

The Drax Power (Generating Stations) Order

Land at, and in the vicinity of, Drax Power Station, near Selby, North Yorkshire

Environmental Statement Appendix 5.4 – Full Junction Results



The Planning Act 2008
The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009 – Regulation 5(2)(a)

Drax Power Limited

Drax Repower Project

Applicant: DRAX POWER LIMITED
Date: May 2018
Document Ref: 6.2.5.4
PINS Ref: EN010091

1) A614 Rawcliffe Road/A645 Junction

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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»2018, AM
»2018, PM
»2022 ND, AM
»2022 ND, PM
»2026 ND, AM
»2026 ND, PM
»2022 WD, AM
»2022 WD, PM
»2026 WD, AM
»2026 WD, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2018							
A - A645 (West)	1.1	10.87	0.49	B	2.1	14.32	0.66	B
B - A614 Rawcliffe Road (East)	1.0	4.20	0.47	A	0.8	3.64	0.42	A
C - A614 Rawcliffe Road (South)	1.3	10.98	0.56	B	0.7	7.17	0.41	A
	2022 ND							
A - A645 (West)	1.1	10.00	0.53	A	2.4	15.46	0.71	C
B - A614 Rawcliffe Road (East)	1.0	3.98	0.50	A	0.8	3.59	0.44	A
C - A614 Rawcliffe Road (South)	1.5	11.60	0.60	B	0.8	7.07	0.44	A

	2026 ND							
A - A645 (West)	1.4	11.64	0.58	B	3.4	20.92	0.78	C
B - A614 Rawcliffe Road (East)	1.2	4.34	0.54	A	0.9	3.85	0.48	A
C - A614 Rawcliffe Road (South)	2.0	14.69	0.68	B	0.9	7.82	0.48	A
	2022 WD							
A - A645 (West)	1.2	10.41	0.55	B	5.5	30.88	0.86	D
B - A614 Rawcliffe Road (East)	1.3	4.53	0.56	A	0.8	3.64	0.45	A
C - A614 Rawcliffe Road (South)	1.9	14.56	0.66	B	0.8	7.18	0.44	A
	2026 WD							
A - A645 (West)	1.5	12.11	0.60	B	8.9	47.99	0.92	E
B - A614 Rawcliffe Road (East)	1.5	4.92	0.60	A	0.9	3.90	0.48	A
C - A614 Rawcliffe Road (South)	2.6	19.02	0.73	C	0.9	7.96	0.48	A

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

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

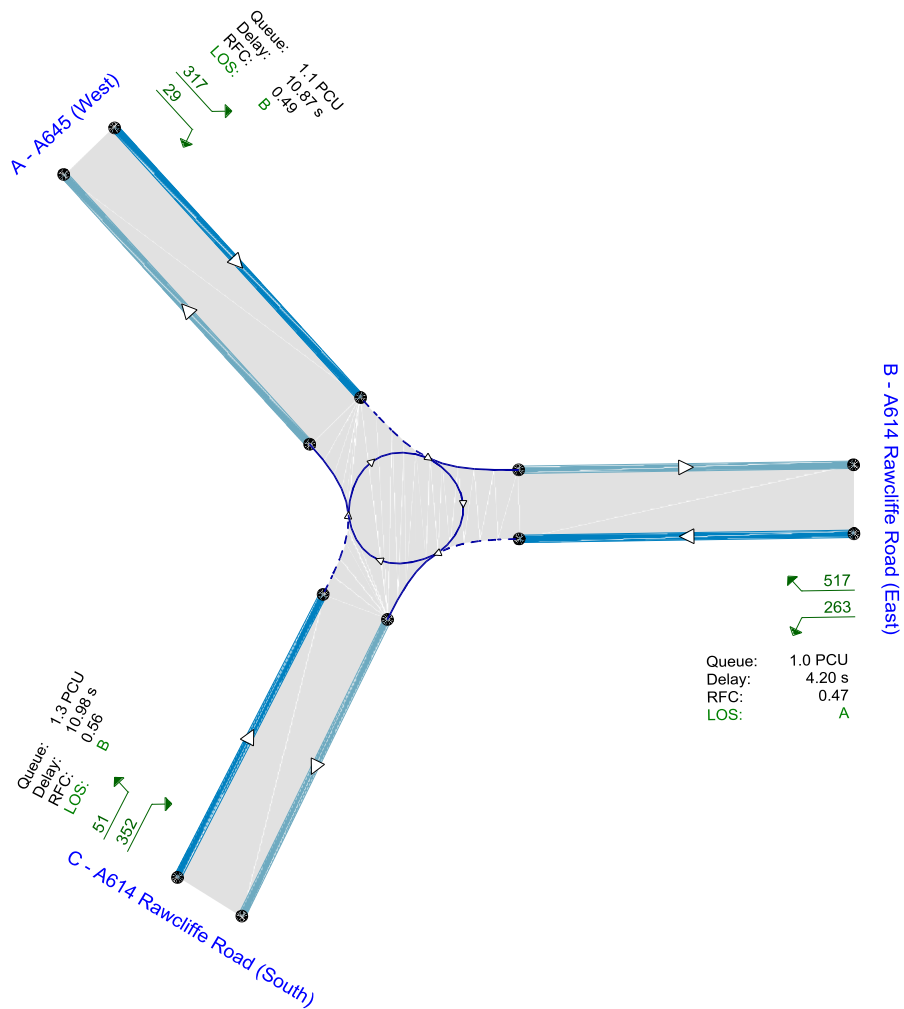
File summary

File Description

Title	Site 1
Location	
Site number	
Date	3/28/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INTW00749
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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:30	09:00	15	✓
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓
D3	2022 ND	AM	ONE HOUR	07:30	09:00	15	✓

D4	2022 ND	PM	ONE HOUR	16:15	17:45	15	✓
D5	2026 ND	AM	ONE HOUR	07:30	09:00	15	✓
D6	2026 ND	PM	ONE HOUR	16:15	17:45	15	✓
D7	2022 WD	AM	ONE HOUR	07:30	09:00	15	✓
D8	2022 WD	PM	ONE HOUR	16:15	17:45	15	✓
D9	2026 WD	AM	ONE HOUR	07:30	09:00	15	✓
D10	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A614 Rawcliffe Road (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 1	Standard Roundabout	A,B,C	7.50	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A645 (West)	
B	A614 Rawcliffe Road (East)	
C	A614 Rawcliffe Road (South)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A645 (West)	4.29	7.18	23.2	18.6	55.9	34.0	
B - A614 Rawcliffe Road (East)	3.30	7.13	27.4	34.2	55.9	31.0	
C - A614 Rawcliffe Road (South)	3.44	6.40	36.6	20.4	55.9	34.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - A645 (West)	Direct		-880
B - A614 Rawcliffe Road (East)	None		
C - A614 Rawcliffe Road (South)	Direct		-600

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A645 (West)	0.610	1012
B - A614 Rawcliffe Road (East)	0.608	1832
C - A614 Rawcliffe Road (South)	0.582	1132

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	346	100.000
B - A614 Rawcliffe Road (East)		ONE HOUR	✓	780	100.000
C - A614 Rawcliffe Road (South)		ONE HOUR	✓	404	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	317	29
	B - A614 Rawcliffe Road (East)	517	0	263
	C - A614 Rawcliffe Road (South)	51	352	1

Proportions

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0.00	0.92	0.08
	B - A614 Rawcliffe Road (East)	0.66	0.00	0.34
	C - A614 Rawcliffe Road (South)	0.13	0.87	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	20	8
	B - A614 Rawcliffe Road (East)	11	0	12
	C - A614 Rawcliffe Road (South)	12	8	0

Average PCU Per Veh

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	1.000	1.200	1.080
	B - A614 Rawcliffe Road (East)	1.110	1.000	1.120
	C - A614 Rawcliffe Road (South)	1.120	1.080	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	07:30-07:45	260	260
	07:45-08:00	311	311
	08:00-08:15	381	381
	08:15-08:30	381	381
	08:30-08:45	311	311
	08:45-09:00	260	260

B - A614 Rawcliffe Road (East)	07:30-07:45	587	587
	07:45-08:00	701	701
	08:00-08:15	859	859
	08:15-08:30	859	859
	08:30-08:45	701	701
	08:45-09:00	587	587
C - A614 Rawcliffe Road (South)	07:30-07:45	304	304
	07:45-08:00	363	363
	08:00-08:15	445	445
	08:15-08:30	445	445
	08:30-08:45	363	363
	08:45-09:00	304	304

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.49	10.87	1.1	B	317	476
B - A614 Rawcliffe Road (East)	0.47	4.20	1.0	A	716	1074
C - A614 Rawcliffe Road (South)	0.56	10.98	1.3	B	371	556

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	260	65	264	851	0.306	258	426	0.0	0.5	7.203	A
B - A614 Rawcliffe Road (East)	587	147	22	1819	0.323	585	500	0.0	0.5	3.243	A
C - A614 Rawcliffe Road (South)	304	76	388	906	0.336	302	220	0.0	0.5	6.441	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	311	78	317	819	0.380	310	510	0.5	0.7	8.406	A
B - A614 Rawcliffe Road (East)	701	175	27	1816	0.386	701	600	0.5	0.7	3.591	A
C - A614 Rawcliffe Road (South)	363	91	464	861	0.422	362	263	0.5	0.8	7.806	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	381	95	387	776	0.491	379	624	0.7	1.1	10.752	B
B - A614 Rawcliffe Road (East)	859	215	33	1812	0.474	858	733	0.7	1.0	4.192	A
C - A614 Rawcliffe Road (South)	445	111	568	801	0.555	443	322	0.8	1.3	10.832	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	381	95	389	775	0.492	381	625	1.1	1.1	10.867	B
B - A614 Rawcliffe Road (East)	859	215	33	1812	0.474	859	736	1.0	1.0	4.203	A
C - A614 Rawcliffe Road (South)	445	111	569	800	0.556	445	323	1.3	1.3	10.976	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	311	78	319	817	0.381	313	512	1.1	0.7	8.515	A
B - A614 Rawcliffe Road (East)	701	175	27	1816	0.386	702	605	1.0	0.7	3.605	A

C - A614 Rawcliffe Road (South)	363	91	466	861	0.422	365	264	1.3	0.8	7.916	A
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08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	260	65	267	849	0.307	261	428	0.7	0.5	7.293	A
B - A614 Rawcliffe Road (East)	587	147	23	1819	0.323	588	505	0.7	0.5	3.257	A
C - A614 Rawcliffe Road (South)	304	76	390	905	0.336	305	221	0.8	0.6	6.520	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A614 Rawcliffe Road (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 1	Standard Roundabout	A,B,C	7.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓

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

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	486	100.000
B - A614 Rawcliffe Road (East)		ONE HOUR	✓	678	100.000
C - A614 Rawcliffe Road (South)		ONE HOUR	✓	340	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	429	57
	B - A614 Rawcliffe Road (East)	337	0	341
	C - A614 Rawcliffe Road (South)	33	307	0

Proportions

	To			
From		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0.00	0.88	0.12
	B - A614 Rawcliffe Road (East)	0.50	0.00	0.50
	C - A614 Rawcliffe Road (South)	0.10	0.90	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	9	0
	B - A614 Rawcliffe Road (East)	8	0	4
	C - A614 Rawcliffe Road (South)	7	8	0

Average PCU Per Veh

	To			
From		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	1.000	1.090	1.000
	B - A614 Rawcliffe Road (East)	1.080	1.000	1.040
	C - A614 Rawcliffe Road (South)	1.070	1.080	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	16:15-16:30	366	366
	16:30-16:45	437	437
	16:45-17:00	535	535
	17:00-17:15	535	535
	17:15-17:30	437	437
	17:30-17:45	366	366
B - A614 Rawcliffe Road (East)	16:15-16:30	510	510
	16:30-16:45	610	610
	16:45-17:00	746	746
	17:00-17:15	746	746
	17:15-17:30	610	610
	17:30-17:45	510	510
C - A614 Rawcliffe Road (South)	16:15-16:30	256	256
	16:30-16:45	306	306
	16:45-17:00	374	374
	17:00-17:15	374	374
	17:15-17:30	306	306
	17:30-17:45	256	256

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.66	14.32	2.1	B	446	669
B - A614 Rawcliffe Road (East)	0.42	3.64	0.8	A	622	933
C - A614 Rawcliffe Road (South)	0.41	7.17	0.7	A	312	468

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	366	91	230	871	0.420	363	278	0.0	0.8	7.590	A
B - A614 Rawcliffe Road (East)	510	128	43	1807	0.283	509	550	0.0	0.4	2.935	A
C - A614 Rawcliffe Road (South)	256	64	253	985	0.260	254	298	0.0	0.4	5.310	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	437	109	276	844	0.518	435	332	0.8	1.1	9.479	A
B - A614 Rawcliffe Road (East)	610	152	51	1801	0.338	609	660	0.4	0.5	3.196	A
C - A614 Rawcliffe Road (South)	306	76	303	956	0.320	305	357	0.4	0.5	5.967	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	535	134	337	806	0.664	531	407	1.1	2.0	13.959	B
B - A614 Rawcliffe Road (East)	746	187	62	1795	0.416	746	806	0.5	0.7	3.632	A
C - A614 Rawcliffe Road (South)	374	94	371	916	0.409	373	437	0.5	0.7	7.147	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	535	134	338	805	0.664	535	407	2.0	2.1	14.324	B
B - A614 Rawcliffe Road (East)	746	187	63	1794	0.416	746	810	0.7	0.8	3.639	A

C - A614 Rawcliffe Road (South)	374	94	371	916	0.409	374	438	0.7	0.7	7.173	A
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17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	437	109	277	843	0.518	441	333	2.1	1.2	9.736	A
B - A614 Rawcliffe Road (East)	610	152	52	1801	0.338	610	666	0.8	0.5	3.207	A
C - A614 Rawcliffe Road (South)	306	76	303	955	0.320	307	359	0.7	0.5	5.999	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	366	91	232	870	0.420	367	279	1.2	0.8	7.745	A
B - A614 Rawcliffe Road (East)	510	128	43	1806	0.283	511	556	0.5	0.4	2.945	A
C - A614 Rawcliffe Road (South)	256	64	254	984	0.260	256	300	0.5	0.4	5.345	A

2022 ND, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A614 Rawcliffe Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 1	Standard Roundabout	A,B,C	7.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 ND	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	364	100.000
B - A614 Rawcliffe Road (East)		ONE HOUR	✓	824	100.000
C - A614 Rawcliffe Road (South)		ONE HOUR	✓	428	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	333	31
	B - A614 Rawcliffe Road (East)	547	0	277
	C - A614 Rawcliffe Road (South)	54	373	1

Proportions

	To			
From		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0.00	0.91	0.09
	B - A614 Rawcliffe Road (East)	0.66	0.00	0.34
	C - A614 Rawcliffe Road (South)	0.13	0.87	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	0	0
	B - A614 Rawcliffe Road (East)	0	0	0
	C - A614 Rawcliffe Road (South)	0	0	0

Average PCU Per Veh

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	1.000	1.000	1.000
	B - A614 Rawcliffe Road (East)	1.000	1.000	1.000
	C - A614 Rawcliffe Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	07:30-07:45	274	274
	07:45-08:00	327	327
	08:00-08:15	401	401
	08:15-08:30	401	401
	08:30-08:45	327	327
	08:45-09:00	274	274
B - A614 Rawcliffe Road (East)	07:30-07:45	620	620
	07:45-08:00	741	741
	08:00-08:15	907	907
	08:15-08:30	907	907
	08:30-08:45	741	741
	08:45-09:00	620	620
C - A614 Rawcliffe Road (South)	07:30-07:45	322	322
	07:45-08:00	385	385
	08:00-08:15	471	471
	08:15-08:30	471	471
	08:30-08:45	385	385
	08:45-09:00	322	322

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.53	10.00	1.1	A	334	501
B - A614 Rawcliffe Road (East)	0.50	3.98	1.0	A	756	1134
C - A614 Rawcliffe Road (South)	0.60	11.60	1.5	B	393	589

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	274	69	280	841	0.326	272	451	0.0	0.5	6.308	A
B - A614 Rawcliffe Road (East)	620	155	24	1818	0.341	618	528	0.0	0.5	2.996	A
C - A614 Rawcliffe Road (South)	322	81	410	893	0.361	320	232	0.0	0.6	6.261	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	327	82	335	807	0.405	326	540	0.5	0.7	7.477	A
B - A614 Rawcliffe Road (East)	741	185	29	1815	0.408	740	633	0.5	0.7	3.347	A
C - A614 Rawcliffe Road (South)	385	96	491	846	0.455	384	277	0.6	0.8	7.773	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	401	100	410	762	0.526	399	661	0.7	1.1	9.879	A

B - A614 Rawcliffe Road (East)	907	227	35	1811	0.501	906	774	0.7	1.0	3.971	A
C - A614 Rawcliffe Road (South)	471	118	601	782	0.603	469	340	0.8	1.5	11.405	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	401	100	412	761	0.527	401	662	1.1	1.1	10.000	A
B - A614 Rawcliffe Road (East)	907	227	35	1811	0.501	907	777	1.0	1.0	3.983	A
C - A614 Rawcliffe Road (South)	471	118	602	781	0.603	471	340	1.5	1.5	11.601	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	327	82	338	805	0.406	329	541	1.1	0.7	7.582	A
B - A614 Rawcliffe Road (East)	741	185	29	1815	0.408	742	638	1.0	0.7	3.361	A
C - A614 Rawcliffe Road (South)	385	96	493	845	0.455	387	278	1.5	0.8	7.908	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	274	69	283	839	0.327	275	453	0.7	0.5	6.389	A
B - A614 Rawcliffe Road (East)	620	155	24	1818	0.341	621	533	0.7	0.5	3.011	A
C - A614 Rawcliffe Road (South)	322	81	412	892	0.361	323	233	0.8	0.6	6.347	A

2022 ND, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A614 Rawcliffe Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 1	Standard Roundabout	A,B,C	8.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022 ND	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	510	100.000
B - A614 Rawcliffe Road (East)		ONE HOUR	✓	717	100.000
C - A614 Rawcliffe Road (South)		ONE HOUR	✓	358	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	450	60
	B - A614 Rawcliffe Road (East)	357	0	360
	C - A614 Rawcliffe Road (South)	33	325	0

Proportions

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0.00	0.88	0.12
	B - A614 Rawcliffe Road (East)	0.50	0.00	0.50
	C - A614 Rawcliffe Road (South)	0.09	0.91	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	0	0
	B - A614 Rawcliffe Road (East)	0	0	0
	C - A614 Rawcliffe Road (South)	0	0	0

Average PCU Per Veh

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	1.000	1.000	1.000
	B - A614 Rawcliffe Road (East)	1.000	1.000	1.000
	C - A614 Rawcliffe Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	16:15-16:30	384	384
	16:30-16:45	458	458
	16:45-17:00	562	562
	17:00-17:15	562	562
	17:15-17:30	458	458
	17:30-17:45	384	384

B - A614 Rawcliffe Road (East)	16:15-16:30	540	540
	16:30-16:45	645	645
	16:45-17:00	789	789
	17:00-17:15	789	789
	17:15-17:30	645	645
	17:30-17:45	540	540
C - A614 Rawcliffe Road (South)	16:15-16:30	270	270
	16:30-16:45	322	322
	16:45-17:00	394	394
	17:00-17:15	394	394
	17:15-17:30	322	322
	17:30-17:45	270	270

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.71	15.46	2.4	C	468	702
B - A614 Rawcliffe Road (East)	0.44	3.59	0.8	A	658	987
C - A614 Rawcliffe Road (South)	0.44	7.07	0.8	A	329	493

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	384	96	243	863	0.445	381	293	0.0	0.8	7.417	A
B - A614 Rawcliffe Road (East)	540	135	45	1805	0.299	538	579	0.0	0.4	2.837	A
C - A614 Rawcliffe Road (South)	270	67	268	976	0.276	268	315	0.0	0.4	5.076	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	458	115	292	834	0.550	457	350	0.8	1.2	9.511	A
B - A614 Rawcliffe Road (East)	645	161	54	1800	0.358	644	695	0.4	0.6	3.113	A
C - A614 Rawcliffe Road (South)	322	80	321	945	0.341	321	377	0.4	0.5	5.766	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	562	140	357	794	0.707	557	429	1.2	2.3	14.926	B
B - A614 Rawcliffe Road (East)	789	197	66	1793	0.440	789	849	0.6	0.8	3.582	A
C - A614 Rawcliffe Road (South)	394	99	393	903	0.436	393	461	0.5	0.8	7.043	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	562	140	358	793	0.708	561	429	2.3	2.4	15.464	C
B - A614 Rawcliffe Road (East)	789	197	66	1792	0.440	789	853	0.8	0.8	3.588	A
C - A614 Rawcliffe Road (South)	394	99	393	903	0.437	394	462	0.8	0.8	7.074	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	458	115	293	833	0.550	463	351	2.4	1.3	9.843	A
B - A614 Rawcliffe Road (East)	645	161	54	1799	0.358	645	701	0.8	0.6	3.121	A

C - A614 Rawcliffe Road (South)	322	80	321	945	0.341	323	379	0.8	0.5	5.799	A
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17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	384	96	245	862	0.445	386	294	1.3	0.8	7.584	A
B - A614 Rawcliffe Road (East)	540	135	45	1805	0.299	540	586	0.6	0.4	2.849	A
C - A614 Rawcliffe Road (South)	270	67	269	975	0.276	270	317	0.5	0.4	5.111	A

2026 ND, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A614 Rawcliffe Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 1	Standard Roundabout	A,B,C	8.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 ND	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	392	100.000
B - A614 Rawcliffe Road (East)		ONE HOUR	✓	890	100.000
C - A614 Rawcliffe Road (South)		ONE HOUR	✓	462	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	358	34
	B - A614 Rawcliffe Road (East)	591	0	299
	C - A614 Rawcliffe Road (South)	58	403	1

Proportions

	To			
From		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0.00	0.91	0.09
	B - A614 Rawcliffe Road (East)	0.66	0.00	0.34
	C - A614 Rawcliffe Road (South)	0.13	0.87	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	0	0
	B - A614 Rawcliffe Road (East)	0	0	0
	C - A614 Rawcliffe Road (South)	0	0	0

Average PCU Per Veh

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	1.000	1.000	1.000
	B - A614 Rawcliffe Road (East)	1.000	1.000	1.000
	C - A614 Rawcliffe Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	07:30-07:45	295	295
	07:45-08:00	352	352
	08:00-08:15	432	432
	08:15-08:30	432	432
	08:30-08:45	352	352
	08:45-09:00	295	295
B - A614 Rawcliffe Road (East)	07:30-07:45	670	670
	07:45-08:00	800	800
	08:00-08:15	980	980
	08:15-08:30	980	980
	08:30-08:45	800	800
	08:45-09:00	670	670
C - A614 Rawcliffe Road (South)	07:30-07:45	348	348
	07:45-08:00	415	415
	08:00-08:15	509	509
	08:15-08:30	509	509
	08:30-08:45	415	415
	08:45-09:00	348	348

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.58	11.64	1.4	B	360	540
B - A614 Rawcliffe Road (East)	0.54	4.34	1.2	A	817	1225
C - A614 Rawcliffe Road (South)	0.68	14.69	2.0	B	424	636

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	295	74	302	827	0.357	293	487	0.0	0.5	6.708	A
B - A614 Rawcliffe Road (East)	670	168	26	1817	0.369	668	569	0.0	0.6	3.127	A
C - A614 Rawcliffe Road (South)	348	87	443	874	0.398	345	250	0.0	0.7	6.780	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	352	88	362	791	0.446	351	583	0.5	0.8	8.173	A
B - A614 Rawcliffe Road (East)	800	200	31	1813	0.441	799	682	0.6	0.8	3.546	A
C - A614 Rawcliffe Road (South)	415	104	531	823	0.505	414	300	0.7	1.0	8.773	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	432	108	441	742	0.581	429	713	0.8	1.3	11.415	B

B - A614 Rawcliffe Road (East)	980	245	38	1809	0.54 2	978	832	0.8	1.2	4.325	A
C - A614 Rawcliffe Road (South)	509	127	650	754	0.67 5	505	367	1.0	2.0	14.24 3	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	432	108	445	740	0.58 3	431	715	1.3	1.4	11.64 2	B
B - A614 Rawcliffe Road (East)	980	245	39	1809	0.54 2	980	838	1.2	1.2	4.341	A
C - A614 Rawcliffe Road (South)	509	127	651	753	0.67 6	508	368	2.0	2.0	14.69 1	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	352	88	367	788	0.44 7	355	585	1.4	0.8	8.348	A
B - A614 Rawcliffe Road (East)	800	200	32	1813	0.44 1	802	690	1.2	0.8	3.563	A
C - A614 Rawcliffe Road (South)	415	104	532	822	0.50 5	419	301	2.0	1.0	9.025	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	295	74	305	825	0.35 8	296	489	0.8	0.6	6.815	A
B - A614 Rawcliffe Road (East)	670	168	26	1816	0.36 9	671	575	0.8	0.6	3.146	A
C - A614 Rawcliffe Road (South)	348	87	445	872	0.39 9	349	252	1.0	0.7	6.902	A

2026 ND, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A614 Rawcliffe Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 1	Standard Roundabout	A,B,C	10.24	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 ND	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	551	100.000
B - A614 Rawcliffe Road (East)		ONE HOUR	✓	775	100.000
C - A614 Rawcliffe Road (South)		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	485	66
	B - A614 Rawcliffe Road (East)	385	0	390
	C - A614 Rawcliffe Road (South)	36	350	0

Proportions

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0.00	0.88	0.12
	B - A614 Rawcliffe Road (East)	0.50	0.00	0.50
	C - A614 Rawcliffe Road (South)	0.09	0.91	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	0	0
	B - A614 Rawcliffe Road (East)	0	0	0
	C - A614 Rawcliffe Road (South)	0	0	0

Average PCU Per Veh

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	1.000	1.000	1.000
	B - A614 Rawcliffe Road (East)	1.000	1.000	1.000
	C - A614 Rawcliffe Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	16:15-16:30	415	415
	16:30-16:45	495	495
	16:45-17:00	607	607
	17:00-17:15	607	607
	17:15-17:30	495	495
	17:30-17:45	415	415

B - A614 Rawcliffe Road (East)	16:15-16:30	583	583
	16:30-16:45	697	697
	16:45-17:00	853	853
	17:00-17:15	853	853
	17:15-17:30	697	697
	17:30-17:45	583	583
C - A614 Rawcliffe Road (South)	16:15-16:30	291	291
	16:30-16:45	347	347
	16:45-17:00	425	425
	17:00-17:15	425	425
	17:15-17:30	347	347
	17:30-17:45	291	291

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.78	20.92	3.4	C	506	758
B - A614 Rawcliffe Road (East)	0.48	3.85	0.9	A	711	1067
C - A614 Rawcliffe Road (South)	0.48	7.82	0.9	A	354	531

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	415	104	262	852	0.487	411	316	0.0	0.9	8.102	A
B - A614 Rawcliffe Road (East)	583	146	49	1802	0.324	582	624	0.0	0.5	2.945	A
C - A614 Rawcliffe Road (South)	291	73	289	964	0.302	289	342	0.0	0.4	5.323	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	495	124	314	820	0.604	493	378	0.9	1.5	10.936	B
B - A614 Rawcliffe Road (East)	697	174	59	1796	0.388	696	748	0.5	0.6	3.270	A
C - A614 Rawcliffe Road (South)	347	87	346	930	0.373	346	409	0.4	0.6	6.157	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	607	152	384	777	0.780	600	463	1.5	3.2	19.514	C
B - A614 Rawcliffe Road (East)	853	213	72	1789	0.477	852	912	0.6	0.9	3.839	A
C - A614 Rawcliffe Road (South)	425	106	423	885	0.480	424	501	0.6	0.9	7.777	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	607	152	385	777	0.781	606	464	3.2	3.4	20.920	C
B - A614 Rawcliffe Road (East)	853	213	73	1788	0.477	853	919	0.9	0.9	3.850	A
C - A614 Rawcliffe Road (South)	425	106	424	885	0.480	425	502	0.9	0.9	7.823	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	495	124	316	819	0.605	503	379	3.4	1.6	11.626	B
B - A614 Rawcliffe Road (East)	697	174	60	1796	0.388	698	758	0.9	0.6	3.281	A

