119	1076	994	0.120	119	0.1	4.163	A
	3	269	657	959	0.280	269	0.4	5.513	A
	4		154						
2	1	1176	145	1435	0.819	1175	4.6	14.453	B
	2		1076						
	3	154	0	1468	0.105	154	0.1	2.817	A
	4	493	154	1939	0.254	493	0.4	2.690	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	888	0	1461	0.608	892	1.6	6.472	A
	2	97	892	1104	0.088	97	0.1	3.620	A
	3	219	544	1022	0.215	220	0.3	4.747	A
	4		126						
2	1	960	119	1451	0.662	970	2.1	8.028	A
	2		888						
	3	126	0	1468	0.086	126	0.1	2.758	A
	4	403	126	1959	0.206	403	0.3	2.502	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	739	0	1461	0.506	741	1.0	5.089	A
	2	81	741	1195	0.068	81	0.1	3.272	A
	3	184	452	1074	0.171	184	0.2	4.280	A
	4		106						
2	1	804	99	1462	0.550	807	1.3	5.811	A
	2		739						
	3	106	0	1468	0.072	106	0.1	2.717	A
	4	337	106	1973	0.171	338	0.2	2.381	A

2038 | 2a WD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	5.13	A
2	untitled	Standard Roundabout		1, 2, 3, 4	4.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2038	2a WD	AM	ONE HOUR	07:45	09:15	15

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Queue limited	Normal	0	100.00	27.00
2	3	1	1	Queue limited	Normal	0	100.00	27.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1	✓			
	2		✓	538	100.000
	3		✓	564	100.000
	4				
2	1		✓	122	100.000
	2				
	3	✓			
	4		✓	655	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	480	83
	2	157	0	381	0
	3	244	0	0	320
	4	0	0	0	0

Demand (PCU/hr)

Junction 2

	To				
		1	2	3	4
From	1	0	0	122	0
	2	0	0	0	0
	3	48	159	0	0
	4	621	0	34	0

Vehicle Mix

Heavy Vehicle %

Junction 1

	To				
		1	2	3	4
From	1	0	0	14	19
	2	0	0	7	0
	3	14	0	0	10
	4	0	0	0	0

Heavy Vehicle %

Junction 2

	To				
		1	2	3	4
From	1	0	0	22	0
	2	0	0	0	0
	3	25	14	0	0
	4	15	0	16	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1	0.12	3.20	0.2	A
	2	0.39	3.99	0.7	A
	3	0.51	6.75	1.2	A
	4				
2	1	0.10	3.76	0.1	A
	2				
	3	0.30	4.08	0.5	A
	4	0.41	4.06	0.8	A

Main Results for each time segment

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	117	0	1461	0.080	117	0.1	3.072	A
	2	405	117	1570	0.258	404	0.4	3.231	A
	3	425	135	1252	0.339	422	0.6	4.835	A
	4		300						
2	1	92	255	1372	0.067	91	0.1	3.430	A
	2		117						
	3	300	0	1468	0.205	299	0.3	3.581	A
	4	493	299	1840	0.268	491	0.4	3.067	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	140	0	1461	0.096	140	0.1	3.126	A
	2	484	140	1556	0.311	483	0.5	3.515	A
	3	507	162	1237	0.410	506	0.8	5.498	A
	4		360						
2	1	110	307	1342	0.082	110	0.1	3.562	A
	2		140						
	3	360	0	1468	0.245	360	0.4	3.779	A
	4	589	360	1798	0.327	588	0.6	3.421	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	172	0	1461	0.117	171	0.2	3.202	A
	2	592	171	1537	0.385	592	0.7	3.991	A
	3	621	198	1217	0.510	619	1.1	6.716	A
	4		441						
2	1	134	375	1302	0.103	134	0.1	3.758	A
	2		172						
	3	441	0	1468	0.300	440	0.5	4.073	A
	4	721	440	1743	0.414	720	0.8	4.045	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	172	0	1461	0.118	172	0.2	3.202	A
	2	592	172	1537	0.385	592	0.7	3.995	A
	3	621	198	1216	0.511	621	1.2	6.752	A
	4		441						
2	1	134	377	1302	0.103	134	0.1	3.760	A
	2		172						
	3	441	0	1468	0.301	441	0.5	4.079	A
	4	721	441	1742	0.414	721	0.8	4.056	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	140	0	1461	0.096	141	0.1	3.129	A
	2	484	141	1556	0.311	484	0.5	3.526	A
	3	507	162	1237	0.410	509	0.8	5.533	A
	4		361						
2	1	110	309	1341	0.082	110	0.1	3.566	A
	2		140						
	3	361	0	1468	0.246	362	0.4	3.786	A
	4	589	362	1797	0.328	590	0.6	3.436	A

09:00 - 09:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	118	0	1461	0.080	118	0.1	3.076	A
	2	405	118	1570	0.258	405	0.4	3.242	A
	3	425	136	1251	0.339	425	0.6	4.874	A
	4		302						
2	1	92	258	1370	0.067	92	0.1	3.435	A
	2		118						
	3	302	0	1468	0.206	303	0.3	3.594	A
	4	493	303	1837	0.268	494	0.4	3.082	A

2038 | 2a WD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	4.26	A
2	untitled	Standard Roundabout		1, 2, 3, 4	3.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2038	2a WD	PM	ONE HOUR	16:45	18:15	15

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	1	2	3	Queue limited	Normal	0	100.00	27.00
2	3	1	1	Queue limited	Normal	0	100.00	27.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1	1	✓			
	2		✓	186	100.000
	3		✓	503	100.000
	4				
2	1		✓	315	100.000
	2				
	3	✓			
	4		✓	348	100.000

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To				
		1	2	3	4
From	1	0	0	464	51
	2	63	0	123	0
	3	228	0	0	275
	4	0	0	0	0

Demand (PCU/hr)

Junction 2

		To			
		1	2	3	4
From	1	0	315	0	0
	2	0	0	0	0
	3	0	28	0	0
	4	203	0	145	0

Vehicle Mix

Heavy Vehicle %

Junction 1

		To			
		1	2	3	4
From	1	0	0	3	0
	2	0	0	4	0
	3	5	0	0	6
	4	0	0	0	0

Heavy Vehicle %

Junction 2

		To			
		1	2	3	4
From	1	0	0	6	0
	2	0	0	0	0
	3	0	6	0	0
	4	9	0	3	0

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	1	0.11	2.84	0.1	A
	2	0.13	2.76	0.2	A
	3	0.43	5.23	0.8	A
	4				
2	1	0.28	4.02	0.4	A
	2				
	3	0.22	3.32	0.3	A
	4	0.21	2.66	0.3	A

Main Results for each time segment

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	109	0	1461	0.075	109	0.1	2.734	A
	2	140	109	1575	0.089	140	0.1	2.573	A
	3	379	58	1295	0.292	377	0.4	4.131	A
	4		218						
2	1	237	326	1331	0.178	236	0.2	3.284	A
	2		109						
	3	218	0	1468	0.149	217	0.2	3.049	A
	4	262	217	1896	0.138	261	0.2	2.342	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	130	0	1461	0.089	130	0.1	2.778	A
	2	167	130	1562	0.107	167	0.1	2.647	A
	3	452	69	1289	0.351	452	0.6	4.537	A
	4		261						
2	1	283	391	1293	0.219	283	0.3	3.563	A
	2		130						
	3	261	0	1468	0.178	261	0.2	3.160	A
	4	313	261	1866	0.168	313	0.2	2.466	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	160	0	1461	0.109	159	0.1	2.840	A
	2	205	159	1545	0.133	205	0.2	2.756	A
	3	554	85	1280	0.433	553	0.8	5.220	A
	4		320						
2	1	347	479	1243	0.279	346	0.4	4.015	A
	2		160						
	3	320	0	1468	0.218	320	0.3	3.322	A
	4	383	320	1826	0.210	383	0.3	2.655	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	160	0	1461	0.109	160	0.1	2.840	A
	2	205	160	1544	0.133	205	0.2	2.756	A
	3	554	85	1280	0.433	554	0.8	5.233	A
	4		320						
2	1	347	480	1242	0.279	347	0.4	4.020	A
	2		160						
	3	320	0	1468	0.218	320	0.3	3.323	A
	4	383	320	1825	0.210	383	0.3	2.656	A

17:45 - 18:00

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	130	0	1461	0.089	131	0.1	2.781	A
	2	167	131	1562	0.107	167	0.1	2.648	A
	3	452	70	1289	0.351	453	0.6	4.554	A
	4		262						
2	1	283	393	1292	0.219	284	0.3	3.571	A
	2		130						
	3	262	0	1468	0.178	262	0.2	3.166	A
	4	313	262	1865	0.168	313	0.2	2.468	A

18:00 - 18:15

Junction	Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	1	109	0	1461	0.075	109	0.1	2.737	A
	2	140	109	1575	0.089	140	0.1	2.574	A
	3	379	58	1295	0.292	379	0.4	4.153	A
	4		219						
2	1	237	329	1329	0.178	237	0.2	3.299	A
	2		109						
	3	219	0	1468	0.149	220	0.2	3.055	A
	4	262	220	1895	0.138	262	0.2	2.346	A

APPENDIX 63: Junction 8: A453/The Green Priority Junction Stage 1B/2B Modelling Results

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

Filename: 250624_A453_The Green_Stage 1b+2b.j11

Path: J:\2022\220500-East Midlands Gateway Phase 2 (1)\ProjectDelivery\01-WIP\DesignAndCalculations\T&I Planning\Traffic Models\8. A453_The Green Junction

Report generation date: 25/06/2025 10:05:54

»2028 | WoD Flows | AM
 »2028 | WoD Flows | PM
 »2028 | WD Flows | AM
 »2028 | WD Flows | PM
 »2038 | WoD Flows | AM
 »2038 | WoD Flows | PM
 »2038 | WD Flows | AM
 »2038 | WD Flows | PM
 »2028 | 2b WD Flows | AM
 »2028 | 2b WD Flows | PM
 »2038 | 2b WD Flows | AM
 »2038 | 2b WD Flows | PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	2028 - 2b WD Flows															
Stream B-AC	D9	15.7	113.15	1.00	F	37.15	E	-14 %	D10	1.3	20.72	0.57	C	4.75	A	14 %
Stream C-AB		0.5	4.51	0.19	A			[Stream B-AC]		0.9	7.60	0.37	A			[Stream B-AC]
	2028 - WD Flows															
Stream B-AC	D3	78.5	529.37	1.28	F	193.35	F	-29 %	D4	1.2	18.04	0.55	C	4.56	A	19 %
Stream C-AB		0.5	4.35	0.19	A			[Stream B-AC]		0.9	7.21	0.36	A			[Stream B-AC]
	2028 - WoD Flows															
Stream B-AC	D1	2.8	26.93	0.75	D	7.77	A	6 %	D2	1.0	14.03	0.49	B	4.02	A	33 %
Stream C-AB		0.4	4.69	0.17	A			[Stream B-AC]		0.7	6.23	0.31	A			[Stream B-AC]
	2038 - 2b WD Flows															
Stream B-AC	D11	262.9	1728.78	1.70	F	797.71	F	-43 %	D12	7.7	88.41	0.93	F	18.84	C	-11 %
Stream C-AB		0.0	5.01	0.02	A			[Stream B-AC]		1.1	9.16	0.42	A			[Stream B-AC]
	2038 - WD Flows															
Stream B-AC	D7	384.1	2451.51	1.89	F	1226.57	F	-49 %	D8	7.6	82.63	0.92	F	18.99	C	-11 %
Stream C-AB		0.1	4.65	0.04	A			[Stream B-AC]		0.8	8.51	0.36	A			[Stream B-AC]
	2038 - WoD Flows															
Stream B-AC	D5	68.0	440.14	1.24	F	166.74	F	-27 %	D6	3.4	37.63	0.79	E	9.46	A	-1 %
Stream C-AB		0.0	5.28	0.02	A			[Stream B-AC]		0.7	6.79	0.30	A			[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	East Midlands Gateway Phase 2
Location	A453/The Green T-Junction
Site number	
Date	06/01/2023
Version	
Status	(new file)
Identifier	
Client	SEGRO
Jobnumber	220500
Enumerator	BWB\matt.corner
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	WoD Flows	AM	ONE HOUR	08:00	09:30	15
D2	2028	WoD Flows	PM	ONE HOUR	17:00	18:30	15
D3	2028	WD Flows	AM	ONE HOUR	08:00	09:30	15
D4	2028	WD Flows	PM	ONE HOUR	17:00	18:30	15
D5	2038	WoD Flows	AM	ONE HOUR	08:00	09:30	15
D6	2038	WoD Flows	PM	ONE HOUR	17:00	18:30	15
D7	2038	WD Flows	AM	ONE HOUR	08:00	09:30	15
D8	2038	WD Flows	PM	ONE HOUR	17:00	18:30	15
D9	2028	2b WD Flows	AM	ONE HOUR	08:00	09:30	15
D10	2028	2b WD Flows	PM	ONE HOUR	17:00	18:30	15
D11	2038	2b WD Flows	AM	ONE HOUR	08:00	09:30	15
D12	2038	2b WD Flows	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2028 | WoD Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A453/The Green T-Junction	T-Junction	Two-way	Two-way	Two-way		7.77	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	6	Stream B-AC	7.77	A

Arms

Arms

Arm	Name	Description	Arm type
A	A453 (E)		Major
B	The Green		Minor
C	A453 (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.60	119	135

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	621	0.108	0.273	0.172	0.390
B-C	752	0.110	0.279	-	-
C-B	719	0.266	0.266	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2028	WoD Flows	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	385	100.000
B		✓	360	100.000
C		✓	586	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	27	358
	B	112	0	248
	C	521	65	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	4	12
	B	1	0	0
	C	7	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.75	26.93	2.8	D
C-AB	0.17	4.69	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	271	0.00	588	0.461	268	0.8	11.162	B
C-AB	87	0.00	894	0.098	86	0.2	4.668	A
C-A	354	0.00			354			
A-B	20	0.00			20			
A-C	270	0.00			270			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	324	0.00	564	0.574	322	1.3	14.814	B
C-AB	118	0.00	932	0.127	118	0.3	4.639	A
C-A	409	0.00			409			
A-B	24	0.00			24			
A-C	322	0.00			322			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	396	0.00	529	0.750	391	2.7	25.182	D
C-AB	172	0.00	987	0.174	171	0.4	4.648	A
C-A	473	0.00			473			
A-B	30	0.00			30			
A-C	394	0.00			394			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	396	0.00	529	0.750	396	2.8	26.932	D
C-AB	172	0.00	987	0.174	172	0.4	4.662	A
C-A	473	0.00			473			
A-B	30	0.00			30			
A-C	394	0.00			394			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	324	0.00	563	0.574	329	1.4	15.784	C
C-AB	118	0.00	933	0.127	119	0.3	4.665	A
C-A	409	0.00			409			
A-B	24	0.00			24			
A-C	322	0.00			322			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	271	0.00	588	0.461	273	0.9	11.549	B
C-AB	88	0.00	894	0.098	88	0.2	4.690	A
C-A	354	0.00			354			
A-B	20	0.00			20			
A-C	270	0.00			270			

2028 | WoD Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A453/The Green T-Junction	T-Junction	Two-way	Two-way	Two-way		4.02	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	33	Stream B-AC	4.02	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2028	WoD Flows	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	422	100.000
B		✓	226	100.000
C		✓	482	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	32	390
	B	82	0	144
	C	351	131	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.49	14.03	1.0	B
C-AB	0.31	6.23	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	170	0.00	570	0.299	168	0.4	8.929	A
C-AB	147	0.00	805	0.182	146	0.3	5.523	A
C-A	216	0.00			216			
A-B	24	0.00			24			
A-C	294	0.00			294			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	203	0.00	543	0.374	203	0.6	10.543	B
C-AB	191	0.00	825	0.232	191	0.4	5.756	A
C-A	242	0.00			242			
A-B	29	0.00			29			
A-C	351	0.00			351			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	249	0.00	505	0.492	247	0.9	13.878	B
C-AB	264	0.00	854	0.310	264	0.7	6.202	A
C-A	266	0.00			266			
A-B	35	0.00			35			
A-C	429	0.00			429			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	249	0.00	505	0.493	249	1.0	14.033	B
C-AB	265	0.00	855	0.310	265	0.7	6.234	A
C-A	266	0.00			266			
A-B	35	0.00			35			
A-C	429	0.00			429			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	203	0.00	543	0.374	205	0.6	10.681	B
C-AB	192	0.00	826	0.232	193	0.5	5.802	A
C-A	242	0.00			242			
A-B	29	0.00			29			
A-C	351	0.00			351			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	170	0.00	570	0.299	171	0.4	9.044	A
C-AB	147	0.00	806	0.183	148	0.3	5.563	A
C-A	216	0.00			216			
A-B	24	0.00			24			
A-C	294	0.00			294			

2028 | WD Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A453/The Green T-Junction	T-Junction	Two-way	Two-way	Two-way		193.35	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-29	Stream B-AC	193.35	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2028	WD Flows	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	290	100.000
B		✓	567	100.000
C		✓	699	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	36	254
	B	296	0	271
	C	633	66	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	3	13
	B	0	0	0
	C	5	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.28	529.37	78.5	F
C-AB	0.19	4.35	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	427	0.00	552	0.774	415	3.0	24.490	C
C-AB	98	0.00	962	0.102	98	0.2	4.329	A
C-A	428	0.00			428			
A-B	27	0.00			27			
A-C	191	0.00			191			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	510	0.00	526	0.970	484	9.5	63.158	F
C-AB	136	0.00	1013	0.134	136	0.3	4.271	A
C-A	492	0.00			492			
A-B	32	0.00			32			
A-C	228	0.00			228			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	624	0.00	488	1.278	485	44.3	217.781	F
C-AB	204	0.00	1086	0.188	203	0.5	4.259	A
C-A	565	0.00			565			
A-B	40	0.00			40			
A-C	280	0.00			280			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	624	0.00	488	1.279	488	78.5	455.880	F
C-AB	205	0.00	1086	0.188	205	0.5	4.269	A
C-A	565	0.00			565			
A-B	40	0.00			40			
A-C	280	0.00			280			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	510	0.00	525	0.970	519	76.2	529.369	F
C-AB	136	0.00	1014	0.135	137	0.3	4.290	A
C-A	492	0.00			492			
A-B	32	0.00			32			
A-C	228	0.00			228			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	427	0.00	552	0.774	544	46.8	409.285	F
C-AB	99	0.00	963	0.103	99	0.2	4.346	A
C-A	427	0.00			427			
A-B	27	0.00			27			
A-C	191	0.00			191			

2028 | WD Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A453/The Green T-Junction	T-Junction	Two-way	Two-way	Two-way		4.56	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	19	Stream B-AC	4.56	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2028	WD Flows	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	553	100.000
B		✓	217	100.000
C		✓	468	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	80	473
	B	107	0	110
	C	322	146	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.55	18.04	1.2	C
C-AB	0.36	7.21	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	0.00	519	0.315	162	0.5	10.015	B
C-AB	161	0.00	768	0.209	159	0.4	5.993	A
C-A	192	0.00			192			
A-B	60	0.00			60			
A-C	356	0.00			356			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	195	0.00	486	0.402	194	0.7	12.312	B
C-AB	209	0.00	782	0.267	208	0.5	6.387	A
C-A	212	0.00			212			
A-B	72	0.00			72			
A-C	425	0.00			425			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	239	0.00	438	0.545	237	1.1	17.691	C
C-AB	289	0.00	802	0.361	288	0.8	7.151	A
C-A	226	0.00			226			
A-B	88	0.00			88			
A-C	521	0.00			521			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	239	0.00	438	0.545	239	1.2	18.037	C
C-AB	290	0.00	803	0.361	290	0.9	7.205	A
C-A	225	0.00			225			
A-B	88	0.00			88			
A-C	521	0.00			521			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	195	0.00	485	0.402	197	0.7	12.567	B
C-AB	210	0.00	783	0.268	211	0.5	6.457	A
C-A	211	0.00			211			
A-B	72	0.00			72			
A-C	425	0.00			425			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	163	0.00	519	0.315	164	0.5	10.178	B
C-AB	161	0.00	769	0.210	162	0.4	6.049	A
C-A	191	0.00			191			
A-B	60	0.00			60			
A-C	356	0.00			356			

2038 | WoD Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A453/The Green T-Junction	T-Junction	Two-way	Two-way	Two-way		166.74	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-27	Stream B-AC	166.74	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2038	WoD Flows	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	450	100.000
B		✓	559	100.000
C		✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	6	444
	B	238	0	321
	C	460	7	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	20	9
	B	0	0	0
	C	6	40	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.24	440.14	68.0	F
C-AB	0.02	5.28	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	421	0.00	561	0.751	410	2.7	22.534	C
C-AB	9	0.00	854	0.010	9	0.0	5.277	A
C-A	343	0.00			343			
A-B	5	0.00			5			
A-C	334	0.00			334			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	503	0.00	535	0.940	482	7.8	54.136	F
C-AB	12	0.00	884	0.013	12	0.0	5.060	A
C-A	408	0.00			408			
A-B	5	0.00			5			
A-C	399	0.00			399			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	615	0.00	498	1.236	493	38.4	187.556	F
C-AB	17	0.00	928	0.018	17	0.0	4.747	A
C-A	497	0.00			497			
A-B	7	0.00			7			
A-C	489	0.00			489			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	615	0.00	498	1.236	497	68.0	391.745	F
C-AB	17	0.00	928	0.018	17	0.0	4.705	A
C-A	497	0.00			497			
A-B	7	0.00			7			
A-C	489	0.00			489			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	503	0.00	535	0.940	527	62.0	440.138	F
C-AB	12	0.00	884	0.013	12	0.0	4.959	A
C-A	408	0.00			408			
A-B	5	0.00			5			
A-C	399	0.00			399			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	421	0.00	561	0.751	552	29.3	301.984	F
C-AB	9	0.00	854	0.010	9	0.0	5.223	A
C-A	343	0.00			343			
A-B	5	0.00			5			
A-C	334	0.00			334			

2038 | WoD Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A453/The Green T-Junction	T-Junction	Two-way	Two-way	Two-way		9.46	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-1	Stream B-AC	9.46	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2038	WoD Flows	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	633	100.000
B		✓	309	100.000
C		✓	423	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	70	563
	B	139	0	170
	C	307	116	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.79	37.63	3.4	E
C-AB	0.30	6.79	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	233	0.00	517	0.450	229	0.8	12.388	B
C-AB	126	0.00	747	0.169	125	0.3	5.874	A
C-A	192	0.00			192			
A-B	53	0.00			53			
A-C	424	0.00			424			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	278	0.00	482	0.576	276	1.3	17.260	C
C-AB	165	0.00	756	0.218	164	0.4	6.181	A
C-A	216	0.00			216			
A-B	63	0.00			63			
A-C	506	0.00			506			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	340	0.00	433	0.786	333	3.1	33.713	D
C-AB	228	0.00	771	0.296	227	0.6	6.754	A
C-A	237	0.00			237			
A-B	77	0.00			77			
A-C	620	0.00			620			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	340	0.00	433	0.786	339	3.4	37.628	E
C-AB	229	0.00	772	0.296	229	0.7	6.792	A
C-A	237	0.00			237			
A-B	77	0.00			77			
A-C	620	0.00			620			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	278	0.00	482	0.576	286	1.4	18.990	C
C-AB	165	0.00	757	0.218	166	0.4	6.236	A
C-A	215	0.00			215			
A-B	63	0.00			63			
A-C	506	0.00			506			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	233	0.00	517	0.450	235	0.8	12.883	B
C-AB	127	0.00	747	0.170	127	0.3	5.918	A
C-A	192	0.00			192			
A-B	53	0.00			53			
A-C	424	0.00			424			

2038 | WD Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A453/The Green T-Junction	T-Junction	Two-way	Two-way	Two-way		1226.57	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-49	Stream B-AC	1226.57	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2038	WD Flows	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	355	100.000
B		✓	845	100.000
C		✓	489	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	22	333
	B	495	0	350
	C	473	16	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	5	10
	B	0	0	0
	C	6	14	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.89	2451.51	384.1	F
C-AB	0.04	4.65	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	636	0.00	550	1.157	530	26.5	105.805	F
C-AB	20	0.00	876	0.023	20	0.0	4.655	A
C-A	348	0.00			348			
A-B	17	0.00			17			
A-C	251	0.00			251			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	760	0.00	526	1.444	525	85.1	405.415	F
C-AB	27	0.00	909	0.030	27	0.0	4.501	A
C-A	413	0.00			413			
A-B	20	0.00			20			
A-C	299	0.00			299			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	930	0.00	492	1.889	492	194.6	1027.476	F
C-AB	39	0.00	958	0.040	39	0.1	4.299	A
C-A	500	0.00			500			
A-B	24	0.00			24			
A-C	367	0.00			367			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	930	0.00	492	1.889	492	304.1	1831.854	F
C-AB	39	0.00	958	0.040	39	0.1	4.289	A
C-A	500	0.00			500			
A-B	24	0.00			24			
A-C	367	0.00			367			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	760	0.00	526	1.444	526	362.5	2228.918	F
C-AB	27	0.00	909	0.030	27	0.0	4.480	A
C-A	412	0.00			412			
A-B	20	0.00			20			
A-C	299	0.00			299			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	636	0.00	550	1.157	550	384.1	2451.508	F
C-AB	20	0.00	876	0.023	20	0.0	4.643	A
C-A	348	0.00			348			
A-B	17	0.00			17			
A-C	251	0.00			251			

2038 | WD Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A453/The Green T-Junction	T-Junction	Two-way	Two-way	Two-way		18.99	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-11	Stream B-AC	18.99	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2038	WD Flows	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	788	100.000
B		✓	323	100.000
C		✓	388	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	139	649
	B	162	0	161
	C	253	135	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	6
	B	0	0	0
	C	10	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.92	82.63	7.6	F
C-AB	0.36	8.51	0.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	243	0.00	483	0.503	239	1.0	14.524	B
C-AB	140	0.00	692	0.203	139	0.3	6.669	A
C-A	152	0.00			152			
A-B	105	0.00			105			
A-C	489	0.00			489			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	290	0.00	443	0.655	287	1.8	22.614	C
C-AB	181	0.00	691	0.263	181	0.5	7.264	A
C-A	167	0.00			167			
A-B	125	0.00			125			
A-C	583	0.00			583			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	356	0.00	386	0.921	338	6.2	60.125	F
C-AB	250	0.00	691	0.362	249	0.8	8.421	A
C-A	177	0.00			177			
A-B	153	0.00			153			
A-C	715	0.00			715			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	356	0.00	386	0.922	350	7.6	82.631	F
C-AB	251	0.00	692	0.362	250	0.8	8.508	A
C-A	177	0.00			177			
A-B	153	0.00			153			
A-C	715	0.00			715			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	290	0.00	443	0.656	312	2.1	31.412	D
C-AB	182	0.00	691	0.263	183	0.5	7.381	A
C-A	167	0.00			167			
A-B	125	0.00			125			
A-C	583	0.00			583			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	243	0.00	483	0.504	247	1.0	15.520	C
C-AB	141	0.00	692	0.203	141	0.4	6.744	A
C-A	151	0.00			151			
A-B	105	0.00			105			
A-C	489	0.00			489			

2028 | 2b WD Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A453/The Green T-Junction	T-Junction	Two-way	Two-way	Two-way		37.15	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-14	Stream B-AC	37.15	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2028	2b WD Flows	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	313	100.000
B		✓	462	100.000
C		✓	651	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	33	280
	B	201	0	261
	C	582	69	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	3	13
	B	1	0	0
	C	6	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.00	113.15	15.7	F
C-AB	0.19	4.51	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	348	0.00	570	0.610	342	1.5	15.476	C
C-AB	98	0.00	934	0.105	97	0.2	4.487	A
C-A	392	0.00			392			
A-B	25	0.00			25			
A-C	211	0.00			211			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	415	0.00	545	0.762	410	2.9	25.702	D
C-AB	134	0.00	980	0.136	133	0.3	4.445	A
C-A	452	0.00			452			
A-B	30	0.00			30			
A-C	252	0.00			252			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	509	0.00	509	0.998	475	11.2	71.486	F
C-AB	198	0.00	1045	0.189	197	0.5	4.450	A
C-A	519	0.00			519			
A-B	36	0.00			36			
A-C	308	0.00			308			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	509	0.00	509	0.999	491	15.7	113.150	F
C-AB	198	0.00	1045	0.189	198	0.5	4.464	A
C-A	519	0.00			519			
A-B	36	0.00			36			
A-C	308	0.00			308			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	415	0.00	545	0.762	463	3.7	56.228	F
C-AB	134	0.00	981	0.137	135	0.3	4.469	A
C-A	451	0.00			451			
A-B	30	0.00			30			
A-C	252	0.00			252			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	348	0.00	570	0.611	356	1.6	17.536	C
C-AB	98	0.00	935	0.105	99	0.2	4.506	A
C-A	392	0.00			392			
A-B	25	0.00			25			
A-C	211	0.00			211			

2028 | 2b WD Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A453/The Green T-Junction	T-Junction	Two-way	Two-way	Two-way		4.75	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	14	Stream B-AC	4.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2028	2b WD Flows	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	637	100.000
B		✓	212	100.000
C		✓	456	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	116	521
	B	117	0	95
	C	311	145	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.57	20.72	1.3	C
C-AB	0.37	7.60	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	0.00	495	0.322	158	0.5	10.605	B
C-AB	159	0.00	748	0.212	157	0.4	6.177	A
C-A	184	0.00			184			
A-B	87	0.00			87			
A-C	392	0.00			392			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	191	0.00	459	0.415	190	0.7	13.333	B
C-AB	207	0.00	758	0.273	207	0.5	6.639	A
C-A	203	0.00			203			
A-B	104	0.00			104			
A-C	468	0.00			468			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	233	0.00	407	0.574	231	1.3	20.193	C
C-AB	288	0.00	774	0.372	286	0.9	7.542	A
C-A	214	0.00			214			
A-B	128	0.00			128			
A-C	574	0.00			574			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	233	0.00	407	0.574	233	1.3	20.721	C
C-AB	288	0.00	774	0.372	288	0.9	7.603	A
C-A	214	0.00			214			
A-B	128	0.00			128			
A-C	574	0.00			574			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	191	0.00	458	0.416	193	0.7	13.681	B
C-AB	208	0.00	759	0.274	209	0.6	6.719	A
C-A	202	0.00			202			
A-B	104	0.00			104			
A-C	468	0.00			468			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	160	0.00	495	0.323	161	0.5	10.800	B
C-AB	160	0.00	749	0.213	160	0.4	6.237	A
C-A	184	0.00			184			
A-B	87	0.00			87			
A-C	392	0.00			392			

2038 | 2b WD Flows | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A453/The Green T-Junction	T-Junction	Two-way	Two-way	Two-way		797.71	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-43	Stream B-AC	797.71	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2038	2b WD Flows	AM	ONE HOUR	08:00	09:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	400	100.000
B		✓	747	100.000
C		✓	472	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	9	391
	B	419	0	328
	C	463	9	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	13	10
	B	0	0	0
	C	6	29	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	1.70	1728.78	262.9	F
C-AB	0.02	5.01	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	562	0.00	546	1.031	508	13.6	65.840	F
C-AB	11	0.00	863	0.013	11	0.0	5.010	A
C-A	344	0.00			344			
A-B	7	0.00			7			
A-C	294	0.00			294			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	672	0.00	520	1.291	518	51.9	248.639	F
C-AB	15	0.00	895	0.017	15	0.0	4.817	A
C-A	409	0.00			409			
A-B	8	0.00			8			
A-C	352	0.00			352			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	822	0.00	485	1.697	485	136.4	711.045	F
C-AB	22	0.00	941	0.023	22	0.0	4.547	A
C-A	498	0.00			498			
A-B	10	0.00			10			
A-C	430	0.00			430			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	822	0.00	485	1.697	485	220.9	1336.641	F
C-AB	22	0.00	941	0.023	22	0.0	4.519	A
C-A	498	0.00			498			
A-B	10	0.00			10			
A-C	430	0.00			430			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	672	0.00	520	1.291	520	258.7	1632.099	F
C-AB	15	0.00	895	0.017	15	0.0	4.749	A
C-A	409	0.00			409			
A-B	8	0.00			8			
A-C	352	0.00			352			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	562	0.00	546	1.031	545	262.9	1728.780	F
C-AB	11	0.00	863	0.013	11	0.0	4.976	A
C-A	344	0.00			344			
A-B	7	0.00			7			
A-C	294	0.00			294			

2038 | 2b WD Flows | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A453/The Green T-Junction	T-Junction	Two-way	Two-way	Two-way		18.84	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-11	Stream B-AC	18.84	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2038	2b WD Flows	PM	ONE HOUR	17:00	18:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	823	100.000
B		✓	306	100.000
C		✓	425	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	162	661
	B	162	0	144
	C	273	152	0

Vehicle Mix

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.93	88.41	7.7	F
C-AB	0.42	9.16	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	0.00	468	0.492	227	0.9	14.706	B
C-AB	162	0.00	696	0.233	161	0.4	6.812	A
C-A	158	0.00			158			
A-B	122	0.00			122			
A-C	498	0.00			498			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	275	0.00	425	0.647	272	1.7	23.070	C
C-AB	212	0.00	696	0.304	211	0.6	7.539	A
C-A	170	0.00			170			
A-B	146	0.00			146			
A-C	594	0.00			594			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	337	0.00	364	0.926	319	6.2	63.623	F
C-AB	295	0.00	699	0.422	293	1.1	9.055	A
C-A	173	0.00			173			
A-B	178	0.00			178			
A-C	728	0.00			728			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	337	0.00	363	0.927	331	7.7	88.415	F
C-AB	296	0.00	700	0.423	296	1.1	9.158	A
C-A	172	0.00			172			
A-B	178	0.00			178			
A-C	728	0.00			728			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	275	0.00	424	0.648	298	2.0	32.697	D
C-AB	213	0.00	697	0.305	214	0.6	7.654	A
C-A	170	0.00			170			
A-B	146	0.00			146			
A-C	594	0.00			594			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	230	0.00	467	0.493	234	1.0	15.702	C
C-AB	163	0.00	697	0.234	164	0.4	6.890	A
C-A	157	0.00			157			
A-B	122	0.00			122			
A-C	498	0.00			498			

**APPENDIX 64: Junction 9: A453/East Midlands Airport Roundabout Stage 1B/2B
Modelling Results**

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

Filename: 250624 A453_EMA Roundabout ARCADY Model (Lane Sim)_Stage 1b+2b.j11

Path: J:\2022\220500-East Midlands Gateway Phase 2 (1)\ProjectDelivery\01-WIP\DesignAndCalculations\T&I Planning\Traffic Models\9. A453_EMA Roundabout

Report generation date: 25/06/2025 10:21:59

»2022 | Base Flows | AM
 »2022 | Base Flows | PM
 »2028 | WoD Flows | AM
 »2028 | WoD Flows | PM
 »2028 | WD Flows | AM
 »2028 | WD Flows | PM
 »2038 | WoD Flows | AM
 »2038 | WoD Flows | PM
 »2038 | WD Flows | AM
 »2038 | WD Flows | PM
 »2028 | 2b WD Flows | AM
 »2028 | 2b WD Flows | PM
 »2038 | 2b WD Flows | AM
 »2038 | 2b WD Flows | PM

Summary of junction performance

	AM								PM							
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity
	[Lane Simulation] - 2022 - Base Flows															
Arm 1	D1	0.2	4.19	0.13	A	7.30	A	%	D2	0.4	4.78	0.25	A	5.52	A	%
Arm 2		1.2	4.91	0.35	A					0.9	4.84	0.33	A			
Arm 3		1.9	10.73	0.58	B					0.8	7.09	0.33	A			
	[Lane Simulation] - 2028 - 2b WD Flows															
Arm 1	D11	0.2	5.40	0.12	A	14.64	B	%	D12	0.6	4.74	0.33	A	6.34	A	%
Arm 2		1.0	5.10	0.32	A					1.3	5.62	0.37	A			
Arm 3		5.7	22.54	0.83	C					1.3	8.89	0.46	A			
	[Lane Simulation] - 2028 - WD Flows															
Arm 1	D5	0.3	4.80	0.11	A	20.91	C	%	D6	0.7	4.75	0.33	A	6.59	A	%
Arm 2		0.8	5.14	0.31	A					1.1	5.53	0.35	A			
Arm 3		8.9	33.07	0.87	D					1.9	9.69	0.51	A			
	[Lane Simulation] - 2028 - WoD Flows															
Arm 1	D3	0.2	4.66	0.11	A	11.46	B	%	D4	0.9	4.76	0.33	A	6.44	A	%
Arm 2		1.2	5.38	0.35	A					1.0	5.38	0.32	A			
Arm 3		4.4	17.74	0.78	C					1.5	9.06	0.52	A			
	[Lane Simulation] - 2038 - 2b WD Flows															
Arm 1	D13	0.2	4.30	0.11	A	9.45	A	%	D14	0.9	4.82	0.37	A	6.96	A	%
Arm 2		1.3	5.75	0.41	A					1.8	7.29	0.51	A			
Arm 3		3.1	14.85	0.69	B					1.3	8.71	0.44	A			
	[Lane Simulation] - 2038 - WD Flows															
Arm 1	D9	0.3	4.15	0.12	A	9.76	A	%	D10	0.8	5.01	0.37	A	6.78	A	%
Arm 2		1.4	5.77	0.39	A					2.0	7.23	0.50	A			
Arm 3		3.2	15.15	0.73	C					1.0	8.12	0.40	A			
	[Lane Simulation] - 2038 - WoD Flows															
Arm 1	D7	0.2	4.23	0.11	A	8.65	A	%	D8	0.9	4.83	0.35	A	6.61	A	%
Arm 2		1.8	6.19	0.43	A					1.6	6.63	0.46	A			
Arm 3		3.0	12.75	0.66	B					1.3	8.49	0.46	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. Arm and junction delays are averages for all movements, including movements with zero delay. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	East Midlands Gateway Phase 2
Location	A453/EMA Roundabout
Site number	
Date	24/01/2023
Version	
Status	(new file)
Identifier	
Client	SEGRO
Jobnumber	220500
Enumerator	BWB\matt.corner
Description	

Units

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

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Relaxation factor for capacity/RFC runs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials
Delay	1.00	100000	100000	Calculate for all arms	3.00	-1	3	1	60	✓			734701419	101

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base Flows	AM	ONE HOUR	08:00	09:30	15	✓
D2	2022	Base Flows	PM	ONE HOUR	17:00	18:30	15	✓
D3	2028	WoD Flows	AM	ONE HOUR	08:00	09:30	15	✓
D4	2028	WoD Flows	PM	ONE HOUR	17:00	18:30	15	✓
D5	2028	WD Flows	AM	ONE HOUR	08:00	09:30	15	✓
D6	2028	WD Flows	PM	ONE HOUR	17:00	18:30	15	✓
D7	2028	WoD Flows	AM	ONE HOUR	08:00	09:30	15	✓
D8	2038	WoD Flows	PM	ONE HOUR	17:00	18:30	15	✓
D9	2038	WD Flows	AM	ONE HOUR	08:00	09:30	15	✓
D10	2038	WD Flows	PM	ONE HOUR	17:00	18:30	15	✓
D11	2028	2b WD Flows	AM	ONE HOUR	08:00	09:30	15	✓
D12	2028	2b WD Flows	PM	ONE HOUR	17:00	18:30	15	✓
D13	2038	2b WD Flows	AM	ONE HOUR	08:00	09:30	15	✓
D14	2038	2b WD Flows	PM	ONE HOUR	17:00	18:30	15	✓

Analysis Set Details

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

2022 | Base Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A453/EMA Roundabout	Standard Roundabout		1, 2, 3	7.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.30	A

Arms

Arms

Arm	Name	Description	No give-way line
1	EMA Access		
2	A453 (E)		
3	A453 (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	6.13	8.46	8.0	20.5	50.0	21.0		
2	3.77	8.05	49.0	13.3	50.0	35.0		
3	3.89	6.48	6.5	24.5	50.0	27.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.730	2295
2	0.666	2065
3	0.586	1553

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1	Evenly split	10.00
2	Evenly split	50.00
3	Evenly split	50.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1	Entry	1	1	2	✓	3.00			0	99999	
			2	1, 3	✓	3.00			0	99999	
	Exit	1	1	(1, 2, 3)		Infinity					
			1			Infinity					
2	Entry	1	1	3	✓	11.00			0	99999	
			2	1, 2, (3)	✓	11.00			0	99999	
	Exit	1	1	(1, 2, 3)		Infinity					
			1			Infinity					
3	Entry	1	1	1, 2	✓	14.00			0	99999	
			2	(2), 3	✓	14.00			0	99999	
	Exit	1	1	(1, 2, 3)		Infinity					
			1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1	Entry	1	1	0.365	1147
			2	0.365	1147
2	Entry	1	1	0.333	1033
			2	0.333	1033
3	Entry	1	1	0.293	777
			2	0.293	777

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm		
			1	2	3
1	1	1		✓	
		2	✓		✓
2	1	1			✓
		2	✓	✓	
3	1	1	✓	✓	
		2			✓
3	2	1	✓	✓	✓

Summary of Entry Lane allowed secondary movements

Arm	Lane Level	Lane	Destination arm		
			1	2	3
1	1	1			
		2			
2	1	1			
		2			✓
3	1	1			
		2		✓	
3	2	1			

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	153	100.000
2		ONE HOUR	✓	631	100.000
3		ONE HOUR	✓	589	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	114	39
	2	241	0	390
	3	129	460	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

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

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.13	4.19	0.2	A	140	210
2	0.35	4.91	1.2	A	587	880
3	0.58	10.73	1.9	B	538	807

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	119	30	353	1314	0.091	119	118	286	0.0	0.1	3.860	A
2	487	122	31	2053	0.237	485	481	441	0.0	0.6	4.292	A
3	454	114	184	1207	0.376	455	451	333	0.0	1.0	7.449	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	137	34	412	1291	0.106	138	146	334	0.1	0.1	3.875	A
2	576	144	38	2003	0.287	576	575	512	0.6	0.8	4.535	A
3	526	132	220	1183	0.445	526	535	394	1.0	1.1	8.293	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	167	42	508	1281	0.130	168	173	405	0.1	0.2	4.186	A
2	697	174	42	1986	0.351	698	705	633	0.8	0.9	4.780	A
3	649	162	267	1110	0.585	646	656	473	1.1	1.9	10.517	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	166	42	493	1252	0.133	165	177	406	0.2	0.2	4.130	A
2	701	175	43	2036	0.344	700	704	616	0.9	1.2	4.906	A
3	633	158	264	1151	0.550	635	656	479	1.9	1.6	10.728	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	133	33	411	1340	0.099	132	144	333	0.2	0.2	4.108	A
2	572	143	33	2006	0.285	572	572	510	1.2	0.7	4.486	A
3	524	131	220	1199	0.437	524	538	385	1.6	1.2	8.626	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	117	29	348	1354	0.087	118	121	275	0.2	0.1	3.916	A
2	486	122	28	1987	0.245	487	488	438	0.7	0.5	4.312	A
3	441	110	184	1201	0.367	439	447	331	1.2	1.0	7.620	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	88	1019	0.086	88	87	0.0	0.1	3.879	A
			2	1, 3	31	1019	0.031	31	31	0.0	0.0	3.802	A
	Exit	1	1	(1, 2, 3)	119			119	118	0.0	0.0	0.001	A
2	Entry	1	1	3	229	1022	0.224	227	225	0.0	0.3	4.282	A
			2	1, 2, (3)	258	1022	0.253	258	256	0.0	0.3	4.301	A
	Exit	1	1	(1, 2, 3)	487			487	484	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	340	723	0.470	341	335	0.0	0.8	8.157	A
			2	(2), 3	115	723	0.158	113	116	0.0	0.2	5.398	A
	Exit	1	1	(1, 2, 3)	454			454	455	0.0	0.0	0.000	A
	Exit	1	1		333			333	329	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	100	997	0.100	100	108	0.1	0.1	3.926	A
			2	1, 3	37	997	0.037	38	38	0.0	0.0	3.727	A
	Exit	1	1	(1, 2, 3)	137			137	146	0.0	0.0	0.001	A
			1		334			334	337	0.0	0.0	0.000	A
2	Entry	1	1	3	268	1020	0.262	267	268	0.3	0.4	4.444	A
			2	1, 2, (3)	308	1020	0.302	309	307	0.3	0.3	4.615	A
	Exit	1	1	(1, 2, 3)	576			576	576	0.0	0.0	0.000	A
			1		512			512	525	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	384	712	0.539	384	389	0.8	0.9	9.302	A
			2	(2), 3	142	712	0.200	143	146	0.2	0.2	5.603	A
	Exit	1	1	(1, 2, 3)	526			526	535	0.0	0.0	0.000	A
			1		394			394	394	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	124	962	0.129	125	129	0.1	0.1	4.229	A
			2	1, 3	43	962	0.044	42	44	0.0	0.1	4.040	A
	Exit	1	1	(1, 2, 3)	167			167	174	0.0	0.0	0.006	A
			1		405			405	410	0.0	0.0	0.000	A
2	Entry	1	1	3	319	1019	0.314	320	333	0.4	0.4	4.690	A
			2	1, 2, (3)	378	1019	0.371	378	372	0.3	0.6	4.861	A
	Exit	1	1	(1, 2, 3)	697			697	706	0.0	0.0	0.000	A
			1		633			633	641	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	463	698	0.663	460	465	0.9	1.6	12.216	B
			2	(2), 3	187	698	0.267	186	191	0.2	0.3	6.382	A
	Exit	1	1	(1, 2, 3)	649			649	659	0.0	0.0	0.000	A
			1		473			473	484	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	123	967	0.127	122	132	0.1	0.1	4.135	A
			2	1, 3	43	967	0.045	43	45	0.1	0.0	4.088	A
	Exit	1	1	(1, 2, 3)	166			166	177	0.0	0.0	0.007	A
			1		406			406	411	0.0	0.0	0.000	A
2	Entry	1	1	3	331	1018	0.325	332	334	0.4	0.5	4.914	A
			2	1, 2, (3)	370	1018	0.363	368	370	0.6	0.7	4.899	A
	Exit	1	1	(1, 2, 3)	701			701	705	0.0	0.0	0.000	A
			1		616			616	643	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	449	699	0.641	449	462	1.6	1.3	12.465	B
			2	(2), 3	184	699	0.264	186	194	0.3	0.3	6.574	A
	Exit	1	1	(1, 2, 3)	633			633	655	0.0	0.0	0.005	A
			1		479			479	484	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	100	997	0.100	98	108	0.1	0.2	4.182	A
			2	1, 3	33	997	0.033	33	36	0.0	0.0	3.860	A
	Exit	1	1	(1, 2, 3)	133			133	144	0.0	0.0	0.008	A
			1		333			333	341	0.0	0.0	0.000	A
2	Entry	1	1	3	266	1022	0.260	266	264	0.5	0.3	4.422	A
			2	1, 2, (3)	306	1022	0.300	306	308	0.7	0.3	4.541	A
	Exit	1	1	(1, 2, 3)	572			572	570	0.0	0.0	0.000	A
			1		510			510	526	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	384	712	0.540	385	393	1.3	1.0	9.631	A
			2	(2), 3	140	712	0.197	139	145	0.3	0.3	5.915	A
	Exit	1	1	(1, 2, 3)	524			524	536	0.0	0.0	0.000	A
			1		385			385	387	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	90	1020	0.088	90	90	0.2	0.1	3.961	A
			2	1, 3	27	1020	0.027	28	30	0.0	0.0	3.783	A
	Exit	1	1	(1, 2, 3)	117			117	120	0.0	0.0	0.000	A
			1		275			275	282	0.0	0.0	0.000	A
2	Entry	1	1	3	231	1023	0.226	232	231	0.3	0.2	4.133	A
			2	1, 2, (3)	255	1023	0.249	255	257	0.3	0.4	4.473	A
	Exit	1	1	(1, 2, 3)	486			486	488	0.0	0.0	0.000	A
			1		438			438	440	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	330	723	0.456	326	331	1.0	0.9	8.366	A
			2	(2), 3	111	723	0.154	113	116	0.3	0.1	5.495	A
	Exit	1	1	(1, 2, 3)	441			441	446	0.0	0.0	0.000	A
			1		331			331	334	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	88	22	1147	1020	0.086	88	87	0.0	0.1	3.879	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	31	8	1147	1018	0.031	31	31	0.0	0.0	3.802	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	88	22	-	-	-	88	87	0.0	0.0	0.001	A
				3	31	8	-	-	-	31	31	0.0	0.0	0.000	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	229	57	1033	1022	0.224	227	225	0.0	0.3	4.282	A
			2	1	184	46	1033	1022	0.180	184	183	0.0	0.3	4.516	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	74	19	1033	1022	0.072	74	73	0.0	0.1	3.761	A
		2	1	1	184	46	-	-	-	184	184	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	303	76	-	-	-	303	299	0.0	0.0	0.000	A
3	Entry	1	1	1	103	26	777	722	0.142	102	100	0.0	0.3	8.761	A
				2	237	59	777	723	0.328	239	236	0.0	0.5	7.900	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	115	29	777	722	0.159	113	116	0.0	0.2	5.398	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	103	26	-	-	-	103	101	0.0	0.0	0.000	A
				2	351	88	-	-	-	351	354	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	100	25	1147	998	0.100	100	108	0.1	0.1	3.926	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	37	9	1147	998	0.037	38	38	0.0	0.0	3.727	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	100	25	-	-	-	100	108	0.0	0.0	0.002	A
				3	37	9	-	-	-	37	38	0.0	0.0	0.000	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	268	67	1033	1020	0.262	267	268	0.3	0.4	4.444	A
			2	1	219	55	1033	1020	0.215	220	219	0.3	0.2	4.942	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	89	22	1033	1020	0.087	89	88	0.1	0.1	3.802	A
		2	1	1	219	55	-	-	-	219	219	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	356	89	-	-	-	356	357	0.0	0.0	0.000	A
3	Entry	1	1	1	115	29	777	712	0.162	115	118	0.3	0.3	9.838	A
				2	269	67	777	712	0.378	269	271	0.5	0.7	9.069	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	142	36	777	711	0.200	143	146	0.2	0.2	5.603	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	115	29	-	-	-	115	118	0.0	0.0	0.000	A
				2	411	103	-	-	-	411	418	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	124	31	1147	962	0.129	125	129	0.1	0.1	4.229	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	43	11	1147	960	0.045	42	44	0.0	0.1	4.040	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	124	31	-	-	-	124	129	0.0	0.0	0.007	A
				3	43	11	-	-	-	43	45	0.0	0.0	0.004	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	319	80	1033	1018	0.314	320	333	0.4	0.4	4.690	A
			2	1	267	67	1033	1019	0.262	267	265	0.2	0.5	5.208	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	111	28	1033	1019	0.109	111	107	0.1	0.1	4.001	A
		2	1	1	267	67	-	-	-	267	266	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	430	108	-	-	-	430	440	0.0	0.0	0.000	A
3	Entry	1	1	1	139	35	777	698	0.199	138	145	0.3	0.5	12.919	B
				2	324	81	777	698	0.463	322	320	0.7	1.1	11.897	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	187	47	777	698	0.267	186	191	0.2	0.3	6.382	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	139	35	-	-	-	139	146	0.0	0.0	0.000	A
				2	510	128	-	-	-	510	514	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	123	31	1147	966	0.127	122	132	0.1	0.1	4.135	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	43	11	1147	964	0.045	43	45	0.1	0.0	4.088	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	123	31	-	-	-	123	132	0.0	0.0	0.009	A
				3	43	11	-	-	-	43	45	0.0	0.0	0.000	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	331	83	1033	1018	0.325	332	334	0.4	0.5	4.914	A
			2	1	265	66	1033	1019	0.260	264	266	0.5	0.6	5.177	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	105	26	1033	1019	0.103	104	105	0.1	0.2	4.196	A
		2	1	1	265	66	-	-	-	265	266	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	436	109	-	-	-	436	439	0.0	0.0	0.000	A
3	Entry	1	1	1	141	35	777	700	0.202	142	145	0.5	0.4	13.502	B
				2	307	77	777	699	0.440	308	317	1.1	0.9	11.992	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	184	46	777	700	0.264	186	194	0.3	0.3	6.574	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	141	35	-	-	-	141	145	0.0	0.0	0.009	A
				2	492	123	-	-	-	492	510	0.0	0.0	0.003	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	100	25	1147	996	0.100	98	108	0.1	0.2	4.182	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	33	8	1147	997	0.033	33	36	0.0	0.0	3.860	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	100	25	-	-	-	100	108	0.0	0.0	0.008	A
				3	33	8	-	-	-	33	36	0.0	0.0	0.005	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	266	66	1033	1022	0.260	266	264	0.5	0.3	4.422	A
			2	1	221	55	1033	1022	0.216	220	221	0.6	0.3	4.787	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	86	21	1033	1022	0.084	86	86	0.2	0.1	3.914	A
		2	1	1	221	55	-	-	-	221	220	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	351	88	-	-	-	351	349	0.0	0.0	0.000	A
3	Entry	1	1	1	114	28	777	712	0.160	113	120	0.4	0.4	10.372	B
				2	271	68	777	712	0.380	272	273	0.9	0.6	9.306	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	140	35	777	712	0.196	139	145	0.3	0.3	5.915	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	114	28	-	-	-	114	119	0.0	0.0	0.000	A
				2	410	103	-	-	-	410	417	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	90	22	1147	1020	0.088	90	90	0.2	0.1	3.961	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	27	7	1147	1020	0.027	28	30	0.0	0.0	3.783	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	90	22	-	-	-	90	90	0.0	0.0	0.000	A
				3	27	7	-	-	-	27	30	0.0	0.0	0.000	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	231	58	1033	1023	0.226	232	231	0.3	0.2	4.133	A
			2	1	184	46	1033	1023	0.180	184	185	0.3	0.3	4.736	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	71	18	1033	1023	0.069	71	72	0.1	0.1	3.801	A
		2	1	1	184	46	-	-	-	184	185	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	302	76	-	-	-	302	303	0.0	0.0	0.000	A
3	Entry	1	1	1	91	23	777	723	0.126	91	98	0.4	0.2	9.024	A
				2	238	60	777	723	0.330	235	233	0.6	0.7	8.093	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	111	28	777	723	0.153	113	116	0.3	0.1	5.495	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	91	23	-	-	-	91	97	0.0	0.0	0.000	A
				2	349	87	-	-	-	349	349	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2022 | Base Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A453/EMA Roundabout	Standard Roundabout		1, 2, 3	5.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	Base Flows	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	289	100.000
2		ONE HOUR	✓	576	100.000
3		ONE HOUR	✓	388	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	From	1	0	224
		2	133	0
		3	41	347
				0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

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

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.25	4.78	0.4	A	268	402
2	0.33	4.84	0.9	A	534	801
3	0.33	7.09	0.8	A	357	536