C - A614 Rawcliffe Road (South)	347	87	347	930	0.373	348	411	0.9	0.6	6.203	A
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17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	415	104	264	851	0.488	417	317	1.6	1.0	8.354	A
B - A614 Rawcliffe Road (East)	583	146	50	1802	0.324	584	631	0.6	0.5	2.959	A
C - A614 Rawcliffe Road (South)	291	73	290	963	0.302	291	344	0.6	0.4	5.367	A

2022 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A614 Rawcliffe Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 1	Standard Roundabout	A,B,C	8.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 WD	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	377	100.000
B - A614 Rawcliffe Road (East)		ONE HOUR	✓	923	100.000
C - A614 Rawcliffe Road (South)		ONE HOUR	✓	428	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	346	31
	B - A614 Rawcliffe Road (East)	646	0	277
	C - A614 Rawcliffe Road (South)	54	373	1

Proportions

	To			
From		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0.00	0.92	0.08
	B - A614 Rawcliffe Road (East)	0.70	0.00	0.30
	C - A614 Rawcliffe Road (South)	0.13	0.87	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	0	0
	B - A614 Rawcliffe Road (East)	0	0	0
	C - A614 Rawcliffe Road (South)	0	0	0

Average PCU Per Veh

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	1.000	1.000	1.000
	B - A614 Rawcliffe Road (East)	1.000	1.000	1.000
	C - A614 Rawcliffe Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	07:30-07:45	284	284
	07:45-08:00	339	339
	08:00-08:15	415	415
	08:15-08:30	415	415
	08:30-08:45	339	339
	08:45-09:00	284	284
B - A614 Rawcliffe Road (East)	07:30-07:45	695	695
	07:45-08:00	830	830
	08:00-08:15	1016	1016
	08:15-08:30	1016	1016
	08:30-08:45	830	830
	08:45-09:00	695	695
C - A614 Rawcliffe Road (South)	07:30-07:45	322	322
	07:45-08:00	385	385
	08:00-08:15	471	471
	08:15-08:30	471	471
	08:30-08:45	385	385
	08:45-09:00	322	322

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.55	10.41	1.2	B	346	519
B - A614 Rawcliffe Road (East)	0.56	4.53	1.3	A	847	1270
C - A614 Rawcliffe Road (South)	0.66	14.56	1.9	B	393	589

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	284	71	279	841	0.337	282	525	0.0	0.5	6.413	A
B - A614 Rawcliffe Road (East)	695	174	24	1818	0.382	692	537	0.0	0.6	3.192	A
C - A614 Rawcliffe Road (South)	322	81	485	850	0.379	320	232	0.0	0.6	6.765	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	339	85	335	807	0.420	338	629	0.5	0.7	7.659	A
B - A614 Rawcliffe Road (East)	830	207	29	1815	0.457	829	644	0.6	0.8	3.647	A
C - A614 Rawcliffe Road (South)	385	96	580	794	0.485	383	277	0.6	0.9	8.739	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	415	104	409	762	0.544	413	769	0.7	1.2	10.257	B

B - A614 Rawcliffe Road (East)	1016	254	35	1811	0.561	1015	787	0.8	1.3	4.509	A
C - A614 Rawcliffe Road (South)	471	118	710	718	0.656	468	340	0.9	1.8	14.150	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	415	104	412	761	0.546	415	771	1.2	1.2	10.413	B
B - A614 Rawcliffe Road (East)	1016	254	35	1811	0.561	1016	791	1.3	1.3	4.529	A
C - A614 Rawcliffe Road (South)	471	118	711	718	0.657	471	340	1.8	1.9	14.563	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	339	85	339	805	0.421	341	631	1.2	0.7	7.791	A
B - A614 Rawcliffe Road (East)	830	207	29	1815	0.457	831	651	1.3	0.8	3.669	A
C - A614 Rawcliffe Road (South)	385	96	582	793	0.485	388	278	1.9	1.0	8.973	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	284	71	283	839	0.338	285	528	0.7	0.5	6.502	A
B - A614 Rawcliffe Road (East)	695	174	24	1818	0.382	696	543	0.8	0.6	3.213	A
C - A614 Rawcliffe Road (South)	322	81	487	848	0.380	324	233	1.0	0.6	6.880	A

2022 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A614 Rawcliffe Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 1	Standard Roundabout	A,B,C	14.27	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	620	100.000
B - A614 Rawcliffe Road (East)		ONE HOUR	✓	729	100.000
C - A614 Rawcliffe Road (South)		ONE HOUR	✓	358	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	560	60
	B - A614 Rawcliffe Road (East)	369	0	360
	C - A614 Rawcliffe Road (South)	33	325	0

Proportions

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0.00	0.90	0.10
	B - A614 Rawcliffe Road (East)	0.51	0.00	0.49
	C - A614 Rawcliffe Road (South)	0.09	0.91	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	0	0
	B - A614 Rawcliffe Road (East)	0	0	0
	C - A614 Rawcliffe Road (South)	0	0	0

Average PCU Per Veh

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	1.000	1.000	1.000
	B - A614 Rawcliffe Road (East)	1.000	1.000	1.000
	C - A614 Rawcliffe Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	16:15-16:30	467	467
	16:30-16:45	557	557
	16:45-17:00	683	683
	17:00-17:15	683	683
	17:15-17:30	557	557
	17:30-17:45	467	467

B - A614 Rawcliffe Road (East)	16:15-16:30	549	549
	16:30-16:45	655	655
	16:45-17:00	803	803
	17:00-17:15	803	803
	17:15-17:30	655	655
	17:30-17:45	549	549
C - A614 Rawcliffe Road (South)	16:15-16:30	270	270
	16:30-16:45	322	322
	16:45-17:00	394	394
	17:00-17:15	394	394
	17:15-17:30	322	322
	17:30-17:45	270	270

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.86	30.88	5.5	D	569	853
B - A614 Rawcliffe Road (East)	0.45	3.64	0.8	A	669	1003
C - A614 Rawcliffe Road (South)	0.44	7.18	0.8	A	329	493

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	467	117	243	863	0.541	462	302	0.0	1.2	8.877	A
B - A614 Rawcliffe Road (East)	549	137	45	1805	0.304	547	661	0.0	0.4	2.858	A
C - A614 Rawcliffe Road (South)	270	67	277	971	0.278	268	315	0.0	0.4	5.112	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	557	139	292	834	0.669	554	361	1.2	1.9	12.734	B
B - A614 Rawcliffe Road (East)	655	164	54	1800	0.364	655	792	0.4	0.6	3.142	A
C - A614 Rawcliffe Road (South)	322	80	331	939	0.343	321	377	0.4	0.5	5.825	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	683	171	357	794	0.860	670	442	1.9	5.1	26.688	D
B - A614 Rawcliffe Road (East)	803	201	65	1793	0.448	802	962	0.6	0.8	3.628	A
C - A614 Rawcliffe Road (South)	394	99	406	896	0.440	393	461	0.5	0.8	7.151	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	683	171	358	793	0.860	681	443	5.1	5.5	30.880	D
B - A614 Rawcliffe Road (East)	803	201	66	1792	0.448	803	973	0.8	0.8	3.636	A
C - A614 Rawcliffe Road (South)	394	99	406	895	0.440	394	462	0.8	0.8	7.183	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	557	139	293	833	0.669	571	362	5.5	2.1	14.401	B
B - A614 Rawcliffe Road (East)	655	164	55	1799	0.364	656	809	0.8	0.6	3.155	A

C - A614 Rawcliffe Road (South)	322	80	332	938	0.343	323	379	0.8	0.5	5.859	A
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17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	467	117	245	862	0.541	470	303	2.1	1.2	9.275	A
B - A614 Rawcliffe Road (East)	549	137	46	1805	0.304	549	670	0.6	0.4	2.868	A
C - A614 Rawcliffe Road (South)	270	67	278	970	0.278	270	317	0.5	0.4	5.149	A

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A614 Rawcliffe Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 1	Standard Roundabout	A,B,C	10.02	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 WD	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	403	100.000
B - A614 Rawcliffe Road (East)		ONE HOUR	✓	978	100.000
C - A614 Rawcliffe Road (South)		ONE HOUR	✓	462	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	369	34
	B - A614 Rawcliffe Road (East)	679	0	299
	C - A614 Rawcliffe Road (South)	58	403	1

Proportions

	To			
From		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0.00	0.92	0.08
	B - A614 Rawcliffe Road (East)	0.69	0.00	0.31
	C - A614 Rawcliffe Road (South)	0.13	0.87	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	0	0
	B - A614 Rawcliffe Road (East)	0	0	0
	C - A614 Rawcliffe Road (South)	0	0	0

Average PCU Per Veh

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	1.000	1.000	1.000
	B - A614 Rawcliffe Road (East)	1.000	1.000	1.000
	C - A614 Rawcliffe Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	07:30-07:45	303	303
	07:45-08:00	362	362
	08:00-08:15	444	444
	08:15-08:30	444	444
	08:30-08:45	362	362
	08:45-09:00	303	303
B - A614 Rawcliffe Road (East)	07:30-07:45	736	736
	07:45-08:00	879	879
	08:00-08:15	1077	1077
	08:15-08:30	1077	1077
	08:30-08:45	879	879
	08:45-09:00	736	736
C - A614 Rawcliffe Road (South)	07:30-07:45	348	348
	07:45-08:00	415	415
	08:00-08:15	509	509
	08:15-08:30	509	509
	08:30-08:45	415	415
	08:45-09:00	348	348

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.60	12.11	1.5	B	370	555
B - A614 Rawcliffe Road (East)	0.60	4.92	1.5	A	897	1346
C - A614 Rawcliffe Road (South)	0.73	19.02	2.6	C	424	636

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	303	76	302	828	0.367	301	553	0.0	0.6	6.810	A
B - A614 Rawcliffe Road (East)	736	184	26	1817	0.405	734	577	0.0	0.7	3.316	A
C - A614 Rawcliffe Road (South)	348	87	509	835	0.416	345	250	0.0	0.7	7.303	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	362	91	362	791	0.458	361	662	0.6	0.8	8.355	A
B - A614 Rawcliffe Road (East)	879	220	31	1813	0.485	878	692	0.7	0.9	3.846	A
C - A614 Rawcliffe Road (South)	415	104	610	777	0.535	414	300	0.7	1.1	9.865	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	444	111	440	743	0.597	441	809	0.8	1.4	11.823	B

B - A614 Rawcliffe Road (East)	1077	269	38	1809	0.595	1075	843	0.9	1.5	4.888	A
C - A614 Rawcliffe Road (South)	509	127	746	697	0.729	503	367	1.1	2.5	18.023	C

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	444	111	444	741	0.599	444	811	1.4	1.5	12.111	B
B - A614 Rawcliffe Road (East)	1077	269	39	1809	0.595	1077	850	1.5	1.5	4.916	A
C - A614 Rawcliffe Road (South)	509	127	748	697	0.730	508	368	2.5	2.6	19.017	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	362	91	368	787	0.460	365	665	1.5	0.9	8.570	A
B - A614 Rawcliffe Road (East)	879	220	32	1813	0.485	881	701	1.5	0.9	3.871	A
C - A614 Rawcliffe Road (South)	415	104	612	776	0.535	421	301	2.6	1.2	10.307	B

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	303	76	306	825	0.368	305	556	0.9	0.6	6.928	A
B - A614 Rawcliffe Road (East)	736	184	26	1816	0.405	737	584	0.9	0.7	3.338	A
C - A614 Rawcliffe Road (South)	348	87	512	834	0.417	350	252	1.2	0.7	7.462	A

2026 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - A614 Rawcliffe Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	Site 1	Standard Roundabout	A,B,C	20.48	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	650	100.000
B - A614 Rawcliffe Road (East)		ONE HOUR	✓	787	100.000
C - A614 Rawcliffe Road (South)		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	584	66
	B - A614 Rawcliffe Road (East)	397	0	390
	C - A614 Rawcliffe Road (South)	36	350	0

Proportions

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0.00	0.90	0.10
	B - A614 Rawcliffe Road (East)	0.50	0.00	0.50
	C - A614 Rawcliffe Road (South)	0.09	0.91	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	0	0	0
	B - A614 Rawcliffe Road (East)	0	0	0
	C - A614 Rawcliffe Road (South)	0	0	0

Average PCU Per Veh

From	To			
		A - A645 (West)	B - A614 Rawcliffe Road (East)	C - A614 Rawcliffe Road (South)
	A - A645 (West)	1.000	1.000	1.000
	B - A614 Rawcliffe Road (East)	1.000	1.000	1.000
	C - A614 Rawcliffe Road (South)	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	16:15-16:30	489	489
	16:30-16:45	584	584
	16:45-17:00	716	716
	17:00-17:15	716	716
	17:15-17:30	584	584
	17:30-17:45	489	489

B - A614 Rawcliffe Road (East)	16:15-16:30	592	592
	16:30-16:45	707	707
	16:45-17:00	867	867
	17:00-17:15	867	867
	17:15-17:30	707	707
	17:30-17:45	592	592
C - A614 Rawcliffe Road (South)	16:15-16:30	291	291
	16:30-16:45	347	347
	16:45-17:00	425	425
	17:00-17:15	425	425
	17:15-17:30	347	347
	17:30-17:45	291	291

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.92	47.99	8.9	E	596	895
B - A614 Rawcliffe Road (East)	0.48	3.90	0.9	A	722	1083
C - A614 Rawcliffe Road (South)	0.48	7.96	0.9	A	354	531

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	489	122	262	852	0.574	484	325	0.0	1.3	9.657	A
B - A614 Rawcliffe Road (East)	592	148	49	1803	0.329	591	697	0.0	0.5	2.965	A
C - A614 Rawcliffe Road (South)	291	73	298	958	0.303	289	342	0.0	0.4	5.363	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	584	146	314	820	0.713	580	389	1.3	2.4	14.748	B
B - A614 Rawcliffe Road (East)	707	177	59	1797	0.394	707	835	0.5	0.6	3.302	A
C - A614 Rawcliffe Road (South)	347	87	357	924	0.375	346	409	0.4	0.6	6.224	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	716	179	384	777	0.921	695	476	2.4	7.6	36.668	E
B - A614 Rawcliffe Road (East)	867	217	71	1790	0.484	865	1008	0.6	0.9	3.890	A
C - A614 Rawcliffe Road (South)	425	106	437	878	0.484	424	499	0.6	0.9	7.907	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	716	179	385	777	0.922	710	477	7.6	8.9	47.992	E
B - A614 Rawcliffe Road (East)	867	217	72	1789	0.484	866	1024	0.9	0.9	3.904	A
C - A614 Rawcliffe Road (South)	425	106	437	877	0.484	425	502	0.9	0.9	7.956	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	584	146	316	819	0.713	609	390	8.9	2.6	18.951	C
B - A614 Rawcliffe Road (East)	707	177	62	1795	0.394	709	863	0.9	0.7	3.319	A

C - A614 Rawcliffe Road (South)	347	87	357	924	0.376	348	413	0.9	0.6	6.272	A
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17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	489	122	264	851	0.575	494	326	2.6	1.4	10.244	B
B - A614 Rawcliffe Road (East)	592	148	50	1802	0.329	593	708	0.7	0.5	2.981	A
C - A614 Rawcliffe Road (South)	291	73	299	958	0.303	291	344	0.6	0.4	5.407	A

2) A614 / Airmyn Road / Rawcliffe Road
Junction

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Report generation date: 4/5/2018 2:34:52 PM

»2018, AM
»2018, PM
»2022 ND, AM
»2022 ND, PM
»2026 ND, AM
»2026 ND, PM
»2022 WD, AM
»2022 WD, PM
»2026 WD, AM
»2026 WD, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2018							
A - A614 Rawcliffe Road (West)	1.8	8.65	0.61	A	2.4	10.88	0.70	B
B - Local Access	0.0	8.01	0.01	A	0.0	6.58	0.03	A
C - Airmyn Road	0.6	10.14	0.37	B	0.4	9.12	0.29	A
D - A614 Rawcliffe Road (East)	0.8	3.67	0.41	A	0.8	3.54	0.41	A
E - Rawcliffe Road	0.9	9.29	0.42	A	1.0	9.12	0.44	A
	2022 ND							
A - A614 Rawcliffe Road (West)	1.8	8.39	0.65	A	2.8	11.76	0.74	B
B - Local Access	0.0	5.87	0.01	A	0.0	6.98	0.04	A

C - Airmyn Road	0.7	10.75	0.41	B	0.5	9.63	0.32	A
D - A614 Rawcliffe Road (East)	0.8	3.33	0.44	A	0.8	3.30	0.44	A
E - Rawcliffe Road	0.8	8.37	0.46	A	0.9	8.25	0.48	A
2026 ND								
A - A614 Rawcliffe Road (West)	2.3	10.11	0.71	B	4.1	16.23	0.81	C
B - Local Access	0.0	6.30	0.02	A	0.0	7.73	0.04	A
C - Airmyn Road	0.9	12.74	0.47	B	0.6	11.09	0.37	B
D - A614 Rawcliffe Road (East)	0.9	3.57	0.47	A	0.9	3.53	0.47	A
E - Rawcliffe Road	1.1	9.92	0.52	A	1.1	9.75	0.54	A
2022 WD								
A - A614 Rawcliffe Road (West)	1.9	8.68	0.66	A	5.0	19.16	0.84	C
B - Local Access	0.0	5.94	0.01	A	0.0	7.90	0.04	A
C - Airmyn Road	0.7	10.96	0.41	B	0.5	11.29	0.35	B
D - A614 Rawcliffe Road (East)	1.0	3.71	0.49	A	0.8	3.34	0.44	A
E - Rawcliffe Road	1.0	9.78	0.50	A	0.9	8.40	0.48	A
2026 WD								
A - A614 Rawcliffe Road (West)	2.5	10.50	0.72	B	8.1	29.61	0.90	D
B - Local Access	0.0	6.38	0.02	A	0.0	8.72	0.05	A
C - Airmyn Road	0.9	13.01	0.47	B	0.7	13.03	0.41	B
D - A614 Rawcliffe Road (East)	1.1	3.95	0.52	A	0.9	3.58	0.48	A
E - Rawcliffe Road	1.3	11.69	0.56	B	1.2	9.95	0.54	A

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

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

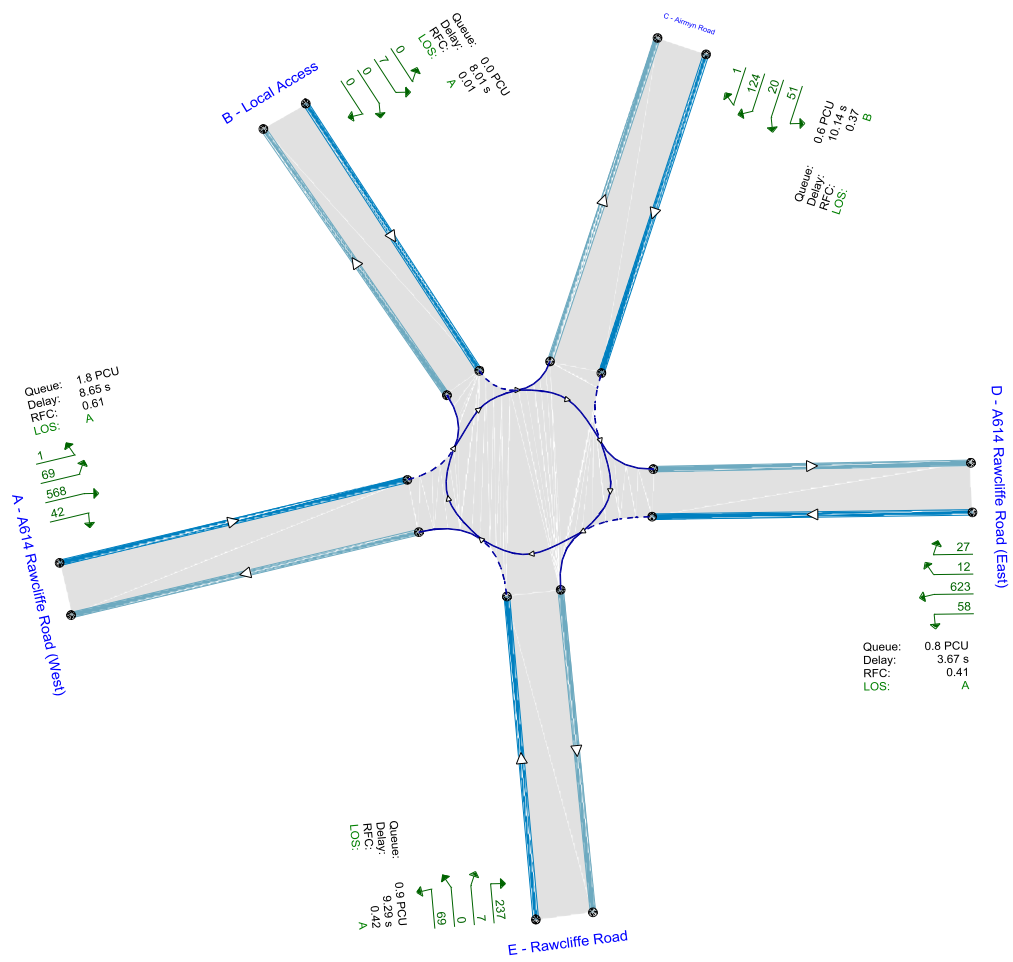
File summary

File Description

Title	Site 2
Location	
Site number	
Date	3/28/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INTW00749
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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:30	09:00	15	✓
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓
D3	2022 ND	AM	ONE HOUR	07:30	09:00	15	✓
D4	2022 ND	PM	ONE HOUR	16:15	17:45	15	✓
D5	2026 ND	AM	ONE HOUR	07:30	09:00	15	✓
D6	2026 ND	PM	ONE HOUR	16:15	17:45	15	✓
D7	2022 WD	AM	ONE HOUR	07:30	09:00	15	✓
D8	2022 WD	PM	ONE HOUR	16:15	17:45	15	✓
D9	2026 WD	AM	ONE HOUR	07:30	09:00	15	✓
D10	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2018, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
2	Site 2	Standard Roundabout	C,D,E,A,B	7.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A614 Rawcliffe Road (West)	
B	Local Access	
C	Airmyn Road	

D	A614 Rawcliffe Road (East)	
E	Rawcliffe 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)	Exit only
A - A614 Rawcliffe Road (West)	3.76	4.97	4.5	22.6	53.1	17.0	
B - Local Access	3.60	3.86	6.5	15.0	53.1	21.5	
C - Airmyn Road	2.67	4.02	6.7	9.6	53.1	25.5	
D - A614 Rawcliffe Road (East)	4.74	7.20	25.8	24.2	53.1	24.5	
E - Rawcliffe Road	4.01	5.52	4.1	22.4	53.1	17.5	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A - A614 Rawcliffe Road (West)	None		
B - Local Access	None		
C - Airmyn Road	None		
D - A614 Rawcliffe Road (East)	None		
E - Rawcliffe Road	Direct		-178

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A614 Rawcliffe Road (West)	0.553	1403
B - Local Access	0.501	1176
C - Airmyn Road	0.458	1019
D - A614 Rawcliffe Road (East)	0.669	2063
E - Rawcliffe Road	0.570	1317

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A614 Rawcliffe Road (West)		ONE HOUR	✓	680	100.000
B - Local Access		ONE HOUR	✓	7	100.000
C - Airmyn Road		ONE HOUR	✓	197	100.000
D - A614 Rawcliffe Road (East)		ONE HOUR	✓	721	100.000
E - Rawcliffe Road		ONE HOUR	✓	314	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	0	1	69	568	42
	B - Local Access	0	0	0	7	0
	C - Airmyn Road	124	1	1	51	20
	D - A614 Rawcliffe Road (East)	623	12	27	1	58
	E - Rawcliffe Road	69	0	7	237	1

Proportions

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	0.00	0.00	0.10	0.84	0.06
	B - Local Access	0.00	0.00	0.00	1.00	0.00
	C - Airmyn Road	0.63	0.01	0.01	0.26	0.10
	D - A614 Rawcliffe Road (East)	0.86	0.02	0.04	0.00	0.08
	E - Rawcliffe Road	0.22	0.00	0.02	0.75	0.00

Vehicle Mix

Heavy Vehicle Percentages

Fr o m	To					
		A - A614 Raw cliffe Road (Wes t)	B - Loc al Acc ess	C - Air my n Roa d	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0	0	5	16	26
	B - Local Access	0	0	0	43	0
	C - Airmyn Road	5	0	0	5	0
	D - A614 Rawcliffe Road (East)	12	20	0	0	89
	E - Rawcliffe Road	6	0	0	30	0

Average PCU Per Veh

Fr o m	To					
		A - A614 Raw cliffe Road (Wes t)	B - Loc al Acc ess	C - Air my n Roa d	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	1.000	1.000	1.050	1.160	1.260
	B - Local Access	1.000	1.000	1.000	1.430	1.000
	C - Airmyn Road	1.050	1.000	1.000	1.050	1.000
	D - A614 Rawcliffe Road (East)	1.120	1.200	1.000	1.000	1.890
	E - Rawcliffe Road	1.060	1.000	1.000	1.300	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A614 Rawcliffe Road (West)	07:30-07:45	512	512
	07:45-08:00	611	611
	08:00-08:15	749	749
	08:15-08:30	749	749
	08:30-08:45	611	611
	08:45-09:00	512	512
B - Local Access	07:30-07:45	5	5
	07:45-08:00	6	6
	08:00-08:15	8	8
	08:15-08:30	8	8
	08:30-08:45	6	6
	08:45-09:00	5	5
C - Airmyn Road	07:30-07:45	148	148
	07:45-08:00	177	177
	08:00-08:15	217	217
	08:15-08:30	217	217
	08:30-08:45	177	177
	08:45-09:00	148	148

D - A614 Rawcliffe Road (East)	07:30-07:45	543	543
	07:45-08:00	648	648
	08:00-08:15	794	794
	08:15-08:30	794	794
	08:30-08:45	648	648
	08:45-09:00	543	543
E - Rawcliffe Road	07:30-07:45	236	236
	07:45-08:00	282	282
	08:00-08:15	346	346
	08:15-08:30	346	346
	08:30-08:45	282	282
	08:45-09:00	236	236

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A614 Rawcliffe Road (West)	0.61	8.65	1.8	A	624	936
B - Local Access	0.01	8.01	0.0	A	6	10
C - Airmyn Road	0.37	10.14	0.6	B	181	271
D - A614 Rawcliffe Road (East)	0.41	3.67	0.8	A	662	992
E - Rawcliffe Road	0.42	9.29	0.9	A	288	432

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	512	128	215	1284	0.399	509	612	0.0	0.8	5.333	A
B - Local Access	5	1	713	819	0.006	5	11	0.0	0.0	6.328	A
C - Airmyn Road	148	37	641	726	0.204	147	78	0.0	0.3	6.486	A

D - A614 Rawcliffe Road (East)	543	136	141	1968	0.276	541	646	0.0	0.4	2.905	A
E - Rawcliffe Road	236	59	592	980	0.241	235	91	0.0	0.4	5.930	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	611	153	257	1261	0.485	610	733	0.8	1.1	6.366	A
B - Local Access	6	2	855	748	0.008	6	13	0.0	0.0	6.943	A
C - Airmyn Road	177	44	768	667	0.265	177	93	0.3	0.4	7.653	A
D - A614 Rawcliffe Road (East)	648	162	170	1950	0.332	648	775	0.4	0.6	3.188	A
E - Rawcliffe Road	282	71	709	913	0.309	282	109	0.4	0.5	7.000	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	749	187	315	1229	0.609	746	897	1.1	1.8	8.545	A
B - Local Access	8	2	1045	652	0.012	8	15	0.0	0.0	7.987	A
C - Airmyn Road	217	54	939	589	0.368	216	114	0.4	0.6	10.051	B
D - A614 Rawcliffe Road (East)	794	198	207	1924	0.413	793	948	0.6	0.8	3.667	A
E - Rawcliffe Road	346	86	867	823	0.420	344	133	0.5	0.9	9.225	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	749	187	316	1228	0.610	749	898	1.8	1.8	8.648	A