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209	52	257	1325	0.157	206	213	126	0.0	0.4	4.113	A
2	424	106	44	1983	0.214	423	438	419	0.0	0.6	4.378	A
3	291	73	93	1278	0.228	291	291	374	0.0	0.5	6.095	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	263	66	310	1297	0.203	266	267	152	0.4	0.2	4.147	A
2	508	127	64	1950	0.260	507	521	511	0.6	0.5	4.307	A
3	344	86	119	1294	0.266	343	355	453	0.5	0.7	6.413	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	323	81	375	1284	0.252	325	329	192	0.2	0.4	4.781	A
2	647	162	77	1959	0.330	644	636	623	0.5	0.9	4.673	A
3	430	108	136	1297	0.332	431	433	584	0.7	0.8	7.089	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	331	83	380	1310	0.252	330	318	188	0.4	0.3	4.592	A
2	654	164	74	1996	0.328	657	653	637	0.9	0.8	4.836	A
3	425	106	147	1295	0.328	422	429	585	0.8	0.8	6.616	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	261	65	308	1316	0.198	261	265	169	0.3	0.3	4.019	A
2	533	133	66	2005	0.266	536	530	503	0.8	0.4	4.371	A
3	351	88	129	1318	0.266	348	358	473	0.8	0.6	6.207	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	220	55	271	1336	0.165	220	226	138	0.3	0.3	4.079	A
2	439	110	49	1992	0.220	436	443	442	0.4	0.5	4.229	A
3	303	76	104	1320	0.230	305	295	382	0.6	0.5	5.642	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	164	1053	0.156	162	165	0.0	0.3	4.186	A
			2	1, 3	44	1053	0.042	44	47	0.0	0.1	3.758	A
	Exit	1	1	(1, 2, 3)	209			209	214	0.0	0.0	0.021	A
			1		126			126	130	0.0	0.0	0.000	A
2	Entry	1	1	3	243	1018	0.238	243	250	0.0	0.3	4.534	A
			2	1, 2, (3)	182	1018	0.179	181	188	0.0	0.3	4.171	A
	Exit	1	1	(1, 2, 3)	424			424	440	0.0	0.0	0.000	A
			1		419			419	426	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	213	749	0.284	213	212	0.0	0.4	6.427	A
			2	(2), 3	78	749	0.104	77	79	0.0	0.1	5.200	A
	Exit	1	1	(1, 2, 3)	291			291	293	0.0	0.0	0.000	A
			1		374			374	386	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	199	1034	0.192	201	208	0.3	0.1	4.256	A
			2	1, 3	64	1034	0.062	64	59	0.1	0.1	3.654	A
	Exit	1	1	(1, 2, 3)	263			263	266	0.0	0.0	0.025	A
			1		152			152	158	0.0	0.0	0.000	A
2	Entry	1	1	3	286	1011	0.283	286	294	0.3	0.3	4.526	A
			2	1, 2, (3)	221	1011	0.219	221	227	0.3	0.3	4.025	A
	Exit	1	1	(1, 2, 3)	508			508	521	0.0	0.0	0.000	A
			1		511			511	525	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	247	742	0.333	247	257	0.4	0.5	6.933	A
			2	(2), 3	97	742	0.130	96	98	0.1	0.1	5.041	A
	Exit	1	1	(1, 2, 3)	344			344	356	0.0	0.0	0.000	A
			1		453			453	460	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	246	1010	0.243	248	257	0.1	0.3	4.954	A
			2	1, 3	77	1010	0.076	77	73	0.1	0.1	3.835	A
	Exit	1	1	(1, 2, 3)	323			323	330	0.0	0.0	0.074	A
			1		192			192	196	0.0	0.0	0.000	A
2	Entry	1	1	3	366	1007	0.363	364	357	0.3	0.5	4.781	A
			2	1, 2, (3)	281	1007	0.279	280	280	0.3	0.5	4.536	A
	Exit	1	1	(1, 2, 3)	647			647	638	0.0	0.0	0.000	A
			1		623			623	639	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	310	737	0.421	312	312	0.5	0.7	7.790	A
			2	(2), 3	120	737	0.163	119	121	0.1	0.2	5.291	A
	Exit	1	1	(1, 2, 3)	430			430	434	0.0	0.0	0.000	A
			1		584			584	564	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	256	1009	0.254	256	242	0.3	0.2	4.792	A
			2	1, 3	74	1009	0.074	74	77	0.1	0.1	3.739	A
	Exit	1	1	(1, 2, 3)	331			331	318	0.0	0.0	0.053	A
			1		188			188	193	0.0	0.0	0.000	A
2	Entry	1	1	3	369	1008	0.366	370	365	0.5	0.6	5.086	A
			2	1, 2, (3)	285	1008	0.283	287	287	0.5	0.3	4.516	A
	Exit	1	1	(1, 2, 3)	654			654	652	0.0	0.0	0.000	A
			1		637			637	626	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	296	734	0.403	293	306	0.7	0.6	7.145	A
			2	(2), 3	129	734	0.176	129	123	0.2	0.1	5.295	A
	Exit	1	1	(1, 2, 3)	425			425	429	0.0	0.0	0.000	A
			1		585			585	582	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	195	1035	0.188	195	205	0.2	0.3	4.174	A
			2	1, 3	66	1035	0.064	66	61	0.1	0.0	3.478	A
	Exit	1	1	(1, 2, 3)	261			261	265	0.0	0.0	0.003	A
			1		169			169	162	0.0	0.0	0.000	A
2	Entry	1	1	3	301	1011	0.298	304	298	0.6	0.2	4.588	A
			2	1, 2, (3)	232	1011	0.230	233	232	0.3	0.2	4.094	A
	Exit	1	1	(1, 2, 3)	533			533	528	0.0	0.0	0.000	A
			1		503			503	521	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	263	739	0.356	262	265	0.6	0.4	6.567	A
			2	(2), 3	88	739	0.119	86	94	0.1	0.2	5.193	A
	Exit	1	1	(1, 2, 3)	351			351	358	0.0	0.0	0.000	A
			1		473			473	470	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	171	1049	0.163	171	176	0.3	0.3	4.231	A
			2	1, 3	49	1049	0.047	49	50	0.0	0.1	3.442	A
	Exit	1	1	(1, 2, 3)	220			220	226	0.0	0.0	0.023	A
			1		138			138	131	0.0	0.0	0.000	A
2	Entry	1	1	3	247	1016	0.243	246	252	0.2	0.3	4.220	A
			2	1, 2, (3)	191	1016	0.188	191	191	0.2	0.2	4.242	A
	Exit	1	1	(1, 2, 3)	439			439	443	0.0	0.0	0.000	A
			1		442			442	440	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	222	746	0.298	225	217	0.4	0.3	5.901	A
			2	(2), 3	81	746	0.108	81	78	0.2	0.1	4.922	A
	Exit	1	1	(1, 2, 3)	303			303	295	0.0	0.0	0.000	A
			1		382			382	393	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	164	41	1147	1052	0.156	162	165	0.0	0.3	4.186	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	44	11	1147	1051	0.042	44	47	0.0	0.1	3.758	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	164	41	-	-	-	164	167	0.0	0.0	0.028	A
				3	44	11	-	-	-	44	48	0.0	0.0	0.000	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	243	61	1033	1018	0.238	243	250	0.0	0.3	4.534	A
			2	1	93	23	1033	1018	0.092	93	99	0.0	0.2	4.520	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	88	22	1033	1017	0.087	88	89	0.0	0.1	3.784	A
		2	1	1	93	23	-	-	-	93	100	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	331	83	-	-	-	331	341	0.0	0.0	0.000	A
3	Entry	1	1	1	33	8	777	749	0.044	33	31	0.0	0.0	7.342	A
				2	180	45	777	749	0.240	180	181	0.0	0.4	6.272	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	78	20	777	748	0.104	77	79	0.0	0.1	5.200	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	33	8	-	-	-	33	31	0.0	0.0	0.000	A
				2	258	65	-	-	-	258	262	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	199	50	1147	1034	0.192	201	208	0.3	0.1	4.256	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	64	16	1147	1033	0.062	64	59	0.1	0.1	3.654	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	199	50	-	-	-	199	207	0.0	0.0	0.029	A
				3	64	16	-	-	-	64	59	0.0	0.0	0.011	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	286	72	1033	1011	0.283	286	294	0.3	0.3	4.526	A
			2	1	119	30	1033	1011	0.118	119	120	0.2	0.2	4.296	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	103	26	1033	1011	0.101	103	108	0.1	0.1	3.723	A
		2	1	1	119	30	-	-	-	119	120	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	389	97	-	-	-	389	401	0.0	0.0	0.000	A
3	Entry	1	1	1	34	8	777	742	0.045	33	39	0.0	0.0	6.886	A
				2	213	53	777	742	0.287	213	219	0.4	0.5	6.942	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	97	24	777	741	0.131	96	98	0.1	0.1	5.041	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	34	8	-	-	-	34	39	0.0	0.0	0.000	A
				2	310	77	-	-	-	310	317	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	246	61	1147	1010	0.243	248	257	0.1	0.3	4.954	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	77	19	1147	1012	0.076	77	73	0.1	0.1	3.835	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	246	61	-	-	-	246	257	0.0	0.0	0.093	A
				3	77	19	-	-	-	77	73	0.0	0.0	0.007	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	366	92	1033	1007	0.363	364	357	0.3	0.5	4.781	A
			2	1	136	34	1033	1008	0.135	136	145	0.2	0.2	4.922	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	145	36	1033	1007	0.144	144	135	0.1	0.3	4.121	A
		2	1	1	136	34	-	-	-	136	145	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	511	128	-	-	-	511	493	0.0	0.0	0.000	A
3	Entry	1	1	1	56	14	777	737	0.076	56	51	0.0	0.1	8.207	A
				2	254	64	777	737	0.345	256	261	0.5	0.6	7.709	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	120	30	777	738	0.163	119	121	0.1	0.2	5.291	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	56	14	-	-	-	56	51	0.0	0.0	0.000	A
				2	374	94	-	-	-	374	383	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	256	64	1147	1009	0.254	256	242	0.3	0.2	4.792	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	74	19	1147	1008	0.074	74	77	0.1	0.1	3.739	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	256	64	-	-	-	256	241	0.0	0.0	0.065	A
				3	74	19	-	-	-	74	77	0.0	0.0	0.015	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	369	92	1033	1008	0.366	370	365	0.5	0.6	5.086	A
			2	1	146	36	1033	1008	0.145	147	148	0.2	0.2	4.879	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	139	35	1033	1008	0.138	140	139	0.3	0.1	4.131	A
		2	1	1	146	36	-	-	-	146	148	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	508	127	-	-	-	508	505	0.0	0.0	0.000	A
3	Entry	1	1	1	42	10	777	734	0.057	42	45	0.1	0.1	7.970	A
				2	254	64	777	733	0.346	251	261	0.6	0.6	7.002	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	129	32	777	734	0.176	129	123	0.2	0.1	5.295	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	42	10	-	-	-	42	45	0.0	0.0	0.000	A
				2	383	96	-	-	-	383	384	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	195	49	1147	1035	0.188	195	205	0.2	0.3	4.174	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	66	16	1147	1038	0.063	66	61	0.1	0.0	3.478	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	195	49	-	-	-	195	205	0.0	0.0	0.004	A
				3	66	16	-	-	-	66	60	0.0	0.0	0.000	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	301	75	1033	1011	0.298	304	298	0.6	0.2	4.588	A
			2	1	129	32	1033	1011	0.128	129	121	0.2	0.1	4.414	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	103	26	1033	1011	0.102	103	111	0.1	0.1	3.748	A
		2	1	1	129	32	-	-	-	129	121	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	404	101	-	-	-	404	408	0.0	0.0	0.000	A
3	Entry	1	1	1	40	10	777	743	0.054	40	42	0.1	0.0	7.102	A
				2	223	56	777	738	0.302	222	223	0.6	0.3	6.467	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	88	22	777	739	0.119	86	94	0.1	0.2	5.193	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	40	10	-	-	-	40	41	0.0	0.0	0.000	A
				2	311	78	-	-	-	311	316	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	171	43	1147	1048	0.163	171	176	0.3	0.3	4.231	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	49	12	1147	1046	0.047	49	50	0.0	0.1	3.442	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	171	43	-	-	-	171	176	0.0	0.0	0.029	A
				3	49	12	-	-	-	49	50	0.0	0.0	0.000	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	247	62	1033	1016	0.243	246	252	0.2	0.3	4.220	A
			2	1	103	26	1033	1016	0.102	104	100	0.1	0.1	4.605	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	88	22	1033	1016	0.087	87	91	0.1	0.1	3.842	A
		2	1	1	103	26	-	-	-	103	100	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	335	84	-	-	-	335	343	0.0	0.0	0.000	A
3	Entry	1	1	1	35	9	777	747	0.046	35	31	0.0	0.1	5.671	A
				2	188	47	777	747	0.251	190	186	0.3	0.2	5.939	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	81	20	777	747	0.108	81	78	0.2	0.1	4.922	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	35	9	-	-	-	35	31	0.0	0.0	0.000	A
				2	268	67	-	-	-	268	263	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | WoD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A453/EMA Roundabout	Standard Roundabout		1, 2, 3	11.46	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.46	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2028	WoD Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	134	100.000
2		ONE HOUR	✓	604	100.000
3		ONE HOUR	✓	743	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	0	58	76
	2	269	0	335
	3	215	528	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1	2	3
	1	0	1	10
	2	0	0	10
	3	0	0	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.11	4.66	0.2	A	124	185
2	0.35	5.38	1.2	A	561	841
3	0.78	17.74	4.4	C	677	1015

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	100	25	396	1515	0.066	100	101	355	0.0	0.2	3.993	A
2	459	115	56	1960	0.234	457	454	440	0.0	0.7	4.688	A
3	541	135	205	1139	0.475	545	548	308	0.0	1.2	8.897	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	123	31	469	1443	0.085	124	130	433	0.2	0.1	4.230	A
2	544	136	66	1927	0.282	543	552	527	0.7	0.8	4.855	A
3	655	164	243	1032	0.635	659	660	366	1.2	1.8	10.929	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	143	36	583	1427	0.100	143	149	539	0.1	0.2	4.531	A
2	669	167	78	1905	0.351	670	672	647	0.8	1.0	5.384	A
3	828	207	298	1068	0.776	824	812	450	1.8	4.4	17.431	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152	38	582	1436	0.106	152	154	527	0.2	0.2	4.663	A
2	669	167	89	1910	0.350	664	676	645	1.0	1.2	5.336	A
3	817	204	298	1064	0.768	811	814	454	4.4	4.3	17.743	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	116	29	481	1390	0.083	115	123	435	0.2	0.2	4.270	A
2	545	136	66	1925	0.283	545	555	530	1.2	0.8	5.014	A
3	669	167	245	1079	0.620	671	679	366	4.3	1.9	12.425	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	108	27	389	1496	0.072	108	113	374	0.2	0.1	4.137	A
2	480	120	62	1950	0.246	479	470	435	0.8	0.5	4.720	A
3	550	137	208	1103	0.498	555	565	332	1.9	1.2	9.427	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	44	1003	0.044	45	44	0.0	0.0	3.697	A
			2	1, 3	57	1003	0.056	56	57	0.0	0.1	4.205	A
	Exit	1	1	(1, 2, 3)	100			100	102	0.0	0.0	0.020	A
			1		355			355	359	0.0	0.0	0.000	A
2	Entry	1	1	3	192	1014	0.189	192	192	0.0	0.3	4.686	A
			2	1, 2, (3)	267	1014	0.263	265	262	0.0	0.4	4.689	A
	Exit	1	1	(1, 2, 3)	459			459	456	0.0	0.0	0.000	A
			1		440			440	437	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	398	716	0.555	402	406	0.0	0.9	10.018	B
			2	(2), 3	143	716	0.200	144	142	0.0	0.2	5.677	A
	Exit	1	1	(1, 2, 3)	541			541	553	0.0	0.0	0.000	A
			1		308			308	307	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	57	976	0.059	57	58	0.0	0.1	3.966	A
			2	1, 3	66	976	0.067	66	72	0.1	0.0	4.405	A
	Exit	1	1	(1, 2, 3)	123			123	129	0.0	0.0	0.030	A
			1		433			433	430	0.0	0.0	0.000	A
2	Entry	1	1	3	232	1011	0.230	231	237	0.3	0.4	4.844	A
			2	1, 2, (3)	312	1011	0.308	312	315	0.4	0.4	4.863	A
	Exit	1	1	(1, 2, 3)	544			544	552	0.0	0.0	0.000	A
			1		527			527	530	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	474	705	0.673	479	478	0.9	1.5	12.688	B
			2	(2), 3	181	705	0.256	180	182	0.2	0.3	6.310	A
	Exit	1	1	(1, 2, 3)	655			655	663	0.0	0.0	0.000	A
			1		366			366	381	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	63	935	0.068	64	65	0.1	0.1	4.259	A
			2	1, 3	79	935	0.085	78	84	0.0	0.2	4.739	A
	Exit	1	1	(1, 2, 3)	143			143	149	0.0	0.0	0.011	A
			1		539			539	538	0.0	0.0	0.000	A
2	Entry	1	1	3	288	1007	0.286	287	286	0.4	0.5	5.169	A
			2	1, 2, (3)	380	1007	0.378	383	386	0.4	0.5	5.532	A
	Exit	1	1	(1, 2, 3)	669			669	673	0.0	0.0	0.000	A
			1		647			647	641	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	575	689	0.834	575	568	1.5	3.6	21.077	C
			2	(2), 3	252	689	0.365	250	244	0.3	0.6	7.543	A
	Exit	1	1	(1, 2, 3)	828			827	821	0.0	0.1	0.369	A
			1		450			450	453	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	63	935	0.067	63	66	0.1	0.1	4.415	A
			2	1, 3	89	935	0.095	89	88	0.2	0.1	4.787	A
	Exit	1	1	(1, 2, 3)	152			152	154	0.0	0.0	0.044	A
			1		527			527	535	0.0	0.0	0.000	A
2	Entry	1	1	3	284	1003	0.283	282	291	0.5	0.5	5.295	A
			2	1, 2, (3)	385	1003	0.384	382	385	0.5	0.6	5.364	A
	Exit	1	1	(1, 2, 3)	669			669	677	0.0	0.0	0.000	A
			1		645			645	644	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	567	689	0.823	563	569	3.6	3.5	21.594	C
			2	(2), 3	248	689	0.360	248	246	0.6	0.6	7.722	A
	Exit	1	1	(1, 2, 3)	817			815	814	0.1	0.2	0.327	A
			1		454			454	465	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	49	972	0.051	49	54	0.1	0.1	3.855	A
			2	1, 3	67	972	0.069	66	69	0.1	0.1	4.603	A
	Exit	1	1	(1, 2, 3)	116			116	123	0.0	0.0	0.007	A
			1		435			435	439	0.0	0.0	0.000	A
2	Entry	1	1	3	231	1011	0.228	230	236	0.5	0.4	5.053	A
			2	1, 2, (3)	314	1011	0.311	314	319	0.6	0.4	4.987	A
	Exit	1	1	(1, 2, 3)	545			545	553	0.0	0.0	0.000	A
			1		530			530	540	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	483	705	0.686	485	490	3.5	1.6	14.701	B
			2	(2), 3	186	705	0.264	187	189	0.6	0.3	6.556	A
	Exit	1	1	(1, 2, 3)	669			669	670	0.2	0.0	0.049	A
			1		366			366	377	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	46	1005	0.046	46	49	0.1	0.1	3.816	A
			2	1, 3	62	1005	0.062	62	64	0.1	0.1	4.336	A
	Exit	1	1	(1, 2, 3)	108			108	112	0.0	0.0	0.037	A
			1		374			374	378	0.0	0.0	0.000	A
2	Entry	1	1	3	209	1012	0.207	210	201	0.4	0.2	4.768	A
			2	1, 2, (3)	271	1012	0.268	269	269	0.4	0.3	4.686	A
	Exit	1	1	(1, 2, 3)	480			480	469	0.0	0.0	0.000	A
			1		435			435	447	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	409	716	0.571	414	421	1.6	1.0	10.655	B
			2	(2), 3	141	716	0.197	141	144	0.3	0.2	5.859	A
	Exit	1	1	(1, 2, 3)	550			550	562	0.0	0.0	0.000	A
			1		332			332	323	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	44	11	1147	1002	0.044	45	44	0.0	0.0	3.697	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	57	14	1147	1002	0.056	56	57	0.0	0.1	4.205	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	44	11	-	-	-	44	44	0.0	0.0	0.000	A
				3	57	14	-	-	-	57	57	0.0	0.0	0.037	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	192	48	1033	1014	0.189	192	192	0.0	0.3	4.686	A
			2	1	206	52	1033	1014	0.203	205	204	0.0	0.3	4.798	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	60	15	1033	1014	0.060	60	59	0.0	0.1	4.273	A
		2	1	1	206	52	-	-	-	206	205	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	253	63	-	-	-	253	252	0.0	0.0	0.000	A
3	Entry	1	1	1	147	37	777	717	0.205	150	156	0.0	0.3	10.265	B
				2	251	63	777	717	0.350	252	251	0.0	0.6	9.864	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	143	36	777	717	0.199	144	142	0.0	0.2	5.677	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	147	37	-	-	-	147	157	0.0	0.0	0.000	A
				2	394	98	-	-	-	394	396	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	57	14	1147	978	0.059	57	58	0.0	0.1	3.966	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	66	16	1147	974	0.067	66	72	0.1	0.0	4.405	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	57	14	-	-	-	57	58	0.0	0.0	0.023	A
				3	66	16	-	-	-	66	71	0.0	0.0	0.036	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	232	58	1033	1011	0.229	231	237	0.3	0.4	4.844	A
			2	1	243	61	1033	1010	0.240	243	242	0.3	0.3	5.072	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	69	17	1033	1011	0.068	69	72	0.1	0.1	4.096	A
		2	1	1	243	61	-	-	-	243	242	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	301	75	-	-	-	301	310	0.0	0.0	0.000	A
3	Entry	1	1	1	186	46	777	705	0.263	190	188	0.3	0.6	13.565	B
				2	289	72	777	705	0.409	289	290	0.6	0.9	12.120	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	181	45	777	705	0.257	180	182	0.2	0.3	6.310	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	186	46	-	-	-	186	189	0.0	0.0	0.000	A
				2	469	117	-	-	-	469	474	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	63	16	1147	939	0.067	64	65	0.1	0.1	4.259	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	79	20	1147	935	0.085	78	84	0.0	0.2	4.739	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	63	16	-	-	-	63	65	0.0	0.0	0.004	A
				3	79	20	-	-	-	79	84	0.0	0.0	0.017	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	288	72	1033	1007	0.286	287	286	0.4	0.5	5.169	A
			2	1	296	74	1033	1007	0.294	298	302	0.3	0.4	5.774	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	85	21	1033	1008	0.084	85	84	0.1	0.1	4.578	A
		2	1	1	296	74	-	-	-	296	302	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	373	93	-	-	-	373	370	0.0	0.0	0.000	A
3	Entry	1	1	1	241	60	777	689	0.350	241	236	0.6	1.6	22.493	C
				2	334	83	777	689	0.484	333	332	0.9	2.1	20.070	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	252	63	777	689	0.366	250	244	0.3	0.6	7.543	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	242	60	-	-	-	241	240	0.0	0.1	0.313	A
				2	586	147	-	-	-	586	582	0.0	0.1	0.392	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	63	16	1147	933	0.067	63	66	0.1	0.1	4.415	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	89	22	1147	934	0.095	89	88	0.2	0.1	4.787	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	63	16	-	-	-	63	66	0.0	0.0	0.024	A
				3	89	22	-	-	-	89	88	0.0	0.0	0.060	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	284	71	1033	1003	0.283	282	291	0.5	0.5	5.295	A
			2	1	302	75	1033	1003	0.301	298	299	0.4	0.6	5.604	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	83	21	1033	1003	0.083	84	87	0.1	0.0	4.440	A
		2	1	1	302	75	-	-	-	302	300	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	367	92	-	-	-	367	377	0.0	0.0	0.000	A
3	Entry	1	1	1	231	58	777	689	0.335	229	236	1.6	1.6	23.171	C
				2	336	84	777	689	0.488	334	332	2.1	1.9	20.470	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	248	62	777	689	0.360	248	246	0.6	0.6	7.722	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	231	58	-	-	-	231	236	0.1	0.1	0.390	A
				2	586	146	-	-	-	585	577	0.1	0.1	0.301	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	49	12	1147	973	0.051	49	54	0.1	0.1	3.855	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	67	17	1147	972	0.069	66	69	0.1	0.1	4.603	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	49	12	-	-	-	49	54	0.0	0.0	0.009	A
				3	67	17	-	-	-	67	69	0.0	0.0	0.006	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	231	58	1033	1011	0.228	230	236	0.5	0.4	5.053	A
			2	1	245	61	1033	1010	0.243	245	247	0.6	0.4	5.147	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	69	17	1033	1010	0.068	70	72	0.0	0.0	4.384	A
		2	1	1	245	61	-	-	-	245	246	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	300	75	-	-	-	300	307	0.0	0.0	0.000	A
3	Entry	1	1	1	188	47	777	705	0.267	190	192	1.6	0.7	16.049	C
				2	295	74	777	705	0.418	295	297	1.9	0.9	13.833	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	186	46	777	705	0.264	187	189	0.6	0.3	6.556	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	188	47	-	-	-	188	189	0.1	0.0	0.076	A
				2	481	120	-	-	-	481	481	0.1	0.0	0.038	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	46	12	1147	1002	0.046	46	49	0.1	0.1	3.816	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	62	16	1147	1004	0.062	62	64	0.1	0.1	4.336	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	46	12	-	-	-	46	49	0.0	0.0	0.041	A
				3	62	16	-	-	-	62	64	0.0	0.0	0.034	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	209	52	1033	1012	0.207	210	201	0.4	0.2	4.768	A
			2	1	209	52	1033	1012	0.207	208	211	0.4	0.2	4.856	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	62	15	1033	1014	0.061	61	58	0.0	0.1	4.018	A
		2	1	1	209	52	-	-	-	209	210	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	271	68	-	-	-	271	259	0.0	0.0	0.000	A
3	Entry	1	1	1	164	41	777	715	0.230	166	167	0.7	0.5	11.348	B
				2	244	61	777	715	0.341	248	254	0.9	0.5	10.201	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	141	35	777	716	0.197	141	144	0.3	0.2	5.859	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	164	41	-	-	-	164	166	0.0	0.0	0.000	A
				2	385	96	-	-	-	385	396	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | WoD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A453/EMA Roundabout	Standard Roundabout		1, 2, 3	6.44	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.44	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2028	WoD Flows	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	433	100.000
2		ONE HOUR	✓	527	100.000
3		ONE HOUR	✓	487	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	177	256
	2	113	0	414
	3	181	306	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1	2	3
	1	0	1	0
	2	4	0	6
	3	3	4	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.33	4.76	0.9	A	400	600
2	0.32	5.38	1.0	A	486	730
3	0.52	9.06	1.5	A	453	680

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	321	80	239	1546	0.208	320	330	227	0.0	0.5	3.996	A
2	411	103	191	1912	0.215	411	407	367	0.0	0.7	4.590	A
3	377	94	88	1064	0.354	378	368	514	0.0	0.9	7.243	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402	100	280	1571	0.256	404	401	269	0.5	0.4	4.283	A
2	470	118	235	1856	0.253	470	482	449	0.7	0.9	4.968	A
3	447	112	103	1135	0.393	446	450	601	0.9	1.0	8.355	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	485	121	346	1452	0.334	479	491	319	0.4	0.9	4.555	A
2	577	144	281	1806	0.320	580	592	545	0.9	0.9	5.337	A
3	545	136	119	1050	0.519	547	544	741	1.0	1.4	9.057	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	480	120	336	1489	0.322	477	478	316	0.9	0.6	4.758	A
2	579	145	291	1856	0.312	577	579	522	0.9	1.0	5.382	A
3	538	134	116	1077	0.499	535	535	752	1.4	1.5	8.983	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	385	96	277	1488	0.259	388	402	265	0.6	0.4	4.209	A
2	495	124	234	1905	0.260	493	482	431	1.0	0.9	5.083	A
3	438	109	103	1090	0.401	438	439	624	1.5	1.0	7.775	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	327	82	229	1562	0.210	327	329	242	0.4	0.4	3.979	A
2	386	97	190	1866	0.207	387	401	367	0.9	0.3	4.751	A
3	375	94	94	1112	0.337	377	372	482	1.0	0.4	7.413	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	129	1060	0.122	129	137	0.0	0.2	3.711	A
			2	1, 3	192	1060	0.181	191	193	0.0	0.3	4.164	A
	Exit	2	1	(1, 2, 3)	321			321	331	0.0	0.0	0.020	A
			1		227			227	225	0.0	0.0	0.000	A
2	Entry	1	1	3	239	969	0.247	239	234	0.0	0.4	4.843	A
			2	1, 2, (3)	172	969	0.177	172	173	0.0	0.3	4.253	A
	Exit	2	1	(1, 2, 3)	411			411	410	0.0	0.0	0.000	A
			1		367			367	369	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	295	751	0.393	294	288	0.0	0.9	7.798	A
			2	(2), 3	82	751	0.109	84	80	0.0	0.0	5.211	A
	Exit	2	1	(1, 2, 3)	377			377	372	0.0	0.0	0.000	A
			1		514			514	510	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	170	1045	0.162	169	164	0.2	0.2	4.314	A
			2	1, 3	232	1045	0.222	235	237	0.3	0.2	4.187	A
	Exit	2	1	(1, 2, 3)	402			402	400	0.0	0.0	0.045	A
			1		269			269	275	0.0	0.0	0.000	A
2	Entry	1	1	3	271	955	0.284	270	275	0.4	0.5	5.085	A
			2	1, 2, (3)	199	955	0.209	200	207	0.3	0.4	4.813	A
	Exit	2	1	(1, 2, 3)	470			470	482	0.0	0.0	0.000	A
			1		449			449	446	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	344	746	0.461	343	352	0.9	0.9	9.249	A
			2	(2), 3	103	746	0.137	103	97	0.0	0.1	5.112	A
	Exit	2	1	(1, 2, 3)	447			447	450	0.0	0.0	0.000	A
			1		601			601	612	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	200	1021	0.196	198	205	0.2	0.3	4.276	A
			2	1, 3	285	1021	0.280	281	287	0.2	0.6	4.649	A
	Exit	1	1	(1, 2, 3)	485			485	493	0.0	0.0	0.061	A
			1		319			319	325	0.0	0.0	0.000	A
2	Entry	1	1	3	333	939	0.354	334	340	0.5	0.5	5.739	A
			2	1, 2, (3)	244	939	0.260	246	252	0.4	0.4	4.801	A
	Exit	1	1	(1, 2, 3)	577			577	592	0.0	0.0	0.000	A
			1		545			545	549	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	423	742	0.571	425	420	0.9	1.1	9.979	A
			2	(2), 3	121	742	0.163	122	123	0.1	0.2	5.918	A
	Exit	1	1	(1, 2, 3)	545			545	545	0.0	0.0	0.000	A
			1		741			741	753	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	187	1025	0.182	186	189	0.3	0.2	4.089	A
			2	1, 3	293	1025	0.286	291	288	0.6	0.5	5.013	A
	Exit	1	1	(1, 2, 3)	480			480	477	0.0	0.0	0.110	A
			1		316			316	324	0.0	0.0	0.000	A
2	Entry	1	1	3	329	936	0.351	328	330	0.5	0.6	5.679	A
			2	1, 2, (3)	250	936	0.267	250	249	0.4	0.5	4.990	A
	Exit	1	1	(1, 2, 3)	579			579	579	0.0	0.0	0.000	A
			1		522			522	523	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	416	742	0.560	416	413	1.1	1.1	9.995	A
			2	(2), 3	122	742	0.164	119	122	0.2	0.4	5.558	A
	Exit	1	1	(1, 2, 3)	538			538	535	0.0	0.0	0.000	A
			1		752			752	744	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	155	1046	0.148	155	163	0.2	0.3	3.894	A
			2	1, 3	231	1046	0.221	234	239	0.5	0.2	4.345	A
	Exit	1	1	(1, 2, 3)	385			386	402	0.0	0.0	0.046	A
			1		265			265	262	0.0	0.0	0.000	A
2	Entry	1	1	3	280	955	0.294	279	276	0.6	0.6	5.409	A
			2	1, 2, (3)	215	955	0.225	214	206	0.5	0.3	4.653	A
	Exit	1	1	(1, 2, 3)	495			495	481	0.0	0.0	0.000	A
			1		431			431	439	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	347	746	0.465	347	346	1.1	0.9	8.346	A
			2	(2), 3	90	746	0.120	91	93	0.4	0.1	5.657	A
	Exit	1	1	(1, 2, 3)	438			438	437	0.0	0.0	0.000	A
			1		624			624	622	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	137	1064	0.129	137	133	0.3	0.1	3.727	A
			2	1, 3	190	1064	0.179	190	195	0.2	0.3	4.135	A
	Exit	1	1	(1, 2, 3)	327			327	329	0.0	0.0	0.009	A
			1		242			242	228	0.0	0.0	0.000	A
2	Entry	1	1	3	213	970	0.220	214	228	0.6	0.2	4.993	A
			2	1, 2, (3)	173	970	0.179	172	174	0.3	0.1	4.441	A
	Exit	1	1	(1, 2, 3)	386			386	399	0.0	0.0	0.000	A
			1		367			367	365	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	302	749	0.403	303	296	0.9	0.4	7.916	A
			2	(2), 3	73	749	0.097	75	76	0.1	0.0	5.418	A
	Exit	1	1	(1, 2, 3)	375			375	370	0.0	0.0	0.000	A
			1		482			482	509	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	129	32	1147	1061	0.122	129	137	0.0	0.2	3.711	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	192	48	1147	1062	0.181	191	193	0.0	0.3	4.164	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	129	32	-	-	-	129	138	0.0	0.0	0.016	A
				3	192	48	-	-	-	192	194	0.0	0.0	0.023	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	239	60	1033	969	0.247	239	234	0.0	0.4	4.843	A
			2	1	87	22	1033	970	0.090	88	89	0.0	0.2	4.425	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	85	21	1033	970	0.087	84	84	0.0	0.2	4.065	A
		2	1	1	87	22	-	-	-	87	90	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	324	81	-	-	-	324	320	0.0	0.0	0.000	A
3	Entry	1	1	1	139	35	777	752	0.184	139	136	0.0	0.3	8.396	A
				2	156	39	777	751	0.208	155	152	0.0	0.5	7.268	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	82	20	777	752	0.109	84	80	0.0	0.0	5.211	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	139	35	-	-	-	139	137	0.0	0.0	0.000	A
				2	238	60	-	-	-	238	235	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	170	42	1147	1047	0.162	169	164	0.2	0.2	4.314	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	232	58	1147	1046	0.222	235	237	0.3	0.2	4.187	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	170	42	-	-	-	170	164	0.0	0.0	0.044	A
				3	232	58	-	-	-	232	237	0.0	0.0	0.045	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	271	68	1033	955	0.284	270	275	0.4	0.5	5.085	A
			2	1	103	26	1033	957	0.107	103	107	0.2	0.3	5.510	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	97	24	1033	954	0.102	97	100	0.2	0.1	4.052	A
		2	1	1	103	26	-	-	-	103	108	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	368	92	-	-	-	368	375	0.0	0.0	0.000	A
3	Entry	1	1	1	168	42	777	746	0.225	166	168	0.3	0.5	9.398	A
				2	176	44	777	746	0.237	178	184	0.5	0.5	9.112	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	103	26	777	745	0.138	103	97	0.0	0.1	5.112	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	168	42	-	-	-	168	168	0.0	0.0	0.000	A
				2	279	70	-	-	-	279	282	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	200	50	1147	1020	0.196	198	205	0.2	0.3	4.276	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	285	71	1147	1022	0.279	281	287	0.2	0.6	4.649	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	200	50	-	-	-	200	205	0.0	0.0	0.050	A
				3	285	71	-	-	-	285	288	0.0	0.0	0.068	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	333	83	1033	941	0.354	334	340	0.5	0.5	5.739	A
			2	1	119	30	1033	941	0.127	119	126	0.3	0.2	5.176	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	125	31	1033	942	0.133	127	126	0.1	0.2	4.423	A
		2	1	1	119	30	-	-	-	119	125	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	458	115	-	-	-	458	467	0.0	0.0	0.000	A
3	Entry	1	1	1	198	49	777	741	0.267	200	199	0.5	0.5	10.701	B
				2	225	56	777	741	0.304	225	221	0.5	0.6	9.324	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	121	30	777	742	0.163	122	123	0.1	0.2	5.918	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	198	49	-	-	-	198	199	0.0	0.0	0.000	A
				2	347	87	-	-	-	347	346	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	187	47	1147	1025	0.182	186	189	0.3	0.2	4.089	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	293	73	1147	1024	0.286	291	288	0.6	0.5	5.013	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	187	47	-	-	-	187	189	0.0	0.0	0.106	A
				3	293	73	-	-	-	293	288	0.0	0.0	0.113	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	329	82	1033	936	0.351	328	330	0.5	0.6	5.679	A
			2	1	116	29	1033	938	0.124	116	123	0.2	0.2	5.258	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	134	34	1033	936	0.143	133	126	0.2	0.2	4.725	A
		2	1	1	116	29	-	-	-	116	123	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	463	116	-	-	-	463	456	0.0	0.0	0.000	A
3	Entry	1	1	1	200	50	777	742	0.270	200	201	0.5	0.5	10.240	B
				2	216	54	777	743	0.290	216	212	0.6	0.6	9.762	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	122	30	777	741	0.164	119	122	0.2	0.4	5.558	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	200	50	-	-	-	200	201	0.0	0.0	0.000	A
				2	337	84	-	-	-	337	334	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	155	39	1147	1047	0.148	155	163	0.2	0.3	3.894	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	231	58	1147	1046	0.221	234	239	0.5	0.2	4.345	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	154	38	-	-	-	155	164	0.0	0.0	0.019	A
				3	231	58	-	-	-	231	238	0.0	0.0	0.065	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	280	70	1033	955	0.294	279	276	0.6	0.6	5.409	A
			2	1	104	26	1033	956	0.108	103	98	0.2	0.2	4.859	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	111	28	1033	956	0.116	111	108	0.2	0.1	4.464	A
		2	1	1	104	26	-	-	-	104	98	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	391	98	-	-	-	391	383	0.0	0.0	0.000	A
3	Entry	1	1	1	160	40	777	747	0.215	162	163	0.5	0.4	8.726	A
				2	187	47	777	746	0.251	186	182	0.6	0.5	8.005	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	90	22	777	747	0.120	91	93	0.4	0.1	5.657	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	160	40	-	-	-	160	163	0.0	0.0	0.000	A
				2	277	69	-	-	-	277	274	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	137	34	1147	1064	0.129	137	133	0.3	0.1	3.727	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	190	47	1147	1066	0.178	190	195	0.2	0.3	4.135	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	137	34	-	-	-	137	133	0.0	0.0	0.010	A
				3	190	47	-	-	-	190	196	0.0	0.0	0.008	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	213	53	1033	970	0.220	214	228	0.6	0.2	4.993	A
			2	1	94	23	1033	970	0.097	94	88	0.2	0.0	4.706	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	80	20	1033	970	0.082	79	86	0.1	0.1	4.175	A
		2	1	1	94	23	-	-	-	94	87	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	293	73	-	-	-	293	312	0.0	0.0	0.000	A
3	Entry	1	1	1	148	37	777	749	0.197	148	141	0.4	0.2	8.112	A
				2	154	39	777	749	0.206	155	155	0.5	0.1	7.735	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	73	18	777	749	0.097	75	76	0.1	0.0	5.418	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	148	37	-	-	-	148	140	0.0	0.0	0.000	A
				2	227	57	-	-	-	227	229	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | WD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A453/EMA Roundabout	Standard Roundabout		1, 2, 3	20.91	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.91	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2028	WD Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	135	100.000
2		ONE HOUR	✓	525	100.000
3		ONE HOUR	✓	856	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
	From	1	0	64
		2	251	0
		3	223	633

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1	2	3
	1	0	1	8
	2	0	0	13
	3	0	0	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.11	4.80	0.3	A	123	185
2	0.31	5.14	0.8	A	480	721
3	0.87	33.07	8.9	D	786	1179

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	100	25	475	1468	0.068	99	104	357	0.0	0.1	3.966	A
2	390	97	52	1866	0.209	389	398	522	0.0	0.5	4.561	A
3	639	160	191	1081	0.591	641	639	250	0.0	2.1	10.960	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127	32	567	1381	0.092	126	128	438	0.1	0.2	4.251	A
2	471	118	65	1886	0.250	470	477	628	0.5	0.8	4.828	A
3	781	195	227	1158	0.674	777	771	308	2.1	2.8	13.641	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	146	37	710	1368	0.107	145	157	520	0.2	0.3	4.619	A
2	573	143	76	1881	0.305	576	576	779	0.8	0.7	4.989	A
3	949	237	277	1126	0.843	953	937	374	2.8	6.5	23.882	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	145	36	691	1411	0.103	144	153	526	0.3	0.2	4.797	A
2	588	147	78	1881	0.312	591	583	757	0.7	0.8	5.136	A
3	932	233	282	1078	0.865	935	943	388	6.5	8.9	33.072	D

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114	29	563	1456	0.078	114	125	419	0.2	0.2	4.357	A
2	466	116	58	1930	0.241	463	476	619	0.8	0.8	4.805	A
3	769	192	215	1111	0.693	767	797	306	8.9	3.3	16.541	C

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	107	27	473	1466	0.073	105	110	352	0.2	0.2	4.294	A
2	395	99	55	1908	0.207	394	400	523	0.8	0.6	4.775	A
3	645	161	185	1116	0.578	640	658	264	3.3	2.1	11.071	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	47	974	0.049	47	49	0.0	0.0	3.677	A
			2	1, 3	53	974	0.055	52	55	0.0	0.1	4.225	A
	Exit	1	1	(1, 2, 3)	100			100	104	0.0	0.0	0.008	A
			1		357			357	356	0.0	0.0	0.000	A
2	Entry	1	1	3	148	1015	0.146	149	159	0.0	0.2	4.517	A
			2	1, 2, (3)	242	1015	0.238	241	239	0.0	0.3	4.587	A
	Exit	1	1	(1, 2, 3)	390			390	400	0.0	0.0	0.000	A
			1		522			522	524	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	466	721	0.646	467	463	0.0	1.7	12.729	B
			2	(2), 3	173	721	0.240	174	177	0.0	0.4	6.295	A
	Exit	1	1	(1, 2, 3)	639			639	648	0.0	0.0	0.000	A
			1		250			250	261	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	61	941	0.065	61	60	0.0	0.1	4.146	A
			2	1, 3	66	941	0.070	65	69	0.1	0.1	4.348	A
	Exit	1	1	(1, 2, 3)	127			127	128	0.0	0.0	0.000	A
			1		438			438	440	0.0	0.0	0.000	A
2	Entry	1	1	3	189	1011	0.187	189	189	0.2	0.3	4.642	A
			2	1, 2, (3)	282	1011	0.279	281	288	0.3	0.5	4.937	A
	Exit	1	1	(1, 2, 3)	471			471	479	0.0	0.0	0.000	A
			1		628			628	623	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	553	710	0.778	550	543	1.7	2.4	16.505	C
			2	(2), 3	228	710	0.321	228	228	0.4	0.4	6.695	A
	Exit	1	1	(1, 2, 3)	781			780	773	0.0	0.0	0.023	A
			1		308			308	313	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	70	888	0.079	69	75	0.1	0.1	4.373	A
			2	1, 3	76	888	0.086	76	82	0.1	0.1	4.844	A
	Exit	1	1	(1, 2, 3)	146			146	157	0.0	0.0	0.007	A
			1		520			520	520	0.0	0.0	0.000	A
2	Entry	1	1	3	234	1008	0.232	236	231	0.3	0.2	4.750	A
			2	1, 2, (3)	340	1008	0.337	340	345	0.5	0.5	5.135	A
	Exit	1	1	(1, 2, 3)	573			573	576	0.0	0.0	0.000	A
			1		779			779	771	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	632	695	0.909	634	631	2.4	5.3	28.424	D
			2	(2), 3	320	695	0.460	319	307	0.4	0.8	9.012	A
	Exit	1	1	(1, 2, 3)	949			952	950	0.0	0.5	1.682	A
			1		374			374	380	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	66	895	0.074	66	71	0.1	0.1	4.515	A
			2	1, 3	79	895	0.089	78	82	0.1	0.1	5.046	A
	Exit	1	1	(1, 2, 3)	145			145	153	0.0	0.0	0.007	A
			1		526			526	527	0.0	0.0	0.000	A
2	Entry	1	1	3	240	1007	0.238	244	238	0.2	0.3	4.930	A
			2	1, 2, (3)	347	1007	0.345	348	345	0.5	0.5	5.263	A
	Exit	1	1	(1, 2, 3)	588			588	583	0.0	0.0	0.000	A
			1		757			757	767	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	627	694	0.904	627	628	5.3	6.3	36.337	E
			2	(2), 3	306	694	0.440	308	315	0.8	0.7	10.286	B
	Exit	1	1	(1, 2, 3)	932			933	947	0.5	2.0	5.277	A
			1		388			388	385	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	56	942	0.060	56	60	0.1	0.1	4.268	A
			2	1, 3	58	942	0.062	58	65	0.1	0.1	4.436	A
	Exit	1	1	(1, 2, 3)	114			114	125	0.0	0.0	0.005	A
			1		419			419	435	0.0	0.0	0.000	A
2	Entry	1	1	3	192	1013	0.190	191	194	0.3	0.3	4.748	A
			2	1, 2, (3)	273	1013	0.270	271	282	0.5	0.5	4.841	A
	Exit	1	1	(1, 2, 3)	466			466	476	0.0	0.0	0.000	A
			1		619			619	647	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	545	714	0.764	543	560	6.3	2.8	19.386	C
			2	(2), 3	224	714	0.314	224	237	0.7	0.5	7.694	A
	Exit	1	1	(1, 2, 3)	769			769	782	2.0	0.0	1.015	A
			1		306			306	316	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	50	975	0.052	50	53	0.1	0.1	4.159	A
			2	1, 3	56	975	0.058	55	57	0.1	0.1	4.418	A
	Exit	1	1	(1, 2, 3)	107			107	110	0.0	0.0	0.004	A
			1		352			352	361	0.0	0.0	0.000	A
2	Entry	1	1	3	163	1014	0.161	162	160	0.3	0.3	4.685	A
			2	1, 2, (3)	232	1014	0.228	232	240	0.5	0.3	4.829	A
	Exit	1	1	(1, 2, 3)	395			395	399	0.0	0.0	0.000	A
			1		523			523	541	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	468	722	0.648	464	474	2.8	1.7	12.956	B
			2	(2), 3	177	722	0.246	176	184	0.5	0.3	6.257	A
	Exit	1	1	(1, 2, 3)	645			645	653	0.0	0.0	0.001	A
			1		264			264	267	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	47	12	1147	976	0.048	47	49	0.0	0.0	3.677	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	53	13	1147	977	0.054	52	55	0.0	0.1	4.225	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	47	12	-	-	-	47	49	0.0	0.0	0.001	A
				3	53	13	-	-	-	53	55	0.0	0.0	0.016	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	148	37	1033	1015	0.146	149	159	0.0	0.2	4.517	A
			2	1	192	48	1033	1015	0.189	191	191	0.0	0.2	4.691	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	50	12	1033	1016	0.049	50	48	0.0	0.0	4.111	A
		2	1	1	192	48	-	-	-	192	192	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	198	49	-	-	-	198	208	0.0	0.0	0.000	A
3	Entry	1	1	1	167	42	777	721	0.232	166	165	0.0	0.8	13.824	B
				2	299	75	777	721	0.415	301	298	0.0	1.0	12.120	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	173	43	777	721	0.240	174	177	0.0	0.4	6.295	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	167	42	-	-	-	167	168	0.0	0.0	0.000	A
				2	472	118	-	-	-	472	480	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	61	15	1147	940	0.065	61	60	0.0	0.1	4.146	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	66	17	1147	939	0.070	65	69	0.1	0.1	4.348	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	61	15	-	-	-	61	60	0.0	0.0	0.000	A
				3	66	17	-	-	-	66	69	0.0	0.0	0.000	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	189	47	1033	1011	0.187	189	189	0.2	0.3	4.642	A
			2	1	228	57	1033	1011	0.226	227	233	0.2	0.5	5.110	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	54	13	1033	1011	0.053	54	56	0.0	0.1	4.128	A
		2	1	1	228	57	-	-	-	228	234	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	243	61	-	-	-	243	245	0.0	0.0	0.000	A
3	Entry	1	1	1	213	53	777	710	0.299	211	208	0.8	1.0	17.657	C
				2	340	85	777	710	0.479	339	335	1.0	1.4	15.792	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	228	57	777	710	0.321	228	228	0.4	0.4	6.695	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	213	53	-	-	-	213	209	0.0	0.0	0.025	A
				2	568	142	-	-	-	568	565	0.0	0.0	0.023	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	70	18	1147	891	0.079	69	75	0.1	0.1	4.373	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	76	19	1147	892	0.086	76	82	0.1	0.1	4.844	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	70	18	-	-	-	70	75	0.0	0.0	0.000	A
				3	76	19	-	-	-	76	82	0.0	0.0	0.014	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	234	58	1033	1007	0.232	236	231	0.3	0.2	4.750	A
			2	1	277	69	1033	1008	0.274	277	278	0.5	0.4	5.302	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	63	16	1033	1007	0.063	63	67	0.1	0.1	4.362	A
		2	1	1	277	69	-	-	-	277	278	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	297	74	-	-	-	297	298	0.0	0.0	0.000	A
3	Entry	1	1	1	243	61	777	696	0.349	243	242	1.0	2.2	29.815	D
				2	389	97	777	695	0.560	391	389	1.4	3.1	27.558	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	320	80	777	696	0.459	319	307	0.4	0.8	9.012	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	243	61	-	-	-	243	247	0.0	0.2	1.724	A
				2	706	176	-	-	-	709	704	0.0	0.3	1.668	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	66	17	1147	896	0.074	66	71	0.1	0.1	4.515	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	79	20	1147	895	0.089	78	82	0.1	0.1	5.046	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	66	17	-	-	-	66	71	0.0	0.0	0.004	A
				3	79	20	-	-	-	79	82	0.0	0.0	0.009	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	240	60	1033	1006	0.239	244	238	0.2	0.3	4.930	A
			2	1	282	70	1033	1007	0.280	282	280	0.4	0.5	5.440	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	65	16	1033	1007	0.065	66	65	0.1	0.0	4.417	A
		2	1	1	282	70	-	-	-	282	280	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	305	76	-	-	-	305	303	0.0	0.0	0.000	A
3	Entry	1	1	1	247	62	777	694	0.356	244	248	2.2	2.7	37.875	E
				2	380	95	777	694	0.548	383	381	3.1	3.6	35.334	E
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	306	76	777	694	0.440	308	315	0.8	0.7	10.286	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	249	62	-	-	-	247	250	0.2	0.6	5.401	A
				2	683	171	-	-	-	686	697	0.3	1.4	5.232	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	56	14	1147	939	0.060	56	60	0.1	0.1	4.268	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	58	15	1147	944	0.061	58	65	0.1	0.1	4.436	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	56	14	-	-	-	56	60	0.0	0.0	0.003	A
				3	58	15	-	-	-	58	65	0.0	0.0	0.006	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	192	48	1033	1013	0.190	191	194	0.3	0.3	4.748	A
			2	1	216	54	1033	1013	0.213	215	225	0.5	0.4	4.904	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	57	14	1033	1014	0.056	57	57	0.0	0.1	4.558	A
		2	1	1	216	54	-	-	-	216	225	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	249	62	-	-	-	249	251	0.0	0.0	0.000	A
3	Entry	1	1	1	203	51	777	714	0.285	204	210	2.7	1.0	20.946	C
				2	342	86	777	714	0.479	339	350	3.6	1.8	18.463	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	224	56	777	714	0.314	224	237	0.7	0.5	7.694	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	203	51	-	-	-	203	203	0.6	0.0	1.166	A
				2	566	142	-	-	-	566	579	1.4	0.0	0.962	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	50	13	1147	973	0.052	50	53	0.1	0.1	4.159	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	56	14	1147	975	0.058	55	57	0.1	0.1	4.418	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	50	13	-	-	-	50	53	0.0	0.0	0.000	A
				3	56	14	-	-	-	56	57	0.0	0.0	0.009	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	163	41	1033	1014	0.161	162	160	0.3	0.3	4.685	A
			2	1	185	46	1033	1015	0.182	185	190	0.4	0.3	4.930	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	47	12	1033	1014	0.046	47	50	0.1	0.1	4.385	A
		2	1	1	185	46	-	-	-	185	190	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	210	53	-	-	-	210	209	0.0	0.0	0.000	A
3	Entry	1	1	1	170	42	777	722	0.235	168	171	1.0	0.6	14.002	B
				2	298	75	777	723	0.413	296	304	1.8	1.1	12.368	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	177	44	777	722	0.246	176	184	0.5	0.3	6.257	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	170	42	-	-	-	170	169	0.0	0.0	0.000	A
				2	476	119	-	-	-	476	484	0.0	0.0	0.001	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | WD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A453/EMA Roundabout	Standard Roundabout		1, 2, 3	6.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.59	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2028	WD Flows	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	441	100.000
2		ONE HOUR	✓	577	100.000
3		ONE HOUR	✓	467	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	176	265
	2	119	0	458
	3	175	292	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1	2	3
	1	0	1	0
	2	4	0	4
	3	3	4	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.33	4.75	0.7	A	407	611
2	0.35	5.53	1.1	A	526	789
3	0.51	9.69	1.9	A	423	634