B - Local Access	8	2	1049	650	0.012	8	15	0.0	0.0	8.010	A
C - Airmyn Road	217	54	942	588	0.369	217	114	0.6	0.6	10.138	B
D - A614 Rawcliffe Road (East)	794	198	208	1924	0.413	794	951	0.8	0.8	3.674	A
E - Rawcliffe Road	346	86	869	822	0.421	346	133	0.9	0.9	9.290	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	611	153	259	1260	0.485	614	735	1.8	1.1	6.456	A
B - Local Access	6	2	860	745	0.008	6	13	0.0	0.0	6.969	A
C - Airmyn Road	177	44	773	665	0.266	178	94	0.6	0.4	7.731	A
D - A614 Rawcliffe Road (East)	648	162	171	1949	0.333	649	780	0.8	0.6	3.199	A
E - Rawcliffe Road	282	71	711	912	0.310	284	109	0.9	0.6	7.056	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	512	128	217	1283	0.399	513	615	1.1	0.8	5.401	A
B - Local Access	5	1	719	816	0.006	5	11	0.0	0.0	6.352	A
C - Airmyn Road	148	37	646	723	0.205	149	78	0.4	0.3	6.550	A
D - A614 Rawcliffe Road (East)	543	136	143	1968	0.276	543	652	0.6	0.4	2.919	A
E - Rawcliffe Road	236	59	595	978	0.242	237	91	0.6	0.4	5.977	A

2018, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
2	Site 2	Standard Roundabout	C,D,E,A,B	7.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A614 Rawcliffe Road (West)		ONE HOUR	✓	748	100.000
B - Local Access		ONE HOUR	✓	17	100.000
C - Airmyn Road		ONE HOUR	✓	150	100.000
D - A614 Rawcliffe Road (East)		ONE HOUR	✓	729	100.000
E - Rawcliffe Road		ONE HOUR	✓	344	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	0	0	112	588	48
	B - Local Access	2	0	4	11	0
	C - Airmyn Road	90	1	0	37	22
	D - A614 Rawcliffe Road (East)	544	3	83	5	94
	E - Rawcliffe Road	74	0	32	237	1

Proportions

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	0.00	0.00	0.15	0.79	0.06
	B - Local Access	0.12	0.00	0.24	0.65	0.00
	C - Airmyn Road	0.60	0.01	0.00	0.25	0.15
	D - A614 Rawcliffe Road (East)	0.75	0.00	0.11	0.01	0.13
	E - Rawcliffe Road	0.22	0.00	0.09	0.69	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	0	0	2	10	10
	B - Local Access	0	0	0	0	0
	C - Airmyn Road	2	0	0	5	0
	D - A614 Rawcliffe Road (East)	6	0	0	100	94
	E - Rawcliffe Road	11	0	0	30	0

Average PCU Per Veh

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	1.000	1.000	1.020	1.100	1.100
	B - Local Access	1.000	1.000	1.000	1.000	1.000
	C - Airmyn Road	1.020	1.000	1.000	1.050	1.000
	D - A614 Rawcliffe Road (East)	1.060	1.000	1.000	2.000	1.940
	E - Rawcliffe Road	1.110	1.000	1.000	1.300	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A614 Rawcliffe Road (West)	16:15-16:30	563	563
	16:30-16:45	672	672
	16:45-17:00	824	824
	17:00-17:15	824	824
	17:15-17:30	672	672
	17:30-17:45	563	563
B - Local Access	16:15-16:30	13	13
	16:30-16:45	15	15
	16:45-17:00	19	19
	17:00-17:15	19	19
	17:15-17:30	15	15
	17:30-17:45	13	13
C - Airmyn Road	16:15-16:30	113	113
	16:30-16:45	135	135
	16:45-17:00	165	165
	17:00-17:15	165	165
	17:15-17:30	135	135
	17:30-17:45	113	113
D - A614 Rawcliffe Road (East)	16:15-16:30	549	549
	16:30-16:45	655	655
	16:45-17:00	803	803
	17:00-17:15	803	803
	17:15-17:30	655	655
	17:30-17:45	549	549
E - Rawcliffe Road	16:15-16:30	259	259
	16:30-16:45	309	309
	16:45-17:00	379	379
	17:00-17:15	379	379
	17:15-17:30	309	309
	17:30-17:45	259	259

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A614 Rawcliffe Road (West)	0.70	10.88	2.4	B	686	1030
B - Local Access	0.03	6.58	0.0	A	16	23
C - Airmyn Road	0.29	9.12	0.4	A	138	206

D - A614 Rawcliffe Road (East)	0.41	3.54	0.8	A	669	1003
E - Rawcliffe Road	0.44	9.12	1.0	A	316	473

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	563	141	271	1253	0.449	560	532	0.0	0.9	5.615	A
B - Local Access	13	3	828	761	0.017	13	3	0.0	0.0	4.809	A
C - Airmyn Road	113	28	667	713	0.158	112	173	0.0	0.2	6.123	A
D - A614 Rawcliffe Road (East)	549	137	123	1981	0.277	547	657	0.0	0.4	2.811	A
E - Rawcliffe Road	259	65	546	1006	0.258	257	124	0.0	0.4	5.855	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	672	168	325	1223	0.550	671	638	0.9	1.3	7.057	A
B - Local Access	15	4	992	679	0.023	15	4	0.0	0.0	5.423	A
C - Airmyn Road	135	34	800	653	0.207	135	207	0.2	0.3	7.111	A
D - A614 Rawcliffe Road (East)	655	164	147	1965	0.334	655	787	0.4	0.6	3.080	A
E - Rawcliffe Road	309	77	654	944	0.327	309	148	0.4	0.6	6.900	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	824	206	397	1183	0.696	819	780	1.3	2.4	10.619	B
B - Local Access	19	5	1212	569	0.033	19	4	0.0	0.0	6.543	A
C - Airmyn Road	165	41	977	572	0.289	165	253	0.3	0.4	9.046	A
D - A614 Rawcliffe Road (East)	803	201	180	1943	0.413	802	962	0.6	0.8	3.534	A
E - Rawcliffe Road	379	95	800	861	0.440	377	181	0.6	0.9	9.055	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	824	206	399	1183	0.696	823	782	2.4	2.4	10.876	B
B - Local Access	19	5	1218	566	0.033	19	4	0.0	0.0	6.576	A
C - Airmyn Road	165	41	982	569	0.290	165	254	0.4	0.4	9.117	A
D - A614 Rawcliffe Road (East)	803	201	181	1942	0.413	803	967	0.8	0.8	3.541	A
E - Rawcliffe Road	379	95	802	860	0.440	379	182	0.9	1.0	9.118	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	672	168	327	1222	0.550	677	640	2.4	1.4	7.231	A
B - Local Access	15	4	1000	675	0.023	15	4	0.0	0.0	5.458	A
C - Airmyn Road	135	34	807	650	0.208	135	209	0.4	0.3	7.178	A
D - A614 Rawcliffe Road (East)	655	164	148	1964	0.334	656	794	0.8	0.6	3.088	A

E - Rawcliffe Road	309	77	656	943	0.328	311	149	1.0	0.6	6.958	A
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17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	563	141	273	1252	0.450	565	535	1.4	0.9	5.712	A
B - Local Access	13	3	835	758	0.017	13	3	0.0	0.0	4.833	A
C - Airmyn Road	113	28	674	711	0.159	113	174	0.3	0.2	6.173	A
D - A614 Rawcliffe Road (East)	549	137	124	1980	0.277	549	663	0.6	0.4	2.823	A
E - Rawcliffe Road	259	65	549	1004	0.258	260	124	0.6	0.4	5.905	A

2022 ND, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
2	Site 2	Standard Roundabout	C,D,E,A,B	6.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 ND	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A614 Rawcliffe Road (West)		ONE HOUR	✓	718	100.000
B - Local Access		ONE HOUR	✓	7	100.000
C - Airmyn Road		ONE HOUR	✓	208	100.000
D - A614 Rawcliffe Road (East)		ONE HOUR	✓	759	100.000
E - Rawcliffe Road		ONE HOUR	✓	331	100.000

Origin-Destination Data

Demand (PCU/hr)

Fr o m	To					
		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0	1	73	600	44
	B - Local Access	0	0	0	7	0
	C - Airmyn Road	132	1	1	53	21
	D - A614 Rawcliffe Road (East)	657	12	29	1	60
	E - Rawcliffe Road	73	0	7	250	1

Proportions

Fr o m	To					
		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0.00	0.00	0.10	0.84	0.06
	B - Local Access	0.00	0.00	0.00	1.00	0.00
	C - Airmyn Road	0.63	0.00	0.00	0.25	0.10
	D - A614 Rawcliffe Road (East)	0.87	0.02	0.04	0.00	0.08
	E - Rawcliffe Road	0.22	0.00	0.02	0.76	0.00

Vehicle Mix

Heavy Vehicle Percentages

Fr o m	To					
		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0	0	0	0	0
	B - Local Access	0	0	0	0	0
	C - Airmyn Road	0	0	0	0	0
	D - A614 Rawcliffe Road (East)	0	0	0	0	0
	E - Rawcliffe Road	0	0	0	0	0

Average PCU Per Veh

Fr o m	To					
		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	1.000	1.000	1.000	1.000	1.000
	B - Local Access	1.000	1.000	1.000	1.000	1.000
	C - Airmyn Road	1.000	1.000	1.000	1.000	1.000
	D - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	E - Rawcliffe Road	1.000	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A614 Rawcliffe Road (West)	07:30-07:45	541	541
	07:45-08:00	645	645
	08:00-08:15	791	791
	08:15-08:30	791	791
	08:30-08:45	645	645
	08:45-09:00	541	541
B - Local Access	07:30-07:45	5	5
	07:45-08:00	6	6
	08:00-08:15	8	8
	08:15-08:30	8	8
	08:30-08:45	6	6
	08:45-09:00	5	5
C - Airmyn Road	07:30-07:45	157	157
	07:45-08:00	187	187
	08:00-08:15	229	229
	08:15-08:30	229	229
	08:30-08:45	187	187
	08:45-09:00	157	157

D - A614 Rawcliffe Road (East)	07:30-07:45	571	571
	07:45-08:00	682	682
	08:00-08:15	836	836
	08:15-08:30	836	836
	08:30-08:45	682	682
	08:45-09:00	571	571
E - Rawcliffe Road	07:30-07:45	249	249
	07:45-08:00	298	298
	08:00-08:15	364	364
	08:15-08:30	364	364
	08:30-08:45	298	298
	08:45-09:00	249	249

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A614 Rawcliffe Road (West)	0.65	8.39	1.8	A	659	988
B - Local Access	0.01	5.87	0.0	A	6	10
C - Airmyn Road	0.41	10.75	0.7	B	191	286
D - A614 Rawcliffe Road (East)	0.44	3.33	0.8	A	696	1045
E - Rawcliffe Road	0.46	8.37	0.8	A	304	456

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	541	135	226	1278	0.423	538	647	0.0	0.7	4.844	A
B - Local Access	5	1	753	799	0.007	5	11	0.0	0.0	4.537	A
C - Airmyn Road	157	39	676	709	0.221	155	82	0.0	0.3	6.485	A

D - A614 Rawcliffe Road (East)	571	143	150	1963	0.291	570	682	0.0	0.4	2.582	A
E - Rawcliffe Road	249	62	625	961	0.259	248	94	0.0	0.3	5.040	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	645	161	271	1253	0.515	644	774	0.7	1.0	5.899	A
B - Local Access	6	2	903	724	0.009	6	13	0.0	0.0	5.017	A
C - Airmyn Road	187	47	810	648	0.289	187	99	0.3	0.4	7.791	A
D - A614 Rawcliffe Road (East)	682	171	179	1943	0.351	682	817	0.4	0.5	2.852	A
E - Rawcliffe Road	298	74	748	891	0.334	297	113	0.3	0.5	6.056	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	791	198	331	1220	0.648	788	947	1.0	1.8	8.270	A
B - Local Access	8	2	1104	623	0.012	8	15	0.0	0.0	5.848	A
C - Airmyn Road	229	57	991	566	0.405	228	121	0.4	0.7	10.630	B
D - A614 Rawcliffe Road (East)	836	209	219	1916	0.436	835	999	0.5	0.8	3.325	A
E - Rawcliffe Road	364	91	916	795	0.458	363	138	0.5	0.8	8.305	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	791	198	332	1219	0.648	790	949	1.8	1.8	8.390	A

B - Local Access	8	2	1108	621	0.012	8	15	0.0	0.0	5.867	A
C - Airmyn Road	229	57	994	564	0.406	229	121	0.7	0.7	10.747	B
D - A614 Rawcliffe Road (East)	836	209	220	1916	0.436	836	1003	0.8	0.8	3.332	A
E - Rawcliffe Road	364	91	917	794	0.459	364	139	0.8	0.8	8.370	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	645	161	273	1252	0.515	648	777	1.8	1.1	5.989	A
B - Local Access	6	2	908	721	0.009	6	13	0.0	0.0	5.039	A
C - Airmyn Road	187	47	815	646	0.290	188	99	0.7	0.4	7.885	A
D - A614 Rawcliffe Road (East)	682	171	181	1942	0.351	683	823	0.8	0.5	2.861	A
E - Rawcliffe Road	298	74	750	889	0.335	299	114	0.8	0.5	6.111	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	541	135	228	1277	0.423	542	650	1.1	0.7	4.907	A
B - Local Access	5	1	759	796	0.007	5	11	0.0	0.0	4.556	A
C - Airmyn Road	157	39	682	707	0.222	157	83	0.4	0.3	6.552	A
D - A614 Rawcliffe Road (East)	571	143	151	1962	0.291	572	688	0.5	0.4	2.590	A
E - Rawcliffe Road	249	62	628	959	0.260	250	95	0.5	0.4	5.079	A

2022 ND, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
2	Site 2	Standard Roundabout	C,D,E,A,B	7.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022 ND	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A614 Rawcliffe Road (West)		ONE HOUR	✓	787	100.000
B - Local Access		ONE HOUR	✓	17	100.000
C - Airmyn Road		ONE HOUR	✓	158	100.000
D - A614 Rawcliffe Road (East)		ONE HOUR	✓	768	100.000
E - Rawcliffe Road		ONE HOUR	✓	362	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
Fr o m		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0	0	119	617	51
	B - Local Access	2	0	4	11	0
	C - Airmyn Road	95	1	0	39	23
	D - A614 Rawcliffe Road (East)	575	3	88	5	97
	E - Rawcliffe Road	79	0	34	248	1

Proportions

	To					
Fr o m		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0.00	0.00	0.15	0.78	0.06
	B - Local Access	0.12	0.00	0.24	0.65	0.00
	C - Airmyn Road	0.60	0.01	0.00	0.25	0.15
	D - A614 Rawcliffe Road (East)	0.75	0.00	0.11	0.01	0.13
	E - Rawcliffe Road	0.22	0.00	0.09	0.69	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To					
Fr o m		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0	0	0	0	0
	B - Local Access	0	0	0	0	0
	C - Airmyn Road	0	0	0	0	0
	D - A614 Rawcliffe Road (East)	0	0	0	0	0
	E - Rawcliffe Road	0	0	0	0	0

Average PCU Per Veh

	To					
Fr o m		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	1.000	1.000	1.000	1.000	1.000
	B - Local Access	1.000	1.000	1.000	1.000	1.000
	C - Airmyn Road	1.000	1.000	1.000	1.000	1.000
	D - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	E - Rawcliffe Road	1.000	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A614 Rawcliffe Road (West)	16:15-16:30	592	592
	16:30-16:45	707	707
	16:45-17:00	867	867
	17:00-17:15	867	867
	17:15-17:30	707	707
	17:30-17:45	592	592
B - Local Access	16:15-16:30	13	13
	16:30-16:45	15	15
	16:45-17:00	19	19
	17:00-17:15	19	19
	17:15-17:30	15	15
	17:30-17:45	13	13
C - Airmyn Road	16:15-16:30	119	119
	16:30-16:45	142	142
	16:45-17:00	174	174
	17:00-17:15	174	174
	17:15-17:30	142	142
	17:30-17:45	119	119
D - A614 Rawcliffe Road (East)	16:15-16:30	578	578
	16:30-16:45	690	690
	16:45-17:00	846	846
	17:00-17:15	846	846
	17:15-17:30	690	690
	17:30-17:45	578	578
E - Rawcliffe Road	16:15-16:30	273	273
	16:30-16:45	325	325
	16:45-17:00	399	399
	17:00-17:15	399	399
	17:15-17:30	325	325
	17:30-17:45	273	273

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A614 Rawcliffe Road (West)	0.74	11.76	2.8	B	722	1083
B - Local Access	0.04	6.98	0.0	A	16	23
C - Airmyn Road	0.32	9.63	0.5	A	145	217

D - A614 Rawcliffe Road (East)	0.44	3.30	0.8	A	705	1057
E - Rawcliffe Road	0.48	8.25	0.9	A	332	498

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	592	148	285	1246	0.476	589	563	0.0	0.9	5.452	A
B - Local Access	13	3	871	740	0.017	13	3	0.0	0.0	4.951	A
C - Airmyn Road	119	30	700	699	0.170	118	184	0.0	0.2	6.192	A
D - A614 Rawcliffe Road (East)	578	145	129	1976	0.293	577	689	0.0	0.4	2.570	A
E - Rawcliffe Road	273	68	577	988	0.276	271	129	0.0	0.4	5.010	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	707	177	341	1214	0.583	706	674	0.9	1.4	7.047	A
B - Local Access	15	4	1043	653	0.023	15	4	0.0	0.0	5.640	A
C - Airmyn Road	142	36	838	635	0.224	142	220	0.2	0.3	7.291	A
D - A614 Rawcliffe Road (East)	690	173	155	1959	0.352	690	825	0.4	0.5	2.834	A
E - Rawcliffe Road	325	81	691	923	0.352	325	154	0.4	0.5	6.007	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	867	217	417	1172	0.739	861	825	1.4	2.7	11.373	B
B - Local Access	19	5	1274	538	0.035	19	4	0.0	0.0	6.933	A
C - Airmyn Road	174	43	1024	550	0.316	173	269	0.3	0.5	9.532	A
D - A614 Rawcliffe Road (East)	846	211	190	1936	0.437	845	1008	0.5	0.8	3.295	A
E - Rawcliffe Road	399	100	845	835	0.477	397	189	0.5	0.9	8.191	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	867	217	418	1172	0.740	866	827	2.7	2.8	11.757	B
B - Local Access	19	5	1280	535	0.035	19	4	0.0	0.0	6.976	A
C - Airmyn Road	174	43	1029	548	0.318	174	270	0.5	0.5	9.626	A
D - A614 Rawcliffe Road (East)	846	211	190	1936	0.437	846	1013	0.8	0.8	3.301	A
E - Rawcliffe Road	399	100	847	835	0.478	399	189	0.9	0.9	8.255	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	707	177	343	1214	0.583	713	677	2.8	1.4	7.268	A
B - Local Access	15	4	1052	649	0.024	15	4	0.0	0.0	5.684	A
C - Airmyn Road	142	36	846	632	0.225	143	221	0.5	0.3	7.375	A
D - A614 Rawcliffe Road (East)	690	173	156	1958	0.353	691	832	0.8	0.5	2.842	A

E - Rawcliffe Road	325	81	693	922	0.353	327	155	0.9	0.6	6.061	A
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17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	592	148	287	1245	0.476	595	566	1.4	0.9	5.556	A
B - Local Access	13	3	878	736	0.017	13	3	0.0	0.0	4.979	A
C - Airmyn Road	119	30	706	696	0.171	119	185	0.3	0.2	6.250	A
D - A614 Rawcliffe Road (East)	578	145	131	1976	0.293	579	695	0.5	0.4	2.577	A
E - Rawcliffe Road	273	68	580	987	0.276	273	130	0.6	0.4	5.050	A

2026 ND, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
2	Site 2	Standard Roundabout	C,D,E,A,B	7.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 ND	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A614 Rawcliffe Road (West)		ONE HOUR	✓	773	100.000
B - Local Access		ONE HOUR	✓	8	100.000
C - Airmyn Road		ONE HOUR	✓	225	100.000
D - A614 Rawcliffe Road (East)		ONE HOUR	✓	815	100.000
E - Rawcliffe Road		ONE HOUR	✓	355	100.000

Origin-Destination Data

Demand (PCU/hr)

Fr o m	To					
		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0	1	79	646	47
	B - Local Access	0	0	0	8	0
	C - Airmyn Road	142	1	1	58	23
	D - A614 Rawcliffe Road (East)	709	13	31	1	61
	E - Rawcliffe Road	79	0	8	267	1

Proportions

Fr o m	To					
		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0.00	0.00	0.10	0.84	0.06
	B - Local Access	0.00	0.00	0.00	1.00	0.00
	C - Airmyn Road	0.63	0.00	0.00	0.26	0.10
	D - A614 Rawcliffe Road (East)	0.87	0.02	0.04	0.00	0.07
	E - Rawcliffe Road	0.22	0.00	0.02	0.75	0.00

Vehicle Mix

Heavy Vehicle Percentages

Fr o m	To					
		A - A614 Raw cliffe Road (Wes t)	B - Loc al Acc ess	C - Air my n Roa d	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0	0	0	0	0
	B - Local Access	0	0	0	0	0
	C - Airmyn Road	0	0	0	0	0
	D - A614 Rawcliffe Road (East)	0	0	0	0	0
	E - Rawcliffe Road	0	0	0	0	0

Average PCU Per Veh

Fr o m	To					
		A - A614 Raw cliffe Road (Wes t)	B - Loc al Acc ess	C - Air my n Roa d	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	1.000	1.000	1.000	1.000	1.000
	B - Local Access	1.000	1.000	1.000	1.000	1.000
	C - Airmyn Road	1.000	1.000	1.000	1.000	1.000
	D - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	E - Rawcliffe Road	1.000	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A614 Rawcliffe Road (West)	07:30-07:45	582	582
	07:45-08:00	695	695
	08:00-08:15	851	851
	08:15-08:30	851	851
	08:30-08:45	695	695
	08:45-09:00	582	582
B - Local Access	07:30-07:45	6	6
	07:45-08:00	7	7
	08:00-08:15	9	9
	08:15-08:30	9	9
	08:30-08:45	7	7
	08:45-09:00	6	6
C - Airmyn Road	07:30-07:45	169	169
	07:45-08:00	202	202
	08:00-08:15	248	248
	08:15-08:30	248	248
	08:30-08:45	202	202
	08:45-09:00	169	169

D - A614 Rawcliffe Road (East)	07:30-07:45	614	614
	07:45-08:00	733	733
	08:00-08:15	897	897
	08:15-08:30	897	897
	08:30-08:45	733	733
	08:45-09:00	614	614
E - Rawcliffe Road	07:30-07:45	267	267
	07:45-08:00	319	319
	08:00-08:15	391	391
	08:15-08:30	391	391
	08:30-08:45	319	319
	08:45-09:00	267	267

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A614 Rawcliffe Road (West)	0.71	10.11	2.3	B	709	1064
B - Local Access	0.02	6.30	0.0	A	7	11
C - Airmyn Road	0.47	12.74	0.9	B	206	310
D - A614 Rawcliffe Road (East)	0.47	3.57	0.9	A	748	1122
E - Rawcliffe Road	0.52	9.92	1.1	A	326	489

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	582	145	242	1269	0.458	579	697	0.0	0.8	5.187	A
B - Local Access	6	2	809	771	0.008	6	11	0.0	0.0	4.708	A
C - Airmyn Road	169	42	726	687	0.247	168	89	0.0	0.3	6.926	A

D - A614 Rawcliffe Road (East)	614	153	161	1955	0.314	612	733	0.0	0.5	2.675	A
E - Rawcliffe Road	267	67	674	933	0.286	266	99	0.0	0.4	5.380	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	695	174	290	1243	0.559	693	835	0.8	1.2	6.530	A
B - Local Access	7	2	970	690	0.010	7	13	0.0	0.0	5.269	A
C - Airmyn Road	202	51	870	621	0.326	202	107	0.3	0.5	8.577	A
D - A614 Rawcliffe Road (East)	733	183	193	1934	0.379	732	879	0.5	0.6	2.993	A
E - Rawcliffe Road	319	80	806	858	0.372	318	118	0.4	0.6	6.667	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	851	213	354	1207	0.705	847	1022	1.2	2.3	9.871	A
B - Local Access	9	2	1184	583	0.015	9	16	0.0	0.0	6.273	A
C - Airmyn Road	248	62	1063	532	0.465	246	130	0.5	0.8	12.511	B
D - A614 Rawcliffe Road (East)	897	224	235	1906	0.471	896	1074	0.6	0.9	3.564	A
E - Rawcliffe Road	391	98	987	755	0.518	389	145	0.6	1.1	9.789	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	851	213	356	1206	0.705	851	1024	2.3	2.3	10.112	B

B - Local Access	9	2	1190	580	0.015	9	17	0.0	0.0	6.303	A
C - Airmyn Road	248	62	1068	530	0.467	248	131	0.8	0.9	12.738	B
D - A614 Rawcliffe Road (East)	897	224	237	1905	0.471	897	1079	0.9	0.9	3.572	A
E - Rawcliffe Road	391	98	989	754	0.519	391	145	1.1	1.1	9.918	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	695	174	292	1242	0.560	699	838	2.3	1.3	6.685	A
B - Local Access	7	2	978	686	0.010	7	14	0.0	0.0	5.303	A
C - Airmyn Road	202	51	877	617	0.328	204	108	0.9	0.5	8.735	A
D - A614 Rawcliffe Road (East)	733	183	195	1933	0.379	734	886	0.9	0.6	3.004	A
E - Rawcliffe Road	319	80	809	856	0.373	321	119	1.1	0.6	6.755	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	582	145	244	1268	0.459	584	701	1.3	0.9	5.271	A
B - Local Access	6	2	816	767	0.008	6	11	0.0	0.0	4.732	A
C - Airmyn Road	169	42	732	684	0.248	170	90	0.5	0.3	7.019	A
D - A614 Rawcliffe Road (East)	614	153	162	1954	0.314	614	740	0.6	0.5	2.689	A
E - Rawcliffe Road	267	67	677	931	0.287	268	100	0.6	0.4	5.434	A

2026 ND, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
2	Site 2	Standard Roundabout	C,D,E,A,B	10.01	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 ND	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A614 Rawcliffe Road (West)		ONE HOUR	✓	850	100.000
B - Local Access		ONE HOUR	✓	18	100.000
C - Airmyn Road		ONE HOUR	✓	171	100.000
D - A614 Rawcliffe Road (East)		ONE HOUR	✓	824	100.000
E - Rawcliffe Road		ONE HOUR	✓	388	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	0	0	129	666	55
	B - Local Access	2	0	5	11	0
	C - Airmyn Road	103	1	0	42	25
	D - A614 Rawcliffe Road (East)	621	3	95	5	100
	E - Rawcliffe Road	85	0	37	265	1

Proportions

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	0.00	0.00	0.15	0.78	0.06
	B - Local Access	0.11	0.00	0.28	0.61	0.00
	C - Airmyn Road	0.60	0.01	0.00	0.25	0.15
	D - A614 Rawcliffe Road (East)	0.75	0.00	0.12	0.01	0.12
	E - Rawcliffe Road	0.22	0.00	0.10	0.68	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	0	0	0	0	0
	B - Local Access	0	0	0	0	0
	C - Airmyn Road	0	0	0	0	0
	D - A614 Rawcliffe Road (East)	0	0	0	0	0
	E - Rawcliffe Road	0	0	0	0	0

Average PCU Per Veh

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	1.000	1.000	1.000	1.000	1.000
	B - Local Access	1.000	1.000	1.000	1.000	1.000
	C - Airmyn Road	1.000	1.000	1.000	1.000	1.000
	D - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	E - Rawcliffe Road	1.000	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A614 Rawcliffe Road (West)	16:15-16:30	640	640
	16:30-16:45	764	764
	16:45-17:00	936	936
	17:00-17:15	936	936
	17:15-17:30	764	764
	17:30-17:45	640	640
B - Local Access	16:15-16:30	14	14
	16:30-16:45	16	16
	16:45-17:00	20	20
	17:00-17:15	20	20
	17:15-17:30	16	16
	17:30-17:45	14	14
C - Airmyn Road	16:15-16:30	129	129
	16:30-16:45	154	154
	16:45-17:00	188	188
	17:00-17:15	188	188
	17:15-17:30	154	154
	17:30-17:45	129	129
D - A614 Rawcliffe Road (East)	16:15-16:30	620	620
	16:30-16:45	741	741
	16:45-17:00	907	907
	17:00-17:15	907	907
	17:15-17:30	741	741
	17:30-17:45	620	620
E - Rawcliffe Road	16:15-16:30	292	292
	16:30-16:45	349	349
	16:45-17:00	427	427
	17:00-17:15	427	427
	17:15-17:30	349	349
	17:30-17:45	292	292

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A614 Rawcliffe Road (West)	0.81	16.23	4.1	C	780	1170
B - Local Access	0.04	7.73	0.0	A	17	25
C - Airmyn Road	0.37	11.09	0.6	B	157	235