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	334	84	215	1588	0.211	335	334	218	0.0	0.3	4.034	A
2	433	108	202	1894	0.229	436	430	347	0.0	0.5	4.699	A
3	347	87	85	1098	0.316	348	349	553	0.0	0.6	6.824	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	393	98	264	1546	0.254	394	404	260	0.3	0.4	4.282	A
2	516	129	235	1878	0.275	513	519	424	0.5	0.8	4.898	A
3	412	103	110	1066	0.386	414	423	638	0.6	0.9	7.657	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	494	123	325	1492	0.331	494	496	307	0.4	0.7	4.689	A
2	622	156	303	1829	0.340	619	631	516	0.8	1.1	5.269	A
3	521	130	120	1026	0.508	511	514	802	0.9	1.9	8.857	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	491	123	315	1521	0.323	493	494	320	0.7	0.5	4.753	A
2	638	160	292	1834	0.348	640	632	515	1.1	1.1	5.528	A
3	501	125	134	1088	0.460	501	521	799	1.9	1.5	9.695	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	392	98	268	1607	0.244	393	403	266	0.5	0.5	4.404	A
2	514	129	243	1861	0.276	511	526	417	1.1	0.7	5.092	A
3	422	106	111	1079	0.391	423	429	644	1.5	0.9	7.553	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	337	84	214	1530	0.220	338	342	212	0.5	0.3	4.109	A
2	431	108	199	1954	0.220	431	446	353	0.7	0.6	4.631	A
3	334	83	88	1088	0.307	338	349	542	0.9	0.6	7.396	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	132	1069	0.124	132	133	0.0	0.1	3.864	A
			2	1, 3	202	1069	0.189	202	201	0.0	0.2	4.080	A
	Exit	1	1	(1, 2, 3)	334			334	335	0.0	0.0	0.040	A
			1		218			218	220	0.0	0.0	0.000	A
2	Entry	1	1	3	251	965	0.260	252	247	0.0	0.3	4.902	A
			2	1, 2, (3)	182	965	0.189	184	183	0.0	0.2	4.424	A
	Exit	1	1	(1, 2, 3)	433			433	432	0.0	0.0	0.000	A
			1		347			347	352	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	280	752	0.372	280	281	0.0	0.5	7.204	A
			2	(2), 3	67	752	0.090	67	68	0.0	0.1	5.235	A
	Exit	1	1	(1, 2, 3)	347			347	352	0.0	0.0	0.000	A
			1		553			553	541	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	159	1051	0.152	160	163	0.1	0.1	3.945	A
			2	1, 3	234	1051	0.222	235	240	0.2	0.3	4.421	A
	Exit	1	1	(1, 2, 3)	393			393	404	0.0	0.0	0.052	A
			1		260			260	272	0.0	0.0	0.000	A
2	Entry	1	1	3	295	955	0.309	292	297	0.3	0.5	5.161	A
			2	1, 2, (3)	221	955	0.232	221	221	0.2	0.3	4.545	A
	Exit	1	1	(1, 2, 3)	516			516	520	0.0	0.0	0.000	A
			1		424			424	425	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	323	744	0.434	325	333	0.5	0.8	8.317	A
			2	(2), 3	89	744	0.119	90	90	0.1	0.1	5.215	A
	Exit	1	1	(1, 2, 3)	412			412	424	0.0	0.0	0.000	A
			1		638			638	649	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	191	1029	0.186	191	195	0.1	0.2	4.337	A
			2	1, 3	303	1029	0.295	303	301	0.3	0.4	4.719	A
	Exit	1	1	(1, 2, 3)	494			494	497	0.0	0.0	0.119	A
			1		307			307	320	0.0	0.0	0.000	A
2	Entry	1	1	3	357	932	0.383	356	363	0.5	0.6	5.523	A
			2	1, 2, (3)	265	932	0.285	263	268	0.3	0.5	4.926	A
	Exit	1	1	(1, 2, 3)	622			622	632	0.0	0.0	0.000	A
			1		516			516	515	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	407	741	0.549	398	402	0.8	1.7	9.734	A
			2	(2), 3	115	741	0.155	114	112	0.1	0.2	5.681	A
	Exit	1	1	(1, 2, 3)	521			521	518	0.0	0.0	0.000	A
			1		802			802	805	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	200	1033	0.194	200	200	0.2	0.2	4.258	A
			2	1, 3	291	1033	0.282	292	294	0.4	0.3	4.921	A
	Exit	1	1	(1, 2, 3)	491			491	493	0.0	0.0	0.098	A
			1		320			320	328	0.0	0.0	0.000	A
2	Entry	1	1	3	361	935	0.386	363	359	0.6	0.5	5.745	A
			2	1, 2, (3)	277	935	0.296	277	274	0.5	0.5	5.241	A
	Exit	1	1	(1, 2, 3)	638			638	632	0.0	0.0	0.000	A
			1		515			515	526	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	387	737	0.524	389	400	1.7	1.2	10.778	B
			2	(2), 3	114	737	0.155	112	121	0.2	0.4	6.125	A
	Exit	1	1	(1, 2, 3)	501			501	520	0.0	0.0	0.000	A
			1		799			799	794	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	149	1050	0.142	149	161	0.2	0.2	4.208	A
			2	1, 3	243	1050	0.232	243	242	0.3	0.3	4.432	A
	Exit	1	1	(1, 2, 3)	392			392	403	0.0	0.0	0.057	A
			1		266			266	268	0.0	0.0	0.000	A
2	Entry	1	1	3	292	952	0.307	291	302	0.5	0.4	5.376	A
			2	1, 2, (3)	223	952	0.235	221	224	0.5	0.4	4.709	A
	Exit	1	1	(1, 2, 3)	514			514	525	0.0	0.0	0.000	A
			1		417			417	433	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	329	744	0.443	330	334	1.2	0.7	8.098	A
			2	(2), 3	93	744	0.125	93	95	0.4	0.2	5.608	A
	Exit	1	1	(1, 2, 3)	422			422	426	0.0	0.0	0.000	A
			1		644			644	656	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	139	1069	0.130	139	140	0.2	0.2	3.999	A
			2	1, 3	199	1069	0.186	199	202	0.3	0.2	4.134	A
	Exit	1	1	(1, 2, 3)	337			337	341	0.0	0.0	0.035	A
			1		212			212	222	0.0	0.0	0.000	A
2	Entry	1	1	3	254	966	0.263	254	258	0.4	0.3	4.771	A
			2	1, 2, (3)	177	966	0.183	177	188	0.4	0.3	4.439	A
	Exit	1	1	(1, 2, 3)	431			431	445	0.0	0.0	0.000	A
			1		353			353	359	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	262	751	0.349	265	277	0.7	0.5	7.944	A
			2	(2), 3	72	751	0.095	72	73	0.2	0.1	5.313	A
	Exit	1	1	(1, 2, 3)	334			334	348	0.0	0.0	0.000	A
			1		542			542	556	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	132	33	1147	1069	0.124	132	133	0.0	0.1	3.864	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	202	51	1147	1069	0.189	202	201	0.0	0.2	4.080	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	132	33	-	-	-	132	134	0.0	0.0	0.046	A
				3	202	51	-	-	-	202	202	0.0	0.0	0.035	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	251	63	1033	965	0.260	252	247	0.0	0.3	4.902	A
			2	1	85	21	1033	965	0.088	85	89	0.0	0.1	4.795	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	97	24	1033	966	0.101	98	93	0.0	0.1	4.068	A
		2	1	1	85	21	-	-	-	85	90	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	349	87	-	-	-	349	342	0.0	0.0	0.000	A
3	Entry	1	1	1	135	34	777	751	0.180	133	131	0.0	0.4	7.546	A
				2	145	36	777	751	0.193	148	150	0.0	0.1	6.904	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	67	17	777	752	0.089	67	68	0.0	0.1	5.235	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	135	34	-	-	-	135	132	0.0	0.0	0.000	A
				2	212	53	-	-	-	212	219	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	159	40	1147	1051	0.152	160	163	0.1	0.1	3.945	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	234	58	1147	1051	0.222	235	240	0.2	0.3	4.421	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	159	40	-	-	-	159	164	0.0	0.0	0.032	A
				3	234	58	-	-	-	234	241	0.0	0.0	0.065	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	295	74	1033	955	0.309	292	297	0.3	0.5	5.161	A
			2	1	110	28	1033	954	0.115	110	111	0.1	0.2	4.873	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	111	28	1033	954	0.116	111	111	0.1	0.1	4.219	A
		2	1	1	110	28	-	-	-	110	111	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	406	101	-	-	-	406	409	0.0	0.0	0.000	A
3	Entry	1	1	1	149	37	777	745	0.200	150	161	0.4	0.3	8.593	A
				2	174	43	777	744	0.233	175	172	0.1	0.4	8.058	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	89	22	777	745	0.119	90	90	0.1	0.1	5.215	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	149	37	-	-	-	149	161	0.0	0.0	0.000	A
				2	263	66	-	-	-	263	263	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	191	48	1147	1029	0.186	191	195	0.1	0.2	4.337	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	303	76	1147	1028	0.295	303	301	0.3	0.4	4.719	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	191	48	-	-	-	191	196	0.0	0.0	0.088	A
				3	303	76	-	-	-	303	302	0.0	0.0	0.139	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	357	89	1033	931	0.384	356	363	0.5	0.6	5.523	A
			2	1	121	30	1033	933	0.130	120	127	0.2	0.2	5.306	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	144	36	1033	930	0.154	142	141	0.1	0.3	4.583	A
		2	1	1	121	30	-	-	-	121	127	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	501	125	-	-	-	501	505	0.0	0.0	0.000	A
3	Entry	1	1	1	191	48	777	741	0.258	187	194	0.3	0.8	10.240	B
				2	215	54	777	741	0.290	211	208	0.4	0.8	9.255	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	115	29	777	741	0.155	114	112	0.1	0.2	5.681	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	191	48	-	-	-	191	196	0.0	0.0	0.000	A
				2	330	83	-	-	-	330	322	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	200	50	1147	1032	0.194	200	200	0.2	0.2	4.258	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	291	73	1147	1032	0.282	292	294	0.4	0.3	4.921	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	200	50	-	-	-	200	199	0.0	0.0	0.065	A
				3	291	73	-	-	-	291	294	0.0	0.0	0.121	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	361	90	1033	936	0.386	363	359	0.6	0.5	5.745	A
			2	1	133	33	1033	935	0.142	134	133	0.2	0.3	5.684	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	144	36	1033	935	0.154	143	141	0.3	0.3	4.821	A
		2	1	1	133	33	-	-	-	133	133	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	505	126	-	-	-	505	499	0.0	0.0	0.000	A
3	Entry	1	1	1	184	46	777	738	0.250	186	195	0.8	0.6	11.538	B
				2	202	51	777	737	0.274	202	206	0.8	0.5	10.046	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	114	29	777	737	0.155	112	121	0.2	0.4	6.125	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	184	46	-	-	-	184	194	0.0	0.0	0.000	A
				2	316	79	-	-	-	316	326	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	149	37	1147	1050	0.142	149	161	0.2	0.2	4.208	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	243	61	1147	1049	0.232	243	242	0.3	0.3	4.432	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	149	37	-	-	-	149	161	0.0	0.0	0.063	A
				3	244	61	-	-	-	243	242	0.0	0.0	0.053	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	292	73	1033	951	0.307	291	302	0.5	0.4	5.376	A
			2	1	112	28	1033	953	0.117	111	112	0.3	0.2	5.125	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	112	28	1033	952	0.117	110	113	0.3	0.2	4.296	A
		2	1	1	112	28	-	-	-	112	111	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	402	101	-	-	-	402	413	0.0	0.0	0.000	A
3	Entry	1	1	1	153	38	777	744	0.206	155	157	0.6	0.3	8.713	A
				2	176	44	777	744	0.237	175	177	0.5	0.5	7.554	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	93	23	777	744	0.125	93	95	0.4	0.2	5.608	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	153	38	-	-	-	153	155	0.0	0.0	0.000	A
				2	269	67	-	-	-	269	271	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	139	35	1147	1068	0.130	139	140	0.2	0.2	3.999	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	199	50	1147	1068	0.186	199	202	0.3	0.2	4.134	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	139	35	-	-	-	139	140	0.0	0.0	0.029	A
				3	199	50	-	-	-	199	201	0.0	0.0	0.039	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	254	64	1033	967	0.263	254	258	0.4	0.3	4.771	A
			2	1	88	22	1033	966	0.091	88	91	0.2	0.1	4.824	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	89	22	1033	967	0.092	89	97	0.2	0.2	4.071	A
		2	1	1	88	22	-	-	-	88	91	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	343	86	-	-	-	343	354	0.0	0.0	0.000	A
3	Entry	1	1	1	122	31	777	749	0.163	123	131	0.3	0.3	8.465	A
				2	140	35	777	750	0.187	142	146	0.5	0.2	7.467	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	72	18	777	750	0.096	72	73	0.2	0.1	5.313	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	122	31	-	-	-	122	131	0.0	0.0	0.000	A
				2	212	53	-	-	-	212	217	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | WoD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A453/EMA Roundabout	Standard Roundabout		1, 2, 3	8.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.65	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2038	WoD Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	145	100.000
2		ONE HOUR	✓	764	100.000
3		ONE HOUR	✓	612	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	0	53	92
	2	283	0	481
	3	199	413	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1	2	3
	1	0	0	8
	2	0	0	10
	3	0	0	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.11	4.23	0.2	A	134	201
2	0.43	6.19	1.8	A	700	1050
3	0.66	12.75	3.0	B	563	844

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	115	29	312	1477	0.078	116	114	349	0.0	0.1	3.860	A
2	571	143	75	1970	0.290	571	570	353	0.0	0.9	4.784	A
3	456	114	204	1079	0.422	458	460	442	0.0	1.0	7.983	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	126	32	373	1440	0.088	126	133	434	0.1	0.2	3.931	A
2	688	172	84	1985	0.347	690	692	416	0.9	1.1	5.364	A
3	550	138	256	1076	0.511	551	557	518	1.0	1.6	10.151	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157	39	459	1401	0.112	158	165	528	0.2	0.1	4.229	A
2	849	212	106	1954	0.435	843	859	511	1.1	1.8	6.193	A
3	675	169	313	1085	0.622	674	675	637	1.6	2.3	12.305	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	157	39	460	1404	0.112	159	170	526	0.1	0.2	4.161	A
2	836	209	100	1970	0.424	842	866	520	1.8	1.3	5.960	A
3	687	172	307	1041	0.660	679	676	635	2.3	3.0	12.747	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	136	34	367	1467	0.093	136	131	432	0.2	0.1	3.962	A
2	683	171	83	1939	0.352	687	692	420	1.3	0.8	5.105	A
3	539	135	261	1019	0.529	538	552	509	3.0	1.5	9.943	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	114	28	327	1481	0.077	113	114	360	0.1	0.1	4.019	A
2	572	143	74	1960	0.292	568	567	366	0.8	1.0	5.098	A
3	470	117	216	1085	0.433	471	481	426	1.5	1.0	8.371	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	41	1033	0.040	41	40	0.0	0.0	3.788	A
			2	1, 3	74	1033	0.072	75	74	0.0	0.1	3.875	A
	Exit	2	1	(1, 2, 3)	115			115	114	0.0	0.0	0.017	A
			1		349			349	357	0.0	0.0	0.000	A
2	Entry	1	1	3	275	1008	0.273	274	272	0.0	0.4	4.932	A
			2	1, 2, (3)	297	1008	0.294	297	298	0.0	0.5	4.658	A
	Exit	2	1	(1, 2, 3)	571			571	574	0.0	0.0	0.000	A
			1		353			353	352	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	350	717	0.488	353	351	0.0	0.8	8.724	A
			2	(2), 3	106	717	0.147	105	109	0.0	0.2	5.583	A
	Exit	2	1	(1, 2, 3)	456			456	464	0.0	0.0	0.000	A
			1		442			442	436	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	42	1011	0.042	42	47	0.0	0.0	3.686	A
			2	1, 3	84	1011	0.083	84	86	0.1	0.1	4.072	A
	Exit	2	1	(1, 2, 3)	126			126	133	0.0	0.0	0.000	A
			1		434			434	436	0.0	0.0	0.000	A
2	Entry	1	1	3	335	1005	0.333	336	333	0.4	0.6	5.482	A
			2	1, 2, (3)	354	1005	0.352	354	359	0.5	0.5	5.261	A
	Exit	2	1	(1, 2, 3)	688			688	693	0.0	0.0	0.000	A
			1		416			416	423	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	408	701	0.582	411	415	0.8	1.4	11.573	B
			2	(2), 3	142	701	0.202	140	142	0.2	0.3	6.003	A
	Exit	2	1	(1, 2, 3)	550			550	560	0.0	0.0	0.000	A
			1		518			518	523	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	52	980	0.053	52	58	0.0	0.0	4.014	A
			2	1, 3	106	980	0.108	106	107	0.1	0.1	4.341	A
	Exit	1	1	(1, 2, 3)	157			157	165	0.0	0.0	0.009	A
			1		528			528	537	0.0	0.0	0.000	A
2	Entry	1	1	3	398	997	0.399	396	408	0.6	0.8	6.284	A
			2	1, 2, (3)	451	997	0.452	448	451	0.5	0.9	6.116	A
	Exit	1	1	(1, 2, 3)	849			849	862	0.0	0.0	0.000	A
			1		511			511	519	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	494	685	0.721	493	491	1.4	1.8	14.424	B
			2	(2), 3	181	685	0.265	181	184	0.3	0.4	6.631	A
	Exit	1	1	(1, 2, 3)	675			675	677	0.0	0.0	0.000	A
			1		637			637	644	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	58	979	0.059	59	64	0.0	0.0	3.771	A
			2	1, 3	99	979	0.101	100	106	0.1	0.1	4.398	A
	Exit	1	1	(1, 2, 3)	157			157	170	0.0	0.0	0.011	A
			1		526			526	532	0.0	0.0	0.000	A
2	Entry	1	1	3	404	999	0.404	406	416	0.8	0.6	6.002	A
			2	1, 2, (3)	432	999	0.432	436	450	0.9	0.6	5.924	A
	Exit	1	1	(1, 2, 3)	836			836	864	0.0	0.0	0.000	A
			1		520			520	523	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	500	687	0.728	492	492	1.8	2.6	14.971	B
			2	(2), 3	187	687	0.273	187	184	0.4	0.4	6.722	A
	Exit	1	1	(1, 2, 3)	687			687	679	0.0	0.0	0.013	A
			1		635			635	657	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	53	1013	0.052	53	49	0.0	0.0	3.744	A
			2	1, 3	83	1013	0.082	83	82	0.1	0.1	4.101	A
	Exit	1	1	(1, 2, 3)	136			136	131	0.0	0.0	0.000	A
			1		432			432	445	0.0	0.0	0.000	A
2	Entry	1	1	3	321	1005	0.320	322	326	0.6	0.4	4.978	A
			2	1, 2, (3)	362	1005	0.360	365	367	0.6	0.4	5.211	A
	Exit	1	1	(1, 2, 3)	683			683	691	0.0	0.0	0.000	A
			1		420			420	421	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	407	700	0.582	406	416	2.6	1.3	11.176	B
			2	(2), 3	131	700	0.188	133	136	0.4	0.2	6.188	A
	Exit	1	1	(1, 2, 3)	539			539	546	0.0	0.0	0.002	A
			1		509			509	510	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	40	1028	0.039	39	41	0.0	0.1	3.691	A
			2	1, 3	74	1028	0.072	74	72	0.1	0.1	4.175	A
	Exit	1	1	(1, 2, 3)	114			114	114	0.0	0.0	0.028	A
			1		360			360	365	0.0	0.0	0.000	A
2	Entry	1	1	3	271	1008	0.269	271	268	0.4	0.3	5.182	A
			2	1, 2, (3)	300	1008	0.298	297	299	0.4	0.6	5.029	A
	Exit	1	1	(1, 2, 3)	572			572	568	0.0	0.0	0.000	A
			1		366			366	370	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	354	713	0.496	355	364	1.3	0.9	9.269	A
			2	(2), 3	116	713	0.162	116	117	0.2	0.1	5.579	A
	Exit	1	1	(1, 2, 3)	470			470	479	0.0	0.0	0.000	A
			1		426			426	428	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	41	10	1147	1029	0.040	41	40	0.0	0.0	3.788	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	74	19	1147	1034	0.072	75	74	0.0	0.1	3.875	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	41	10	-	-	-	41	40	0.0	0.0	0.000	A
				3	74	19	-	-	-	74	74	0.0	0.0	0.027	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	275	69	1033	1008	0.273	274	272	0.0	0.4	4.932	A
			2	1	203	51	1033	1007	0.201	204	208	0.0	0.4	4.882	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	94	24	1033	1008	0.093	94	90	0.0	0.1	4.094	A
		2	1	1	203	51	-	-	-	203	210	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	368	92	-	-	-	368	364	0.0	0.0	0.000	A
3	Entry	1	1	1	145	36	777	717	0.203	146	149	0.0	0.5	9.241	A
				2	205	51	777	717	0.285	207	203	0.0	0.3	8.344	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	106	26	777	718	0.147	105	109	0.0	0.2	5.583	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	145	36	-	-	-	145	150	0.0	0.0	0.000	A
				2	310	78	-	-	-	310	314	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	42	11	1147	1009	0.042	42	47	0.0	0.0	3.686	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	84	21	1147	1009	0.083	84	86	0.1	0.1	4.072	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	42	11	-	-	-	42	47	0.0	0.0	0.000	A
				3	84	21	-	-	-	84	86	0.0	0.0	0.000	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	335	84	1033	1005	0.333	336	333	0.4	0.6	5.482	A
			2	1	255	64	1033	1005	0.254	256	255	0.4	0.3	5.495	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	99	25	1033	1005	0.098	98	104	0.1	0.1	4.630	A
		2	1	1	255	64	-	-	-	255	255	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	433	108	-	-	-	433	438	0.0	0.0	0.000	A
3	Entry	1	1	1	176	44	777	702	0.251	178	181	0.5	0.6	12.297	B
				2	232	58	777	702	0.330	233	233	0.3	0.7	11.013	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	142	36	777	703	0.202	140	142	0.2	0.3	6.003	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	176	44	-	-	-	176	182	0.0	0.0	0.000	A
				2	374	94	-	-	-	374	378	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	52	13	1147	980	0.053	52	58	0.0	0.0	4.014	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	106	26	1147	978	0.108	106	107	0.1	0.1	4.341	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	52	13	-	-	-	52	58	0.0	0.0	0.000	A
				3	105	26	-	-	-	106	107	0.0	0.0	0.015	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	398	100	1033	998	0.399	396	408	0.6	0.8	6.284	A
			2	1	315	79	1033	998	0.315	313	322	0.3	0.6	6.488	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	136	34	1033	998	0.137	135	129	0.1	0.3	5.092	A
		2	1	1	315	79	-	-	-	315	323	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	535	134	-	-	-	535	538	0.0	0.0	0.000	A
3	Entry	1	1	1	214	54	777	684	0.313	215	214	0.6	0.8	15.166	C
				2	280	70	777	684	0.409	278	277	0.7	1.0	13.850	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	181	45	777	684	0.265	181	184	0.3	0.4	6.631	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	214	54	-	-	-	214	215	0.0	0.0	0.000	A
				2	461	115	-	-	-	461	462	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	58	15	1147	983	0.059	59	64	0.0	0.0	3.771	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	99	25	1147	980	0.101	100	106	0.1	0.1	4.398	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	58	15	-	-	-	58	64	0.0	0.0	0.000	A
				3	99	25	-	-	-	99	106	0.0	0.0	0.018	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	404	101	1033	999	0.404	406	416	0.8	0.6	6.002	A
			2	1	304	76	1033	1000	0.304	307	315	0.6	0.5	6.308	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	128	32	1033	998	0.128	129	135	0.3	0.1	4.924	A
		2	1	1	304	76	-	-	-	304	315	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	532	133	-	-	-	532	549	0.0	0.0	0.000	A
3	Entry	1	1	1	222	56	777	686	0.324	219	217	0.8	1.2	15.744	C
				2	278	69	777	686	0.404	274	275	1.0	1.4	14.360	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	187	47	777	686	0.273	187	184	0.4	0.4	6.722	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	222	56	-	-	-	222	219	0.0	0.0	0.019	A
				2	465	116	-	-	-	465	460	0.0	0.0	0.010	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	53	13	1147	1017	0.052	53	49	0.0	0.0	3.744	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	83	21	1147	1017	0.081	83	82	0.1	0.1	4.101	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	53	13	-	-	-	53	49	0.0	0.0	0.000	A
				3	83	21	-	-	-	83	82	0.0	0.0	0.000	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	321	80	1033	1005	0.320	322	326	0.6	0.4	4.978	A
			2	1	258	65	1033	1005	0.257	261	265	0.5	0.3	5.467	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	104	26	1033	1004	0.104	104	102	0.1	0.1	4.468	A
		2	1	1	258	65	-	-	-	258	264	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	426	106	-	-	-	426	427	0.0	0.0	0.000	A
3	Entry	1	1	1	170	43	777	701	0.243	171	180	1.2	0.6	12.006	B
				2	237	59	777	699	0.339	235	236	1.4	0.7	10.545	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	131	33	777	701	0.187	133	136	0.4	0.2	6.188	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	170	43	-	-	-	170	177	0.0	0.0	0.003	A
				2	368	92	-	-	-	368	369	0.0	0.0	0.001	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	40	10	1147	1029	0.039	39	41	0.0	0.1	3.691	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	74	18	1147	1027	0.072	74	72	0.1	0.1	4.175	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	40	10	-	-	-	40	42	0.0	0.0	0.000	A
				3	74	18	-	-	-	74	72	0.0	0.0	0.045	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	271	68	1033	1008	0.269	271	268	0.4	0.3	5.182	A
			2	1	218	55	1033	1008	0.216	216	212	0.3	0.5	5.297	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	82	21	1033	1008	0.082	81	87	0.1	0.1	4.323	A
		2	1	1	218	55	-	-	-	218	213	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	354	88	-	-	-	354	355	0.0	0.0	0.000	A
3	Entry	1	1	1	143	36	777	714	0.201	144	153	0.6	0.4	9.779	A
				2	211	53	777	714	0.295	211	212	0.7	0.5	8.902	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	116	29	777	714	0.162	116	117	0.2	0.1	5.579	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	143	36	-	-	-	143	152	0.0	0.0	0.000	A
				2	326	82	-	-	-	326	327	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | WoD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A453/EMA Roundabout	Standard Roundabout		1, 2, 3	6.61	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.61	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2038	WoD Flows	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	462	100.000
2		ONE HOUR	✓	726	100.000
3		ONE HOUR	✓	425	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	166	296
	2	136	0	590
	3	169	256	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1	2	3
	1	0	1	0
	2	3	0	4
	3	2	3	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.35	4.83	0.9	A	425	638
2	0.46	6.63	1.6	A	670	1006
3	0.46	8.49	1.3	A	392	588

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	349	87	184	1478	0.236	350	349	233	0.0	0.4	4.120	A
2	527	132	229	1843	0.286	527	538	304	0.0	0.7	5.180	A
3	318	80	99	1078	0.295	318	324	657	0.0	0.6	6.689	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	418	105	230	1523	0.275	417	423	277	0.4	0.6	4.454	A
2	648	162	269	1841	0.352	646	659	378	0.7	1.0	5.604	A
3	383	96	123	1080	0.354	384	390	792	0.6	0.7	7.588	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	519	130	283	1466	0.354	515	521	349	0.6	0.9	4.763	A
2	819	205	329	1792	0.457	815	813	468	1.0	1.6	6.165	A
3	475	119	156	1057	0.450	476	476	989	0.7	0.9	8.491	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	504	126	293	1541	0.327	505	518	333	0.9	0.5	4.834	A
2	825	206	323	1794	0.460	829	812	475	1.6	1.4	6.629	A
3	474	118	150	1040	0.455	476	471	1002	0.9	1.3	8.313	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	417	104	242	1534	0.272	419	426	269	0.5	0.4	4.511	A
2	647	162	268	1793	0.361	643	659	393	1.4	1.3	5.690	A
3	390	97	119	1093	0.357	392	391	792	1.3	0.7	7.966	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	345	86	186	1591	0.217	343	354	231	0.4	0.5	4.130	A
2	557	139	220	1896	0.294	559	563	309	1.3	0.7	5.178	A
3	312	78	104	1084	0.288	312	324	674	0.7	0.6	6.640	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	121	1080	0.112	120	123	0.0	0.3	3.783	A
			2	1, 3	228	1080	0.211	229	226	0.0	0.1	4.223	A
	Exit	1	1	(1, 2, 3)	349			349	351	0.0	0.0	0.052	A
			1		233			233	234	0.0	0.0	0.000	A
2	Entry	1	1	3	310	956	0.324	309	318	0.0	0.5	5.472	A
			2	1, 2, (3)	217	956	0.227	218	220	0.0	0.2	4.760	A
	Exit	1	1	(1, 2, 3)	527			527	541	0.0	0.0	0.000	A
			1		304			304	315	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	257	748	0.343	256	263	0.0	0.5	6.981	A
			2	(2), 3	62	748	0.083	62	61	0.0	0.1	5.418	A
	Exit	1	1	(1, 2, 3)	318			318	326	0.0	0.0	0.000	A
			1		657			657	662	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	150	1063	0.141	148	154	0.3	0.3	4.077	A
			2	1, 3	268	1063	0.252	269	268	0.1	0.3	4.576	A
	Exit	1	1	(1, 2, 3)	418			418	424	0.0	0.0	0.059	A
			1		277			277	277	0.0	0.0	0.000	A
2	Entry	1	1	3	375	943	0.398	376	387	0.5	0.6	5.978	A
			2	1, 2, (3)	273	943	0.289	271	272	0.2	0.4	5.077	A
	Exit	1	1	(1, 2, 3)	648			648	661	0.0	0.0	0.000	A
			1		378			378	389	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	310	740	0.418	311	313	0.5	0.6	8.157	A
			2	(2), 3	73	740	0.098	73	77	0.1	0.1	5.249	A
	Exit	1	1	(1, 2, 3)	383			383	390	0.0	0.0	0.000	A
			1		792			792	806	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	187	1044	0.179	185	191	0.3	0.3	4.353	A
			2	1, 3	331	1044	0.317	329	330	0.3	0.6	4.799	A
	Exit	1	1	(1, 2, 3)	519			518	523	0.0	0.0	0.127	A
			1		349			349	339	0.0	0.0	0.000	A
2	Entry	1	1	3	464	923	0.503	460	468	0.6	1.1	6.617	A
			2	1, 2, (3)	355	923	0.384	355	345	0.4	0.5	5.557	A
	Exit	1	1	(1, 2, 3)	819			819	816	0.0	0.0	0.000	A
			1		468			468	478	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	375	731	0.514	376	373	0.6	0.8	9.390	A
			2	(2), 3	100	731	0.136	100	103	0.1	0.2	5.217	A
	Exit	1	1	(1, 2, 3)	475			475	477	0.0	0.0	0.000	A
			1		989			989	993	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	182	1040	0.175	182	189	0.3	0.2	4.233	A
			2	1, 3	322	1040	0.309	323	329	0.6	0.3	4.937	A
	Exit	1	1	(1, 2, 3)	504			504	517	0.0	0.0	0.151	A
			1		333			333	338	0.0	0.0	0.000	A
2	Entry	1	1	3	476	925	0.514	481	470	1.1	0.8	7.260	A
			2	1, 2, (3)	349	925	0.378	348	343	0.5	0.6	5.761	A
	Exit	1	1	(1, 2, 3)	825			825	812	0.0	0.0	0.002	A
			1		475			475	471	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	372	733	0.508	374	373	0.8	1.1	9.059	A
			2	(2), 3	102	733	0.139	102	98	0.2	0.1	5.455	A
	Exit	1	1	(1, 2, 3)	474			474	473	0.0	0.0	0.000	A
			1		1002			1002	993	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	151	1059	0.142	151	155	0.2	0.1	3.904	A
			2	1, 3	266	1059	0.251	268	271	0.3	0.3	4.655	A
	Exit	1	1	(1, 2, 3)	417			417	426	0.0	0.0	0.126	A
			1		269			269	276	0.0	0.0	0.000	A
2	Entry	1	1	3	380	943	0.403	379	385	0.8	0.8	6.077	A
			2	1, 2, (3)	267	943	0.283	263	274	0.6	0.5	5.151	A
	Exit	1	1	(1, 2, 3)	647			647	659	0.0	0.0	0.000	A
			1		393			393	392	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	314	742	0.424	316	314	1.1	0.6	8.560	A
			2	(2), 3	75	742	0.101	76	78	0.1	0.1	5.565	A
	Exit	1	1	(1, 2, 3)	390			390	389	0.0	0.0	0.000	A
			1		792			792	809	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	124	1080	0.115	123	126	0.1	0.2	3.801	A
			2	1, 3	221	1080	0.205	220	228	0.3	0.3	4.250	A
	Exit	1	1	(1, 2, 3)	345			345	355	0.0	0.0	0.039	A
			1		231			231	234	0.0	0.0	0.000	A
2	Entry	1	1	3	331	959	0.345	332	332	0.8	0.5	5.618	A
			2	1, 2, (3)	226	959	0.236	227	230	0.5	0.3	4.546	A
	Exit	1	1	(1, 2, 3)	557			557	561	0.0	0.0	0.000	A
			1		309			309	320	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	254	746	0.341	254	261	0.6	0.6	6.974	A
			2	(2), 3	58	746	0.078	59	63	0.1	0.0	5.257	A
	Exit	1	1	(1, 2, 3)	312			312	323	0.0	0.0	0.000	A
			1		674			674	686	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	121	30	1147	1078	0.112	120	123	0.0	0.3	3.783	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	228	57	1147	1080	0.211	229	226	0.0	0.1	4.223	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	121	30	-	-	-	121	124	0.0	0.0	0.024	A
				3	228	57	-	-	-	228	227	0.0	0.0	0.066	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	310	77	1033	956	0.324	309	318	0.0	0.5	5.472	A
			2	1	98	25	1033	957	0.102	99	102	0.0	0.1	4.986	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	119	30	1033	956	0.125	119	118	0.0	0.1	4.563	A
		2	1	1	98	25	-	-	-	98	102	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	429	107	-	-	-	429	438	0.0	0.0	0.000	A
3	Entry	1	1	1	134	33	777	748	0.179	134	132	0.0	0.3	7.267	A
				2	123	31	777	748	0.165	122	131	0.0	0.3	6.690	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	62	15	777	747	0.083	62	61	0.0	0.1	5.418	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	134	33	-	-	-	134	133	0.0	0.0	0.000	A
				2	185	46	-	-	-	185	194	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	150	38	1147	1064	0.141	148	154	0.3	0.3	4.077	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	268	67	1147	1064	0.252	269	268	0.1	0.3	4.576	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	150	38	-	-	-	150	154	0.0	0.0	0.023	A
				3	268	67	-	-	-	268	269	0.0	0.0	0.080	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	375	94	1033	944	0.398	376	387	0.5	0.6	5.978	A
			2	1	124	31	1033	944	0.132	123	122	0.1	0.2	5.582	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	148	37	1033	944	0.157	148	150	0.1	0.2	4.659	A
		2	1	1	124	31	-	-	-	124	123	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	524	131	-	-	-	524	538	0.0	0.0	0.000	A
3	Entry	1	1	1	153	38	777	741	0.207	154	155	0.3	0.3	8.506	A
				2	156	39	777	742	0.211	157	158	0.3	0.3	7.813	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	73	18	777	741	0.098	73	77	0.1	0.1	5.249	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	153	38	-	-	-	153	155	0.0	0.0	0.000	A
				2	230	57	-	-	-	230	235	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	187	47	1147	1045	0.179	185	191	0.3	0.3	4.353	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	331	83	1147	1044	0.317	329	330	0.3	0.6	4.799	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	187	47	-	-	-	187	191	0.0	0.0	0.102	A
				3	332	83	-	-	-	331	331	0.0	0.0	0.141	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	464	116	1033	923	0.502	460	468	0.6	1.1	6.617	A
			2	1	154	39	1033	920	0.167	156	150	0.2	0.2	6.159	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	200	50	1033	922	0.217	199	195	0.2	0.3	5.090	A
		2	1	1	154	39	-	-	-	154	150	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	664	166	-	-	-	664	665	0.0	0.0	0.000	A
3	Entry	1	1	1	194	48	777	731	0.265	193	189	0.3	0.5	9.807	A
				2	182	45	777	731	0.249	183	184	0.3	0.3	8.956	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	100	25	777	731	0.136	100	103	0.1	0.2	5.217	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	194	48	-	-	-	194	190	0.0	0.0	0.000	A
				2	282	70	-	-	-	282	287	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	182	46	1147	1041	0.175	182	189	0.3	0.2	4.233	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	322	80	1147	1041	0.309	323	329	0.6	0.3	4.937	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	182	46	-	-	-	182	189	0.0	0.0	0.108	A
				3	322	81	-	-	-	322	328	0.0	0.0	0.176	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	476	119	1033	925	0.514	481	470	1.1	0.8	7.260	A
			2	1	149	37	1033	925	0.161	150	149	0.2	0.3	6.277	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	199	50	1033	925	0.215	198	194	0.3	0.4	5.362	A
		2	1	1	149	37	-	-	-	149	149	0.0	0.0	0.003	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	675	169	-	-	-	675	663	0.0	0.0	0.002	A
3	Entry	1	1	1	185	46	777	733	0.252	183	190	0.5	0.6	9.488	A
				2	187	47	777	733	0.255	191	183	0.3	0.5	8.610	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	102	26	777	733	0.139	102	98	0.2	0.1	5.455	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	185	46	-	-	-	185	190	0.0	0.0	0.000	A
				2	289	72	-	-	-	289	282	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	151	38	1147	1058	0.143	151	155	0.2	0.1	3.904	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	266	67	1147	1059	0.251	268	271	0.3	0.3	4.655	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	151	38	-	-	-	151	154	0.0	0.0	0.081	A
				3	266	66	-	-	-	266	271	0.0	0.0	0.152	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	380	95	1033	943	0.403	379	385	0.8	0.8	6.077	A
			2	1	121	30	1033	942	0.129	119	122	0.3	0.3	5.604	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	146	37	1033	942	0.155	145	152	0.4	0.2	4.781	A
		2	1	1	121	30	-	-	-	121	122	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	526	131	-	-	-	526	537	0.0	0.0	0.000	A
3	Entry	1	1	1	149	37	777	742	0.201	150	154	0.6	0.3	8.879	A
				2	166	41	777	742	0.224	166	160	0.5	0.3	8.249	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	75	19	777	741	0.101	76	78	0.1	0.1	5.565	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	149	37	-	-	-	149	153	0.0	0.0	0.000	A
				2	241	60	-	-	-	241	236	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	124	31	1147	1078	0.115	123	126	0.1	0.2	3.801	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	221	55	1147	1079	0.205	220	228	0.3	0.3	4.250	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	124	31	-	-	-	124	126	0.0	0.0	0.022	A
				3	221	55	-	-	-	221	228	0.0	0.0	0.049	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	331	83	1033	960	0.344	332	332	0.8	0.5	5.618	A
			2	1	105	26	1033	958	0.110	104	105	0.3	0.2	4.815	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	121	30	1033	959	0.126	122	126	0.2	0.0	4.318	A
		2	1	1	105	26	-	-	-	105	105	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	452	113	-	-	-	452	456	0.0	0.0	0.000	A
3	Entry	1	1	1	128	32	777	746	0.171	127	129	0.3	0.3	7.243	A
				2	126	32	777	746	0.169	127	131	0.3	0.2	6.707	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	58	15	777	746	0.078	59	63	0.1	0.0	5.257	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	128	32	-	-	-	128	129	0.0	0.0	0.000	A
				2	184	46	-	-	-	184	194	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | WD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A453/EMA Roundabout	Standard Roundabout		1, 2, 3	9.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2038	WD Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	145	100.000
2		ONE HOUR	✓	681	100.000
3		ONE HOUR	✓	649	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	0	55	90
	2	277	0	404
	3	215	434	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1	2	3
	1	0	0	6
	2	0	0	11
	3	0	0	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.12	4.15	0.3	A	135	202
2	0.39	5.77	1.4	A	623	935
3	0.73	15.15	3.2	C	602	904