D - A614 Rawcliffe Road (East)	0.47	3.53	0.9	A	756	1134
E - Rawcliffe Road	0.54	9.75	1.1	A	356	534

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	640	160	305	1235	0.518	636	608	0.0	1.1	5.970	A
B - Local Access	14	3	938	706	0.019	13	3	0.0	0.0	5.196	A
C - Airmyn Road	129	32	752	675	0.191	128	199	0.0	0.2	6.570	A
D - A614 Rawcliffe Road (East)	620	155	140	1969	0.315	619	740	0.0	0.5	2.661	A
E - Rawcliffe Road	292	73	623	962	0.304	290	136	0.0	0.4	5.345	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	764	191	365	1201	0.636	762	728	1.1	1.7	8.140	A
B - Local Access	16	4	1123	613	0.026	16	4	0.0	0.0	6.027	A
C - Airmyn Road	154	38	901	607	0.253	153	239	0.2	0.3	7.934	A
D - A614 Rawcliffe Road (East)	741	185	168	1951	0.380	740	886	0.5	0.6	2.972	A
E - Rawcliffe Road	349	87	745	892	0.391	348	162	0.4	0.6	6.605	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	936	234	446	1156	0.809	927	891	1.7	3.9	15.152	C
B - Local Access	20	5	1369	490	0.040	20	4	0.0	0.0	7.652	A
C - Airmyn Road	188	47	1098	516	0.365	187	291	0.3	0.6	10.907	B
D - A614 Rawcliffe Road (East)	907	227	205	1926	0.471	906	1080	0.6	0.9	3.526	A
E - Rawcliffe Road	427	107	912	797	0.536	425	198	0.6	1.1	9.627	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	936	234	448	1155	0.810	935	893	3.9	4.1	16.230	C
B - Local Access	20	5	1379	485	0.041	20	4	0.0	0.0	7.733	A
C - Airmyn Road	188	47	1106	513	0.367	188	293	0.6	0.6	11.091	B
D - A614 Rawcliffe Road (East)	907	227	206	1925	0.471	907	1088	0.9	0.9	3.535	A
E - Rawcliffe Road	427	107	914	796	0.536	427	199	1.1	1.1	9.749	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	764	191	368	1200	0.637	773	731	4.1	1.8	8.612	A
B - Local Access	16	4	1137	606	0.027	16	4	0.0	0.0	6.101	A
C - Airmyn Road	154	38	913	601	0.256	155	241	0.6	0.3	8.077	A
D - A614 Rawcliffe Road (East)	741	185	169	1950	0.380	742	898	0.9	0.6	2.984	A

E - Rawcliffe Road	349	87	748	891	0.39 2	351	164	1.1	0.7	6.687	A
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17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	640	160	307	1233	0.51 9	643	611	1.8	1.1	6.124	A
B - Local Access	14	3	947	702	0.01 9	14	3	0.0	0.0	5.234	A
C - Airmyn Road	129	32	760	671	0.19 2	129	201	0.3	0.2	6.645	A
D - A614 Rawcliffe Road (East)	620	155	141	1968	0.31 5	621	747	0.6	0.5	2.672	A
E - Rawcliffe Road	292	73	626	960	0.30 4	293	137	0.7	0.4	5.399	A

2022 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
2	Site 2	Standard Roundabout	C,D,E,A,B	7.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 WD	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A614 Rawcliffe Road (West)		ONE HOUR	✓	731	100.000
B - Local Access		ONE HOUR	✓	7	100.000
C - Airmyn Road		ONE HOUR	✓	208	100.000
D - A614 Rawcliffe Road (East)		ONE HOUR	✓	858	100.000
E - Rawcliffe Road		ONE HOUR	✓	331	100.000

Origin-Destination Data

Demand (PCU/hr)

Fr o m	To					
		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0	1	73	613	44
	B - Local Access	0	0	0	7	0
	C - Airmyn Road	132	1	1	53	21
	D - A614 Rawcliffe Road (East)	756	12	29	1	60
	E - Rawcliffe Road	73	0	7	250	1

Proportions

Fr o m	To					
		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0.00	0.00	0.10	0.84	0.06
	B - Local Access	0.00	0.00	0.00	1.00	0.00
	C - Airmyn Road	0.63	0.00	0.00	0.25	0.10
	D - A614 Rawcliffe Road (East)	0.88	0.01	0.03	0.00	0.07
	E - Rawcliffe Road	0.22	0.00	0.02	0.76	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To					
Fr o m		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air my n Roa d	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0	0	0	0	0
	B - Local Access	0	0	0	0	0
	C - Airmyn Road	0	0	0	0	0
	D - A614 Rawcliffe Road (East)	0	0	0	0	0
	E - Rawcliffe Road	0	0	0	0	0

Average PCU Per Veh

	To					
Fr o m		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air my n Roa d	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	1.000	1.000	1.000	1.000	1.000
	B - Local Access	1.000	1.000	1.000	1.000	1.000
	C - Airmyn Road	1.000	1.000	1.000	1.000	1.000
	D - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	E - Rawcliffe Road	1.000	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A614 Rawcliffe Road (West)	07:30-07:45	550	550
	07:45-08:00	657	657
	08:00-08:15	805	805
	08:15-08:30	805	805
	08:30-08:45	657	657
	08:45-09:00	550	550
B - Local Access	07:30-07:45	5	5
	07:45-08:00	6	6
	08:00-08:15	8	8
	08:15-08:30	8	8
	08:30-08:45	6	6
	08:45-09:00	5	5
C - Airmyn Road	07:30-07:45	157	157
	07:45-08:00	187	187
	08:00-08:15	229	229
	08:15-08:30	229	229
	08:30-08:45	187	187
	08:45-09:00	157	157

D - A614 Rawcliffe Road (East)	07:30-07:45	646	646
	07:45-08:00	771	771
	08:00-08:15	945	945
	08:15-08:30	945	945
	08:30-08:45	771	771
	08:45-09:00	646	646
E - Rawcliffe Road	07:30-07:45	249	249
	07:45-08:00	298	298
	08:00-08:15	364	364
	08:15-08:30	364	364
	08:30-08:45	298	298
	08:45-09:00	249	249

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A614 Rawcliffe Road (West)	0.66	8.68	1.9	A	671	1006
B - Local Access	0.01	5.94	0.0	A	6	10
C - Airmyn Road	0.41	10.96	0.7	B	191	286
D - A614 Rawcliffe Road (East)	0.49	3.71	1.0	A	787	1181
E - Rawcliffe Road	0.50	9.78	1.0	A	304	456

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	550	138	226	1278	0.431	547	721	0.0	0.7	4.907	A
B - Local Access	5	1	763	794	0.007	5	11	0.0	0.0	4.565	A
C - Airmyn Road	157	39	686	705	0.222	155	82	0.0	0.3	6.537	A

D - A614 Rawcliffe Road (East)	646	161	150	1963	0.329	644	692	0.0	0.5	2.726	A
E - Rawcliffe Road	249	62	699	919	0.271	248	94	0.0	0.4	5.354	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	657	164	271	1253	0.524	656	863	0.7	1.1	6.012	A
B - Local Access	6	2	914	718	0.009	6	13	0.0	0.0	5.057	A
C - Airmyn Road	187	47	822	643	0.291	186	99	0.3	0.4	7.880	A
D - A614 Rawcliffe Road (East)	771	193	179	1943	0.397	771	829	0.5	0.7	3.069	A
E - Rawcliffe Road	298	74	837	840	0.354	297	113	0.4	0.5	6.619	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	805	201	331	1220	0.660	802	1056	1.1	1.9	8.539	A
B - Local Access	8	2	1117	616	0.013	8	15	0.0	0.0	5.915	A
C - Airmyn Road	229	57	1004	559	0.410	228	121	0.4	0.7	10.829	B
D - A614 Rawcliffe Road (East)	945	236	219	1916	0.493	943	1013	0.7	1.0	3.695	A
E - Rawcliffe Road	364	91	1024	733	0.497	363	138	0.5	1.0	9.669	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	805	201	332	1219	0.660	805	1058	1.9	1.9	8.678	A

B - Local Access	8	2	1122	614	0.013	8	15	0.0	0.0	5.936	A
C - Airmyn Road	229	57	1008	557	0.411	229	121	0.7	0.7	10.959	B
D - A614 Rawcliffe Road (East)	945	236	220	1916	0.493	945	1017	1.0	1.0	3.706	A
E - Rawcliffe Road	364	91	1026	732	0.498	364	139	1.0	1.0	9.781	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	657	164	273	1252	0.525	660	866	1.9	1.1	6.116	A
B - Local Access	6	2	921	715	0.009	6	13	0.0	0.0	5.081	A
C - Airmyn Road	187	47	828	640	0.292	188	99	0.7	0.4	7.982	A
D - A614 Rawcliffe Road (East)	771	193	181	1942	0.397	773	835	1.0	0.7	3.083	A
E - Rawcliffe Road	298	74	840	839	0.355	299	114	1.0	0.6	6.698	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	550	138	228	1277	0.431	552	725	1.1	0.8	4.974	A
B - Local Access	5	1	769	791	0.007	5	11	0.0	0.0	4.585	A
C - Airmyn Road	157	39	691	702	0.223	157	83	0.4	0.3	6.609	A
D - A614 Rawcliffe Road (East)	646	161	151	1962	0.329	647	698	0.7	0.5	2.737	A
E - Rawcliffe Road	249	62	703	917	0.272	250	95	0.6	0.4	5.407	A

2022 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
2	Site 2	Standard Roundabout	C,D,E,A,B	11.18	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A614 Rawcliffe Road (West)		ONE HOUR	✓	897	100.000
B - Local Access		ONE HOUR	✓	17	100.000
C - Airmyn Road		ONE HOUR	✓	158	100.000
D - A614 Rawcliffe Road (East)		ONE HOUR	✓	780	100.000
E - Rawcliffe Road		ONE HOUR	✓	362	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	0	0	119	727	51
	B - Local Access	2	0	4	11	0
	C - Airmyn Road	95	1	0	39	23
	D - A614 Rawcliffe Road (East)	587	3	88	5	97
	E - Rawcliffe Road	79	0	34	248	1

Proportions

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	0.00	0.00	0.13	0.81	0.06
	B - Local Access	0.12	0.00	0.24	0.65	0.00
	C - Airmyn Road	0.60	0.01	0.00	0.25	0.15
	D - A614 Rawcliffe Road (East)	0.75	0.00	0.11	0.01	0.12
	E - Rawcliffe Road	0.22	0.00	0.09	0.69	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	0	0	0	0	0
	B - Local Access	0	0	0	0	0
	C - Airmyn Road	0	0	0	0	0
	D - A614 Rawcliffe Road (East)	0	0	0	0	0
	E - Rawcliffe Road	0	0	0	0	0

Average PCU Per Veh

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	1.000	1.000	1.000	1.000	1.000
	B - Local Access	1.000	1.000	1.000	1.000	1.000
	C - Airmyn Road	1.000	1.000	1.000	1.000	1.000
	D - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	E - Rawcliffe Road	1.000	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A614 Rawcliffe Road (West)	16:15-16:30	675	675
	16:30-16:45	806	806
	16:45-17:00	988	988
	17:00-17:15	988	988
	17:15-17:30	806	806
	17:30-17:45	675	675
B - Local Access	16:15-16:30	13	13
	16:30-16:45	15	15
	16:45-17:00	19	19
	17:00-17:15	19	19
	17:15-17:30	15	15
	17:30-17:45	13	13
C - Airmyn Road	16:15-16:30	119	119
	16:30-16:45	142	142
	16:45-17:00	174	174
	17:00-17:15	174	174
	17:15-17:30	142	142
	17:30-17:45	119	119
D - A614 Rawcliffe Road (East)	16:15-16:30	587	587
	16:30-16:45	701	701
	16:45-17:00	859	859
	17:00-17:15	859	859
	17:15-17:30	701	701
	17:30-17:45	587	587
E - Rawcliffe Road	16:15-16:30	273	273
	16:30-16:45	325	325
	16:45-17:00	399	399
	17:00-17:15	399	399
	17:15-17:30	325	325
	17:30-17:45	273	273

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A614 Rawcliffe Road (West)	0.84	19.16	5.0	C	823	1235
B - Local Access	0.04	7.90	0.0	A	16	23
C - Airmyn Road	0.35	11.29	0.5	B	145	217

D - A614 Rawcliffe Road (East)	0.44	3.34	0.8	A	716	1074
E - Rawcliffe Road	0.48	8.40	0.9	A	332	498

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	675	169	285	1246	0.542	671	572	0.0	1.2	6.212	A
B - Local Access	13	3	952	699	0.018	13	3	0.0	0.0	5.246	A
C - Airmyn Road	119	30	782	661	0.180	118	183	0.0	0.2	6.617	A
D - A614 Rawcliffe Road (East)	587	147	129	1976	0.297	586	770	0.0	0.4	2.584	A
E - Rawcliffe Road	273	68	586	983	0.277	271	129	0.0	0.4	5.046	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	806	202	341	1215	0.664	803	685	1.2	1.9	8.691	A
B - Local Access	15	4	1141	604	0.025	15	4	0.0	0.0	6.109	A
C - Airmyn Road	142	36	936	590	0.241	142	220	0.2	0.3	8.017	A
D - A614 Rawcliffe Road (East)	701	175	155	1959	0.358	701	923	0.4	0.6	2.858	A
E - Rawcliffe Road	325	81	701	917	0.355	325	154	0.4	0.5	6.070	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	988	247	417	1172	0.842	976	839	1.9	4.8	17.410	C
B - Local Access	19	5	1389	480	0.039	19	4	0.0	0.0	7.798	A
C - Airmyn Road	174	43	1140	497	0.350	173	268	0.3	0.5	11.075	B
D - A614 Rawcliffe Road (East)	859	215	189	1936	0.443	858	1124	0.6	0.8	3.334	A
E - Rawcliffe Road	399	100	859	828	0.481	397	188	0.5	0.9	8.329	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	988	247	418	1172	0.843	987	840	4.8	5.0	19.164	C
B - Local Access	19	5	1401	474	0.039	19	4	0.0	0.0	7.899	A
C - Airmyn Road	174	43	1150	493	0.353	174	270	0.5	0.5	11.289	B
D - A614 Rawcliffe Road (East)	859	215	190	1936	0.444	859	1133	0.8	0.8	3.342	A
E - Rawcliffe Road	399	100	860	827	0.482	399	189	0.9	0.9	8.400	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	806	202	343	1213	0.665	818	687	5.0	2.0	9.372	A
B - Local Access	15	4	1158	596	0.026	15	4	0.0	0.0	6.199	A
C - Airmyn Road	142	36	951	584	0.243	143	222	0.5	0.3	8.184	A
D - A614 Rawcliffe Road (East)	701	175	157	1958	0.358	702	937	0.8	0.6	2.870	A

E - Rawcliffe Road	325	81	703	916	0.355	327	156	0.9	0.6	6.126	A
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17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	675	169	287	1245	0.543	679	575	2.0	1.2	6.397	A
B - Local Access	13	3	962	694	0.018	13	3	0.0	0.0	5.287	A
C - Airmyn Road	119	30	790	657	0.181	119	185	0.3	0.2	6.696	A
D - A614 Rawcliffe Road (East)	587	147	131	1976	0.297	588	779	0.6	0.4	2.594	A
E - Rawcliffe Road	273	68	589	981	0.278	273	130	0.6	0.4	5.087	A

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
2	Site 2	Standard Roundabout	C,D,E,A,B	8.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 WD	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A614 Rawcliffe Road (West)		ONE HOUR	✓	785	100.000
B - Local Access		ONE HOUR	✓	8	100.000
C - Airmyn Road		ONE HOUR	✓	225	100.000
D - A614 Rawcliffe Road (East)		ONE HOUR	✓	903	100.000
E - Rawcliffe Road		ONE HOUR	✓	355	100.000

Origin-Destination Data

Demand (PCU/hr)

Fr o m	To					
		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0	1	79	658	47
	B - Local Access	0	0	0	8	0
	C - Airmyn Road	142	1	1	58	23
	D - A614 Rawcliffe Road (East)	797	13	31	1	61
	E - Rawcliffe Road	79	0	8	267	1

Proportions

Fr o m	To					
		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0.00	0.00	0.10	0.84	0.06
	B - Local Access	0.00	0.00	0.00	1.00	0.00
	C - Airmyn Road	0.63	0.00	0.00	0.26	0.10
	D - A614 Rawcliffe Road (East)	0.88	0.01	0.03	0.00	0.07
	E - Rawcliffe Road	0.22	0.00	0.02	0.75	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To					
Fr o m		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	0	0	0	0	0
	B - Local Access	0	0	0	0	0
	C - Airmyn Road	0	0	0	0	0
	D - A614 Rawcliffe Road (East)	0	0	0	0	0
	E - Rawcliffe Road	0	0	0	0	0

Average PCU Per Veh

	To					
Fr o m		A - A614 Raw cliffe Road (West)	B - Loc al Acc ess	C - Air myn Road	D - A614 Raw cliffe Road (East)	E - Raw cliffe Road
	A - A614 Rawcliffe Road (West)	1.000	1.000	1.000	1.000	1.000
	B - Local Access	1.000	1.000	1.000	1.000	1.000
	C - Airmyn Road	1.000	1.000	1.000	1.000	1.000
	D - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	E - Rawcliffe Road	1.000	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A614 Rawcliffe Road (West)	07:30-07:45	591	591
	07:45-08:00	706	706
	08:00-08:15	864	864
	08:15-08:30	864	864
	08:30-08:45	706	706
	08:45-09:00	591	591
B - Local Access	07:30-07:45	6	6
	07:45-08:00	7	7
	08:00-08:15	9	9
	08:15-08:30	9	9
	08:30-08:45	7	7
	08:45-09:00	6	6
C - Airmyn Road	07:30-07:45	169	169
	07:45-08:00	202	202
	08:00-08:15	248	248
	08:15-08:30	248	248
	08:30-08:45	202	202
	08:45-09:00	169	169

D - A614 Rawcliffe Road (East)	07:30-07:45	680	680
	07:45-08:00	812	812
	08:00-08:15	994	994
	08:15-08:30	994	994
	08:30-08:45	812	812
	08:45-09:00	680	680
E - Rawcliffe Road	07:30-07:45	267	267
	07:45-08:00	319	319
	08:00-08:15	391	391
	08:15-08:30	391	391
	08:30-08:45	319	319
	08:45-09:00	267	267

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A614 Rawcliffe Road (West)	0.72	10.50	2.5	B	720	1080
B - Local Access	0.02	6.38	0.0	A	7	11
C - Airmyn Road	0.47	13.01	0.9	B	206	310
D - A614 Rawcliffe Road (East)	0.52	3.95	1.1	A	829	1243
E - Rawcliffe Road	0.56	11.69	1.3	B	326	489

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	591	148	242	1269	0.466	588	763	0.0	0.9	5.253	A
B - Local Access	6	2	818	766	0.008	6	11	0.0	0.0	4.735	A
C - Airmyn Road	169	42	735	683	0.248	168	89	0.0	0.3	6.981	A

D - A614 Rawcliffe Road (East)	680	170	161	1955	0.348	678	742	0.0	0.5	2.812	A
E - Rawcliffe Road	267	67	739	896	0.298	266	99	0.0	0.4	5.699	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	706	176	290	1243	0.568	704	914	0.9	1.3	6.658	A
B - Local Access	7	2	980	685	0.011	7	13	0.0	0.0	5.311	A
C - Airmyn Road	202	51	881	616	0.328	202	107	0.3	0.5	8.678	A
D - A614 Rawcliffe Road (East)	812	203	193	1934	0.420	811	890	0.5	0.7	3.204	A
E - Rawcliffe Road	319	80	885	813	0.393	318	118	0.4	0.6	7.269	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	864	216	354	1207	0.716	860	1118	1.3	2.4	10.218	B
B - Local Access	9	2	1197	576	0.015	9	16	0.0	0.0	6.342	A
C - Airmyn Road	248	62	1075	527	0.470	246	130	0.5	0.9	12.764	B
D - A614 Rawcliffe Road (East)	994	249	235	1906	0.522	993	1086	0.7	1.1	3.937	A
E - Rawcliffe Road	391	98	1083	700	0.559	388	145	0.6	1.2	11.477	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	864	216	356	1206	0.716	864	1121	2.4	2.5	10.498	B

B - Local Access	9	2	1203	573	0.015	9	17	0.0	0.0	6.376	A
C - Airmyn Road	248	62	1081	524	0.473	248	131	0.9	0.9	13.013	B
D - A614 Rawcliffe Road (East)	994	249	237	1905	0.522	994	1092	1.1	1.1	3.953	A
E - Rawcliffe Road	391	98	1086	698	0.560	391	145	1.2	1.3	11.690	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	706	176	292	1241	0.568	710	918	2.5	1.3	6.835	A
B - Local Access	7	2	989	680	0.011	7	14	0.0	0.0	5.348	A
C - Airmyn Road	202	51	889	612	0.330	204	108	0.9	0.5	8.848	A
D - A614 Rawcliffe Road (East)	812	203	195	1933	0.420	813	898	1.1	0.7	3.221	A
E - Rawcliffe Road	319	80	889	811	0.394	322	119	1.3	0.7	7.397	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	591	148	244	1268	0.466	593	768	1.3	0.9	5.346	A
B - Local Access	6	2	825	762	0.008	6	11	0.0	0.0	4.759	A
C - Airmyn Road	169	42	742	679	0.249	170	90	0.5	0.3	7.075	A
D - A614 Rawcliffe Road (East)	680	170	162	1954	0.348	681	749	0.7	0.5	2.827	A
E - Rawcliffe Road	267	67	743	893	0.299	268	100	0.7	0.4	5.766	A

2026 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
2	Site 2	Standard Roundabout	C,D,E,A,B	15.80	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A614 Rawcliffe Road (West)		ONE HOUR	✓	948	100.000
B - Local Access		ONE HOUR	✓	18	100.000
C - Airmyn Road		ONE HOUR	✓	171	100.000
D - A614 Rawcliffe Road (East)		ONE HOUR	✓	836	100.000
E - Rawcliffe Road		ONE HOUR	✓	388	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	0	0	129	764	55
	B - Local Access	2	0	5	11	0
	C - Airmyn Road	103	1	0	42	25
	D - A614 Rawcliffe Road (East)	633	3	95	5	100
	E - Rawcliffe Road	85	0	37	265	1

Proportions

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	0.00	0.00	0.14	0.81	0.06
	B - Local Access	0.11	0.00	0.28	0.61	0.00
	C - Airmyn Road	0.60	0.01	0.00	0.25	0.15
	D - A614 Rawcliffe Road (East)	0.76	0.00	0.11	0.01	0.12
	E - Rawcliffe Road	0.22	0.00	0.10	0.68	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	0	0	0	0	0
	B - Local Access	0	0	0	0	0
	C - Airmyn Road	0	0	0	0	0
	D - A614 Rawcliffe Road (East)	0	0	0	0	0
	E - Rawcliffe Road	0	0	0	0	0

Average PCU Per Veh

	To					
		A - A614 Rawcliffe Road (West)	B - Local Access	C - Airmyn Road	D - A614 Rawcliffe Road (East)	E - Rawcliffe Road
From	A - A614 Rawcliffe Road (West)	1.000	1.000	1.000	1.000	1.000
	B - Local Access	1.000	1.000	1.000	1.000	1.000
	C - Airmyn Road	1.000	1.000	1.000	1.000	1.000
	D - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	E - Rawcliffe Road	1.000	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A614 Rawcliffe Road (West)	16:15-16:30	714	714
	16:30-16:45	852	852
	16:45-17:00	1044	1044
	17:00-17:15	1044	1044
	17:15-17:30	852	852
	17:30-17:45	714	714
B - Local Access	16:15-16:30	14	14
	16:30-16:45	16	16
	16:45-17:00	20	20
	17:00-17:15	20	20
	17:15-17:30	16	16
	17:30-17:45	14	14
C - Airmyn Road	16:15-16:30	129	129
	16:30-16:45	154	154
	16:45-17:00	188	188
	17:00-17:15	188	188
	17:15-17:30	154	154
	17:30-17:45	129	129
D - A614 Rawcliffe Road (East)	16:15-16:30	629	629
	16:30-16:45	752	752
	16:45-17:00	920	920
	17:00-17:15	920	920
	17:15-17:30	752	752
	17:30-17:45	629	629
E - Rawcliffe Road	16:15-16:30	292	292
	16:30-16:45	349	349
	16:45-17:00	427	427
	17:00-17:15	427	427
	17:15-17:30	349	349
	17:30-17:45	292	292

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A614 Rawcliffe Road (West)	0.90	29.61	8.1	D	870	1305
B - Local Access	0.05	8.72	0.0	A	17	25
C - Airmyn Road	0.41	13.03	0.7	B	157	235

D - A614 Rawcliffe Road (East)	0.48	3.58	0.9	A	767	1151
E - Rawcliffe Road	0.54	9.95	1.2	A	356	534

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	714	178	305	1235	0.578	708	617	0.0	1.3	6.776	A
B - Local Access	14	3	1010	670	0.020	13	3	0.0	0.0	5.484	A
C - Airmyn Road	129	32	824	642	0.201	128	199	0.0	0.2	6.994	A
D - A614 Rawcliffe Road (East)	629	157	140	1970	0.320	628	813	0.0	0.5	2.679	A
E - Rawcliffe Road	292	73	632	957	0.305	290	136	0.0	0.4	5.386	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	852	213	365	1201	0.710	848	739	1.3	2.4	10.083	B
B - Local Access	16	4	1210	570	0.028	16	4	0.0	0.0	6.500	A
C - Airmyn Road	154	38	987	567	0.271	153	238	0.2	0.4	8.693	A
D - A614 Rawcliffe Road (East)	752	188	168	1951	0.385	751	973	0.5	0.6	2.998	A
E - Rawcliffe Road	349	87	756	886	0.394	348	162	0.4	0.6	6.680	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	1044	261	446	1156	0.903	1024	904	2.4	7.2	24.311	C
B - Local Access	20	5	1466	442	0.045	20	4	0.0	0.0	8.534	A
C - Airmyn Road	188	47	1196	471	0.399	187	290	0.4	0.7	12.613	B
D - A614 Rawcliffe Road (East)	920	230	204	1927	0.478	919	1179	0.6	0.9	3.571	A
E - Rawcliffe Road	427	107	925	790	0.541	425	198	0.6	1.2	9.819	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	1044	261	448	1155	0.903	1041	906	7.2	8.1	29.607	D
B - Local Access	20	5	1484	433	0.046	20	4	0.0	0.0	8.721	A
C - Airmyn Road	188	47	1212	464	0.405	188	292	0.7	0.7	13.028	B
D - A614 Rawcliffe Road (East)	920	230	206	1925	0.478	920	1194	0.9	0.9	3.581	A
E - Rawcliffe Road	427	107	927	789	0.542	427	199	1.2	1.2	9.949	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	852	213	368	1200	0.710	874	742	8.1	2.5	11.750	B
B - Local Access	16	4	1238	556	0.029	16	4	0.0	0.0	6.676	A
C - Airmyn Road	154	38	1012	556	0.277	155	242	0.7	0.4	9.006	A
D - A614 Rawcliffe Road (East)	752	188	170	1949	0.386	753	997	0.9	0.6	3.011	A

E - Rawcliffe Road	349	87	759	885	0.394	351	164	1.2	0.7	6.770	A
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17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A614 Rawcliffe Road (West)	714	178	307	1233	0.579	718	621	2.5	1.4	7.051	A
B - Local Access	14	3	1022	664	0.020	14	3	0.0	0.0	5.536	A
C - Airmyn Road	129	32	835	637	0.202	129	201	0.4	0.3	7.100	A
D - A614 Rawcliffe Road (East)	629	157	141	1968	0.320	630	823	0.6	0.5	2.690	A
E - Rawcliffe Road	292	73	635	955	0.306	293	137	0.7	0.4	5.442	A

3) M62/A614 Junction

Junctions 9
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»2018, AM
»2018, PM
»2022 ND, AM
»2022 ND, PM
»2026 ND, AM
»2026 ND, PM
»2022 WD, AM
»2022 WD, PM
»2026 WD, AM
»2026 WD, PM