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	117	29	343	1510	0.077	117	117	370	0.0	0.2	4.134	A
2	498	125	73	1969	0.253	498	515	387	0.0	0.9	4.880	A
3	508	127	200	1127	0.451	512	495	371	0.0	0.9	8.207	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	125	31	394	1442	0.087	125	133	438	0.2	0.1	4.060	A
2	618	155	74	1988	0.311	615	624	444	0.9	1.1	5.229	A
3	587	147	248	1058	0.555	585	580	443	0.9	1.9	9.749	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	165	41	486	1411	0.117	163	165	535	0.1	0.3	4.135	A
2	762	191	105	1975	0.386	758	760	545	1.1	1.4	5.688	A
3	727	182	302	997	0.729	720	707	561	1.9	3.2	15.015	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	169	42	483	1416	0.119	170	170	547	0.3	0.2	4.149	A
2	751	188	105	1969	0.381	748	741	548	1.4	1.3	5.772	A
3	720	180	310	1005	0.716	720	729	542	3.2	3.1	15.146	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	127	32	395	1439	0.088	128	132	440	0.2	0.1	4.020	A
2	601	150	79	1989	0.302	603	623	445	1.3	0.9	5.028	A
3	588	147	245	1040	0.566	591	591	438	3.1	1.7	11.289	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	106	27	333	1488	0.071	105	118	357	0.1	0.2	3.846	A
2	510	128	66	1955	0.261	509	519	372	0.9	0.8	4.717	A
3	484	121	202	1062	0.456	488	482	373	1.7	1.1	8.230	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	44	1022	0.043	44	44	0.0	0.0	3.779	A
			2	1, 3	73	1022	0.071	73	73	0.0	0.1	4.356	A
	Exit	1	1	(1, 2, 3)	117			117	118	0.0	0.0	0.005	A
			1		370			370	371	0.0	0.0	0.000	A
2	Entry	1	1	3	229	1008	0.227	227	232	0.0	0.5	4.991	A
			2	1, 2, (3)	269	1008	0.267	271	283	0.0	0.4	4.795	A
	Exit	1	1	(1, 2, 3)	498			498	518	0.0	0.0	0.000	A
			1		387			387	377	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	392	718	0.546	396	380	0.0	0.8	9.061	A
			2	(2), 3	116	718	0.162	116	115	0.0	0.2	5.371	A
	Exit	1	1	(1, 2, 3)	508			508	499	0.0	0.0	0.000	A
			1		371			371	379	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	50	1004	0.050	50	50	0.0	0.0	3.946	A
			2	1, 3	75	1004	0.074	74	83	0.1	0.1	4.107	A
	Exit	1	1	(1, 2, 3)	125			125	133	0.0	0.0	0.016	A
			1		438			438	440	0.0	0.0	0.000	A
2	Entry	1	1	3	283	1008	0.281	281	282	0.5	0.7	5.335	A
			2	1, 2, (3)	335	1008	0.333	335	341	0.4	0.4	5.148	A
	Exit	1	1	(1, 2, 3)	618			618	625	0.0	0.0	0.000	A
			1		444			444	441	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	441	704	0.626	439	436	0.8	1.6	11.035	B
			2	(2), 3	147	704	0.208	145	144	0.2	0.3	5.830	A
	Exit	1	1	(1, 2, 3)	587			587	583	0.0	0.0	0.000	A
			1		443			443	455	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	60	970	0.061	59	63	0.0	0.1	3.662	A
			2	1, 3	105	970	0.108	105	102	0.1	0.2	4.414	A
	Exit	1	1	(1, 2, 3)	165			165	166	0.0	0.0	0.023	A
			1		535			535	540	0.0	0.0	0.000	A
2	Entry	1	1	3	352	998	0.353	350	346	0.7	0.7	5.652	A
			2	1, 2, (3)	410	998	0.411	408	414	0.4	0.7	5.716	A
	Exit	1	1	(1, 2, 3)	762			762	761	0.0	0.0	0.000	A
			1		545			545	536	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	525	688	0.764	518	515	1.6	2.9	17.940	C
			2	(2), 3	203	688	0.294	202	192	0.3	0.3	6.519	A
	Exit	1	1	(1, 2, 3)	727			728	713	0.0	0.0	0.158	A
			1		561			561	557	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	64	971	0.066	65	65	0.1	0.0	4.193	A
			2	1, 3	105	971	0.108	105	105	0.2	0.1	4.095	A
	Exit	1	1	(1, 2, 3)	169			169	170	0.0	0.0	0.016	A
			1		547			547	549	0.0	0.0	0.000	A
2	Entry	1	1	3	339	998	0.339	338	335	0.7	0.6	5.739	A
			2	1, 2, (3)	413	998	0.413	410	405	0.7	0.7	5.797	A
	Exit	1	1	(1, 2, 3)	751			751	740	0.0	0.0	0.000	A
			1		548			548	550	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	526	686	0.767	529	531	2.9	2.6	18.261	C
			2	(2), 3	193	686	0.281	191	198	0.3	0.3	6.568	A
	Exit	1	1	(1, 2, 3)	720			718	728	0.0	0.1	0.023	A
			1		542			542	540	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	49	1003	0.049	50	50	0.0	0.0	3.771	A
			2	1, 3	78	1003	0.078	79	82	0.1	0.0	4.140	A
	Exit	1	1	(1, 2, 3)	127			127	132	0.0	0.0	0.024	A
			1		440			440	449	0.0	0.0	0.000	A
2	Entry	1	1	3	273	1006	0.271	276	286	0.6	0.4	5.141	A
			2	1, 2, (3)	327	1006	0.325	328	337	0.7	0.5	4.939	A
	Exit	1	1	(1, 2, 3)	601			601	621	0.0	0.0	0.000	A
			1		445			445	444	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	439	705	0.622	443	442	2.6	1.4	13.078	B
			2	(2), 3	150	705	0.212	149	150	0.3	0.3	6.151	A
	Exit	1	1	(1, 2, 3)	588			588	586	0.1	0.0	0.023	A
			1		438			438	453	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	39	1026	0.038	39	47	0.0	0.0	3.651	A
			2	1, 3	67	1026	0.066	66	71	0.0	0.1	3.982	A
	Exit	1	1	(1, 2, 3)	106			106	119	0.0	0.0	0.000	A
			1		357			357	365	0.0	0.0	0.000	A
2	Entry	1	1	3	238	1011	0.235	236	236	0.4	0.5	4.972	A
			2	1, 2, (3)	273	1011	0.270	274	284	0.5	0.3	4.521	A
	Exit	1	1	(1, 2, 3)	510			510	519	0.0	0.0	0.000	A
			1		372			372	373	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	374	717	0.522	377	368	1.4	1.0	9.075	A
			2	(2), 3	110	717	0.153	111	114	0.3	0.1	5.514	A
	Exit	1	1	(1, 2, 3)	484			484	480	0.0	0.0	0.000	A
			1		373			373	381	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	44	11	1147	1024	0.043	44	44	0.0	0.0	3.779	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	73	18	1147	1027	0.071	73	73	0.0	0.1	4.356	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	44	11	-	-	-	44	45	0.0	0.0	0.000	A
				3	73	18	-	-	-	73	74	0.0	0.0	0.008	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	229	57	1033	1008	0.227	227	232	0.0	0.5	4.991	A
			2	1	199	50	1033	1009	0.197	200	209	0.0	0.3	4.953	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	71	18	1033	1008	0.070	71	74	0.0	0.1	4.299	A
		2	1	1	199	50	-	-	-	199	210	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	299	75	-	-	-	299	308	0.0	0.0	0.000	A
3	Entry	1	1	1	167	42	777	717	0.233	170	162	0.0	0.4	9.660	A
				2	225	56	777	718	0.313	226	218	0.0	0.4	8.613	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	116	29	777	716	0.162	116	115	0.0	0.2	5.371	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	167	42	-	-	-	167	164	0.0	0.0	0.000	A
				2	341	85	-	-	-	341	335	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	50	12	1147	1002	0.050	50	50	0.0	0.0	3.946	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	75	19	1147	1007	0.074	74	83	0.1	0.1	4.107	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	50	12	-	-	-	50	50	0.0	0.0	0.000	A
				3	75	19	-	-	-	75	82	0.0	0.0	0.027	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	283	71	1033	1008	0.281	281	282	0.5	0.7	5.335	A
			2	1	247	62	1033	1008	0.245	248	251	0.3	0.2	5.387	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	88	22	1033	1007	0.088	87	90	0.1	0.2	4.412	A
		2	1	1	247	62	-	-	-	247	251	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
3	Entry	1	1	1	189	47	777	704	0.268	191	189	0.4	0.6	11.671	B
				2	252	63	777	704	0.358	249	247	0.4	1.0	10.552	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	147	37	777	704	0.208	145	144	0.2	0.3	5.830	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	189	47	-	-	-	189	190	0.0	0.0	0.000	A
				2	399	100	-	-	-	399	394	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	60	15	1147	971	0.061	59	63	0.0	0.1	3.662	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	105	26	1147	972	0.108	105	102	0.1	0.2	4.414	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	60	15	-	-	-	60	64	0.0	0.0	0.006	A
				3	105	26	-	-	-	105	102	0.0	0.0	0.035	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	352	88	1033	998	0.353	350	346	0.7	0.7	5.652	A
			2	1	303	76	1033	998	0.304	302	305	0.2	0.6	6.078	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	108	27	1033	999	0.108	106	109	0.2	0.2	4.585	A
		2	1	1	303	76	-	-	-	303	306	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	459	115	-	-	-	459	455	0.0	0.0	0.000	A
3	Entry	1	1	1	235	59	777	689	0.341	233	235	0.6	1.3	18.984	C
				2	291	73	777	687	0.423	284	280	1.0	1.6	17.060	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	203	51	777	688	0.294	202	192	0.3	0.3	6.519	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	234	59	-	-	-	235	238	0.0	0.0	0.184	A
				2	492	123	-	-	-	493	475	0.0	0.0	0.145	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	64	16	1147	972	0.066	65	65	0.1	0.0	4.193	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	105	26	1147	971	0.108	105	105	0.2	0.1	4.095	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	64	16	-	-	-	64	65	0.0	0.0	0.022	A
				3	105	26	-	-	-	105	105	0.0	0.0	0.012	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	339	85	1033	998	0.339	338	335	0.7	0.6	5.739	A
			2	1	313	78	1033	998	0.313	310	305	0.6	0.6	6.033	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	100	25	1033	998	0.100	100	100	0.2	0.1	5.004	A
		2	1	1	313	78	-	-	-	313	306	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	439	110	-	-	-	439	435	0.0	0.0	0.000	A
3	Entry	1	1	1	237	59	777	685	0.345	237	244	1.3	1.3	19.153	C
				2	289	72	777	685	0.422	292	287	1.6	1.3	17.501	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	193	48	777	685	0.281	191	198	0.3	0.3	6.568	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	237	59	-	-	-	237	244	0.0	0.0	0.026	A
				2	483	121	-	-	-	482	484	0.0	0.1	0.022	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	49	12	1147	1005	0.049	50	50	0.0	0.0	3.771	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	78	19	1147	1004	0.078	79	82	0.1	0.0	4.140	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	49	12	-	-	-	49	50	0.0	0.0	0.022	A
				3	78	19	-	-	-	78	82	0.0	0.0	0.026	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	273	68	1033	1007	0.271	276	286	0.6	0.4	5.141	A
			2	1	244	61	1033	1007	0.242	245	252	0.6	0.4	5.132	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	83	21	1033	1006	0.083	84	85	0.1	0.1	4.309	A
		2	1	1	244	61	-	-	-	244	251	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	358	89	-	-	-	358	370	0.0	0.0	0.000	A
3	Entry	1	1	1	192	48	777	705	0.272	196	197	1.3	0.5	13.817	B
				2	247	62	777	705	0.350	247	245	1.3	0.9	12.489	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	150	37	777	705	0.212	149	150	0.3	0.3	6.151	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	192	48	-	-	-	192	194	0.0	0.0	0.003	A
				2	397	99	-	-	-	397	392	0.1	0.0	0.033	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	39	10	1147	1029	0.038	39	47	0.0	0.0	3.651	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	67	17	1147	1027	0.066	66	71	0.0	0.1	3.982	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	39	10	-	-	-	39	47	0.0	0.0	0.000	A
				3	67	17	-	-	-	67	72	0.0	0.0	0.000	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	238	59	1033	1011	0.235	236	236	0.4	0.5	4.972	A
			2	1	201	50	1033	1011	0.199	202	209	0.4	0.2	4.692	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	72	18	1033	1011	0.071	72	75	0.1	0.1	3.994	A
		2	1	1	201	50	-	-	-	201	208	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	310	77	-	-	-	310	311	0.0	0.0	0.000	A
3	Entry	1	1	1	154	39	777	718	0.215	155	156	0.5	0.5	9.447	A
				2	220	55	777	717	0.307	222	212	0.9	0.5	8.799	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	110	27	777	717	0.153	111	114	0.3	0.1	5.514	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	154	39	-	-	-	154	156	0.0	0.0	0.000	A
				2	330	83	-	-	-	330	324	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | WD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A453/EMA Roundabout	Standard Roundabout		1, 2, 3	6.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2038	WD Flows	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	488	100.000
2		ONE HOUR	✓	801	100.000
3		ONE HOUR	✓	375	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	167	321
	2	144	0	657
	3	154	221	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
	1	2	3	
	1	0	5	0
	2	6	0	6
	3	2	6	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.37	5.01	0.8	A	449	673
2	0.50	7.23	2.0	A	740	1110
3	0.40	8.12	1.0	A	344	515

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	364	91	170	1542	0.236	363	367	231	0.0	0.5	4.194	A
2	613	153	244	1820	0.337	611	602	289	0.0	1.0	5.351	A
3	285	71	117	1078	0.264	284	276	737	0.0	0.5	6.617	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	448	112	195	1506	0.297	449	450	264	0.5	0.5	4.534	A
2	725	181	296	1851	0.392	722	721	348	1.0	1.5	6.021	A
3	332	83	127	1022	0.325	332	343	890	0.5	0.6	7.049	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	545	136	245	1488	0.366	543	542	339	0.5	0.8	4.932	A
2	885	221	362	1760	0.503	882	887	426	1.5	1.9	7.056	A
3	423	106	162	1049	0.403	422	424	1082	0.6	1.0	8.120	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	538	135	237	1454	0.370	538	538	332	0.8	0.7	5.009	A
2	892	223	356	1771	0.503	888	888	418	1.9	2.0	7.234	A
3	408	102	159	1038	0.393	410	421	1085	1.0	0.9	8.056	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	435	109	198	1524	0.285	434	444	262	0.7	0.5	4.521	A
2	734	184	285	1841	0.399	737	744	348	2.0	1.1	6.176	A
3	334	84	126	1035	0.323	334	342	896	0.9	0.8	7.044	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	363	91	164	1518	0.239	362	374	220	0.5	0.4	4.197	A
2	592	148	240	1906	0.310	592	607	286	1.1	0.8	5.312	A
3	279	70	105	1066	0.261	279	288	727	0.8	0.4	6.674	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	119	1085	0.110	119	124	0.0	0.1	3.882	A
			2	1, 3	245	1085	0.226	244	244	0.0	0.3	4.274	A
	Exit	1	1	(1, 2, 3)	364			364	369	0.0	0.0	0.048	A
			1		231			231	219	0.0	0.0	0.000	A
2	Entry	1	1	3	357	952	0.375	357	353	0.0	0.6	5.693	A
			2	1, 2, (3)	256	952	0.269	253	249	0.0	0.5	4.868	A
	Exit	1	1	(1, 2, 3)	613			613	606	0.0	0.0	0.000	A
			1		289			289	289	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	232	742	0.313	231	225	0.0	0.5	6.901	A
			2	(2), 3	53	742	0.071	53	50	0.0	0.1	5.324	A
	Exit	1	1	(1, 2, 3)	285			285	278	0.0	0.0	0.000	A
			1		737			737	737	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	153	1076	0.142	153	151	0.1	0.2	4.092	A
			2	1, 3	295	1076	0.274	296	298	0.3	0.3	4.585	A
	Exit	1	1	(1, 2, 3)	448			448	450	0.0	0.0	0.111	A
			1		264			264	271	0.0	0.0	0.000	A
2	Entry	1	1	3	432	934	0.462	427	422	0.6	1.1	6.383	A
			2	1, 2, (3)	294	934	0.314	295	299	0.5	0.4	5.509	A
	Exit	1	1	(1, 2, 3)	725			725	723	0.0	0.0	0.000	A
			1		348			348	353	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	269	739	0.364	268	278	0.5	0.5	7.461	A
			2	(2), 3	64	739	0.086	64	66	0.1	0.0	5.262	A
	Exit	1	1	(1, 2, 3)	332			332	344	0.0	0.0	0.000	A
			1		890			890	890	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	182	1058	0.172	181	181	0.2	0.2	4.374	A
			2	1, 3	363	1058	0.343	362	361	0.3	0.5	4.943	A
	Exit	1	1	(1, 2, 3)	545			545	543	0.0	0.0	0.174	A
			1		339			339	331	0.0	0.0	0.000	A
2	Entry	1	1	3	509	912	0.558	505	512	1.1	1.2	7.838	A
			2	1, 2, (3)	377	912	0.413	376	376	0.4	0.6	5.975	A
	Exit	1	1	(1, 2, 3)	885			885	889	0.0	0.0	0.006	A
			1		426			426	431	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	337	729	0.463	338	340	0.5	0.8	8.769	A
			2	(2), 3	86	729	0.117	85	84	0.0	0.2	5.459	A
	Exit	1	1	(1, 2, 3)	423			423	425	0.0	0.0	0.000	A
			1		1082			1082	1090	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	181	1061	0.171	182	185	0.2	0.2	4.387	A
			2	1, 3	357	1061	0.337	356	354	0.5	0.5	5.010	A
	Exit	1	1	(1, 2, 3)	538			538	538	0.0	0.0	0.206	A
			1		332			332	332	0.0	0.0	0.000	A
2	Entry	1	1	3	513	914	0.562	510	510	1.2	1.4	7.998	A
			2	1, 2, (3)	378	914	0.414	379	378	0.6	0.6	6.203	A
	Exit	1	1	(1, 2, 3)	892			892	889	0.0	0.0	0.000	A
			1		418			418	431	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	327	730	0.448	328	336	0.8	0.8	8.726	A
			2	(2), 3	81	730	0.112	82	85	0.2	0.1	5.381	A
	Exit	1	1	(1, 2, 3)	408			408	420	0.0	0.0	0.000	A
			1		1085			1085	1085	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	150	1075	0.139	150	151	0.2	0.2	4.103	A
			2	1, 3	286	1075	0.266	285	294	0.5	0.3	4.526	A
	Exit	1	1	(1, 2, 3)	435			435	444	0.0	0.0	0.134	A
			1		262			262	267	0.0	0.0	0.000	A
2	Entry	1	1	3	434	938	0.463	435	438	1.4	0.7	6.635	A
			2	1, 2, (3)	301	938	0.321	302	306	0.6	0.4	5.523	A
	Exit	1	1	(1, 2, 3)	734			734	741	0.0	0.0	0.000	A
			1		348			348	353	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	266	740	0.360	265	274	0.8	0.7	7.444	A
			2	(2), 3	68	740	0.093	68	68	0.1	0.1	5.403	A
	Exit	1	1	(1, 2, 3)	334			334	341	0.0	0.0	0.000	A
			1		896			896	910	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	123	1088	0.113	122	129	0.2	0.2	3.875	A
			2	1, 3	240	1088	0.220	240	245	0.3	0.2	4.271	A
	Exit	1	1	(1, 2, 3)	363			362	373	0.0	0.0	0.059	A
			1		220			220	230	0.0	0.0	0.000	A
2	Entry	1	1	3	351	953	0.368	352	359	0.7	0.4	5.642	A
			2	1, 2, (3)	240	953	0.252	241	248	0.4	0.3	4.840	A
	Exit	1	1	(1, 2, 3)	592			592	606	0.0	0.0	0.000	A
			1		286			286	296	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	226	746	0.302	227	236	0.7	0.4	7.021	A
			2	(2), 3	53	746	0.071	52	52	0.1	0.1	5.086	A
	Exit	1	1	(1, 2, 3)	279			279	287	0.0	0.0	0.000	A
			1		727			727	742	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	119	30	1147	1086	0.110	119	124	0.0	0.1	3.882	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	245	61	1147	1086	0.226	244	244	0.0	0.3	4.274	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	119	30	-	-	-	119	124	0.0	0.0	0.041	A
				3	245	61	-	-	-	245	245	0.0	0.0	0.051	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	357	89	1033	952	0.375	357	353	0.0	0.6	5.693	A
			2	1	118	29	1033	951	0.124	117	108	0.0	0.2	5.284	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	138	35	1033	952	0.145	136	140	0.0	0.3	4.546	A
		2	1	1	118	29	-	-	-	118	109	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	495	124	-	-	-	495	497	0.0	0.0	0.000	A
3	Entry	1	1	1	115	29	777	742	0.155	114	110	0.0	0.3	7.118	A
				2	117	29	777	742	0.158	117	115	0.0	0.2	6.685	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	53	13	777	742	0.071	53	50	0.0	0.1	5.324	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	115	29	-	-	-	115	111	0.0	0.0	0.000	A
				2	170	42	-	-	-	170	166	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	153	38	1147	1076	0.142	153	151	0.1	0.2	4.092	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	295	74	1147	1076	0.274	296	298	0.3	0.3	4.585	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	153	38	-	-	-	153	152	0.0	0.0	0.092	A
				3	295	74	-	-	-	295	298	0.0	0.0	0.120	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	432	108	1033	934	0.462	427	422	0.6	1.1	6.383	A
			2	1	125	31	1033	936	0.134	127	129	0.2	0.1	6.065	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	168	42	1033	934	0.180	168	170	0.3	0.3	5.085	A
		2	1	1	125	31	-	-	-	125	129	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	600	150	-	-	-	600	594	0.0	0.0	0.000	A
3	Entry	1	1	1	138	35	777	738	0.187	137	141	0.3	0.3	7.682	A
				2	131	33	777	739	0.177	131	136	0.2	0.2	7.224	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	64	16	777	739	0.086	64	66	0.1	0.0	5.262	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	138	35	-	-	-	138	142	0.0	0.0	0.000	A
				2	194	48	-	-	-	194	202	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	182	45	1147	1058	0.172	181	181	0.2	0.2	4.374	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	363	91	1147	1058	0.343	362	361	0.3	0.5	4.943	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	182	45	-	-	-	182	181	0.0	0.0	0.164	A
				3	363	91	-	-	-	363	362	0.0	0.0	0.178	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	509	127	1033	912	0.558	505	512	1.1	1.2	7.838	A
			2	1	161	40	1033	913	0.176	162	158	0.1	0.2	6.642	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	215	54	1033	912	0.236	214	218	0.3	0.4	5.494	A
		2	1	1	161	40	-	-	-	161	158	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	724	181	-	-	-	724	730	0.0	0.0	0.007	A
3	Entry	1	1	1	178	44	777	730	0.243	177	174	0.3	0.5	9.051	A
				2	160	40	777	729	0.219	160	166	0.2	0.3	8.464	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	86	21	777	730	0.117	85	84	0.0	0.2	5.459	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	178	44	-	-	-	178	174	0.0	0.0	0.000	A
				2	245	61	-	-	-	245	251	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	181	45	1147	1060	0.171	182	185	0.2	0.2	4.387	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	357	89	1147	1061	0.337	356	354	0.5	0.5	5.010	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	181	45	-	-	-	181	184	0.0	0.0	0.204	A
				3	357	89	-	-	-	357	354	0.0	0.0	0.207	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	513	128	1033	914	0.561	510	510	1.2	1.4	7.998	A
			2	1	158	39	1033	914	0.173	159	157	0.2	0.2	6.851	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	220	55	1033	914	0.241	220	221	0.4	0.4	5.745	A
		2	1	1	158	39	-	-	-	158	157	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	734	183	-	-	-	734	732	0.0	0.0	0.000	A
3	Entry	1	1	1	174	44	777	730	0.239	173	175	0.5	0.5	8.997	A
				2	152	38	777	730	0.209	154	161	0.3	0.3	8.422	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	81	20	777	730	0.112	82	85	0.2	0.1	5.381	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	174	44	-	-	-	174	175	0.0	0.0	0.000	A
				2	234	58	-	-	-	234	246	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	150	37	1147	1076	0.139	150	151	0.2	0.2	4.103	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	286	71	1147	1075	0.266	285	294	0.5	0.3	4.526	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	150	37	-	-	-	150	151	0.0	0.0	0.100	A
				3	285	71	-	-	-	286	293	0.0	0.0	0.151	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	434	108	1033	938	0.462	435	438	1.4	0.7	6.635	A
			2	1	125	31	1033	937	0.133	126	128	0.2	0.2	6.020	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	176	44	1033	939	0.187	176	178	0.4	0.2	5.163	A
		2	1	1	125	31	-	-	-	125	128	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	609	152	-	-	-	609	613	0.0	0.0	0.000	A
3	Entry	1	1	1	136	34	777	739	0.184	136	139	0.5	0.4	7.550	A
				2	130	32	777	740	0.175	130	135	0.3	0.3	7.332	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	68	17	777	740	0.092	68	68	0.1	0.1	5.403	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	136	34	-	-	-	136	139	0.0	0.0	0.000	A
				2	198	50	-	-	-	198	203	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	123	31	1147	1087	0.113	122	129	0.2	0.2	3.875	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	240	60	1147	1087	0.221	240	245	0.3	0.2	4.271	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	123	31	-	-	-	123	129	0.0	0.0	0.054	A
				3	240	60	-	-	-	240	244	0.0	0.0	0.062	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	351	88	1033	953	0.368	352	359	0.7	0.4	5.642	A
			2	1	105	26	1033	953	0.110	105	109	0.2	0.2	5.154	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	135	34	1033	954	0.142	135	139	0.2	0.1	4.591	A
		2	1	1	105	26	-	-	-	105	109	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	487	122	-	-	-	487	496	0.0	0.0	0.000	A
3	Entry	1	1	1	114	28	777	745	0.152	115	121	0.4	0.1	7.090	A
				2	112	28	777	745	0.150	112	115	0.3	0.2	6.946	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	53	13	777	745	0.071	52	52	0.1	0.1	5.086	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	114	28	-	-	-	114	120	0.0	0.0	0.000	A
				2	165	41	-	-	-	165	167	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | 2b WD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A453/EMA Roundabout	Standard Roundabout		1, 2, 3	14.64	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.64	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2028	2b WD Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	135	100.000
2		ONE HOUR	✓	540	100.000
3		ONE HOUR	✓	809	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1	2	3
	1	0	62	73
	2	255	0	285
	3	221	588	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1	2	3
	1	0	1	50
	2	0	0	7
	3	0	0	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.12	5.40	0.2	A	127	190
2	0.32	5.10	1.0	A	494	741
3	0.83	22.54	5.7	C	744	1116