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2018							
3E - Site 3 - A - Link	1.3	3.91	0.52	A	1.5	4.14	0.56	A
3E - Site 3 - B - M62 Southbound Off-Ramp	0.4	2.81	0.25	A	0.2	2.47	0.17	A
3E - Site 3 - C - A614 Rawcliffe Road (East)	0.6	3.36	0.33	A	0.7	3.35	0.39	A
3E - Site 3 - D - A161	0.7	5.41	0.40	A	1.0	6.13	0.47	A
3W - Site 3 - A - A614 Rawcliffe Road (West)	2.1	8.14	0.64	A	2.5	9.40	0.69	A
3W - Site 3 - C - Link	1.4	5.88	0.55	A	1.6	6.15	0.59	A
3W - Site 3 - D - M62 Northbound Off-Ramp	0.9	4.09	0.42	A	1.2	4.78	0.48	A
	2022 ND							

3E - Site 3 - A - Link	1.2	3.38	0.55	A	1.4	3.68	0.59	A
3E - Site 3 - B - M62 Southbound Off-Ramp	0.4	2.54	0.27	A	0.2	2.34	0.18	A
3E - Site 3 - C - A614 Rawcliffe Road (East)	0.6	3.13	0.36	A	0.7	3.32	0.42	A
3E - Site 3 - D - A161	0.8	5.26	0.43	A	1.0	6.36	0.51	A
3W - Site 3 - A - A614 Rawcliffe Road (West)	2.2	7.91	0.69	A	2.7	9.65	0.73	A
3W - Site 3 - C - Link	1.3	5.38	0.58	A	1.6	6.06	0.62	A
3W - Site 3 - D - M62 Northbound Off-Ramp	0.8	3.51	0.45	A	1.1	4.06	0.52	A
2026 ND								
3E - Site 3 - A - Link	1.4	3.70	0.59	A	1.7	4.11	0.63	A
3E - Site 3 - B - M62 Southbound Off-Ramp	0.4	2.75	0.30	A	0.3	2.49	0.20	A
3E - Site 3 - C - A614 Rawcliffe Road (East)	0.7	3.43	0.40	A	0.9	3.71	0.47	A
3E - Site 3 - D - A161	0.9	6.00	0.48	A	1.4	7.73	0.58	A
3W - Site 3 - A - A614 Rawcliffe Road (West)	3.0	10.21	0.75	B	4.0	13.78	0.81	B
3W - Site 3 - C - Link	1.6	5.99	0.62	A	2.0	6.97	0.67	A
3W - Site 3 - D - M62 Northbound Off-Ramp	1.0	3.89	0.49	A	1.3	4.65	0.57	A
2022 WD								
3E - Site 3 - A - Link	1.2	3.42	0.55	A	1.7	4.13	0.63	A
3E - Site 3 - B - M62 Southbound Off-Ramp	0.4	2.58	0.28	A	0.2	2.46	0.19	A
3E - Site 3 - C - A614 Rawcliffe Road (East)	0.6	3.17	0.36	A	0.8	3.55	0.44	A
3E - Site 3 - D - A161	0.8	5.31	0.44	A	1.0	6.36	0.51	A
3W - Site 3 - A - A614 Rawcliffe Road (West)	2.3	8.16	0.70	A	4.3	14.19	0.82	B
3W - Site 3 - C - Link	1.4	5.48	0.58	A	1.6	6.06	0.62	A
3W - Site 3 - D - M62 Northbound Off-Ramp	1.0	3.90	0.51	A	1.1	4.12	0.52	A
2026 WD								
3E - Site 3 - A - Link	1.4	3.75	0.59	A	2.0	4.60	0.67	A
3E - Site 3 - B - M62 Southbound Off-Ramp	0.4	2.79	0.31	A	0.3	2.61	0.21	A
3E - Site 3 - C - A614 Rawcliffe Road (East)	0.7	3.48	0.40	A	0.9	3.96	0.48	A
3E - Site 3 - D - A161	0.9	6.06	0.48	A	1.4	7.73	0.58	A
3W - Site 3 - A - A614 Rawcliffe Road (West)	3.1	10.60	0.76	B	7.2	22.83	0.89	C
3W - Site 3 - C - Link	1.7	6.09	0.63	A	2.0	6.97	0.67	A
3W - Site 3 - D - M62 Northbound Off-Ramp	1.2	4.32	0.54	A	1.3	4.73	0.57	A

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

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

File summary

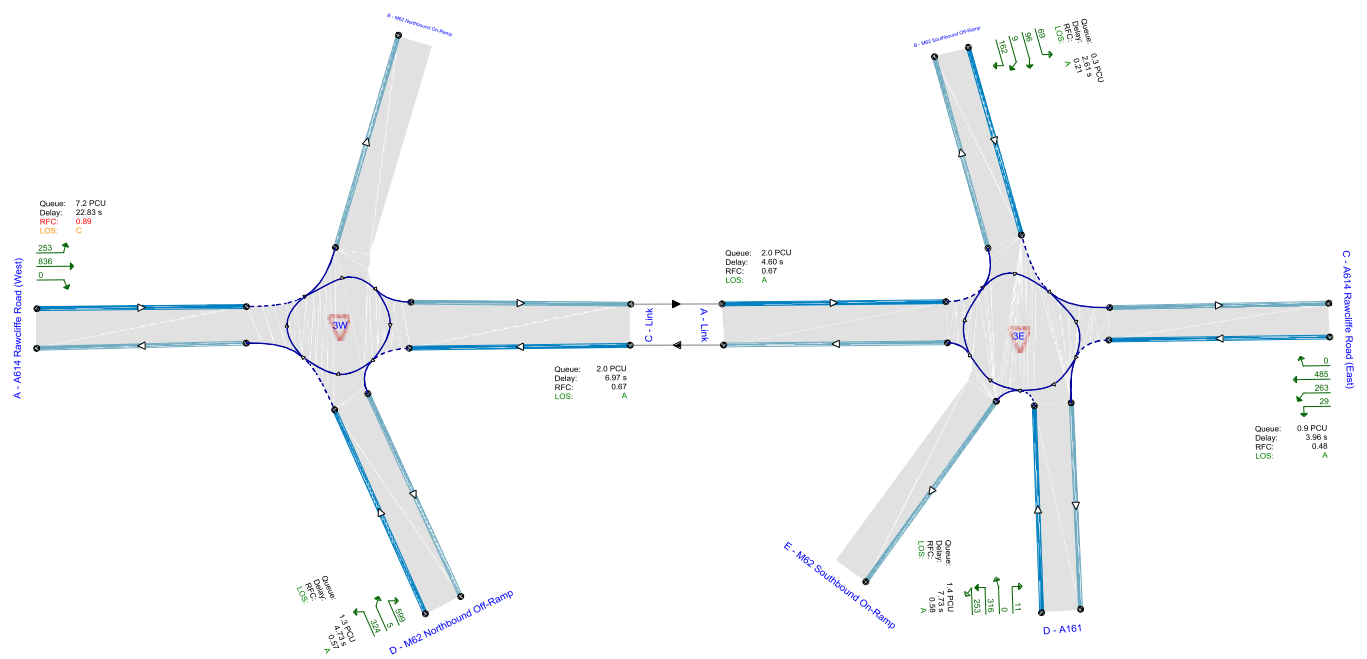
File Description

Title	Site 3
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Location	
Site number	
Date	3/28/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INTW00749
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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:30	09:00	15	✓
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓
D3	2022 ND	AM	ONE HOUR	07:30	09:00	15	✓

D4	2022 ND	PM	ONE HOUR	16:15	17:45	15	✓
D5	2026 ND	AM	ONE HOUR	07:30	09:00	15	✓
D6	2026 ND	PM	ONE HOUR	16:15	17:45	15	✓
D7	2022 WD	AM	ONE HOUR	07:30	09:00	15	✓
D8	2022 WD	PM	ONE HOUR	16:15	17:45	15	✓
D9	2026 WD	AM	ONE HOUR	07:30	09:00	15	✓
D10	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3W - Site 3 - D - M62 Northbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3W - Site 3 - A - A614 Rawcliffe Road (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - B - M62 Southbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - C - A614 Rawcliffe Road (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - A - Link - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	3W - Site 3 - C - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Warning	Linked Roundabout	3E - Site 3 - A - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
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Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
3E	Site 3	Standard Roundabout	B,C,D,E,A	3.86	A
3W	Site 3	Standard Roundabout	B,C,D,A	6.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Junction	Arm	Name	Description
3E - Site 3	A	Link	
	B	M62 Southbound Off-Ramp	
	C	A614 Rawcliffe Road (East)	
	D	A161	
	E	M62 Southbound On-Ramp	
3W - Site 3	A	A614 Rawcliffe Road (West)	
	B	M62 Northbound On-Ramp	
	C	Link	
	D	M62 Northbound Off-Ramp	

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)	Exit only
3E - Site 3	A - Link	6.83	8.24	39.5	19.8	70.0	40.0	
	B - M62 Southbound Off-Ramp	7.33	9.47	43.2	36.1	70.0	29.0	
	C - A614 Rawcliffe Road (East)	5.86	10.05	33.3	18.8	70.0	44.0	
	D - A161	3.38	8.49	18.5	19.2	70.0	20.0	
	E - M62 Southbound On-Ramp							✓
3W - Site 3	A - A614 Rawcliffe Road (West)	4.01	9.00	53.4	21.0	69.8	43.0	
	B - M62 Northbound On-Ramp							✓
	C - Link	3.85	5.83	6.7	19.8	77.5	10.0	

	D - M62 Northbound Off-Ramp	6.15	8.62	35.2	25.0	72.1	39.0	
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Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
3E - Site 3	A - Link	0.602	2367
	B - M62 Southbound Off-Ramp	0.693	2851
	C - A614 Rawcliffe Road (East)	0.626	2543
	D - A161	0.546	1907
	E - M62 Southbound On-Ramp		
3W - Site 3	A - A614 Rawcliffe Road (West)	0.587	2277
	B - M62 Northbound On-Ramp		
	C - Link	0.476	1576
	D - M62 Northbound Off-Ramp	0.603	2421

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

Arm Capacity Adjustments

Junction	Arm	Type	Reason	Direct capacity adjustment (PCU/hr)
3W - Site 3	A - A614 Rawcliffe Road (West)	Direct		-400

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:30	09:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
3E - Site 3	A - Link	3W	C	Simple (vertical queueing)	Normal	0	100.00	
3W - Site 3	C - Link	3E	A	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
3E - Site 3	A - Link	✓				
	B - M62 Southbound Off-Ramp		ONE HOUR	✓	456	100.000

	C - A614 Rawcliffe Road (East)		ONE HOUR	✓	557	100.000
	D - A161		ONE HOUR	✓	455	100.000
	E - M62 Southbound On-Ramp					
3W - Site 3	A - A614 Rawcliffe Road (West)		ONE HOUR	✓	864	100.000
	B - M62 Northbound On-Ramp					
	C - Link	✓				
	D - M62 Northbound Off-Ramp		ONE HOUR	✓	734	100.000

Origin-Destination Data

Demand (PCU/hr)

3
W
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te
3

		To			
		A - A614 Rawcliffe Road (West)	B - M62 Northbound On-Ramp	C - Link	D - M62 Northbound Off-Ramp
Fr o m	A - A614 Rawcliffe Road (West)	0	224	640	0
	B - M62 Northbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only
	C - Link	639	141	0	0
	D - M62 Northbound Off-Ramp	258	0	476	0

Proportions

		To			
		A - A614 Rawcliffe Road (West)	B - M62 Northbound On-Ramp	C - Link	D - M62 Northbound Off-Ramp
Fr o m	A - A614 Rawcliffe Road (West)	0.00	0.26	0.74	0.00
	B - M62 Northbound On-Ramp	0.25	0.25	0.25	0.25
	C - Link	0.82	0.18	0.00	0.00
	D - M62 Northbound Off-Ramp	0.35	0.00	0.65	0.00

Demand (PCU/hr)

	To					
Fr o m		A - Li nk	B - M62 South bound Off- Ramp	C - A61 4 Raw cliff e Roa d (Eas t)	D - A1 61	E - M62 South bound On- Ramp
	A - Link	0	0	446	323	346
	B - M62 Southbound Off- Ramp	206	0	101	146	3
	C - A614 Rawcliffe Road (East)	353	0	0	14	190
	D - A161	222	0	11	0	222
	E - M62 Southbound On- Ramp	Exit- only	Exit- only	Exit- only	Exit- only	Exit- only

Proportions

	To					
Fr o m		A - Li nk	B - M62 South bound Off- Ramp	C - A61 4 Raw cliff e Roa d (Eas t)	D - A1 61	E - M62 South bound On- Ramp
	A - Link	0.00	0.00	0.40	0.29	0.31
	B - M62 Southbound Off- Ramp	0.45	0.00	0.22	0.32	0.01
	C - A614 Rawcliffe Road (East)	0.63	0.00	0.00	0.03	0.34
	D - A161	0.49	0.00	0.02	0.00	0.49
	E - M62 Southbound On- Ramp	0.20	0.20	0.20	0.20	0.20

Vehicle Mix

Heavy Vehicle Percentages

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	23	18	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	14	33	0	0
	D - M62 Northbound Off-Ramp	15	0	30	0

Average PCU Per Veh

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	1.000	1.230	1.1 80	1.000
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	1.140	1.330	1.0 00	1.000
	D - M62 Northbound Off-Ramp	1.150	1.000	1.3 00	1.000

Heavy Vehicle Percentages

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0	0	15	35	23
	B - M62 Southbound Off-Ramp	21	0	12	14	0
	C - A614 Rawcliffe Road (East)	11	0	0	0	22
	D - A161	26	0	38	0	0
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Average PCU Per Veh

	To					
From		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
	A - Link	1.000	1.000	1.150	1.350	1.230
	B - M62 Southbound Off-Ramp	1.210	1.000	1.120	1.140	1.000
	C - A614 Rawcliffe Road (East)	1.110	1.000	1.000	1.000	1.220
	D - A161	1.260	1.000	1.380	1.000	1.000
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Detailed Demand Data

Demand for each time segment

Junction	Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
3E - Site 3	A - Link	07:30-07:45	839	839
		07:45-08:00	1002	1002
		08:00-08:15	1228	1228
		08:15-08:30	1228	1228
		08:30-08:45	1002	1002
		08:45-09:00	839	839
	B - M62 Southbound Off-Ramp	07:30-07:45	343	343
		07:45-08:00	410	410
		08:00-08:15	502	502
		08:15-08:30	502	502
		08:30-08:45	410	410

		08:45-09:00	343	343
	C - A614 Rawcliffe Road (East)	07:30-07:45	419	419
		07:45-08:00	501	501
		08:00-08:15	613	613
		08:15-08:30	613	613
		08:30-08:45	501	501
		08:45-09:00	419	419
	D - A161	07:30-07:45	343	343
		07:45-08:00	409	409
		08:00-08:15	501	501
		08:15-08:30	501	501
		08:30-08:45	409	409
		08:45-09:00	343	343
	E - M62 Southbound On-Ramp	07:30-07:45	0	0
		07:45-08:00	0	0
		08:00-08:15	0	0
		08:15-08:30	0	0
		08:30-08:45	0	0
		08:45-09:00	0	0
3W - Site 3	A - A614 Rawcliffe Road (West)	07:30-07:45	650	650
		07:45-08:00	777	777
		08:00-08:15	951	951
		08:15-08:30	951	951
		08:30-08:45	777	777
		08:45-09:00	650	650
	B - M62 Northbound On-Ramp	07:30-07:45	0	0
		07:45-08:00	0	0
		08:00-08:15	0	0
		08:15-08:30	0	0
		08:30-08:45	0	0
		08:45-09:00	0	0
	C - Link	07:30-07:45	587	587
		07:45-08:00	701	701
		08:00-08:15	859	859
		08:15-08:30	859	859
		08:30-08:45	701	701
		08:45-09:00	587	587
	D - M62 Northbound Off-Ramp	07:30-07:45	553	553
		07:45-08:00	660	660
		08:00-08:15	808	808

		08:15-08:30	808	808
		08:30-08:45	660	660
		08:45-09:00	553	553

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3E - Site 3	A - Link	0.52	3.91	1.3	A	1023	1535
	B - M62 Southbound Off-Ramp	0.25	2.81	0.4	A	418	628
	C - A614 Rawcliffe Road (East)	0.33	3.36	0.6	A	511	767
	D - A161	0.40	5.41	0.7	A	418	626
	E - M62 Southbound On-Ramp						
3W - Site 3	A - A614 Rawcliffe Road (West)	0.64	8.14	2.1	A	793	1189
	B - M62 Northbound On-Ramp						
	C - Link	0.55	5.88	1.4	A	716	1075
	D - M62 Northbound Off-Ramp	0.42	4.09	0.9	A	674	1010

Main Results for each time segment

07:30 - 07:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	837	209	8	2362	0.354	834	586	0.0	0.7	2.887	A
	B - M62 Southbound Off-Ramp	343	86	842	2267	0.151	342	0	0.0	0.2	2.177	A
	C - A614 Rawcliffe Road (East)	419	105	767	2062	0.203	418	418	0.0	0.3	2.499	A
	D - A161	343	86	823	1457	0.235	341	362	0.0	0.3	3.607	A
	E - M62 Southbound On-Ramp			594				570				

3W - Site 3	A - A614 Rawcliffe Road (West)	650	163	463	1606	0.405	647	672	0.0	0.8	4.464	A
	B - M62 Northbound On-Ramp			837				273				
	C - Link	586	147	0	1576	0.372	583	837	0.0	0.7	4.232	A
	D - M62 Northbound Off-Ramp	553	138	583	2069	0.267	551	0	0.0	0.5	2.942	A

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1002	250	10	2361	0.424	1001	701	0.7	0.9	3.248	A
	B - M62 Southbound Off-Ramp	410	102	1011	2151	0.191	410	0	0.2	0.3	2.408	A
	C - A614 Rawcliffe Road (East)	501	125	919	1967	0.255	500	501	0.3	0.4	2.803	A
	D - A161	409	102	986	1369	0.299	409	434	0.3	0.5	4.199	A
	E - M62 Southbound On-Ramp			711				683				
3W - Site 3	A - A614 Rawcliffe Road (West)	777	194	554	1552	0.500	775	806	0.8	1.2	5.514	A
	B - M62 Northbound On-Ramp			1002				328				
	C - Link	701	175	0	1576	0.445	701	1002	0.7	0.9	4.806	A
	D - M62 Northbound Off-Ramp	660	165	701	1999	0.330	659	0	0.5	0.6	3.338	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1225	306	12	2359	0.519	1224	859	0.9	1.3	3.885	A
	B - M62 Southbound Off-Ramp	502	126	1236	1995	0.252	502	0	0.3	0.4	2.808	A
	C - A614 Rawcliffe Road (East)	613	153	1125	1839	0.334	613	613	0.4	0.6	3.351	A

	D - A161	501	125	1207	1248	0.40 1	500	530	0.5	0.7	5.38 2	A
	E - M62 Southbound On-Ramp			871				836				
3W - Site 3	A - A614 Rawcliffe Road (West)	951	238	678	1479	0.64 3	948	986	1.2	2.1	8.02 2	A
	B - M62 Northbound On-Ramp			1225				401				
	C - Link	859	215	0	1576	0.54 5	857	1225	0.9	1.4	5.84 1	A
	D - M62 Northbound Off-Ramp	808	202	857	1905	0.42 4	807	0	0.6	0.9	4.07 3	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1229	307	12	2359	0.52 1	1229	860	1.3	1.3	3.90 7	A
	B - M62 Southbound Off-Ramp	502	126	1241	1991	0.25 2	502	0	0.4	0.4	2.81 4	A
	C - A614 Rawcliffe Road (East)	613	153	1128	1836	0.33 4	613	615	0.6	0.6	3.36 0	A
	D - A161	501	125	1209	1247	0.40 2	501	532	0.7	0.7	5.40 6	A
	E - M62 Southbound On-Ramp			872				838				
3W - Site 3	A - A614 Rawcliffe Road (West)	951	238	680	1478	0.64 3	951	988	2.1	2.1	8.13 6	A
	B - M62 Northbound On-Ramp			1229				402				
	C - Link	860	215	0	1576	0.54 6	860	1229	1.4	1.4	5.88 1	A
	D - M62 Northbound Off-Ramp	808	202	860	1903	0.42 5	808	0	0.9	0.9	4.08 7	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1007	252	10	2361	0.42 6	1008	703	1.3	0.9	3.27 0	A

	B - M62 Southbound Off-Ramp	410	102	1018	2145	0.191	410	0	0.4	0.3	2.418	A
	C - A614 Rawcliffe Road (East)	501	125	925	1964	0.255	501	504	0.6	0.4	2.812	A
	D - A161	409	102	990	1367	0.299	410	436	0.7	0.5	4.222	A
	E - M62 Southbound On-Ramp			713				687				
3W - Site 3	A - A614 Rawcliffe Road (West)	777	194	556	1551	0.501	780	810	2.1	1.2	5.598	A
	B - M62 Northbound On-Ramp			1007				330				
	C - Link	703	176	0	1576	0.446	705	1007	1.4	1.0	4.845	A
	D - M62 Northbound Off-Ramp	660	165	705	1996	0.331	661	0	0.9	0.6	3.353	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	842	210	8	2362	0.356	843	589	0.9	0.7	2.912	A
	B - M62 Southbound Off-Ramp	343	86	851	2261	0.152	344	0	0.3	0.2	2.186	A
	C - A614 Rawcliffe Road (East)	419	105	773	2059	0.204	420	421	0.4	0.3	2.508	A
	D - A161	343	86	828	1455	0.235	343	365	0.5	0.3	3.631	A
	E - M62 Southbound On-Ramp			597				574				
3W - Site 3	A - A614 Rawcliffe Road (West)	650	163	465	1604	0.406	652	677	1.2	0.8	4.518	A
	B - M62 Northbound On-Ramp			842				276				
	C - Link	589	147	0	1576	0.373	590	842	1.0	0.7	4.274	A
	D - M62 Northbound Off-Ramp	553	138	590	2066	0.268	553	0	0.6	0.5	2.959	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3W - Site 3 - D - M62 Northbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3W - Site 3 - A - A614 Rawcliffe Road (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - B - M62 Southbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - C - A614 Rawcliffe Road (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - A - Link - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	3W - Site 3 - C - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	3E - Site 3 - A - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
3E	Site 3	Standard Roundabout	B,C,D,E,A	4.14	A
3W	Site 3	Standard Roundabout	B,C,D,A	6.84	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
3E - Site 3	A - Link	3W	C	Simple (vertical queueing)	Normal	0	100.00	
3W - Site 3	C - Link	3E	A	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
3E - Site 3	A - Link	✓				
	B - M62 Southbound Off-Ramp		ONE HOUR	✓	296	100.000
	C - A614 Rawcliffe Road (East)		ONE HOUR	✓	682	100.000
	D - A161		ONE HOUR	✓	515	100.000
	E - M62 Southbound On-Ramp					
3W - Site 3	A - A614 Rawcliffe Road (West)		ONE HOUR	✓	878	100.000
	B - M62 Northbound On-Ramp					
	C - Link	✓				
	D - M62 Northbound Off-Ramp		ONE HOUR	✓	814	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	214	66 4	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	658	187	0	0
	D - M62 Northbound Off-Ramp	277	4	53 3	0

Proportions

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0.00	0.24	0.7 6	0.00
	B - M62 Northbound On-Ramp	0.25	0.25	0.2 5	0.25
	C - Link	0.78	0.22	0.0 0	0.00
	D - M62 Northbound Off-Ramp	0.34	0.00	0.6 5	0.00

Demand (PCU/hr)

	To					
Fr o m		A - Li nk	B - M62 South bound Off- Ramp	C - A61 4 Raw cliff e Roa d (Eas t)	D - A1 61	E - M62 South bound On- Ramp
	A - Link	0	0	511	321	365
	B - M62 Southbound Off- Ramp	143	0	61	84	8
	C - A614 Rawcliffe Road (East)	424	0	0	25	233
	D - A161	278	0	10	0	227
	E - M62 Southbound On- Ramp	Exit- only	Exit- only	Exit- only	Exit- only	Exit- only

Proportions

	To					
Fr o m		A - Li nk	B - M62 South bound Off- Ramp	C - A61 4 Raw cliff e Roa d (Eas t)	D - A1 61	E - M62 South bound On- Ramp
	A - Link	0.00	0.00	0.43	0.27	0.30
	B - M62 Southbound Off- Ramp	0.48	0.00	0.21	0.28	0.03
	C - A614 Rawcliffe Road (East)	0.62	0.00	0.00	0.04	0.34
	D - A161	0.54	0.00	0.02	0.00	0.44
	E - M62 Southbound On- Ramp	0.20	0.20	0.20	0.20	0.20

Vehicle Mix

Heavy Vehicle Percentages

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	15	16	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	9	15	0	0
	D - M62 Northbound Off-Ramp	29	0	28	0

Average PCU Per Veh

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	1.000	1.150	1.1 60	1.000
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	1.090	1.150	1.0 00	1.000
	D - M62 Northbound Off-Ramp	1.290	1.000	1.2 80	1.000

Heavy Vehicle Percentages

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0	0	23	37	5
	B - M62 Southbound Off-Ramp	14	0	13	3	0
	C - A614 Rawcliffe Road (East)	5	0	0	0	14
	D - A161	15	0	38	0	0
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Average PCU Per Veh

	To					
From		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
	A - Link	1.000	1.000	1.230	1.370	1.050
	B - M62 Southbound Off-Ramp	1.140	1.000	1.130	1.030	1.000
	C - A614 Rawcliffe Road (East)	1.050	1.000	1.000	1.000	1.140
	D - A161	1.150	1.000	1.380	1.000	1.000
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Detailed Demand Data

Demand for each time segment

Junction	Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
3E - Site 3	A - Link	16:15-16:30	901	901
		16:30-16:45	1076	1076
		16:45-17:00	1318	1318
		17:00-17:15	1318	1318
		17:15-17:30	1076	1076
		17:30-17:45	901	901
	B - M62 Southbound Off-Ramp	16:15-16:30	223	223
		16:30-16:45	266	266
		16:45-17:00	326	326
		17:00-17:15	326	326
		17:15-17:30	266	266

		17:30-17:45	223	223
	C - A614 Rawcliffe Road (East)	16:15-16:30	513	513
		16:30-16:45	613	613
		16:45-17:00	751	751
		17:00-17:15	751	751
		17:15-17:30	613	613
		17:30-17:45	513	513
	D - A161	16:15-16:30	388	388
		16:30-16:45	463	463
		16:45-17:00	567	567
		17:00-17:15	567	567
		17:15-17:30	463	463
		17:30-17:45	388	388
	E - M62 Southbound On-Ramp	16:15-16:30	0	0
		16:30-16:45	0	0
		16:45-17:00	0	0
		17:00-17:15	0	0
		17:15-17:30	0	0
		17:30-17:45	0	0
3W - Site 3	A - A614 Rawcliffe Road (West)	16:15-16:30	661	661
		16:30-16:45	789	789
		16:45-17:00	967	967
		17:00-17:15	967	967
		17:15-17:30	789	789
		17:30-17:45	661	661
	B - M62 Northbound On-Ramp	16:15-16:30	0	0
		16:30-16:45	0	0
		16:45-17:00	0	0
		17:00-17:15	0	0
		17:15-17:30	0	0
		17:30-17:45	0	0
	C - Link	16:15-16:30	636	636
		16:30-16:45	760	760
		16:45-17:00	930	930
		17:00-17:15	930	930
		17:15-17:30	760	760
		17:30-17:45	636	636
	D - M62 Northbound Off-Ramp	16:15-16:30	613	613
		16:30-16:45	732	732
		16:45-17:00	896	896

		17:00-17:15	896	896
		17:15-17:30	732	732
		17:30-17:45	613	613

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3E - Site 3	A - Link	0.56	4.14	1.5	A	1098	1647
	B - M62 Southbound Off-Ramp	0.17	2.47	0.2	A	272	407
	C - A614 Rawcliffe Road (East)	0.39	3.35	0.7	A	626	939
	D - A161	0.47	6.13	1.0	A	473	709
	E - M62 Southbound On-Ramp						
3W - Site 3	A - A614 Rawcliffe Road (West)	0.69	9.40	2.5	A	806	1209
	B - M62 Northbound On-Ramp						
	C - Link	0.59	6.15	1.6	A	775	1163
	D - M62 Northbound Off-Ramp	0.48	4.78	1.2	A	747	1120

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	897	224	7	2362	0.380	894	634	0.0	0.7	2.937	A
	B - M62 Southbound Off-Ramp	223	56	902	2226	0.100	222	0	0.0	0.1	1.977	A
	C - A614 Rawcliffe Road (East)	513	128	689	2111	0.243	512	435	0.0	0.3	2.422	A
	D - A161	388	97	879	1427	0.272	386	322	0.0	0.4	3.738	A
	E - M62 Southbound On-Ramp			642				624				

3W - Site 3	A - A614 Rawcliffe Road (West)	661	165	543	1559	0.424	658	699	0.0	0.8	4.608	A
	B - M62 Northbound On-Ramp			897				303				
	C - Link	634	159	0	1576	0.402	631	897	0.0	0.7	4.189	A
	D - M62 Northbound Off-Ramp	613	153	631	2041	0.300	611	0	0.0	0.5	3.223	A

16:30 - 16:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1074	269	9	2361	0.455	1073	759	0.7	1.0	3.350	A
	B - M62 Southbound Off-Ramp	266	67	1082	2101	0.127	266	0	0.1	0.2	2.158	A
	C - A614 Rawcliffe Road (East)	613	153	826	2025	0.303	613	522	0.3	0.5	2.744	A
	D - A161	463	116	1053	1332	0.348	462	386	0.4	0.6	4.474	A
	E - M62 Southbound On-Ramp			768				747				
3W - Site 3	A - A614 Rawcliffe Road (West)	789	197	650	1496	0.528	788	839	0.8	1.3	5.870	A
	B - M62 Northbound On-Ramp			1074				363				
	C - Link	759	190	0	1576	0.482	758	1074	0.7	1.0	4.843	A
	D - M62 Northbound Off-Ramp	732	183	758	1964	0.373	731	0	0.5	0.8	3.739	A

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1313	328	11	2360	0.556	1311	929	1.0	1.5	4.112	A
	B - M62 Southbound Off-Ramp	326	81	1322	1935	0.168	326	0	0.2	0.2	2.461	A
	C - A614 Rawcliffe Road (East)	751	188	1010	1910	0.393	750	638	0.5	0.7	3.338	A

	D - A161	567	142	1288	1203	0.471	566	472	0.6	1.0	6.090	A
	E - M62 Southbound On-Ramp			940				914				
3W - Site 3	A - A614 Rawcliffe Road (West)	967	242	795	1410	0.685	962	1026	1.3	2.4	9.199	A
	B - M62 Northbound On-Ramp			1313				444				
	C - Link	929	232	0	1576	0.589	927	1313	1.0	1.6	6.091	A
	D - M62 Northbound Off-Ramp	896	224	927	1862	0.481	895	0	0.8	1.2	4.759	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1318	329	11	2360	0.558	1318	930	1.5	1.5	4.145	A
	B - M62 Southbound Off-Ramp	326	81	1329	1930	0.169	326	0	0.2	0.2	2.468	A
	C - A614 Rawcliffe Road (East)	751	188	1014	1908	0.394	751	641	0.7	0.7	3.350	A
	D - A161	567	142	1291	1202	0.472	567	473	1.0	1.0	6.134	A
	E - M62 Southbound On-Ramp			941				917				
3W - Site 3	A - A614 Rawcliffe Road (West)	967	242	797	1409	0.686	967	1029	2.4	2.5	9.402	A
	B - M62 Northbound On-Ramp			1318				446				
	C - Link	930	233	0	1576	0.590	930	1318	1.6	1.6	6.146	A
	D - M62 Northbound Off-Ramp	896	224	930	1860	0.482	896	0	1.2	1.2	4.785	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1081	270	9	2361	0.458	1083	761	1.5	1.0	3.386	A

	B - M62 Southbound Off-Ramp	266	67	1092	2095	0.127	266	0	0.2	0.2	2.166	A
	C - A614 Rawcliffe Road (East)	613	153	832	2022	0.303	614	526	0.7	0.5	2.755	A
	D - A161	463	116	1058	1330	0.348	464	388	1.0	0.6	4.511	A
	E - M62 Southbound On-Ramp			770				752				
3W - Site 3	A - A614 Rawcliffe Road (West)	789	197	653	1494	0.528	794	844	2.5	1.3	5.993	A
	B - M62 Northbound On-Ramp			1081				366				
	C - Link	761	190	0	1576	0.483	763	1081	1.6	1.0	4.898	A
	D - M62 Northbound Off-Ramp	732	183	763	1961	0.373	733	0	1.2	0.8	3.762	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	903	226	8	2362	0.382	904	637	1.0	0.7	2.967	A
	B - M62 Southbound Off-Ramp	223	56	912	2219	0.100	223	0	0.2	0.1	1.984	A
	C - A614 Rawcliffe Road (East)	513	128	695	2107	0.244	514	439	0.5	0.3	2.433	A
	D - A161	388	97	885	1424	0.272	388	325	0.6	0.4	3.765	A
	E - M62 Southbound On-Ramp			644				629				
3W - Site 3	A - A614 Rawcliffe Road (West)	661	165	546	1557	0.425	663	706	1.3	0.9	4.672	A
	B - M62 Northbound On-Ramp			903				306				
	C - Link	637	159	0	1576	0.404	638	903	1.0	0.8	4.236	A
	D - M62 Northbound Off-Ramp	613	153	638	2037	0.301	614	0	0.8	0.6	3.243	A

2022 ND, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3W - Site 3 - D - M62 Northbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3W - Site 3 - A - A614 Rawcliffe Road (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - B - M62 Southbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - C - A614 Rawcliffe Road (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - A - Link - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	3W - Site 3 - C - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	3E - Site 3 - A - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	3W - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Vehicle Mix	3E - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
3E	Site 3	Standard Roundabout	B,C,D,E,A	3.50	A
3W	Site 3	Standard Roundabout	B,C,D,A	5.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 ND	AM	ONE HOUR	07:30	09:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
3E - Site 3	A - Link	3W	C	Simple (vertical queueing)	Normal	0	100.00	
3W - Site 3	C - Link	3E	A	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
3E - Site 3	A - Link	✓				
	B - M62 Southbound Off-Ramp		ONE HOUR	✓	483	100.000
	C - A614 Rawcliffe Road (East)		ONE HOUR	✓	589	100.000
	D - A161		ONE HOUR	✓	478	100.000
	E - M62 Southbound On-Ramp					
3W - Site 3	A - A614 Rawcliffe Road (West)		ONE HOUR	✓	912	100.000
	B - M62 Northbound On-Ramp					
	C - Link	✓				
	D - M62 Northbound Off-Ramp		ONE HOUR	✓	770	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	237	67 5	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	675	148	0	0
	D - M62 Northbound Off-Ramp	271	0	49 9	0

Proportions

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0.00	0.26	0.7 4	0.00
	B - M62 Northbound On-Ramp	0.25	0.25	0.2 5	0.25
	C - Link	0.82	0.18	0.0 0	0.00
	D - M62 Northbound Off-Ramp	0.35	0.00	0.6 5	0.00

Demand (PCU/hr)

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0	0	472	338	365
	B - M62 Southbound Off-Ramp	217	0	108	155	3
	C - A614 Rawcliffe Road (East)	373	0	0	15	201
	D - A161	234	0	12	0	232
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Proportions

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0.00	0.00	0.40	0.29	0.31
	B - M62 Southbound Off-Ramp	0.45	0.00	0.22	0.32	0.01
	C - A614 Rawcliffe Road (East)	0.63	0.00	0.00	0.03	0.34
	D - A161	0.49	0.00	0.03	0.00	0.49
	E - M62 Southbound On-Ramp	0.20	0.20	0.20	0.20	0.20

Vehicle Mix

Heavy Vehicle Percentages

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	0	0	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	0	0	0	0
	D - M62 Northbound Off-Ramp	0	0	0	0

Average PCU Per Veh

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	1.000	1.000	1.0 00	1.000
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	1.000	1.000	1.0 00	1.000
	D - M62 Northbound Off-Ramp	1.000	1.000	1.0 00	1.000

Heavy Vehicle Percentages

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0	0	0	0	0
	B - M62 Southbound Off-Ramp	0	0	0	0	0
	C - A614 Rawcliffe Road (East)	0	0	0	0	0
	D - A161	0	0	0	0	0
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Average PCU Per Veh

	To					
From		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
	A - Link	1.000	1.000	1.000	1.000	1.000
	B - M62 Southbound Off-Ramp	1.000	1.000	1.000	1.000	1.000
	C - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	D - A161	1.000	1.000	1.000	1.000	1.000
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Detailed Demand Data

Demand for each time segment

Junction	Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
3E - Site 3	A - Link	07:30-07:45	885	885
		07:45-08:00	1056	1056
		08:00-08:15	1294	1294
		08:15-08:30	1294	1294
		08:30-08:45	1056	1056
		08:45-09:00	885	885
	B - M62 Southbound Off-Ramp	07:30-07:45	364	364
		07:45-08:00	434	434
		08:00-08:15	532	532
		08:15-08:30	532	532
		08:30-08:45	434	434

3W - Site 3		08:45-09:00	364	364
	C - A614 Rawcliffe Road (East)	07:30-07:45	443	443
		07:45-08:00	529	529
		08:00-08:15	649	649
		08:15-08:30	649	649
		08:30-08:45	529	529
		08:45-09:00	443	443
	D - A161	07:30-07:45	360	360
		07:45-08:00	430	430
		08:00-08:15	526	526
		08:15-08:30	526	526
		08:30-08:45	430	430
		08:45-09:00	360	360
	E - M62 Southbound On-Ramp	07:30-07:45	0	0
		07:45-08:00	0	0
		08:00-08:15	0	0
		08:15-08:30	0	0
		08:30-08:45	0	0
		08:45-09:00	0	0
3W - Site 3	A - A614 Rawcliffe Road (West)	07:30-07:45	687	687
		07:45-08:00	820	820
		08:00-08:15	1004	1004
		08:15-08:30	1004	1004
		08:30-08:45	820	820
		08:45-09:00	687	687
	B - M62 Northbound On-Ramp	07:30-07:45	0	0
		07:45-08:00	0	0
		08:00-08:15	0	0
		08:15-08:30	0	0
		08:30-08:45	0	0
		08:45-09:00	0	0
	C - Link	07:30-07:45	620	620
		07:45-08:00	740	740
		08:00-08:15	906	906
		08:15-08:30	906	906
		08:30-08:45	740	740
		08:45-09:00	620	620
	D - M62 Northbound Off-Ramp	07:30-07:45	580	580
		07:45-08:00	692	692
		08:00-08:15	848	848

		08:15-08:30	848	848
		08:30-08:45	692	692
		08:45-09:00	580	580

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3E - Site 3	A - Link	0.55	3.38	1.2	A	1077	1615
	B - M62 Southbound Off-Ramp	0.27	2.54	0.4	A	443	665
	C - A614 Rawcliffe Road (East)	0.36	3.13	0.6	A	540	811
	D - A161	0.43	5.26	0.8	A	439	658
	E - M62 Southbound On-Ramp						
3W - Site 3	A - A614 Rawcliffe Road (West)	0.69	7.91	2.2	A	837	1255
	B - M62 Northbound On-Ramp						
	C - Link	0.58	5.38	1.3	A	756	1134
	D - M62 Northbound Off-Ramp	0.45	3.51	0.8	A	707	1060

Main Results for each time segment

07:30 - 07:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	881	220	9	2361	0.373	878	619	0.0	0.6	2.423	A
	B - M62 Southbound Off-Ramp	364	91	887	2236	0.163	363	0	0.0	0.2	1.920	A
	C - A614 Rawcliffe Road (East)	443	111	807	2037	0.218	442	443	0.0	0.3	2.256	A
	D - A161	360	90	869	1432	0.251	359	380	0.0	0.3	3.347	A
	E - M62 Southbound On-Ramp			628				600				

3W - Site 3	A - A614 Rawcliffe Road (West)	687	172	485	1592	0.431	684	709	0.0	0.8	3.949	A
	B - M62 Northbound On-Ramp			881				288				
	C - Link	619	155	0	1576	0.393	616	881	0.0	0.6	3.741	A
	D - M62 Northbound Off-Ramp	580	145	616	2050	0.283	578	0	0.0	0.4	2.444	A

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1054	263	11	2360	0.447	1053	740	0.6	0.8	2.753	A
	B - M62 Southbound Off-Ramp	434	109	1064	2114	0.205	434	0	0.2	0.3	2.142	A
	C - A614 Rawcliffe Road (East)	529	132	967	1937	0.273	529	531	0.3	0.4	2.556	A
	D - A161	430	107	1040	1339	0.321	429	456	0.3	0.5	3.954	A
	E - M62 Southbound On-Ramp			751				719				
3W - Site 3	A - A614 Rawcliffe Road (West)	820	205	581	1536	0.534	818	850	0.8	1.1	5.006	A
	B - M62 Northbound On-Ramp			1054				346				
	C - Link	740	185	0	1576	0.470	739	1054	0.6	0.9	4.297	A
	D - M62 Northbound Off-Ramp	692	173	739	1976	0.350	692	0	0.4	0.5	2.802	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1289	322	13	2359	0.546	1287	906	0.8	1.2	3.356	A
	B - M62 Southbound Off-Ramp	532	133	1300	1950	0.273	531	0	0.3	0.4	2.537	A
	C - A614 Rawcliffe Road (East)	649	162	1183	1802	0.360	648	649	0.4	0.6	3.117	A

	D - A161	526	132	1273	1212	0.434	525	557	0.5	0.8	5.234	A
	E - M62 Southbound On-Ramp			919				879				
3W - Site 3	A - A614 Rawcliffe Road (West)	1004	251	711	1460	0.688	1000	1040	1.1	2.1	7.765	A
	B - M62 Northbound On-Ramp			1289				422				
	C - Link	906	226	0	1576	0.575	904	1289	0.9	1.3	5.342	A
	D - M62 Northbound Off-Ramp	848	212	904	1876	0.452	847	0	0.5	0.8	3.494	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1292	323	13	2359	0.548	1292	907	1.2	1.2	3.375	A
	B - M62 Southbound Off-Ramp	532	133	1306	1946	0.273	532	0	0.4	0.4	2.544	A
	C - A614 Rawcliffe Road (East)	649	162	1186	1800	0.360	648	651	0.6	0.6	3.125	A
	D - A161	526	132	1276	1210	0.435	526	559	0.8	0.8	5.261	A
	E - M62 Southbound On-Ramp			920				882				
3W - Site 3	A - A614 Rawcliffe Road (West)	1004	251	713	1459	0.688	1004	1042	2.1	2.2	7.907	A
	B - M62 Northbound On-Ramp			1292				424				
	C - Link	907	227	0	1576	0.576	907	1292	1.3	1.3	5.381	A
	D - M62 Northbound Off-Ramp	848	212	907	1874	0.452	848	0	0.8	0.8	3.506	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1059	265	11	2360	0.449	1061	742	1.2	0.8	2.773	A

	B - M62 Southbound Off-Ramp	434	109	1072	2109	0.206	435	0	0.4	0.3	2.152	A
	C - A614 Rawcliffe Road (East)	529	132	972	1934	0.274	530	534	0.6	0.4	2.565	A
	D - A161	430	107	1044	1337	0.321	431	458	0.8	0.5	3.979	A
	E - M62 Southbound On-Ramp			753				722				
3W - Site 3	A - A614 Rawcliffe Road (West)	820	205	583	1535	0.534	824	854	2.2	1.2	5.093	A
	B - M62 Northbound On-Ramp			1059				348				
	C - Link	742	185	0	1576	0.471	744	1059	1.3	0.9	4.334	A
	D - M62 Northbound Off-Ramp	692	173	744	1973	0.351	693	0	0.8	0.5	2.817	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	885	221	9	2361	0.375	886	621	0.8	0.6	2.441	A
	B - M62 Southbound Off-Ramp	364	91	895	2231	0.163	364	0	0.3	0.2	1.928	A
	C - A614 Rawcliffe Road (East)	443	111	813	2034	0.218	444	446	0.4	0.3	2.264	A
	D - A161	360	90	874	1430	0.252	360	383	0.5	0.3	3.369	A
	E - M62 Southbound On-Ramp			630				604				
3W - Site 3	A - A614 Rawcliffe Road (West)	687	172	488	1591	0.432	688	714	1.2	0.8	3.995	A
	B - M62 Northbound On-Ramp			885				291				
	C - Link	621	155	0	1576	0.394	622	885	0.9	0.7	3.778	A
	D - M62 Northbound Off-Ramp	580	145	622	2046	0.283	580	0	0.5	0.4	2.456	A

2022 ND, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3W - Site 3 - D - M62 Northbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3W - Site 3 - A - A614 Rawcliffe Road (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - B - M62 Southbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - C - A614 Rawcliffe Road (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - A - Link - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	3W - Site 3 - C - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	3E - Site 3 - A - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	3W - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Vehicle Mix	3E - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
3E	Site 3	Standard Roundabout	B,C,D,E,A	3.96	A
3W	Site 3	Standard Roundabout	B,C,D,A	6.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022 ND	PM	ONE HOUR	16:15	17:45	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
3E - Site 3	A - Link	3W	C	Simple (vertical queueing)	Normal	0	100.00	
3W - Site 3	C - Link	3E	A	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
3E - Site 3	A - Link	✓				
	B - M62 Southbound Off-Ramp		ONE HOUR	✓	314	100.000
	C - A614 Rawcliffe Road (East)		ONE HOUR	✓	719	100.000
	D - A161		ONE HOUR	✓	543	100.000
	E - M62 Southbound On-Ramp					
3W - Site 3	A - A614 Rawcliffe Road (West)		ONE HOUR	✓	920	100.000
	B - M62 Northbound On-Ramp					
	C - Link	✓				
	D - M62 Northbound Off-Ramp		ONE HOUR	✓	856	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	225	69 5	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	695	197	0	0
	D - M62 Northbound Off-Ramp	292	4	56 0	0

Proportions

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0.00	0.24	0.7 6	0.00
	B - M62 Northbound On-Ramp	0.25	0.25	0.2 5	0.25
	C - Link	0.78	0.22	0.0 0	0.00
	D - M62 Northbound Off-Ramp	0.34	0.00	0.6 5	0.00

Demand (PCU/hr)

	To					
Fr o m		A - Li nk	B - M62 South bound Off- Ramp	C - A61 4 Raw cliff e Roa d (Eas t)	D - A1 61	E - M62 South bound On- Ramp
	A - Link	0	0	534	336	385
	B - M62 Southbound Off- Ramp	151	0	65	89	9
	C - A614 Rawcliffe Road (East)	448	0	0	27	244
	D - A161	293	0	11	0	239
	E - M62 Southbound On- Ramp	Exit- only	Exit- only	Exit- only	Exit- only	Exit- only

Proportions

	To					
Fr o m		A - Li nk	B - M62 South bound Off- Ramp	C - A61 4 Raw cliff e Roa d (Eas t)	D - A1 61	E - M62 South bound On- Ramp
	A - Link	0.00	0.00	0.43	0.27	0.31
	B - M62 Southbound Off- Ramp	0.48	0.00	0.21	0.28	0.03
	C - A614 Rawcliffe Road (East)	0.62	0.00	0.00	0.04	0.34
	D - A161	0.54	0.00	0.02	0.00	0.44
	E - M62 Southbound On- Ramp	0.20	0.20	0.20	0.20	0.20

Vehicle Mix

Heavy Vehicle Percentages

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	0	0	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	0	0	0	0
	D - M62 Northbound Off-Ramp	0	0	0	0

Average PCU Per Veh

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	1.000	1.000	1.0 00	1.000
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	1.000	1.000	1.0 00	1.000
	D - M62 Northbound Off-Ramp	1.000	1.000	1.0 00	1.000

Heavy Vehicle Percentages

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0	0	0	0	0
	B - M62 Southbound Off-Ramp	0	0	0	0	0
	C - A614 Rawcliffe Road (East)	0	0	0	0	0
	D - A161	0	0	0	0	0
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Average PCU Per Veh

	To					
From		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
	A - Link	1.000	1.000	1.000	1.000	1.000
	B - M62 Southbound Off-Ramp	1.000	1.000	1.000	1.000	1.000
	C - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	D - A161	1.000	1.000	1.000	1.000	1.000
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Detailed Demand Data

Demand for each time segment

Junction	Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
3E - Site 3	A - Link	16:15-16:30	945	945
		16:30-16:45	1128	1128
		16:45-17:00	1382	1382
		17:00-17:15	1382	1382
		17:15-17:30	1128	1128
		17:30-17:45	945	945
	B - M62 Southbound Off-Ramp	16:15-16:30	236	236
		16:30-16:45	282	282
		16:45-17:00	346	346
		17:00-17:15	346	346
		17:15-17:30	282	282

		17:30-17:45	236	236
	C - A614 Rawcliffe Road (East)	16:15-16:30	541	541
		16:30-16:45	646	646
		16:45-17:00	792	792
		17:00-17:15	792	792
		17:15-17:30	646	646
		17:30-17:45	541	541
	D - A161	16:15-16:30	409	409
		16:30-16:45	488	488
		16:45-17:00	598	598
		17:00-17:15	598	598
		17:15-17:30	488	488
		17:30-17:45	409	409
	E - M62 Southbound On-Ramp	16:15-16:30	0	0
		16:30-16:45	0	0
		16:45-17:00	0	0
		17:00-17:15	0	0
		17:15-17:30	0	0
		17:30-17:45	0	0
3W - Site 3	A - A614 Rawcliffe Road (West)	16:15-16:30	693	693
		16:30-16:45	827	827
		16:45-17:00	1013	1013
		17:00-17:15	1013	1013
		17:15-17:30	827	827
		17:30-17:45	693	693
	B - M62 Northbound On-Ramp	16:15-16:30	0	0
		16:30-16:45	0	0
		16:45-17:00	0	0
		17:00-17:15	0	0
		17:15-17:30	0	0
		17:30-17:45	0	0
	C - Link	16:15-16:30	672	672
		16:30-16:45	802	802
		16:45-17:00	982	982
		17:00-17:15	982	982
		17:15-17:30	802	802
		17:30-17:45	672	672
	D - M62 Northbound Off-Ramp	16:15-16:30	644	644
		16:30-16:45	770	770
		16:45-17:00	942	942

		17:00-17:15	942	942
		17:15-17:30	770	770
		17:30-17:45	644	644

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3E - Site 3	A - Link	0.59	3.68	1.4	A	1151	1726
	B - M62 Southbound Off-Ramp	0.18	2.34	0.2	A	288	432
	C - A614 Rawcliffe Road (East)	0.42	3.32	0.7	A	660	990
	D - A161	0.51	6.36	1.0	A	498	747
	E - M62 Southbound On-Ramp						
3W - Site 3	A - A614 Rawcliffe Road (West)	0.73	9.65	2.7	A	844	1266
	B - M62 Northbound On-Ramp						
	C - Link	0.62	6.06	1.6	A	818	1227
	D - M62 Northbound Off-Ramp	0.52	4.06	1.1	A	785	1178

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	941	235	8	2362	0.399	939	670	0.0	0.7	2.525	A
	B - M62 Southbound Off-Ramp	236	59	947	2195	0.108	236	0	0.0	0.1	1.837	A
	C - A614 Rawcliffe Road (East)	541	135	726	2088	0.259	540	456	0.0	0.3	2.323	A
	D - A161	409	102	928	1400	0.292	407	338	0.0	0.4	3.617	A
	E - M62 Southbound On-Ramp			678				657				

3W - Site 3	A - A614 Rawcliffe Road (West)	693	173	571	1542	0.449	689	739	0.0	0.8	4.205	A
	B - M62 Northbound On-Ramp			941				319				
	C - Link	670	167	0	1576	0.425	667	941	0.0	0.7	3.945	A
	D - M62 Northbound Off-Ramp	644	161	667	2019	0.319	643	0	0.0	0.5	2.611	A

16:30 - 16:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1126	282	10	2361	0.477	1125	801	0.7	0.9	2.911	A
	B - M62 Southbound Off-Ramp	282	71	1135	2064	0.137	282	0	0.1	0.2	2.019	A
	C - A614 Rawcliffe Road (East)	646	162	870	1998	0.324	646	547	0.3	0.5	2.663	A
	D - A161	488	122	1111	1301	0.375	487	406	0.4	0.6	4.423	A
	E - M62 Southbound On-Ramp			811				787				
3W - Site 3	A - A614 Rawcliffe Road (West)	827	207	683	1476	0.560	825	886	0.8	1.3	5.515	A
	B - M62 Northbound On-Ramp			1126				382				
	C - Link	801	200	0	1576	0.508	800	1126	0.7	1.0	4.631	A
	D - M62 Northbound Off-Ramp	770	192	800	1939	0.397	769	0	0.5	0.7	3.075	A

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1377	344	12	2359	0.583	1375	980	0.9	1.4	3.648	A
	B - M62 Southbound Off-Ramp	346	86	1387	1890	0.183	345	0	0.2	0.2	2.330	A
	C - A614 Rawcliffe Road (East)	792	198	1064	1877	0.422	791	669	0.5	0.7	3.311	A

	D - A161	598	149	1359	1165	0.513	596	496	0.6	1.0	6.308	A
	E - M62 Southbound On-Ramp			992				962				
3W - Site 3	A - A614 Rawcliffe Road (West)	1013	253	836	1386	0.731	1008	1083	1.3	2.6	9.367	A
	B - M62 Northbound On-Ramp			1377				467				
	C - Link	980	245	0	1576	0.622	978	1377	1.0	1.6	5.995	A
	D - M62 Northbound Off-Ramp	942	236	978	1831	0.515	941	0	0.7	1.1	4.034	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1382	345	12	2359	0.586	1382	982	1.4	1.4	3.680	A
	B - M62 Southbound Off-Ramp	346	86	1394	1885	0.183	346	0	0.2	0.2	2.337	A
	C - A614 Rawcliffe Road (East)	792	198	1068	1874	0.422	792	672	0.7	0.7	3.324	A
	D - A161	598	149	1362	1163	0.514	598	498	1.0	1.0	6.364	A
	E - M62 Southbound On-Ramp			994				965				
3W - Site 3	A - A614 Rawcliffe Road (West)	1013	253	838	1385	0.731	1013	1087	2.6	2.7	9.647	A
	B - M62 Northbound On-Ramp			1382				469				
	C - Link	982	246	0	1576	0.623	982	1382	1.6	1.6	6.057	A
	D - M62 Northbound Off-Ramp	942	236	982	1829	0.515	942	0	1.1	1.1	4.060	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1133	283	10	2361	0.480	1135	804	1.4	0.9	2.941	A

	B - M62 Southbound Off-Ramp	282	71	1145	2058	0.137	283	0	0.2	0.2	2.028	A
	C - A614 Rawcliffe Road (East)	646	162	876	1994	0.324	647	551	0.7	0.5	2.676	A
	D - A161	488	122	1115	1298	0.376	490	408	1.0	0.6	4.465	A
	E - M62 Southbound On-Ramp			814				792				
3W - Site 3	A - A614 Rawcliffe Road (West)	827	207	686	1474	0.561	833	891	2.7	1.3	5.654	A
	B - M62 Northbound On-Ramp			1133				385				
	C - Link	804	201	0	1576	0.510	806	1133	1.6	1.1	4.689	A
	D - M62 Northbound Off-Ramp	770	192	806	1935	0.398	771	0	1.1	0.7	3.095	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrival s (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	947	237	8	2362	0.401	948	672	0.9	0.7	2.549	A
	B - M62 Southbound Off-Ramp	236	59	956	2189	0.108	237	0	0.2	0.1	1.843	A
	C - A614 Rawcliffe Road (East)	541	135	732	2084	0.260	542	461	0.5	0.4	2.336	A
	D - A161	409	102	933	1398	0.292	410	341	0.6	0.4	3.647	A
	E - M62 Southbound On-Ramp			681				662				
3W - Site 3	A - A614 Rawcliffe Road (West)	693	173	574	1540	0.450	695	745	1.3	0.8	4.266	A
	B - M62 Northbound On-Ramp			947				322				
	C - Link	672	168	0	1576	0.427	674	947	1.1	0.7	3.995	A
	D - M62 Northbound Off-Ramp	644	161	674	2015	0.320	645	0	0.7	0.5	2.628	A

2026 ND, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3W - Site 3 - D - M62 Northbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3W - Site 3 - A - A614 Rawcliffe Road (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - B - M62 Southbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - C - A614 Rawcliffe Road (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - A - Link - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	3W - Site 3 - C - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	3E - Site 3 - A - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	3W - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Vehicle Mix	3E - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
3E	Site 3	Standard Roundabout	B,C,D,E,A	3.87	A
3W	Site 3	Standard Roundabout	B,C,D,A	6.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 ND	AM	ONE HOUR	07:30	09:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
3E - Site 3	A - Link	3W	C	Simple (vertical queueing)	Normal	0	100.00	
3W - Site 3	C - Link	3E	A	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
3E - Site 3	A - Link	✓				
	B - M62 Southbound Off-Ramp		ONE HOUR	✓	519	100.000
	C - A614 Rawcliffe Road (East)		ONE HOUR	✓	635	100.000
	D - A161		ONE HOUR	✓	507	100.000
	E - M62 Southbound On-Ramp					
3W - Site 3	A - A614 Rawcliffe Road (West)		ONE HOUR	✓	980	100.000
	B - M62 Northbound On-Ramp					
	C - Link	✓				
	D - M62 Northbound Off-Ramp		ONE HOUR	✓	824	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	254	72 6	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	728	158	0	0
	D - M62 Northbound Off-Ramp	291	0	53 3	0