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	105	26	446	1382	0.076	106	105	356	0.0	0.2	4.618	A
2	408	102	57	1901	0.215	407	402	495	0.0	0.5	4.432	A
3	607	152	193	1087	0.558	609	604	270	0.0	1.7	9.925	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	124	31	530	1361	0.091	125	132	422	0.2	0.1	4.961	A
2	481	120	69	1898	0.254	481	489	585	0.5	0.6	4.693	A
3	728	182	227	1119	0.651	725	723	324	1.7	2.8	12.604	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	152	38	663	1340	0.114	154	158	527	0.1	0.2	5.258	A
2	598	150	85	1889	0.317	599	603	732	0.6	1.0	5.028	A
3	904	226	279	1095	0.826	911	890	404	2.8	5.0	19.505	C

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	156	39	653	1316	0.119	157	152	521	0.2	0.2	5.403	A
2	587	147	86	1916	0.306	588	597	723	1.0	0.8	5.098	A
3	899	225	279	1097	0.819	895	891	395	5.0	5.7	22.543	C

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	125	31	527	1381	0.090	125	131	427	0.2	0.1	4.997	A
2	494	124	69	1926	0.257	496	498	582	0.8	0.6	4.597	A
3	719	180	232	1120	0.642	722	742	334	5.7	2.3	13.354	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	98	24	444	1431	0.068	98	109	355	0.1	0.1	4.827	A
2	395	99	50	1883	0.210	396	405	492	0.6	0.5	4.463	A
3	607	152	188	1081	0.561	611	618	258	2.3	1.6	10.045	B

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	49	985	0.050	49	49	0.0	0.1	3.840	A
			2	1, 3	56	985	0.057	57	56	0.0	0.1	5.600	A
	Exit	2	1	(1, 2, 3)	105			105	106	0.0	0.0	0.003	A
			1		356			356	354	0.0	0.0	0.000	A
2	Entry	1	1	3	166	1014	0.163	164	159	0.0	0.2	4.356	A
			2	1, 2, (3)	242	1014	0.239	242	243	0.0	0.3	4.480	A
	Exit	2	1	(1, 2, 3)	408			408	404	0.0	0.0	0.000	A
			1		495			495	490	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	445	720	0.619	446	440	0.0	1.4	11.344	B
			2	(2), 3	161	720	0.224	163	163	0.0	0.3	6.076	A
	Exit	2	1	(1, 2, 3)	607			607	610	0.0	0.0	0.000	A
			1		270			270	267	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	55	954	0.057	55	61	0.1	0.0	3.894	A
			2	1, 3	69	954	0.072	69	71	0.1	0.1	6.324	A
	Exit	2	1	(1, 2, 3)	124			124	131	0.0	0.0	0.004	A
			1		422			422	428	0.0	0.0	0.000	A
2	Entry	1	1	3	199	1010	0.197	198	200	0.2	0.3	4.418	A
			2	1, 2, (3)	283	1010	0.280	283	289	0.3	0.4	4.872	A
	Exit	2	1	(1, 2, 3)	481			481	490	0.0	0.0	0.000	A
			1		585			585	587	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	518	710	0.730	514	518	1.4	2.3	14.926	B
			2	(2), 3	210	710	0.296	210	205	0.3	0.4	6.603	A
	Exit	2	1	(1, 2, 3)	728			728	728	0.0	0.0	0.035	A
			1		324			324	329	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	69	905	0.077	69	71	0.0	0.1	4.328	A
			2	1, 3	83	905	0.091	85	87	0.1	0.1	6.357	A
	Exit	1	1	(1, 2, 3)	152			152	159	0.0	0.0	0.014	A
			1		527			527	526	0.0	0.0	0.000	A
2	Entry	1	1	3	247	1004	0.246	248	245	0.3	0.4	4.740	A
			2	1, 2, (3)	351	1004	0.349	351	358	0.4	0.6	5.214	A
	Exit	1	1	(1, 2, 3)	598			598	604	0.0	0.0	0.000	A
			1		732			732	721	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	618	695	0.889	623	610	2.3	4.1	23.629	C
			2	(2), 3	286	695	0.412	288	280	0.4	0.7	8.420	A
	Exit	1	1	(1, 2, 3)	904			904	898	0.0	0.2	0.608	A
			1		404			404	404	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	70	909	0.077	70	70	0.1	0.1	4.346	A
			2	1, 3	86	909	0.095	86	82	0.1	0.1	6.697	A
	Exit	1	1	(1, 2, 3)	156			156	152	0.0	0.0	0.017	A
			1		521			521	521	0.0	0.0	0.000	A
2	Entry	1	1	3	240	1004	0.239	240	249	0.4	0.3	4.699	A
			2	1, 2, (3)	347	1004	0.346	347	347	0.6	0.5	5.369	A
	Exit	1	1	(1, 2, 3)	587			587	596	0.0	0.0	0.000	A
			1		723			723	717	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	611	695	0.879	609	609	4.1	4.7	27.168	D
			2	(2), 3	288	695	0.415	286	282	0.7	0.8	8.773	A
	Exit	1	1	(1, 2, 3)	899			899	894	0.2	0.2	1.182	A
			1		395			395	401	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	56	955	0.059	55	59	0.1	0.1	4.137	A
			2	1, 3	69	955	0.072	69	72	0.1	0.1	6.000	A
	Exit	1	1	(1, 2, 3)	125			125	131	0.0	0.0	0.021	A
			1		427			427	437	0.0	0.0	0.000	A
2	Entry	1	1	3	202	1010	0.200	203	204	0.3	0.2	4.485	A
			2	1, 2, (3)	293	1010	0.290	293	294	0.5	0.4	4.670	A
	Exit	1	1	(1, 2, 3)	494			494	497	0.0	0.0	0.000	A
			1		582			582	597	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	514	709	0.725	516	526	4.7	2.0	15.761	C
			2	(2), 3	205	709	0.290	206	216	0.8	0.4	6.944	A
	Exit	1	1	(1, 2, 3)	719			719	729	0.2	0.0	0.229	A
			1		334			334	336	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	48	985	0.049	48	50	0.1	0.0	4.003	A
			2	1, 3	50	985	0.050	50	58	0.1	0.1	5.849	A
	Exit	1	1	(1, 2, 3)	98			98	108	0.0	0.0	0.011	A
			1		355			355	361	0.0	0.0	0.000	A
2	Entry	1	1	3	157	1016	0.154	157	164	0.2	0.2	4.395	A
			2	1, 2, (3)	238	1016	0.235	239	241	0.4	0.3	4.507	A
	Exit	1	1	(1, 2, 3)	395			395	404	0.0	0.0	0.000	A
			1		492			492	497	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	443	722	0.614	446	452	2.0	1.3	11.547	B
			2	(2), 3	164	722	0.227	165	166	0.4	0.3	5.976	A
	Exit	1	1	(1, 2, 3)	607			607	615	0.0	0.0	0.000	A
			1		258			258	272	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	49	12	1147	984	0.050	49	49	0.0	0.1	3.840	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	56	14	1147	986	0.057	57	56	0.0	0.1	5.600	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	49	12	-	-	-	49	49	0.0	0.0	0.000	A
				3	56	14	-	-	-	56	57	0.0	0.0	0.008	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	166	41	1033	1014	0.163	164	159	0.0	0.2	4.356	A
			2	1	193	48	1033	1014	0.190	193	192	0.0	0.2	4.601	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	49	12	1033	1013	0.049	49	51	0.0	0.1	3.991	A
		2	1	1	193	48	-	-	-	193	193	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	215	54	-	-	-	215	211	0.0	0.0	0.000	A
3	Entry	1	1	1	163	41	777	719	0.227	163	162	0.0	0.7	12.334	B
				2	283	71	777	720	0.393	283	278	0.0	0.8	10.763	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	161	40	777	719	0.224	163	163	0.0	0.3	6.076	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	163	41	-	-	-	163	165	0.0	0.0	0.000	A
				2	444	111	-	-	-	444	445	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	55	14	1147	957	0.057	55	61	0.1	0.0	3.894	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	69	17	1147	958	0.072	69	71	0.1	0.1	6.324	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	55	14	-	-	-	55	60	0.0	0.0	0.000	A
				3	69	17	-	-	-	69	71	0.0	0.0	0.010	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	199	50	1033	1010	0.197	198	200	0.2	0.3	4.418	A
			2	1	226	57	1033	1009	0.224	227	231	0.2	0.3	5.005	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	56	14	1033	1010	0.056	56	58	0.1	0.1	4.308	A
		2	1	1	226	57	-	-	-	226	231	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	255	64	-	-	-	255	258	0.0	0.0	0.000	A
3	Entry	1	1	1	195	49	777	710	0.275	194	197	0.7	0.9	16.024	C
				2	323	81	777	710	0.455	320	321	0.8	1.5	14.255	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	210	53	777	710	0.296	210	205	0.3	0.4	6.603	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	195	49	-	-	-	195	198	0.0	0.0	0.048	A
				2	533	133	-	-	-	533	530	0.0	0.0	0.031	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	69	17	1147	906	0.077	69	71	0.0	0.1	4.328	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	83	21	1147	905	0.091	85	87	0.1	0.1	6.357	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	69	17	-	-	-	69	71	0.0	0.0	0.001	A
				3	83	21	-	-	-	83	87	0.0	0.0	0.030	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	247	62	1033	1005	0.246	248	245	0.3	0.4	4.740	A
			2	1	280	70	1033	1005	0.278	279	286	0.3	0.5	5.434	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	71	18	1033	1004	0.071	71	72	0.1	0.1	4.275	A
		2	1	1	280	70	-	-	-	280	287	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	318	80	-	-	-	318	317	0.0	0.0	0.000	A
3	Entry	1	1	1	245	61	777	694	0.352	248	240	0.9	1.6	24.681	C
				2	373	93	777	695	0.537	375	370	1.5	2.4	22.943	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	286	72	777	695	0.412	288	280	0.4	0.7	8.420	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	245	61	-	-	-	245	243	0.0	0.1	0.584	A
				2	659	165	-	-	-	659	655	0.0	0.1	0.616	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	70	18	1147	908	0.077	70	70	0.1	0.1	4.346	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	86	22	1147	910	0.095	86	82	0.1	0.1	6.697	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	70	18	-	-	-	70	70	0.0	0.0	0.001	A
				3	86	22	-	-	-	86	82	0.0	0.0	0.036	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	240	60	1033	1004	0.239	240	249	0.4	0.3	4.699	A
			2	1	279	70	1033	1004	0.278	279	277	0.5	0.4	5.544	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	68	17	1033	1004	0.068	68	70	0.1	0.1	4.628	A
		2	1	1	279	70	-	-	-	279	277	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	308	77	-	-	-	308	319	0.0	0.0	0.000	A
3	Entry	1	1	1	245	61	777	694	0.353	242	244	1.6	2.2	28.737	D
				2	366	92	777	695	0.527	367	365	2.4	2.6	26.111	D
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	288	72	777	694	0.415	286	282	0.7	0.8	8.773	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	245	61	-	-	-	245	246	0.1	0.1	1.188	A
				2	654	164	-	-	-	654	648	0.1	0.1	1.180	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	56	14	1147	956	0.059	55	59	0.1	0.1	4.137	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	69	17	1147	955	0.072	69	72	0.1	0.1	6.000	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	56	14	-	-	-	56	59	0.0	0.0	0.003	A
				3	69	17	-	-	-	69	72	0.0	0.0	0.044	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	202	50	1033	1009	0.200	203	204	0.3	0.2	4.485	A
			2	1	232	58	1033	1009	0.229	232	234	0.4	0.4	4.787	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	61	15	1033	1010	0.060	61	60	0.1	0.1	4.179	A
		2	1	1	232	58	-	-	-	232	234	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	263	66	-	-	-	263	263	0.0	0.0	0.000	A
3	Entry	1	1	1	195	49	777	709	0.274	195	203	2.2	0.8	16.841	C
				2	319	80	777	709	0.450	320	323	2.6	1.1	15.087	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	205	51	777	709	0.290	206	216	0.8	0.4	6.944	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	195	49	-	-	-	195	198	0.1	0.0	0.259	A
				2	524	131	-	-	-	524	531	0.1	0.0	0.218	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	48	12	1147	985	0.049	48	50	0.1	0.0	4.003	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	50	12	1147	986	0.050	50	58	0.1	0.1	5.849	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	48	12	-	-	-	48	50	0.0	0.0	0.000	A
				3	50	12	-	-	-	50	58	0.0	0.0	0.026	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	157	39	1033	1016	0.154	157	164	0.2	0.2	4.395	A
			2	1	187	47	1033	1016	0.184	188	191	0.4	0.2	4.667	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	51	13	1033	1015	0.051	51	50	0.1	0.1	3.860	A
		2	1	1	187	47	-	-	-	187	190	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	208	52	-	-	-	208	214	0.0	0.0	0.000	A
3	Entry	1	1	1	166	41	777	721	0.230	167	170	0.8	0.5	12.219	B
				2	277	69	777	722	0.384	279	281	1.1	0.8	11.142	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	164	41	777	722	0.227	165	166	0.4	0.3	5.976	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	166	41	-	-	-	166	169	0.0	0.0	0.000	A
				2	441	110	-	-	-	441	445	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2028 | 2b WD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A453/EMA Roundabout	Standard Roundabout		1, 2, 3	6.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.34	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2028	2b WD Flows	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	441	100.000
2		ONE HOUR	✓	610	100.000
3		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	173	268
	2	123	0	487
	3	170	283	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1	2	3
	1	0	1	0
	2	4	0	4
	3	3	4	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.33	4.74	0.6	A	405	608
2	0.37	5.62	1.3	A	559	839
3	0.46	8.89	1.3	A	411	616

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	326	82	217	1588	0.205	325	330	219	0.0	0.4	4.029	A
2	466	117	193	1960	0.238	469	465	349	0.0	0.4	4.573	A
3	341	85	95	1060	0.322	341	342	567	0.0	0.7	6.833	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	393	98	255	1551	0.253	396	403	260	0.4	0.3	4.253	A
2	526	131	239	1883	0.279	527	545	412	0.4	0.8	5.098	A
3	399	100	111	1096	0.364	404	415	656	0.7	0.6	7.622	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	487	122	314	1512	0.322	484	492	319	0.3	0.6	4.739	A
2	669	167	293	1829	0.366	666	679	505	0.8	1.3	5.580	A
3	499	125	134	1088	0.459	499	503	825	0.6	1.2	8.788	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	498	124	305	1526	0.326	497	494	320	0.6	0.5	4.688	A
2	676	169	304	1835	0.368	678	683	498	1.3	1.1	5.622	A
3	485	121	140	1147	0.423	484	502	842	1.2	1.3	8.886	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	399	100	253	1554	0.257	396	401	262	0.5	0.5	4.503	A
2	551	138	238	1858	0.296	549	554	411	1.1	0.8	5.008	A
3	407	102	106	1080	0.377	409	420	682	1.3	0.8	7.846	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	330	82	209	1595	0.207	328	338	220	0.5	0.4	4.054	A
2	468	117	199	1849	0.253	468	471	338	0.8	0.6	4.732	A
3	332	83	98	1099	0.302	331	346	570	0.8	0.6	6.879	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	132	1068	0.123	132	129	0.0	0.1	3.789	A
			2	1, 3	195	1068	0.182	193	201	0.0	0.3	4.153	A
	Exit	1	1	(1, 2, 3)	326			326	332	0.0	0.0	0.017	A
			1		219			219	225	0.0	0.0	0.000	A
2	Entry	1	1	3	261	968	0.269	262	264	0.0	0.3	4.742	A
			2	1, 2, (3)	206	968	0.212	206	201	0.0	0.2	4.351	A
	Exit	1	1	(1, 2, 3)	466			466	467	0.0	0.0	0.000	A
			1		349			349	343	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	272	749	0.363	272	271	0.0	0.5	7.230	A
			2	(2), 3	70	749	0.093	69	71	0.0	0.2	5.323	A
	Exit	1	1	(1, 2, 3)	341			341	345	0.0	0.0	0.000	A
			1		567			567	569	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	155	1054	0.147	157	159	0.1	0.1	4.039	A
			2	1, 3	238	1054	0.226	239	244	0.3	0.2	4.341	A
	Exit	1	1	(1, 2, 3)	393			393	403	0.0	0.0	0.031	A
			1		260			260	266	0.0	0.0	0.000	A
2	Entry	1	1	3	310	953	0.326	311	318	0.3	0.5	5.287	A
			2	1, 2, (3)	216	953	0.226	216	227	0.2	0.3	4.835	A
	Exit	1	1	(1, 2, 3)	526			526	546	0.0	0.0	0.000	A
			1		412			412	421	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	314	744	0.422	318	327	0.5	0.5	8.157	A
			2	(2), 3	84	744	0.113	86	88	0.2	0.1	5.604	A
	Exit	1	1	(1, 2, 3)	399			399	414	0.0	0.0	0.000	A
			1		656			656	675	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	192	1033	0.186	191	195	0.1	0.2	4.397	A
			2	1, 3	295	1033	0.286	293	298	0.2	0.5	4.800	A
	Exit	1	1	(1, 2, 3)	487			487	494	0.0	0.0	0.097	A
			1		319			319	321	0.0	0.0	0.000	A
2	Entry	1	1	3	384	935	0.411	383	394	0.5	0.7	5.823	A
			2	1, 2, (3)	285	935	0.305	282	284	0.3	0.6	5.241	A
	Exit	1	1	(1, 2, 3)	669			669	681	0.0	0.0	0.000	A
			1		505			505	510	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	396	737	0.538	396	393	0.5	1.0	9.713	A
			2	(2), 3	103	737	0.140	103	110	0.1	0.2	5.479	A
	Exit	1	1	(1, 2, 3)	499			499	506	0.0	0.0	0.000	A
			1		825			825	843	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	194	1036	0.187	193	194	0.2	0.2	4.415	A
			2	1, 3	304	1036	0.294	304	300	0.5	0.3	4.611	A
	Exit	1	1	(1, 2, 3)	498			498	493	0.0	0.0	0.153	A
			1		320			320	328	0.0	0.0	0.000	A
2	Entry	1	1	3	382	931	0.410	384	388	0.7	0.7	6.041	A
			2	1, 2, (3)	295	931	0.316	295	295	0.6	0.4	5.072	A
	Exit	1	1	(1, 2, 3)	676			676	683	0.0	0.0	0.000	A
			1		498			498	506	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	377	735	0.512	378	390	1.0	1.0	9.845	A
			2	(2), 3	108	735	0.147	106	112	0.2	0.2	5.559	A
	Exit	1	1	(1, 2, 3)	485			485	502	0.0	0.0	0.000	A
			1		842			842	845	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	158	1055	0.149	158	158	0.2	0.1	4.095	A
			2	1, 3	242	1055	0.229	238	243	0.3	0.4	4.620	A
	Exit	1	1	(1, 2, 3)	399			399	401	0.0	0.0	0.089	A
			1		262			262	266	0.0	0.0	0.000	A
2	Entry	1	1	3	320	953	0.335	319	323	0.7	0.6	5.342	A
			2	1, 2, (3)	231	953	0.242	230	231	0.4	0.3	4.540	A
	Exit	1	1	(1, 2, 3)	551			551	553	0.0	0.0	0.000	A
			1		411			411	422	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	327	746	0.438	329	333	1.0	0.7	8.483	A
			2	(2), 3	80	746	0.107	80	87	0.2	0.1	5.402	A
	Exit	1	1	(1, 2, 3)	407			407	418	0.0	0.0	0.000	A
			1		682			682	688	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	130	1071	0.122	129	132	0.1	0.2	3.888	A
			2	1, 3	199	1071	0.186	199	206	0.4	0.2	4.130	A
	Exit	1	1	(1, 2, 3)	330			330	338	0.0	0.0	0.018	A
			1		220			220	218	0.0	0.0	0.000	A
2	Entry	1	1	3	271	966	0.281	271	276	0.6	0.4	4.905	A
			2	1, 2, (3)	196	966	0.203	197	195	0.3	0.3	4.485	A
	Exit	1	1	(1, 2, 3)	468			468	470	0.0	0.0	0.000	A
			1		338			338	351	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	265	748	0.355	265	277	0.7	0.5	7.356	A
			2	(2), 3	66	748	0.089	66	69	0.1	0.1	4.982	A
	Exit	1	1	(1, 2, 3)	332			332	345	0.0	0.0	0.000	A
			1		570			570	585	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	132	33	1147	1069	0.123	132	129	0.0	0.1	3.789	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	195	49	1147	1069	0.182	193	201	0.0	0.3	4.153	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	132	33	-	-	-	132	129	0.0	0.0	0.009	A
				3	195	49	-	-	-	195	203	0.0	0.0	0.022	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	261	65	1033	970	0.269	262	264	0.0	0.3	4.742	A
			2	1	95	24	1033	969	0.098	95	98	0.0	0.1	4.593	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	111	28	1033	969	0.114	111	103	0.0	0.1	4.124	A
		2	1	1	95	24	-	-	-	95	98	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	371	93	-	-	-	371	369	0.0	0.0	0.000	A
3	Entry	1	1	1	124	31	777	749	0.166	124	127	0.0	0.3	7.439	A
				2	148	37	777	749	0.197	148	144	0.0	0.2	7.044	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	70	17	777	749	0.093	69	71	0.0	0.2	5.323	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	124	31	-	-	-	124	128	0.0	0.0	0.000	A
				2	218	54	-	-	-	218	216	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	155	39	1147	1054	0.147	157	159	0.1	0.1	4.039	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	238	59	1147	1054	0.226	239	244	0.3	0.2	4.341	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	155	39	-	-	-	155	159	0.0	0.0	0.023	A
				3	238	59	-	-	-	238	244	0.0	0.0	0.036	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	310	78	1033	954	0.325	311	318	0.3	0.5	5.287	A
			2	1	111	28	1033	953	0.116	111	114	0.1	0.2	5.293	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	105	26	1033	953	0.110	105	113	0.1	0.1	4.368	A
		2	1	1	111	28	-	-	-	111	115	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	415	104	-	-	-	415	432	0.0	0.0	0.000	A
3	Entry	1	1	1	148	37	777	744	0.199	150	152	0.3	0.2	8.691	A
				2	166	42	777	744	0.224	169	175	0.2	0.3	7.687	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	84	21	777	744	0.113	86	88	0.2	0.1	5.604	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	148	37	-	-	-	148	152	0.0	0.0	0.000	A
				2	250	63	-	-	-	250	263	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	192	48	1147	1032	0.186	191	195	0.1	0.2	4.397	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	295	74	1147	1033	0.286	293	298	0.2	0.5	4.800	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	192	48	-	-	-	192	195	0.0	0.0	0.076	A
				3	295	74	-	-	-	295	299	0.0	0.0	0.111	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	384	96	1033	935	0.411	383	394	0.5	0.7	5.823	A
			2	1	135	34	1033	935	0.144	134	133	0.2	0.3	5.794	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	151	38	1033	935	0.161	149	151	0.1	0.3	4.759	A
		2	1	1	135	34	-	-	-	135	133	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	535	134	-	-	-	535	547	0.0	0.0	0.000	A
3	Entry	1	1	1	188	47	777	738	0.255	185	188	0.2	0.6	10.220	B
				2	208	52	777	737	0.283	210	205	0.3	0.4	9.240	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	103	26	777	737	0.140	103	110	0.1	0.2	5.479	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	188	47	-	-	-	188	190	0.0	0.0	0.000	A
				2	311	78	-	-	-	311	316	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	194	48	1147	1038	0.187	193	194	0.2	0.2	4.415	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	304	76	1147	1036	0.294	304	300	0.5	0.3	4.611	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	194	48	-	-	-	194	194	0.0	0.0	0.153	A
				3	304	76	-	-	-	304	299	0.0	0.0	0.154	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	382	95	1033	931	0.410	384	388	0.7	0.7	6.041	A
			2	1	141	35	1033	933	0.152	140	138	0.3	0.3	5.478	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	153	38	1033	932	0.165	155	158	0.3	0.1	4.714	A
		2	1	1	141	35	-	-	-	141	138	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	535	134	-	-	-	535	545	0.0	0.0	0.000	A
3	Entry	1	1	1	180	45	777	736	0.245	180	190	0.6	0.5	10.474	B
				2	197	49	777	736	0.267	198	200	0.4	0.5	9.239	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	108	27	777	736	0.147	106	112	0.2	0.2	5.559	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	180	45	-	-	-	180	190	0.0	0.0	0.000	A
				2	305	76	-	-	-	305	312	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	158	39	1147	1054	0.150	158	158	0.2	0.1	4.095	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	242	60	1147	1056	0.229	238	243	0.3	0.4	4.620	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	157	39	-	-	-	158	158	0.0	0.0	0.051	A
				3	242	60	-	-	-	242	243	0.0	0.0	0.113	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	320	80	1033	953	0.335	319	323	0.7	0.6	5.342	A
			2	1	106	26	1033	953	0.111	106	109	0.3	0.1	4.952	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	125	31	1033	954	0.131	124	122	0.1	0.2	4.172	A
		2	1	1	106	26	-	-	-	106	109	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	445	111	-	-	-	445	444	0.0	0.0	0.000	A
3	Entry	1	1	1	156	39	777	746	0.210	156	156	0.5	0.5	8.836	A
				2	170	43	777	745	0.229	172	176	0.5	0.2	8.163	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	80	20	777	745	0.108	80	87	0.2	0.1	5.402	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	156	39	-	-	-	156	156	0.0	0.0	0.000	A
				2	251	63	-	-	-	251	262	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	130	33	1147	1071	0.122	129	132	0.1	0.2	3.888	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	199	50	1147	1070	0.186	199	206	0.4	0.2	4.130	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	130	33	-	-	-	130	132	0.0	0.0	0.010	A
				3	199	50	-	-	-	199	205	0.0	0.0	0.023	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	271	68	1033	967	0.281	271	276	0.6	0.4	4.905	A
			2	1	97	24	1033	967	0.100	98	92	0.1	0.2	4.955	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	99	25	1033	968	0.102	99	103	0.2	0.1	4.068	A
		2	1	1	97	24	-	-	-	97	92	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	370	93	-	-	-	370	378	0.0	0.0	0.000	A
3	Entry	1	1	1	122	30	777	748	0.162	122	126	0.5	0.2	7.848	A
				2	144	36	777	748	0.192	143	150	0.2	0.3	6.938	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	66	17	777	749	0.089	66	69	0.1	0.1	4.982	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	122	30	-	-	-	122	125	0.0	0.0	0.000	A
				2	210	53	-	-	-	210	220	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | 2b WD Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A453/EMA Roundabout	Standard Roundabout		1, 2, 3	9.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.45	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2038	2b WD Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	145	100.000
2		ONE HOUR	✓	717	100.000
3		ONE HOUR	✓	634	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	52	93
	2	282	0	435
	3	215	419	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