Proportions

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0.00	0.26	0.7 4	0.00
	B - M62 Northbound On-Ramp	0.25	0.25	0.2 5	0.25
	C - Link	0.82	0.18	0.0 0	0.00
	D - M62 Northbound Off-Ramp	0.35	0.00	0.6 5	0.00

Demand (PCU/hr)

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0	0	508	360	391
	B - M62 Southbound Off-Ramp	233	0	116	167	3
	C - A614 Rawcliffe Road (East)	403	0	0	16	216
	D - A161	250	0	13	0	244
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Proportions

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0.00	0.00	0.40	0.29	0.31
	B - M62 Southbound Off-Ramp	0.45	0.00	0.22	0.32	0.01
	C - A614 Rawcliffe Road (East)	0.63	0.00	0.00	0.03	0.34
	D - A161	0.49	0.00	0.03	0.00	0.48
	E - M62 Southbound On-Ramp	0.20	0.20	0.20	0.20	0.20

Vehicle Mix

Heavy Vehicle Percentages

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	0	0	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	0	0	0	0
	D - M62 Northbound Off-Ramp	0	0	0	0

Average PCU Per Veh

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	1.000	1.000	1.0 00	1.000
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	1.000	1.000	1.0 00	1.000
	D - M62 Northbound Off-Ramp	1.000	1.000	1.0 00	1.000

Heavy Vehicle Percentages

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0	0	0	0	0
	B - M62 Southbound Off-Ramp	0	0	0	0	0
	C - A614 Rawcliffe Road (East)	0	0	0	0	0
	D - A161	0	0	0	0	0
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Average PCU Per Veh

	To					
From		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
	A - Link	1.000	1.000	1.000	1.000	1.000
	B - M62 Southbound Off-Ramp	1.000	1.000	1.000	1.000	1.000
	C - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	D - A161	1.000	1.000	1.000	1.000	1.000
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Detailed Demand Data

Demand for each time segment

Junction	Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
3E - Site 3	A - Link	07:30-07:45	948	948
		07:45-08:00	1132	1132
		08:00-08:15	1386	1386
		08:15-08:30	1386	1386
		08:30-08:45	1132	1132
		08:45-09:00	948	948
	B - M62 Southbound Off-Ramp	07:30-07:45	391	391
		07:45-08:00	467	467
		08:00-08:15	571	571
		08:15-08:30	571	571
		08:30-08:45	467	467

		08:45-09:00	391	391
	C - A614 Rawcliffe Road (East)	07:30-07:45	478	478
		07:45-08:00	571	571
		08:00-08:15	699	699
		08:15-08:30	699	699
		08:30-08:45	571	571
		08:45-09:00	478	478
	D - A161	07:30-07:45	382	382
		07:45-08:00	456	456
		08:00-08:15	558	558
		08:15-08:30	558	558
		08:30-08:45	456	456
		08:45-09:00	382	382
	E - M62 Southbound On-Ramp	07:30-07:45	0	0
		07:45-08:00	0	0
		08:00-08:15	0	0
		08:15-08:30	0	0
		08:30-08:45	0	0
		08:45-09:00	0	0
3W - Site 3	A - A614 Rawcliffe Road (West)	07:30-07:45	738	738
		07:45-08:00	881	881
		08:00-08:15	1079	1079
		08:15-08:30	1079	1079
		08:30-08:45	881	881
		08:45-09:00	738	738
	B - M62 Northbound On-Ramp	07:30-07:45	0	0
		07:45-08:00	0	0
		08:00-08:15	0	0
		08:15-08:30	0	0
		08:30-08:45	0	0
		08:45-09:00	0	0
	C - Link	07:30-07:45	667	667
		07:45-08:00	796	796
		08:00-08:15	976	976
		08:15-08:30	976	976
		08:30-08:45	796	796
		08:45-09:00	667	667
	D - M62 Northbound Off-Ramp	07:30-07:45	620	620
		07:45-08:00	741	741
		08:00-08:15	907	907

		08:15-08:30	907	907
		08:30-08:45	741	741
		08:45-09:00	620	620

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3E - Site 3	A - Link	0.59	3.70	1.4	A	1155	1732
	B - M62 Southbound Off-Ramp	0.30	2.75	0.4	A	476	714
	C - A614 Rawcliffe Road (East)	0.40	3.43	0.7	A	583	874
	D - A161	0.48	6.00	0.9	A	465	698
	E - M62 Southbound On-Ramp						
3W - Site 3	A - A614 Rawcliffe Road (West)	0.75	10.21	3.0	B	899	1349
	B - M62 Northbound On-Ramp						
	C - Link	0.62	5.99	1.6	A	813	1219
	D - M62 Northbound Off-Ramp	0.49	3.89	1.0	A	756	1134

Main Results for each time segment

07:30 - 07:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	944	236	10	2361	0.400	941	665	0.0	0.7	2.532	A
	B - M62 Southbound Off-Ramp	391	98	951	2192	0.178	390	0	0.0	0.2	1.996	A
	C - A614 Rawcliffe Road (East)	478	120	864	2002	0.239	477	477	0.0	0.3	2.358	A
	D - A161	382	95	934	1397	0.273	380	407	0.0	0.4	3.537	A
	E - M62 Southbound On-Ramp			675				640				

3W - Site 3	A - A614 Rawcliffe Road (West)	738	184	518	1573	0.469	734	763	0.0	0.9	4.274	A
	B - M62 Northbound On-Ramp			944				308				
	C - Link	665	166	0	1576	0.422	662	944	0.0	0.7	3.926	A
	D - M62 Northbound Off-Ramp	620	155	662	2022	0.307	619	0	0.0	0.4	2.561	A

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1130	282	12	2360	0.479	1129	796	0.7	0.9	2.922	A
	B - M62 Southbound Off-Ramp	467	117	1141	2061	0.226	466	0	0.2	0.3	2.257	A
	C - A614 Rawcliffe Road (East)	571	143	1035	1894	0.301	570	571	0.3	0.4	2.719	A
	D - A161	456	114	1119	1296	0.352	455	487	0.4	0.5	4.273	A
	E - M62 Southbound On-Ramp			807				766				
3W - Site 3	A - A614 Rawcliffe Road (West)	881	220	620	1513	0.582	879	914	0.9	1.4	5.659	A
	B - M62 Northbound On-Ramp			1130				370				
	C - Link	796	199	0	1576	0.505	795	1130	0.7	1.0	4.600	A
	D - M62 Northbound Off-Ramp	741	185	795	1942	0.381	740	0	0.4	0.6	2.993	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1381	345	14	2358	0.586	1379	974	0.9	1.4	3.667	A
	B - M62 Southbound Off-Ramp	571	143	1393	1886	0.303	571	0	0.3	0.4	2.736	A
	C - A614 Rawcliffe Road (East)	699	175	1266	1750	0.399	698	698	0.4	0.7	3.418	A

	D - A161	558	140	1368	1160	0.481	557	596	0.5	0.9	5.955	A
	E - M62 Southbound On-Ramp			988				937				
3W - Site 3	A - A614 Rawcliffe Road (West)	1079	270	759	1432	0.754	1073	1118	1.4	2.9	9.866	A
	B - M62 Northbound On-Ramp			1381				451				
	C - Link	974	243	0	1576	0.618	972	1381	1.0	1.6	5.933	A
	D - M62 Northbound Off-Ramp	907	227	972	1835	0.494	906	0	0.6	1.0	3.867	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1386	346	14	2358	0.588	1386	975	1.4	1.4	3.702	A
	B - M62 Southbound Off-Ramp	571	143	1400	1881	0.304	571	0	0.4	0.4	2.748	A
	C - A614 Rawcliffe Road (East)	699	175	1270	1747	0.400	699	701	0.7	0.7	3.433	A
	D - A161	558	140	1372	1158	0.482	558	598	0.9	0.9	6.001	A
	E - M62 Southbound On-Ramp			990				940				
3W - Site 3	A - A614 Rawcliffe Road (West)	1079	270	761	1431	0.754	1079	1122	2.9	3.0	10.210	B
	B - M62 Northbound On-Ramp			1386				454				
	C - Link	975	244	0	1576	0.619	975	1386	1.6	1.6	5.990	A
	D - M62 Northbound Off-Ramp	907	227	975	1833	0.495	907	0	1.0	1.0	3.888	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1137	284	12	2360	0.482	1139	798	1.4	0.9	2.956	A

	B - M62 Southbound Off-Ramp	467	117	1151	2053	0.227	467	0	0.4	0.3	2.271	A
	C - A614 Rawcliffe Road (East)	571	143	1042	1890	0.302	572	576	0.7	0.4	2.734	A
	D - A161	456	114	1124	1294	0.352	457	491	0.9	0.5	4.314	A
	E - M62 Southbound On-Ramp			810				771				
3W - Site 3	A - A614 Rawcliffe Road (West)	881	220	623	1512	0.583	887	920	3.0	1.4	5.822	A
	B - M62 Northbound On-Ramp			1137				373				
	C - Link	798	200	0	1576	0.506	800	1137	1.6	1.0	4.655	A
	D - M62 Northbound Off-Ramp	741	185	800	1939	0.382	742	0	1.0	0.6	3.011	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	950	237	10	2361	0.402	951	668	0.9	0.7	2.554	A
	B - M62 Southbound Off-Ramp	391	98	961	2185	0.179	391	0	0.3	0.2	2.007	A
	C - A614 Rawcliffe Road (East)	478	120	871	1997	0.239	479	481	0.4	0.3	2.372	A
	D - A161	382	95	940	1394	0.274	382	410	0.5	0.4	3.562	A
	E - M62 Southbound On-Ramp			678				644				
3W - Site 3	A - A614 Rawcliffe Road (West)	738	184	521	1571	0.470	740	769	1.4	0.9	4.340	A
	B - M62 Northbound On-Ramp			950				311				
	C - Link	668	167	0	1576	0.424	669	950	1.0	0.7	3.973	A
	D - M62 Northbound Off-Ramp	620	155	669	2018	0.307	621	0	0.6	0.4	2.580	A

2026 ND, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3W - Site 3 - D - M62 Northbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3W - Site 3 - A - A614 Rawcliffe Road (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - B - M62 Southbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - C - A614 Rawcliffe Road (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - A - Link - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	3W - Site 3 - C - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	3E - Site 3 - A - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	3W - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Vehicle Mix	3E - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
3E	Site 3	Standard Roundabout	B,C,D,E,A	4.52	A
3W	Site 3	Standard Roundabout	B,C,D,A	8.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 ND	PM	ONE HOUR	16:15	17:45	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
3E - Site 3	A - Link	3W	C	Simple (vertical queueing)	Normal	0	100.00	
3W - Site 3	C - Link	3E	A	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
3E - Site 3	A - Link	✓				
	B - M62 Southbound Off-Ramp		ONE HOUR	✓	336	100.000
	C - A614 Rawcliffe Road (East)		ONE HOUR	✓	777	100.000
	D - A161		ONE HOUR	✓	580	100.000
	E - M62 Southbound On-Ramp					
3W - Site 3	A - A614 Rawcliffe Road (West)		ONE HOUR	✓	990	100.000
	B - M62 Northbound On-Ramp					
	C - Link	✓				
	D - M62 Northbound Off-Ramp		ONE HOUR	✓	916	100.000

Origin-Destination Data

3
W
-
Si
te
3

Demand (PCU/hr)

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	242	74 8	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	750	213	0	0
	D - M62 Northbound Off-Ramp	312	5	59 9	0

Proportions

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0.00	0.24	0.7 6	0.00
	B - M62 Northbound On-Ramp	0.25	0.25	0.2 5	0.25
	C - Link	0.78	0.22	0.0 0	0.00
	D - M62 Northbound Off-Ramp	0.34	0.01	0.6 5	0.00

Demand (PCU/hr)

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0	0	573	358	417
	B - M62 Southbound Off-Ramp	162	0	69	96	9
	C - A614 Rawcliffe Road (East)	485	0	0	29	263
	D - A161	316	0	11	0	253
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Proportions

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0.00	0.00	0.43	0.27	0.31
	B - M62 Southbound Off-Ramp	0.48	0.00	0.21	0.29	0.03
	C - A614 Rawcliffe Road (East)	0.62	0.00	0.00	0.04	0.34
	D - A161	0.54	0.00	0.02	0.00	0.44
	E - M62 Southbound On-Ramp	0.20	0.20	0.20	0.20	0.20

Vehicle Mix

Heavy Vehicle Percentages

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	0	0	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	0	0	0	0
	D - M62 Northbound Off-Ramp	0	0	0	0

Average PCU Per Veh

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	1.000	1.000	1.0 00	1.000
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	1.000	1.000	1.0 00	1.000
	D - M62 Northbound Off-Ramp	1.000	1.000	1.0 00	1.000

Heavy Vehicle Percentages

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0	0	0	0	0
	B - M62 Southbound Off-Ramp	0	0	0	0	0
	C - A614 Rawcliffe Road (East)	0	0	0	0	0
	D - A161	0	0	0	0	0
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Average PCU Per Veh

	To					
From		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
	A - Link	1.000	1.000	1.000	1.000	1.000
	B - M62 Southbound Off-Ramp	1.000	1.000	1.000	1.000	1.000
	C - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	D - A161	1.000	1.000	1.000	1.000	1.000
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Detailed Demand Data

Demand for each time segment

Junction	Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
3E - Site 3	A - Link	16:15-16:30	1015	1015
		16:30-16:45	1212	1212
		16:45-17:00	1484	1484
		17:00-17:15	1484	1484
		17:15-17:30	1212	1212
		17:30-17:45	1015	1015
	B - M62 Southbound Off-Ramp	16:15-16:30	253	253
		16:30-16:45	302	302
		16:45-17:00	370	370
		17:00-17:15	370	370
		17:15-17:30	302	302

		17:30-17:45	253	253
	C - A614 Rawcliffe Road (East)	16:15-16:30	585	585
		16:30-16:45	699	699
		16:45-17:00	855	855
		17:00-17:15	855	855
		17:15-17:30	699	699
		17:30-17:45	585	585
	D - A161	16:15-16:30	437	437
		16:30-16:45	521	521
		16:45-17:00	639	639
		17:00-17:15	639	639
		17:15-17:30	521	521
		17:30-17:45	437	437
	E - M62 Southbound On-Ramp	16:15-16:30	0	0
		16:30-16:45	0	0
		16:45-17:00	0	0
		17:00-17:15	0	0
		17:15-17:30	0	0
		17:30-17:45	0	0
3W - Site 3	A - A614 Rawcliffe Road (West)	16:15-16:30	745	745
		16:30-16:45	890	890
		16:45-17:00	1090	1090
		17:00-17:15	1090	1090
		17:15-17:30	890	890
		17:30-17:45	745	745
	B - M62 Northbound On-Ramp	16:15-16:30	0	0
		16:30-16:45	0	0
		16:45-17:00	0	0
		17:00-17:15	0	0
		17:15-17:30	0	0
		17:30-17:45	0	0
	C - Link	16:15-16:30	725	725
		16:30-16:45	866	866
		16:45-17:00	1060	1060
		17:00-17:15	1060	1060
		17:15-17:30	866	866
		17:30-17:45	725	725
	D - M62 Northbound Off-Ramp	16:15-16:30	690	690
		16:30-16:45	823	823
		16:45-17:00	1009	1009

		17:00-17:15	1009	1009
		17:15-17:30	823	823
		17:30-17:45	690	690

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3E - Site 3	A - Link	0.63	4.11	1.7	A	1235	1853
	B - M62 Southbound Off-Ramp	0.20	2.49	0.3	A	308	462
	C - A614 Rawcliffe Road (East)	0.47	3.71	0.9	A	713	1069
	D - A161	0.58	7.73	1.4	A	532	798
	E - M62 Southbound On-Ramp						
3W - Site 3	A - A614 Rawcliffe Road (West)	0.81	13.78	4.0	B	908	1363
	B - M62 Northbound On-Ramp						
	C - Link	0.67	6.97	2.0	A	883	1325
	D - M62 Northbound Off-Ramp	0.57	4.65	1.3	A	841	1261

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1010	252	8	2362	0.428	1007	723	0.0	0.7	2.652	A
	B - M62 Southbound Off-Ramp	253	63	1015	2148	0.118	252	0	0.0	0.1	1.899	A
	C - A614 Rawcliffe Road (East)	585	146	779	2055	0.285	583	488	0.0	0.4	2.445	A
	D - A161	437	109	1002	1360	0.321	435	361	0.0	0.5	3.882	A
	E - M62 Southbound On-Ramp			731				705				

3W - Site 3	A - A614 Rawcliffe Road (West)	745	186	612	1518	0.491	742	794	0.0	1.0	4.616	A
	B - M62 Northbound On-Ramp			1010				344				
	C - Link	723	181	0	1576	0.459	719	1010	0.0	0.8	4.186	A
	D - M62 Northbound Off-Ramp	690	172	719	1987	0.347	687	0	0.0	0.5	2.764	A

16:30 - 16:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1208	302	10	2361	0.512	1207	865	0.7	1.0	3.118	A
	B - M62 Southbound Off-Ramp	302	76	1217	2008	0.150	302	0	0.1	0.2	2.110	A
	C - A614 Rawcliffe Road (East)	699	175	934	1958	0.357	698	585	0.4	0.6	2.855	A
	D - A161	521	130	1199	1252	0.416	520	433	0.5	0.7	4.913	A
	E - M62 Southbound On-Ramp			875				845				
3W - Site 3	A - A614 Rawcliffe Road (West)	890	222	733	1447	0.615	888	953	1.0	1.6	6.409	A
	B - M62 Northbound On-Ramp			1208				412				
	C - Link	865	216	0	1576	0.549	863	1208	0.8	1.2	5.040	A
	D - M62 Northbound Off-Ramp	823	206	863	1901	0.433	823	0	0.5	0.8	3.335	A

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1475	369	12	2359	0.625	1472	1058	1.0	1.6	4.046	A
	B - M62 Southbound Off-Ramp	370	92	1484	1823	0.203	370	0	0.2	0.3	2.477	A
	C - A614 Rawcliffe Road (East)	855	214	1140	1829	0.468	854	714	0.6	0.9	3.689	A

	D - A161	639	160	1466	1107	0.577	636	528	0.7	1.3	7.610	A
	E - M62 Southbound On-Ramp			1070				1032				
3W - Site 3	A - A614 Rawcliffe Road (West)	1090	273	897	1351	0.807	1081	1164	1.6	3.9	12.913	B
	B - M62 Northbound On-Ramp			1475				503				
	C - Link	1058	264	0	1576	0.671	1055	1475	1.2	2.0	6.862	A
	D - M62 Northbound Off-Ramp	1009	252	1055	1785	0.565	1006	0	0.8	1.3	4.611	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1483	371	12	2359	0.628	1482	1060	1.6	1.7	4.105	A
	B - M62 Southbound Off-Ramp	370	92	1495	1815	0.204	370	0	0.3	0.3	2.489	A
	C - A614 Rawcliffe Road (East)	855	214	1146	1825	0.469	855	718	0.9	0.9	3.712	A
	D - A161	639	160	1470	1104	0.578	639	531	1.3	1.4	7.729	A
	E - M62 Southbound On-Ramp			1072				1037				
3W - Site 3	A - A614 Rawcliffe Road (West)	1090	273	899	1349	0.808	1089	1169	3.9	4.0	13.778	B
	B - M62 Northbound On-Ramp			1483				506				
	C - Link	1060	265	0	1576	0.673	1060	1483	2.0	2.0	6.971	A
	D - M62 Northbound Off-Ramp	1009	252	1060	1782	0.566	1008	0	1.3	1.3	4.654	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1220	305	10	2361	0.517	1222	868	1.7	1.1	3.167	A

	B - M62 Southbound Off-Ramp	302	76	1232	1997	0.151	302	0	0.3	0.2	2.125	A
	C - A614 Rawcliffe Road (East)	699	175	943	1952	0.358	700	591	0.9	0.6	2.878	A
	D - A161	521	130	1206	1249	0.418	524	437	1.4	0.7	4.985	A
	E - M62 Southbound On-Ramp			878				852				
3W - Site 3	A - A614 Rawcliffe Road (West)	890	222	737	1445	0.616	900	960	4.0	1.6	6.721	A
	B - M62 Northbound On-Ramp			1220				417				
	C - Link	868	217	0	1576	0.551	871	1220	2.0	1.2	5.131	A
	D - M62 Northbound Off-Ramp	823	206	871	1896	0.434	826	0	1.3	0.8	3.369	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1017	254	8	2362	0.431	1018	726	1.1	0.8	2.681	A
	B - M62 Southbound Off-Ramp	253	63	1026	2140	0.118	253	0	0.2	0.1	1.910	A
	C - A614 Rawcliffe Road (East)	585	146	786	2050	0.285	586	493	0.6	0.4	2.460	A
	D - A161	437	109	1007	1357	0.322	438	365	0.7	0.5	3.921	A
	E - M62 Southbound On-Ramp			734				711				
3W - Site 3	A - A614 Rawcliffe Road (West)	745	186	616	1515	0.492	748	802	1.6	1.0	4.706	A
	B - M62 Northbound On-Ramp			1017				348				
	C - Link	726	182	0	1576	0.461	728	1017	1.2	0.9	4.249	A
	D - M62 Northbound Off-Ramp	690	172	728	1983	0.348	691	0	0.8	0.5	2.787	A

2022 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3W - Site 3 - D - M62 Northbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3W - Site 3 - A - A614 Rawcliffe Road (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - B - M62 Southbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - C - A614 Rawcliffe Road (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - A - Link - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	3W - Site 3 - C - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	3E - Site 3 - A - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	3W - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Vehicle Mix	3E - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
3E	Site 3	Standard Roundabout	B,C,D,E,A	3.55	A
3W	Site 3	Standard Roundabout	B,C,D,A	5.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 WD	AM	ONE HOUR	07:30	09:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
3E - Site 3	A - Link	3W	C	Simple (vertical queueing)	Normal	0	100.00	
3W - Site 3	C - Link	3E	A	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
3E - Site 3	A - Link	✓				
	B - M62 Southbound Off-Ramp		ONE HOUR	✓	494	100.000
	C - A614 Rawcliffe Road (East)		ONE HOUR	✓	589	100.000
	D - A161		ONE HOUR	✓	478	100.000
	E - M62 Southbound On-Ramp					
3W - Site 3	A - A614 Rawcliffe Road (West)		ONE HOUR	✓	925	100.000
	B - M62 Northbound On-Ramp					
	C - Link	✓				
	D - M62 Northbound Off-Ramp		ONE HOUR	✓	858	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	237	68 8	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	686	148	0	0
	D - M62 Northbound Off-Ramp	359	0	49 9	0

Proportions

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0.00	0.26	0.7 4	0.00
	B - M62 Northbound On-Ramp	0.25	0.25	0.2 5	0.25
	C - Link	0.82	0.18	0.0 0	0.00
	D - M62 Northbound Off-Ramp	0.42	0.00	0.5 8	0.00

Demand (PCU/hr)

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0	0	472	351	365
	B - M62 Southbound Off-Ramp	228	0	108	155	3
	C - A614 Rawcliffe Road (East)	373	0	0	15	201
	D - A161	234	0	12	0	232
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Proportions

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0.00	0.00	0.40	0.30	0.31
	B - M62 Southbound Off-Ramp	0.46	0.00	0.22	0.31	0.01
	C - A614 Rawcliffe Road (East)	0.63	0.00	0.00	0.03	0.34
	D - A161	0.49	0.00	0.03	0.00	0.49
	E - M62 Southbound On-Ramp	0.20	0.20	0.20	0.20	0.20

Vehicle Mix

Heavy Vehicle Percentages

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	0	0	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	0	0	0	0
	D - M62 Northbound Off-Ramp	0	0	0	0

Average PCU Per Veh

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	1.000	1.000	1.0 00	1.000
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	1.000	1.000	1.0 00	1.000
	D - M62 Northbound Off-Ramp	1.000	1.000	1.0 00	1.000

Heavy Vehicle Percentages

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0	0	0	0	0
	B - M62 Southbound Off-Ramp	0	0	0	0	0
	C - A614 Rawcliffe Road (East)	0	0	0	0	0
	D - A161	0	0	0	0	0
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Average PCU Per Veh

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	1.000	1.000	1.000	1.000	1.000
	B - M62 Southbound Off-Ramp	1.000	1.000	1.000	1.000	1.000
	C - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	D - A161	1.000	1.000	1.000	1.000	1.000
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Detailed Demand Data

Demand for each time segment

Junction	Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
3E - Site 3	A - Link	07:30-07:45	894	894
		07:45-08:00	1068	1068
		08:00-08:15	1308	1308
		08:15-08:30	1308	1308
		08:30-08:45	1068	1068
		08:45-09:00	894	894
	B - M62 Southbound Off-Ramp	07:30-07:45	372	372
		07:45-08:00	444	444
		08:00-08:15	544	544
		08:15-08:30	544	544
		08:30-08:45	444	444

3W - Site 3		08:45-09:00	372	372
	C - A614 Rawcliffe Road (East)	07:30-07:45	443	443
		07:45-08:00	529	529
		08:00-08:15	649	649
		08:15-08:30	649	649
		08:30-08:45	529	529
		08:45-09:00	443	443
	D - A161	07:30-07:45	360	360
		07:45-08:00	430	430
		08:00-08:15	526	526
		08:15-08:30	526	526
		08:30-08:45	430	430
		08:45-09:00	360	360
	E - M62 Southbound On-Ramp	07:30-07:45	0	0
		07:45-08:00	0	0
		08:00-08:15	0	0
		08:15-08:30	0	0
		08:30-08:45	0	0
		08:45-09:00	0	0
3W - Site 3	A - A614 Rawcliffe Road (West)	07:30-07:45	696	696
		07:45-08:00	832	832
		08:00-08:15	1018	1018
		08:15-08:30	1018	1018
		08:30-08:45	832	832
		08:45-09:00	696	696
	B - M62 Northbound On-Ramp	07:30-07:45	0	0
		07:45-08:00	0	0
		08:00-08:15	0	0
		08:15-08:30	0	0
		08:30-08:45	0	0
		08:45-09:00	0	0
	C - Link	07:30-07:45	628	628
		07:45-08:00	750	750
		08:00-08:15	918	918
		08:15-08:30	918	918
		08:30-08:45	750	750
		08:45-09:00	628	628
	D - M62 Northbound Off-Ramp	07:30-07:45	646	646
		07:45-08:00	771	771
		08:00-08:15	945	945

		08:15-08:30	945	945
		08:30-08:45	771	771
		08:45-09:00	646	646

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3E - Site 3	A - Link	0.55	3.42	1.2	A	1089	1633
	B - M62 Southbound Off-Ramp	0.28	2.58	0.4	A	453	680
	C - A614 Rawcliffe Road (East)	0.36	3.17	0.6	A	540	811
	D - A161	0.44	5.31	0.8	A	439	658
	E - M62 Southbound On-Ramp						
3W - Site 3	A - A614 Rawcliffe Road (West)	0.70	8.16	2.3	A	849	1273
	B - M62 Northbound On-Ramp						
	C - Link	0.58	5.48	1.4	A	766	1149
	D - M62 Northbound Off-Ramp	0.51	3.90	1.0	A	787	1181

Main Results for each time segment

07:30 - 07:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	890	223	9	2361	0.377	888	627	0.0	0.6	2.439	A
	B - M62 Southbound Off-Ramp	372	93	897	2230	0.167	371	0	0.0	0.2	1.936	A
	C - A614 Rawcliffe Road (East)	443	111	825	2026	0.219	442	443	0.0	0.3	2.272	A
	D - A161	360	90	877	1428	0.252	359	390	0.0	0.3	3.361	A
	E - M62 Southbound On-Ramp			636				600				