From	To			
		1	2	3
	1	0	0	7
	2	0	0	10
	3	0	0	0

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.11	4.30	0.2	A	133	199
2	0.41	5.75	1.3	A	661	991
3	0.69	14.85	3.1	B	580	870

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	110	27	315	1461	0.075	109	111	377	0.0	0.2	3.929	A
2	551	138	71	1952	0.282	551	544	353	0.0	0.8	4.825	A
3	475	119	217	1110	0.428	475	473	405	0.0	1.1	8.407	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129	32	382	1453	0.089	129	137	450	0.2	0.2	3.997	A
2	642	161	83	1916	0.335	641	646	428	0.8	1.0	5.134	A
3	574	144	255	1040	0.552	577	579	470	1.1	1.4	10.211	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	158	40	458	1398	0.113	158	166	546	0.2	0.2	4.299	A
2	791	198	102	1938	0.408	791	798	514	1.0	1.3	5.740	A
3	688	172	315	1034	0.665	688	694	578	1.4	3.1	14.355	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	162	40	460	1411	0.115	162	166	548	0.2	0.2	4.284	A
2	790	198	104	1970	0.401	794	795	518	1.3	1.1	5.751	A
3	696	174	312	1002	0.694	696	707	586	3.1	2.7	14.846	B

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	129	32	378	1501	0.086	129	136	452	0.2	0.1	4.051	A
2	651	163	83	1915	0.340	650	657	424	1.1	1.1	5.217	A
3	575	144	256	1067	0.538	574	583	477	2.7	1.6	10.713	B

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	109	27	318	1460	0.074	108	115	371	0.1	0.1	3.980	A
2	538	135	71	1956	0.275	539	548	355	1.1	0.7	4.833	A
3	473	118	214	1094	0.433	474	484	396	1.6	1.0	8.495	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	39	1033	0.038	39	40	0.0	0.1	3.588	A
			2	1, 3	71	1033	0.069	71	71	0.0	0.1	4.101	A
	Exit	2	1	(1, 2, 3)	110			110	111	0.0	0.0	0.020	A
			1		377			377	373	0.0	0.0	0.000	A
2	Entry	1	1	3	254	1009	0.251	253	251	0.0	0.4	4.827	A
			2	1, 2, (3)	297	1009	0.295	298	293	0.0	0.4	4.823	A
	Exit	2	1	(1, 2, 3)	551			551	547	0.0	0.0	0.000	A
			1		353			353	354	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	365	713	0.512	364	364	0.0	0.9	9.260	A
			2	(2), 3	111	713	0.155	110	110	0.0	0.2	5.563	A
	Exit	2	1	(1, 2, 3)	475			475	478	0.0	0.0	0.000	A
			1		405			405	402	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	46	1008	0.046	46	48	0.1	0.1	3.730	A
			2	1, 3	83	1008	0.082	83	89	0.1	0.1	4.128	A
	Exit	2	1	(1, 2, 3)	129			129	137	0.0	0.0	0.014	A
			1		450			450	448	0.0	0.0	0.000	A
2	Entry	1	1	3	297	1005	0.295	296	299	0.4	0.5	5.182	A
			2	1, 2, (3)	345	1005	0.344	345	347	0.4	0.5	5.096	A
	Exit	2	1	(1, 2, 3)	642			642	647	0.0	0.0	0.000	A
			1		428			428	433	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	432	702	0.616	434	437	0.9	1.2	11.555	B
			2	(2), 3	142	702	0.203	143	142	0.2	0.2	6.071	A
	Exit	2	1	(1, 2, 3)	574			574	580	0.0	0.0	0.000	A
			1		470			470	481	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	56	980	0.057	56	59	0.1	0.1	3.979	A
			2	1, 3	102	980	0.104	102	107	0.1	0.1	4.462	A
	Exit	1	1	(1, 2, 3)	158			158	166	0.0	0.0	0.017	A
			1		546			546	551	0.0	0.0	0.000	A
2	Entry	1	1	3	362	999	0.363	363	367	0.5	0.5	5.636	A
			2	1, 2, (3)	428	999	0.429	427	430	0.5	0.8	5.824	A
	Exit	1	1	(1, 2, 3)	791			791	799	0.0	0.0	0.000	A
			1		514			514	518	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	508	684	0.743	508	508	1.2	2.6	16.787	C
			2	(2), 3	180	684	0.263	181	186	0.2	0.4	6.777	A
	Exit	1	1	(1, 2, 3)	688			689	700	0.0	0.1	0.224	A
			1		578			578	588	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	57	979	0.058	58	59	0.1	0.1	3.969	A
			2	1, 3	104	979	0.107	104	106	0.1	0.2	4.453	A
	Exit	1	1	(1, 2, 3)	162			162	166	0.0	0.0	0.012	A
			1		548			548	552	0.0	0.0	0.000	A
2	Entry	1	1	3	367	998	0.368	369	369	0.5	0.5	5.678	A
			2	1, 2, (3)	424	998	0.424	425	426	0.8	0.6	5.810	A
	Exit	1	1	(1, 2, 3)	790			790	795	0.0	0.0	0.000	A
			1		518			518	529	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	511	685	0.746	512	518	2.6	2.4	17.539	C
			2	(2), 3	184	685	0.268	184	190	0.4	0.3	7.052	A
	Exit	1	1	(1, 2, 3)	696			695	706	0.1	0.0	0.116	A
			1		586			586	588	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	46	1009	0.046	47	48	0.1	0.0	3.837	A
			2	1, 3	83	1009	0.082	83	88	0.2	0.1	4.150	A
	Exit	1	1	(1, 2, 3)	129			129	136	0.0	0.0	0.016	A
			1		452			452	456	0.0	0.0	0.000	A
2	Entry	1	1	3	300	1005	0.298	300	304	0.5	0.5	5.203	A
			2	1, 2, (3)	351	1005	0.349	350	353	0.6	0.6	5.228	A
	Exit	1	1	(1, 2, 3)	651			651	657	0.0	0.0	0.000	A
			1		424			424	433	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	434	702	0.618	432	438	2.4	1.4	12.243	B
			2	(2), 3	141	702	0.201	142	145	0.3	0.2	6.078	A
	Exit	1	1	(1, 2, 3)	575			575	579	0.0	0.0	0.029	A
			1		477			477	487	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	37	1031	0.036	37	40	0.0	0.0	3.762	A
			2	1, 3	71	1031	0.069	71	75	0.1	0.1	4.091	A
	Exit	1	1	(1, 2, 3)	109			109	115	0.0	0.0	0.009	A
			1		371			371	379	0.0	0.0	0.000	A
2	Entry	1	1	3	245	1009	0.243	246	251	0.5	0.3	4.826	A
			2	1, 2, (3)	293	1009	0.291	293	297	0.6	0.4	4.838	A
	Exit	1	1	(1, 2, 3)	538			538	547	0.0	0.0	0.000	A
			1		355			355	362	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	361	714	0.506	362	370	1.4	0.8	9.416	A
			2	(2), 3	112	714	0.158	113	114	0.2	0.2	5.523	A
	Exit	1	1	(1, 2, 3)	473			473	481	0.0	0.0	0.001	A
			1		396			396	405	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
08:00 - 08:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	39	10	1147	1032	0.038	39	40	0.0	0.1	3.588	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	71	18	1147	1033	0.069	71	71	0.0	0.1	4.101	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	39	10	-	-	-	39	40	0.0	0.0	0.024	A
				3	71	18	-	-	-	71	71	0.0	0.0	0.018	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	254	63	1033	1009	0.251	253	251	0.0	0.4	4.827	A
			2	1	216	54	1033	1009	0.214	217	214	0.0	0.3	4.996	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	81	20	1033	1009	0.080	81	79	0.0	0.1	4.306	A
		2	1	1	216	54	-	-	-	216	215	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	335	84	-	-	-	335	332	0.0	0.0	0.000	A
3	Entry	1	1	1	159	40	777	713	0.224	160	160	0.0	0.4	9.797	A
				2	205	51	777	713	0.288	204	204	0.0	0.5	8.841	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	111	28	777	713	0.155	110	110	0.0	0.2	5.563	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	159	40	-	-	-	159	161	0.0	0.0	0.000	A
				2	316	79	-	-	-	316	317	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:15 - 08:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	46	11	1147	1006	0.046	46	48	0.1	0.1	3.730	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	83	21	1147	1007	0.083	83	89	0.1	0.1	4.128	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	46	11	-	-	-	46	48	0.0	0.0	0.002	A
				3	83	21	-	-	-	83	89	0.0	0.0	0.022	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	297	74	1033	1005	0.295	296	299	0.4	0.5	5.182	A
			2	1	255	64	1033	1005	0.254	255	253	0.3	0.4	5.299	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	90	23	1033	1005	0.090	90	93	0.1	0.1	4.490	A
		2	1	1	255	64	-	-	-	255	254	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	387	97	-	-	-	387	393	0.0	0.0	0.000	A
3	Entry	1	1	1	194	49	777	702	0.277	195	195	0.4	0.6	12.272	B
				2	238	59	777	702	0.339	239	242	0.5	0.6	10.977	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	142	36	777	702	0.203	143	142	0.2	0.2	6.071	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	194	49	-	-	-	194	195	0.0	0.0	0.000	A
				2	380	95	-	-	-	380	385	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:30 - 08:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	56	14	1147	981	0.057	56	59	0.1	0.1	3.979	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	102	25	1147	981	0.104	102	107	0.1	0.1	4.462	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	56	14	-	-	-	56	59	0.0	0.0	0.010	A
				3	102	25	-	-	-	102	107	0.0	0.0	0.021	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	362	91	1033	999	0.363	363	367	0.5	0.5	5.636	A
			2	1	315	79	1033	999	0.316	315	316	0.4	0.6	6.166	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	113	28	1033	999	0.113	113	114	0.1	0.2	4.773	A
		2	1	1	315	79	-	-	-	315	317	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	475	119	-	-	-	475	481	0.0	0.0	0.000	A
3	Entry	1	1	1	232	58	777	684	0.339	231	235	0.6	1.3	17.784	C
				2	276	69	777	684	0.404	277	273	0.6	1.3	15.929	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	180	45	777	684	0.264	181	186	0.2	0.4	6.777	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	232	58	-	-	-	232	238	0.0	0.0	0.251	A
				2	456	114	-	-	-	456	463	0.0	0.0	0.210	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

08:45 - 09:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	57	14	1147	979	0.059	58	59	0.1	0.1	3.969	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	104	26	1147	979	0.107	104	106	0.1	0.2	4.453	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	57	14	-	-	-	57	59	0.0	0.0	0.006	A
				3	104	26	-	-	-	104	106	0.0	0.0	0.016	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	367	92	1033	998	0.368	369	369	0.5	0.5	5.678	A
			2	1	311	78	1033	998	0.311	312	314	0.6	0.4	6.115	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	113	28	1033	998	0.113	113	113	0.2	0.2	4.879	A
		2	1	1	311	78	-	-	-	311	313	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	480	120	-	-	-	480	482	0.0	0.0	0.000	A
3	Entry	1	1	1	235	59	777	685	0.343	236	238	1.3	1.1	18.519	C
				2	276	69	777	685	0.403	276	280	1.3	1.2	16.708	C
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	184	46	777	685	0.268	184	190	0.4	0.3	7.052	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	235	59	-	-	-	235	237	0.0	0.0	0.122	A
				2	461	115	-	-	-	460	469	0.0	0.0	0.113	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:00 - 09:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	46	12	1147	1009	0.046	47	48	0.1	0.0	3.837	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	83	21	1147	1010	0.082	83	88	0.2	0.1	4.150	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	46	12	-	-	-	46	48	0.0	0.0	0.003	A
				3	83	21	-	-	-	83	88	0.0	0.0	0.023	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	300	75	1033	1005	0.298	300	304	0.5	0.5	5.203	A
			2	1	257	64	1033	1005	0.255	256	258	0.4	0.4	5.433	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	95	24	1033	1005	0.094	94	95	0.2	0.2	4.615	A
		2	1	1	257	64	-	-	-	257	258	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	395	99	-	-	-	395	399	0.0	0.0	0.000	A
3	Entry	1	1	1	196	49	777	702	0.280	196	198	1.1	0.6	13.051	B
				2	237	59	777	702	0.338	236	240	1.2	0.8	11.581	B
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	141	35	777	701	0.201	142	145	0.3	0.2	6.078	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	196	49	-	-	-	196	196	0.0	0.0	0.025	A
				2	379	95	-	-	-	379	383	0.0	0.0	0.031	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

09:15 - 09:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	37	9	1147	1032	0.036	37	40	0.0	0.0	3.762	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	71	18	1147	1031	0.069	71	75	0.1	0.1	4.091	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	37	9	-	-	-	37	40	0.0	0.0	0.000	A
				3	71	18	-	-	-	71	75	0.0	0.0	0.013	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	245	61	1033	1009	0.243	246	251	0.5	0.3	4.826	A
			2	1	215	54	1033	1009	0.213	214	218	0.4	0.3	5.019	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	79	20	1033	1009	0.078	79	80	0.2	0.1	4.296	A
		2	1	1	215	54	-	-	-	215	217	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	324	81	-	-	-	324	329	0.0	0.0	0.000	A
3	Entry	1	1	1	157	39	777	714	0.219	157	162	0.6	0.4	9.890	A
				2	204	51	777	714	0.286	205	208	0.8	0.4	9.047	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	112	28	777	714	0.158	113	114	0.2	0.2	5.523	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	157	39	-	-	-	157	161	0.0	0.0	0.001	A
				2	317	79	-	-	-	317	320	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

2038 | 2b WD Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm 2 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A453/EMA Roundabout	Standard Roundabout		1, 2, 3	6.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.96	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2038	2b WD Flows	PM	ONE HOUR	17:00	18:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		ONE HOUR	✓	479	100.000
2		ONE HOUR	✓	798	100.000
3		ONE HOUR	✓	418	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1	2	3
From	1	0	169	310
	2	141	0	657
	3	161	257	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

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

Cyclist %

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	0.37	4.82	0.9	A	432	648
2	0.51	7.29	1.8	A	736	1104
3	0.44	8.71	1.3	A	383	575

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	352	88	181	1520	0.232	357	354	224	0.0	0.4	3.894	A
2	584	146	234	1909	0.306	582	584	304	0.0	1.0	5.030	A
3	306	76	99	1129	0.271	306	311	716	0.0	0.5	6.415	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	402	101	236	1506	0.267	395	421	281	0.4	0.9	4.335	A
2	717	179	263	1881	0.381	714	728	368	1.0	1.5	5.559	A
3	385	96	130	1068	0.361	387	383	847	0.5	0.7	7.280	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	518	129	276	1531	0.338	519	538	333	0.9	0.5	4.798	A
2	896	224	350	1765	0.508	899	900	446	1.5	1.8	7.292	A
3	464	116	151	1051	0.442	459	468	1098	0.7	1.3	8.680	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	530	133	285	1430	0.371	529	531	330	0.5	0.5	4.825	A
2	910	228	339	1795	0.507	909	889	476	1.8	1.5	6.541	A
3	451	113	156	1078	0.418	458	467	1091	1.3	1.1	8.708	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	429	107	215	1505	0.285	427	433	283	0.5	0.6	4.453	A
2	684	171	275	1811	0.378	686	722	367	1.5	0.8	5.871	A

3	367	92	131	1126	0.326	367	369	831	1.1	0.8	6.689	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	359	90	205	1556	0.231	361	373	231	0.6	0.3	4.121	A
2	625	156	243	1865	0.335	624	621	323	0.8	1.1	5.274	A
3	327	82	110	1050	0.312	326	320	757	0.8	0.6	6.788	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

17:00 - 17:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	123	1081	0.114	123	120	0.0	0.1	3.740	A
			2	1, 3	230	1081	0.213	234	234	0.0	0.2	3.951	A
	Exit	1	1	(1, 2, 3)	352			353	355	0.0	0.0	0.014	A
			1		224			224	216	0.0	0.0	0.000	A
2	Entry	1	1	3	344	955	0.360	342	350	0.0	0.8	5.403	A
			2	1, 2, (3)	240	955	0.251	240	234	0.0	0.3	4.469	A
	Exit	1	1	(1, 2, 3)	584			584	588	0.0	0.0	0.000	A
			1		304			304	315	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	245	748	0.327	246	250	0.0	0.4	6.723	A
			2	(2), 3	61	748	0.082	60	61	0.0	0.1	5.142	A
	Exit	1	1	(1, 2, 3)	306			306	313	0.0	0.0	0.000	A
			1		716			716	719	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	135	1061	0.127	132	146	0.1	0.3	3.969	A
			2	1, 3	268	1061	0.252	263	275	0.2	0.6	4.466	A
	Exit	1	1	(1, 2, 3)	402			402	423	0.0	0.0	0.041	A
			1		281			281	273	0.0	0.0	0.000	A
2	Entry	1	1	3	420	945	0.445	416	420	0.8	1.0	5.841	A
			2	1, 2, (3)	296	945	0.314	297	308	0.3	0.5	5.175	A
	Exit	1	1	(1, 2, 3)	717			717	730	0.0	0.0	0.000	A
			1		368			368	386	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	309	739	0.418	311	304	0.4	0.6	7.879	A
			2	(2), 3	77	739	0.104	77	79	0.1	0.1	4.961	A
	Exit	1	1	(1, 2, 3)	385			385	384	0.0	0.0	0.000	A
			1		847			847	873	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	171	1047	0.163	169	181	0.3	0.2	4.321	A
			2	1, 3	347	1047	0.332	350	357	0.6	0.2	4.834	A
	Exit	1	1	(1, 2, 3)	518			518	536	0.0	0.0	0.136	A
			1		333			333	331	0.0	0.0	0.000	A
2	Entry	1	1	3	510	916	0.556	513	519	1.0	1.2	8.157	A
			2	1, 2, (3)	387	916	0.422	387	381	0.5	0.6	6.109	A
	Exit	1	1	(1, 2, 3)	896			896	901	0.0	0.0	0.000	A
			1		446			446	471	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	359	732	0.490	354	366	0.6	1.2	9.626	A
			2	(2), 3	105	732	0.143	104	102	0.1	0.2	5.249	A
	Exit	1	1	(1, 2, 3)	464			464	471	0.0	0.0	0.000	A
			1		1098			1098	1104	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	191	1043	0.183	191	188	0.2	0.1	4.171	A
			2	1, 3	339	1043	0.325	339	343	0.2	0.4	4.815	A
	Exit	1	1	(1, 2, 3)	530			530	531	0.0	0.0	0.236	A
			1		330			330	328	0.0	0.0	0.000	A
2	Entry	1	1	3	516	920	0.561	518	517	1.2	0.9	7.095	A
			2	1, 2, (3)	394	920	0.428	391	371	0.6	0.6	5.773	A
	Exit	1	1	(1, 2, 3)	910			910	887	0.0	0.0	0.000	A
			1		476			476	479	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	358	731	0.490	363	366	1.2	0.9	9.628	A
			2	(2), 3	92	731	0.127	95	101	0.2	0.1	5.347	A
	Exit	1	1	(1, 2, 3)	451			451	466	0.0	0.0	0.000	A
			1		1091			1091	1080	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	151	1069	0.142	152	152	0.1	0.1	4.064	A
			2	1, 3	278	1069	0.260	275	281	0.4	0.5	4.556	A
	Exit	1	1	(1, 2, 3)	429			429	433	0.0	0.0	0.068	A
			1		283			283	278	0.0	0.0	0.000	A
2	Entry	1	1	3	398	941	0.423	400	419	0.9	0.4	6.258	A
			2	1, 2, (3)	286	941	0.304	286	302	0.6	0.4	5.339	A
	Exit	1	1	(1, 2, 3)	684			684	719	0.0	0.0	0.000	A
			1		367			367	376	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	298	738	0.404	299	295	0.9	0.6	7.010	A
			2	(2), 3	69	738	0.093	68	75	0.1	0.2	5.427	A
	Exit	1	1	(1, 2, 3)	367			367	368	0.0	0.0	0.000	A
			1		831			831	870	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	Destination arms	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	2	116	1073	0.109	118	130	0.1	0.1	3.945	A
			2	1, 3	243	1073	0.226	243	243	0.5	0.2	4.098	A
	Exit	1	1	(1, 2, 3)	359			359	372	0.0	0.0	0.076	A
			1		231			231	226	0.0	0.0	0.000	A
2	Entry	1	1	3	364	952	0.382	363	366	0.4	0.8	5.654	A
			2	1, 2, (3)	262	952	0.275	261	255	0.4	0.3	4.725	A
	Exit	1	1	(1, 2, 3)	625			625	622	0.0	0.0	0.000	A
			1		323			323	330	0.0	0.0	0.000	A
3	Entry	1	1	1, 2	262	744	0.353	262	258	0.6	0.5	7.214	A
			2	(2), 3	65	744	0.087	64	62	0.2	0.1	4.994	A
	Exit	1	1	(1, 2, 3)	327			327	319	0.0	0.0	0.000	A
			1		757			757	757	0.0	0.0	0.000	A

Lane movements: Main Results for each time segment
17:00 - 17:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	123	31	1147	1082	0.114	123	120	0.0	0.1	3.740	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	230	57	1147	1082	0.213	234	234	0.0	0.2	3.951	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	123	31	-	-	-	123	121	0.0	0.0	0.017	A
				3	230	57	-	-	-	230	234	0.0	0.0	0.012	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	344	86	1033	954	0.361	342	350	0.0	0.8	5.403	A
			2	1	101	25	1033	954	0.105	99	99	0.0	0.2	4.696	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	139	35	1033	955	0.146	141	135	0.0	0.1	4.300	A
		2	1	1	101	25	-	-	-	101	100	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	484	121	-	-	-	484	489	0.0	0.0	0.000	A
3	Entry	1	1	1	126	32	777	749	0.169	125	117	0.0	0.2	6.820	A
				2	118	30	777	749	0.158	120	134	0.0	0.1	6.637	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	61	15	777	748	0.082	60	61	0.0	0.1	5.142	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	126	32	-	-	-	126	118	0.0	0.0	0.000	A
				2	179	45	-	-	-	179	195	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:15 - 17:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	135	34	1147	1061	0.127	132	146	0.1	0.3	3.969	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	268	67	1147	1062	0.252	263	275	0.2	0.6	4.466	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	135	34	-	-	-	135	146	0.0	0.0	0.039	A
				3	268	67	-	-	-	268	276	0.0	0.0	0.041	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	420	105	1033	945	0.445	416	420	0.8	1.0	5.841	A
			2	1	129	32	1033	946	0.136	130	130	0.2	0.2	5.866	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	168	42	1033	944	0.178	168	178	0.1	0.3	4.666	A
		2	1	1	129	32	-	-	-	129	131	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	588	147	-	-	-	588	599	0.0	0.0	0.000	A
3	Entry	1	1	1	151	38	777	738	0.204	151	143	0.2	0.3	8.198	A
				2	157	39	777	739	0.213	159	161	0.1	0.2	7.594	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	77	19	777	738	0.104	77	79	0.1	0.1	4.961	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	151	38	-	-	-	151	143	0.0	0.0	0.000	A
				2	235	59	-	-	-	235	241	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:30 - 17:45

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	171	43	1147	1047	0.163	169	181	0.3	0.2	4.321	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	347	87	1147	1046	0.332	350	357	0.6	0.2	4.834	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	171	43	-	-	-	171	180	0.0	0.0	0.101	A
				3	347	87	-	-	-	347	355	0.0	0.0	0.153	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	510	127	1033	917	0.556	513	519	1.0	1.2	8.157	A
			2	1	149	37	1033	915	0.163	151	153	0.2	0.2	6.609	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	238	59	1033	917	0.259	235	228	0.3	0.4	5.772	A
		2	1	1	149	37	-	-	-	149	153	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	747	187	-	-	-	747	749	0.0	0.0	0.000	A
3	Entry	1	1	1	185	46	777	731	0.253	182	178	0.3	0.6	10.168	B
				2	174	43	777	733	0.237	172	188	0.2	0.5	9.108	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	105	26	777	733	0.143	104	102	0.1	0.2	5.249	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	185	46	-	-	-	185	179	0.0	0.0	0.000	A
				2	279	70	-	-	-	279	292	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

17:45 - 18:00

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	191	48	1147	1043	0.183	191	188	0.2	0.1	4.171	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	339	85	1147	1043	0.325	339	343	0.2	0.4	4.815	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	191	48	-	-	-	191	187	0.0	0.0	0.177	A
				3	339	85	-	-	-	339	343	0.0	0.0	0.268	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	516	129	1033	920	0.561	518	517	1.2	0.9	7.095	A
			2	1	157	39	1033	920	0.170	156	152	0.2	0.2	6.305	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	237	59	1033	921	0.257	235	220	0.4	0.4	5.405	A
		2	1	1	157	39	-	-	-	157	152	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	753	188	-	-	-	753	736	0.0	0.0	0.000	A
3	Entry	1	1	1	170	42	777	730	0.232	173	176	0.6	0.4	10.007	B
				2	189	47	777	731	0.258	191	190	0.5	0.5	9.271	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	92	23	777	731	0.127	95	101	0.2	0.1	5.347	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	170	42	-	-	-	170	176	0.0	0.0	0.000	A
				2	281	70	-	-	-	281	290	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:00 - 18:15

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	151	38	1147	1067	0.142	152	152	0.1	0.1	4.064	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	278	69	1147	1068	0.260	275	281	0.4	0.5	4.556	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	151	38	-	-	-	151	152	0.0	0.0	0.034	A
				3	278	69	-	-	-	278	282	0.0	0.0	0.086	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	398	99	1033	941	0.423	400	419	0.9	0.4	6.258	A
			2	1	131	33	1033	941	0.140	131	133	0.2	0.2	5.816	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	155	39	1033	940	0.165	155	169	0.4	0.2	4.962	A
		2	1	1	131	33	-	-	-	131	133	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	553	138	-	-	-	553	585	0.0	0.0	0.000	A
3	Entry	1	1	1	150	37	777	737	0.203	152	145	0.4	0.2	7.312	A
				2	149	37	777	737	0.202	147	150	0.5	0.4	6.716	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	69	17	777	738	0.093	68	75	0.1	0.2	5.427	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	150	37	-	-	-	150	144	0.0	0.0	0.000	A
				2	218	54	-	-	-	218	224	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

18:15 - 18:30

Arm	Side	Lane level	Lane	To Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Simulation max flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Average throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	116	29	1147	1071	0.109	118	130	0.1	0.1	3.945	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	243	61	1147	1073	0.226	243	243	0.5	0.2	4.098	A
		2	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	116	29	-	-	-	116	130	0.0	0.0	0.072	A
				3	243	61	-	-	-	243	242	0.0	0.0	0.078	A
2	Entry	1	1	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	364	91	1033	952	0.382	363	366	0.4	0.8	5.654	A
			2	1	111	28	1033	950	0.116	110	107	0.2	0.1	5.244	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	151	38	1033	951	0.159	151	148	0.2	0.2	4.354	A
		2	1	1	111	28	-	-	-	111	106	0.0	0.0	0.000	A
				2	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				3	515	129	-	-	-	515	515	0.0	0.0	0.000	A
3	Entry	1	1	1	122	30	777	744	0.164	121	119	0.2	0.3	7.746	A
				2	140	35	777	744	0.189	141	138	0.4	0.2	6.746	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
			2	1	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
				2	65	16	777	744	0.087	64	62	0.2	0.1	4.994	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A
		2	1	1	122	30	-	-	-	122	120	0.0	0.0	0.000	A
				2	205	51	-	-	-	205	199	0.0	0.0	0.000	A
				3	0	0	0	0	0.000	0	0	0.0	0.0	0.000	A