3W - Site 3	A - A614 Rawcliffe Road (West)	696	174	485	1592	0.437	693	783	0.0	0.8	3.991	A
	B - M62 Northbound On-Ramp			890				288				
	C - Link	627	157	0	1576	0.398	624	890	0.0	0.7	3.773	A
	D - M62 Northbound Off-Ramp	646	161	624	2045	0.316	644	0	0.0	0.5	2.566	A

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1065	266	11	2360	0.451	1065	750	0.6	0.8	2.777	A
	B - M62 Southbound Off-Ramp	444	111	1075	2106	0.211	444	0	0.2	0.3	2.165	A
	C - A614 Rawcliffe Road (East)	529	132	988	1924	0.275	529	531	0.3	0.4	2.581	A
	D - A161	430	107	1050	1334	0.322	429	467	0.3	0.5	3.978	A
	E - M62 Southbound On-Ramp			761				719				
3W - Site 3	A - A614 Rawcliffe Road (West)	832	208	581	1536	0.541	830	939	0.8	1.2	5.087	A
	B - M62 Northbound On-Ramp			1065				346				
	C - Link	750	188	0	1576	0.476	749	1065	0.7	0.9	4.347	A
	D - M62 Northbound Off-Ramp	771	193	749	1970	0.392	771	0	0.5	0.6	3.001	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1303	326	13	2359	0.552	1301	918	0.8	1.2	3.400	A
	B - M62 Southbound Off-Ramp	544	136	1314	1940	0.280	543	0	0.3	0.4	2.577	A
	C - A614 Rawcliffe Road (East)	649	162	1209	1786	0.363	648	649	0.4	0.6	3.162	A

	D - A161	526	132	1285	1205	0.437	525	571	0.5	0.8	5.284	A
	E - M62 Southbound On-Ramp			931				879				
3W - Site 3	A - A614 Rawcliffe Road (West)	1018	255	711	1460	0.698	1014	1148	1.2	2.2	8.001	A
	B - M62 Northbound On-Ramp			1303				422				
	C - Link	918	230	0	1576	0.582	916	1303	0.9	1.4	5.440	A
	D - M62 Northbound Off-Ramp	945	236	916	1869	0.506	943	0	0.6	1.0	3.883	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1307	327	13	2359	0.554	1307	919	1.2	1.2	3.421	A
	B - M62 Southbound Off-Ramp	544	136	1320	1936	0.281	544	0	0.4	0.4	2.584	A
	C - A614 Rawcliffe Road (East)	649	162	1213	1784	0.364	648	651	0.6	0.6	3.171	A
	D - A161	526	132	1288	1204	0.437	526	573	0.8	0.8	5.312	A
	E - M62 Southbound On-Ramp			933				882				
3W - Site 3	A - A614 Rawcliffe Road (West)	1018	255	713	1459	0.698	1018	1151	2.2	2.3	8.162	A
	B - M62 Northbound On-Ramp			1307				424				
	C - Link	919	230	0	1576	0.583	919	1307	1.4	1.4	5.480	A
	D - M62 Northbound Off-Ramp	945	236	919	1867	0.506	945	0	1.0	1.0	3.903	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1071	268	11	2360	0.454	1073	752	1.2	0.8	2.799	A

	B - M62 Southbound Off-Ramp	444	111	1084	2100	0.211	445	0	0.4	0.3	2.176	A
	C - A614 Rawcliffe Road (East)	529	132	994	1920	0.276	530	534	0.6	0.4	2.592	A
	D - A161	430	107	1054	1331	0.323	431	470	0.8	0.5	4.002	A
	E - M62 Southbound On-Ramp			763				722				
3W - Site 3	A - A614 Rawcliffe Road (West)	832	208	583	1535	0.542	836	943	2.3	1.2	5.181	A
	B - M62 Northbound On-Ramp			1071				348				
	C - Link	752	188	0	1576	0.477	754	1071	1.4	0.9	4.387	A
	D - M62 Northbound Off-Ramp	771	193	754	1967	0.392	773	0	1.0	0.6	3.020	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	895	224	9	2361	0.379	896	629	0.8	0.6	2.460	A
	B - M62 Southbound Off-Ramp	372	93	905	2224	0.167	372	0	0.3	0.2	1.945	A
	C - A614 Rawcliffe Road (East)	443	111	831	2022	0.219	444	446	0.4	0.3	2.280	A
	D - A161	360	90	882	1426	0.252	360	393	0.5	0.3	3.383	A
	E - M62 Southbound On-Ramp			638				604				
3W - Site 3	A - A614 Rawcliffe Road (West)	696	174	488	1591	0.438	698	789	1.2	0.8	4.041	A
	B - M62 Northbound On-Ramp			895				291				
	C - Link	629	157	0	1576	0.399	630	895	0.9	0.7	3.812	A
	D - M62 Northbound Off-Ramp	646	161	630	2041	0.316	647	0	0.6	0.5	2.584	A

2022 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3W - Site 3 - D - M62 Northbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3W - Site 3 - A - A614 Rawcliffe Road (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - B - M62 Southbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - C - A614 Rawcliffe Road (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - A - Link - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	3W - Site 3 - C - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	3E - Site 3 - A - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	3W - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Vehicle Mix	3E - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
3E	Site 3	Standard Roundabout	B,C,D,E,A	4.22	A
3W	Site 3	Standard Roundabout	B,C,D,A	8.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
3E - Site 3	A - Link	3W	C	Simple (vertical queueing)	Normal	0	100.00	
3W - Site 3	C - Link	3E	A	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
3E - Site 3	A - Link	✓				
	B - M62 Southbound Off-Ramp		ONE HOUR	✓	314	100.000
	C - A614 Rawcliffe Road (East)		ONE HOUR	✓	719	100.000
	D - A161		ONE HOUR	✓	543	100.000
	E - M62 Southbound On-Ramp					
3W - Site 3	A - A614 Rawcliffe Road (West)		ONE HOUR	✓	1030	100.000
	B - M62 Northbound On-Ramp					
	C - Link	✓				
	D - M62 Northbound Off-Ramp		ONE HOUR	✓	868	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	237	79 3	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	695	197	0	0
	D - M62 Northbound Off-Ramp	304	4	56 0	0

Proportions

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0.00	0.23	0.7 7	0.00
	B - M62 Northbound On-Ramp	0.25	0.25	0.2 5	0.25
	C - Link	0.78	0.22	0.0 0	0.00
	D - M62 Northbound Off-Ramp	0.35	0.00	0.6 5	0.00

Demand (PCU/hr)

	To					
Fr o m		A - Li nk	B - M62 South bound Off- Ramp	C - A61 4 Raw cliff e Roa d (Eas t)	D - A1 61	E - M62 South bound On- Ramp
	A - Link	0	0	534	435	385
	B - M62 Southbound Off- Ramp	151	0	65	89	9
	C - A614 Rawcliffe Road (East)	448	0	0	27	244
	D - A161	293	0	11	0	239
	E - M62 Southbound On- Ramp	Exit- only	Exit- only	Exit- only	Exit- only	Exit- only

Proportions

	To					
Fr o m		A - Li nk	B - M62 South bound Off- Ramp	C - A61 4 Raw cliff e Roa d (Eas t)	D - A1 61	E - M62 South bound On- Ramp
	A - Link	0.00	0.00	0.39	0.32	0.28
	B - M62 Southbound Off- Ramp	0.48	0.00	0.21	0.28	0.03
	C - A614 Rawcliffe Road (East)	0.62	0.00	0.00	0.04	0.34
	D - A161	0.54	0.00	0.02	0.00	0.44
	E - M62 Southbound On- Ramp	0.20	0.20	0.20	0.20	0.20

Vehicle Mix

Heavy Vehicle Percentages

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	0	0	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	0	0	0	0
	D - M62 Northbound Off-Ramp	0	0	0	0

Average PCU Per Veh

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	1.000	1.000	1.0 00	1.000
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	1.000	1.000	1.0 00	1.000
	D - M62 Northbound Off-Ramp	1.000	1.000	1.0 00	1.000

Heavy Vehicle Percentages

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0	0	0	0	0
	B - M62 Southbound Off-Ramp	0	0	0	0	0
	C - A614 Rawcliffe Road (East)	0	0	0	0	0
	D - A161	0	0	0	0	0
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Average PCU Per Veh

	To					
From		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
	A - Link	1.000	1.000	1.000	1.000	1.000
	B - M62 Southbound Off-Ramp	1.000	1.000	1.000	1.000	1.000
	C - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	D - A161	1.000	1.000	1.000	1.000	1.000
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Detailed Demand Data

Demand for each time segment

Junction	Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
3E - Site 3	A - Link	16:15-16:30	1019	1019
		16:30-16:45	1217	1217
		16:45-17:00	1491	1491
		17:00-17:15	1491	1491
		17:15-17:30	1217	1217
		17:30-17:45	1019	1019
	B - M62 Southbound Off-Ramp	16:15-16:30	236	236
		16:30-16:45	282	282
		16:45-17:00	346	346
		17:00-17:15	346	346
		17:15-17:30	282	282

		17:30-17:45	236	236
	C - A614 Rawcliffe Road (East)	16:15-16:30	541	541
		16:30-16:45	646	646
		16:45-17:00	792	792
		17:00-17:15	792	792
		17:15-17:30	646	646
		17:30-17:45	541	541
	D - A161	16:15-16:30	409	409
		16:30-16:45	488	488
		16:45-17:00	598	598
		17:00-17:15	598	598
		17:15-17:30	488	488
		17:30-17:45	409	409
	E - M62 Southbound On-Ramp	16:15-16:30	0	0
		16:30-16:45	0	0
		16:45-17:00	0	0
		17:00-17:15	0	0
		17:15-17:30	0	0
		17:30-17:45	0	0
3W - Site 3	A - A614 Rawcliffe Road (West)	16:15-16:30	775	775
		16:30-16:45	926	926
		16:45-17:00	1134	1134
		17:00-17:15	1134	1134
		17:15-17:30	926	926
		17:30-17:45	775	775
	B - M62 Northbound On-Ramp	16:15-16:30	0	0
		16:30-16:45	0	0
		16:45-17:00	0	0
		17:00-17:15	0	0
		17:15-17:30	0	0
		17:30-17:45	0	0
	C - Link	16:15-16:30	672	672
		16:30-16:45	802	802
		16:45-17:00	982	982
		17:00-17:15	982	982
		17:15-17:30	802	802
		17:30-17:45	672	672
	D - M62 Northbound Off-Ramp	16:15-16:30	653	653
		16:30-16:45	780	780
		16:45-17:00	956	956

		17:00-17:15	956	956
		17:15-17:30	780	780
		17:30-17:45	653	653

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3E - Site 3	A - Link	0.63	4.13	1.7	A	1241	1861
	B - M62 Southbound Off-Ramp	0.19	2.46	0.2	A	288	432
	C - A614 Rawcliffe Road (East)	0.44	3.55	0.8	A	660	990
	D - A161	0.51	6.36	1.0	A	498	747
	E - M62 Southbound On-Ramp						
3W - Site 3	A - A614 Rawcliffe Road (West)	0.82	14.19	4.3	B	945	1418
	B - M62 Northbound On-Ramp						
	C - Link	0.62	6.06	1.6	A	818	1227
	D - M62 Northbound Off-Ramp	0.52	4.12	1.1	A	796	1195

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1014	254	8	2362	0.429	1011	670	0.0	0.7	2.660	A
	B - M62 Southbound Off-Ramp	236	59	1020	2145	0.110	236	0	0.0	0.1	1.885	A
	C - A614 Rawcliffe Road (East)	541	135	800	2042	0.265	540	456	0.0	0.4	2.394	A
	D - A161	409	102	927	1401	0.292	407	412	0.0	0.4	3.617	A
	E - M62 Southbound On-Ramp			678				657				

3W - Site 3	A - A614 Rawcliffe Road (West)	775	194	571	1542	0.503	771	748	0.0	1.0	4.646	A
	B - M62 Northbound On-Ramp			1014				328				
	C - Link	670	167	0	1576	0.425	667	1014	0.0	0.7	3.945	A
	D - M62 Northbound Off-Ramp	653	163	667	2019	0.324	652	0	0.0	0.5	2.629	A

16:30 - 16:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1214	303	10	2361	0.514	1213	801	0.7	1.1	3.133	A
	B - M62 Southbound Off-Ramp	282	71	1222	2004	0.141	282	0	0.1	0.2	2.090	A
	C - A614 Rawcliffe Road (East)	646	162	958	1943	0.333	646	547	0.4	0.5	2.774	A
	D - A161	488	122	1110	1301	0.375	487	494	0.4	0.6	4.422	A
	E - M62 Southbound On-Ramp			811				787				
3W - Site 3	A - A614 Rawcliffe Road (West)	926	231	683	1476	0.627	923	896	1.0	1.7	6.480	A
	B - M62 Northbound On-Ramp			1214				393				
	C - Link	801	200	0	1576	0.508	800	1214	0.7	1.0	4.631	A
	D - M62 Northbound Off-Ramp	780	195	800	1939	0.402	780	0	0.5	0.7	3.104	A

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1481	370	12	2359	0.628	1478	980	1.1	1.7	4.075	A
	B - M62 Southbound Off-Ramp	346	86	1491	1818	0.190	345	0	0.2	0.2	2.444	A
	C - A614 Rawcliffe Road (East)	792	198	1169	1811	0.437	791	667	0.5	0.8	3.526	A

	D - A161	598	149	1357	1166	0.513	596	603	0.6	1.0	6.299	A
	E - M62 Southbound On-Ramp			992				961				
3W - Site 3	A - A614 Rawcliffe Road (West)	1134	284	836	1387	0.818	1124	1096	1.7	4.2	13.234	B
	B - M62 Northbound On-Ramp			1481				479				
	C - Link	980	245	0	1576	0.622	978	1481	1.0	1.6	5.994	A
	D - M62 Northbound Off-Ramp	956	239	978	1832	0.522	954	0	0.7	1.1	4.095	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1489	372	12	2359	0.631	1489	982	1.7	1.7	4.135	A
	B - M62 Southbound Off-Ramp	346	86	1501	1811	0.191	346	0	0.2	0.2	2.456	A
	C - A614 Rawcliffe Road (East)	792	198	1176	1806	0.438	792	671	0.8	0.8	3.546	A
	D - A161	598	149	1361	1164	0.514	598	606	1.0	1.0	6.362	A
	E - M62 Southbound On-Ramp			994				965				
3W - Site 3	A - A614 Rawcliffe Road (West)	1134	284	838	1385	0.819	1133	1100	4.2	4.3	14.189	B
	B - M62 Northbound On-Ramp			1489				482				
	C - Link	982	246	0	1576	0.623	982	1489	1.6	1.6	6.057	A
	D - M62 Northbound Off-Ramp	956	239	982	1829	0.523	956	0	1.1	1.1	4.121	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1225	306	10	2361	0.519	1228	804	1.7	1.1	3.183	A

	B - M62 Southbound Off-Ramp	282	71	1238	1993	0.142	283	0	0.2	0.2	2.105	A
	C - A614 Rawcliffe Road (East)	646	162	968	1937	0.334	647	553	0.8	0.5	2.793	A
	D - A161	488	122	1116	1298	0.376	490	499	1.0	0.6	4.468	A
	E - M62 Southbound On-Ramp			814				793				
3W - Site 3	A - A614 Rawcliffe Road (West)	926	231	686	1474	0.628	936	902	4.3	1.7	6.814	A
	B - M62 Northbound On-Ramp			1225				397				
	C - Link	804	201	0	1576	0.510	806	1225	1.6	1.1	4.690	A
	D - M62 Northbound Off-Ramp	780	195	806	1935	0.403	782	0	1.1	0.7	3.125	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1021	255	8	2362	0.432	1023	672	1.1	0.8	2.692	A
	B - M62 Southbound Off-Ramp	236	59	1031	2137	0.111	237	0	0.2	0.1	1.896	A
	C - A614 Rawcliffe Road (East)	541	135	807	2037	0.266	542	461	0.5	0.4	2.409	A
	D - A161	409	102	933	1398	0.292	410	416	0.6	0.4	3.645	A
	E - M62 Southbound On-Ramp			681				662				
3W - Site 3	A - A614 Rawcliffe Road (West)	775	194	574	1540	0.503	778	754	1.7	1.0	4.742	A
	B - M62 Northbound On-Ramp			1021				331				
	C - Link	672	168	0	1576	0.427	674	1021	1.1	0.7	3.993	A
	D - M62 Northbound Off-Ramp	653	163	674	2015	0.324	654	0	0.7	0.5	2.646	A

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3W - Site 3 - D - M62 Northbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3W - Site 3 - A - A614 Rawcliffe Road (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - B - M62 Southbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - C - A614 Rawcliffe Road (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - A - Link - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	3W - Site 3 - C - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	3E - Site 3 - A - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	3W - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Vehicle Mix	3E - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
3E	Site 3	Standard Roundabout	B,C,D,E,A	3.92	A
3W	Site 3	Standard Roundabout	B,C,D,A	7.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 WD	AM	ONE HOUR	07:30	09:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
3E - Site 3	A - Link	3W	C	Simple (vertical queueing)	Normal	0	100.00	
3W - Site 3	C - Link	3E	A	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
3E - Site 3	A - Link	✓				
	B - M62 Southbound Off-Ramp		ONE HOUR	✓	528	100.000
	C - A614 Rawcliffe Road (East)		ONE HOUR	✓	635	100.000
	D - A161		ONE HOUR	✓	507	100.000
	E - M62 Southbound On-Ramp					
3W - Site 3	A - A614 Rawcliffe Road (West)		ONE HOUR	✓	992	100.000
	B - M62 Northbound On-Ramp					
	C - Link	✓				
	D - M62 Northbound Off-Ramp		ONE HOUR	✓	903	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	254	73 8	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	737	158	0	0
	D - M62 Northbound Off-Ramp	370	0	53 3	0

Proportions

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0.00	0.26	0.7 4	0.00
	B - M62 Northbound On-Ramp	0.25	0.25	0.2 5	0.25
	C - Link	0.82	0.18	0.0 0	0.00
	D - M62 Northbound Off-Ramp	0.41	0.00	0.5 9	0.00

Demand (PCU/hr)

	To					
Fr o m		A - Li nk	B - M62 South bound Off- Ramp	C - A61 4 Raw cliff e Roa d (Eas t)	D - A1 61	E - M62 South bound On- Ramp
	A - Link	0	0	508	37 2	391
	B - M62 Southbound Off- Ramp	24 2	0	116	16 7	3
	C - A614 Rawcliffe Road (East)	40 3	0	0	16	216
	D - A161	25 0	0	13	0	244
	E - M62 Southbound On- Ramp	Ex it- onl y	Exit- only	Exit- only	Exi t- onl y	Exit- only

Proportions

	To					
Fr o m		A - Li nk	B - M62 South bound Off- Ramp	C - A61 4 Raw cliff e Roa d (Eas t)	D - A1 61	E - M62 South bound On- Ramp
	A - Link	0. 00	0.00	0.40	0.2 9	0.31
	B - M62 Southbound Off- Ramp	0. 46	0.00	0.22	0.3 2	0.01
	C - A614 Rawcliffe Road (East)	0. 63	0.00	0.00	0.0 3	0.34
	D - A161	0. 49	0.00	0.03	0.0 0	0.48
	E - M62 Southbound On- Ramp	0. 20	0.20	0.20	0.2 0	0.20

Vehicle Mix

Heavy Vehicle Percentages

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	0	0	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	0	0	0	0
	D - M62 Northbound Off-Ramp	0	0	0	0

Average PCU Per Veh

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	1.000	1.000	1.0 00	1.000
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	1.000	1.000	1.0 00	1.000
	D - M62 Northbound Off-Ramp	1.000	1.000	1.0 00	1.000

Heavy Vehicle Percentages

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0	0	0	0	0
	B - M62 Southbound Off-Ramp	0	0	0	0	0
	C - A614 Rawcliffe Road (East)	0	0	0	0	0
	D - A161	0	0	0	0	0
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Average PCU Per Veh

	To					
From		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
	A - Link	1.000	1.000	1.000	1.000	1.000
	B - M62 Southbound Off-Ramp	1.000	1.000	1.000	1.000	1.000
	C - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	D - A161	1.000	1.000	1.000	1.000	1.000
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Detailed Demand Data

Demand for each time segment

Junction	Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
3E - Site 3	A - Link	07:30-07:45	957	957
		07:45-08:00	1143	1143
		08:00-08:15	1399	1399
		08:15-08:30	1399	1399
		08:30-08:45	1143	1143
		08:45-09:00	957	957
	B - M62 Southbound Off-Ramp	07:30-07:45	398	398
		07:45-08:00	475	475
		08:00-08:15	581	581
		08:15-08:30	581	581
		08:30-08:45	475	475

		08:45-09:00	398	398
	C - A614 Rawcliffe Road (East)	07:30-07:45	478	478
		07:45-08:00	571	571
		08:00-08:15	699	699
		08:15-08:30	699	699
		08:30-08:45	571	571
		08:45-09:00	478	478
	D - A161	07:30-07:45	382	382
		07:45-08:00	456	456
		08:00-08:15	558	558
		08:15-08:30	558	558
		08:30-08:45	456	456
		08:45-09:00	382	382
	E - M62 Southbound On-Ramp	07:30-07:45	0	0
		07:45-08:00	0	0
		08:00-08:15	0	0
		08:15-08:30	0	0
		08:30-08:45	0	0
		08:45-09:00	0	0
3W - Site 3	A - A614 Rawcliffe Road (West)	07:30-07:45	747	747
		07:45-08:00	892	892
		08:00-08:15	1092	1092
		08:15-08:30	1092	1092
		08:30-08:45	892	892
		08:45-09:00	747	747
	B - M62 Northbound On-Ramp	07:30-07:45	0	0
		07:45-08:00	0	0
		08:00-08:15	0	0
		08:15-08:30	0	0
		08:30-08:45	0	0
		08:45-09:00	0	0
	C - Link	07:30-07:45	674	674
		07:45-08:00	805	805
		08:00-08:15	985	985
		08:15-08:30	985	985
		08:30-08:45	805	805
		08:45-09:00	674	674
	D - M62 Northbound Off-Ramp	07:30-07:45	680	680
		07:45-08:00	812	812
		08:00-08:15	994	994

		08:15-08:30	994	994
		08:30-08:45	812	812
		08:45-09:00	680	680

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3E - Site 3	A - Link	0.59	3.75	1.4	A	1166	1748
	B - M62 Southbound Off-Ramp	0.31	2.79	0.4	A	485	727
	C - A614 Rawcliffe Road (East)	0.40	3.48	0.7	A	583	874
	D - A161	0.48	6.06	0.9	A	465	698
	E - M62 Southbound On-Ramp						
3W - Site 3	A - A614 Rawcliffe Road (West)	0.76	10.60	3.1	B	910	1365
	B - M62 Northbound On-Ramp						
	C - Link	0.63	6.09	1.7	A	821	1231
	D - M62 Northbound Off-Ramp	0.54	4.32	1.2	A	829	1243

Main Results for each time segment

07:30 - 07:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	953	238	10	2361	0.404	950	672	0.0	0.7	2.548	A
	B - M62 Southbound Off-Ramp	398	99	960	2186	0.182	397	0	0.0	0.2	2.011	A
	C - A614 Rawcliffe Road (East)	478	120	880	1992	0.240	477	477	0.0	0.3	2.374	A
	D - A161	382	95	941	1393	0.274	380	416	0.0	0.4	3.550	A
	E - M62 Southbound On-Ramp			682				640				

3W - Site 3	A - A614 Rawcliffe Road (West)	747	187	518	1573	0.475	743	829	0.0	0.9	4.321	A
	B - M62 Northbound On-Ramp			953				308				
	C - Link	672	168	0	1576	0.426	669	953	0.0	0.7	3.955	A
	D - M62 Northbound Off-Ramp	680	170	669	2018	0.337	678	0	0.0	0.5	2.683	A

07:45 - 08:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1141	285	12	2360	0.483	1140	804	0.7	0.9	2.947	A
	B - M62 Southbound Off-Ramp	475	119	1151	2053	0.231	474	0	0.2	0.3	2.279	A
	C - A614 Rawcliffe Road (East)	571	143	1054	1883	0.303	570	571	0.3	0.4	2.743	A
	D - A161	456	114	1127	1292	0.353	455	498	0.4	0.5	4.298	A
	E - M62 Southbound On-Ramp			815				766				
3W - Site 3	A - A614 Rawcliffe Road (West)	892	223	620	1513	0.589	890	993	0.9	1.4	5.755	A
	B - M62 Northbound On-Ramp			1141				370				
	C - Link	804	201	0	1576	0.510	803	1141	0.7	1.0	4.648	A
	D - M62 Northbound Off-Ramp	812	203	803	1937	0.419	811	0	0.5	0.7	3.195	A

08:00 - 08:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1393	348	14	2358	0.591	1391	984	0.9	1.4	3.716	A
	B - M62 Southbound Off-Ramp	581	145	1406	1877	0.310	581	0	0.3	0.4	2.775	A
	C - A614 Rawcliffe Road (East)	699	175	1288	1736	0.403	698	698	0.4	0.7	3.465	A

	D - A161	558	140	1378	1155	0.484	557	609	0.5	0.9	6.005	A
	E - M62 Southbound On-Ramp			998				937				
3W - Site 3	A - A614 Rawcliffe Road (West)	1092	273	759	1432	0.763	1086	1215	1.4	3.1	10.209	B
	B - M62 Northbound On-Ramp			1393				451				
	C - Link	984	246	0	1576	0.624	981	1393	1.0	1.6	6.029	A
	D - M62 Northbound Off-Ramp	994	249	981	1829	0.543	992	0	0.7	1.2	4.291	A

08:15 - 08:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1399	350	14	2358	0.593	1399	985	1.4	1.4	3.753	A
	B - M62 Southbound Off-Ramp	581	145	1413	1872	0.311	581	0	0.4	0.4	2.789	A
	C - A614 Rawcliffe Road (East)	699	175	1293	1733	0.403	699	701	0.7	0.7	3.481	A
	D - A161	558	140	1382	1153	0.484	558	611	0.9	0.9	6.056	A
	E - M62 Southbound On-Ramp			1000				940				
3W - Site 3	A - A614 Rawcliffe Road (West)	1092	273	761	1431	0.763	1092	1219	3.1	3.1	10.604	B
	B - M62 Northbound On-Ramp			1399				454				
	C - Link	985	246	0	1576	0.625	985	1399	1.6	1.7	6.091	A
	D - M62 Northbound Off-Ramp	994	249	985	1827	0.544	994	0	1.2	1.2	4.322	A

08:30 - 08:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1149	287	12	2360	0.487	1151	806	1.4	1.0	2.984	A

	B - M62 Southbound Off-Ramp	475	119	1162	2046	0.23 2	475	0	0.4	0.3	2.29 4	A
	C - A614 Rawcliffe Road (East)	571	143	1062	1878	0.30 4	572	576	0.7	0.4	2.75 9	A
	D - A161	456	114	1132	1289	0.35 4	457	502	0.9	0.6	4.33 6	A
	E - M62 Southbound On-Ramp			818				771				
3W - Site 3	A - A614 Rawcliffe Road (West)	892	223	623	1512	0.59 0	899	999	3.1	1.5	5.93 7	A
	B - M62 Northbound On-Ramp			1149				373				
	C - Link	806	202	0	1576	0.51 2	809	1149	1.7	1.1	4.70 4	A
	D - M62 Northbound Off-Ramp	812	203	809	1934	0.42 0	814	0	1.2	0.7	3.22 1	A

08:45 - 09:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrival s (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	959	240	10	2361	0.40 6	960	675	1.0	0.7	2.57 3	A
	B - M62 Southbound Off-Ramp	398	99	970	2179	0.18 2	398	0	0.3	0.2	2.02 2	A
	C - A614 Rawcliffe Road (East)	478	120	887	1987	0.24 1	479	481	0.4	0.3	2.38 6	A
	D - A161	382	95	946	1390	0.27 5	382	419	0.6	0.4	3.57 6	A
	E - M62 Southbound On-Ramp			684				644				
3W - Site 3	A - A614 Rawcliffe Road (West)	747	187	521	1571	0.47 5	749	835	1.5	0.9	4.39 0	A
	B - M62 Northbound On-Ramp			959				311				
	C - Link	675	169	0	1576	0.42 8	676	959	1.1	0.8	4.00 3	A
	D - M62 Northbound Off-Ramp	680	170	676	2014	0.33 8	681	0	0.7	0.5	2.70 1	A

2026 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	3W - Site 3 - D - M62 Northbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3W - Site 3 - A - A614 Rawcliffe Road (West) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - B - M62 Southbound Off-Ramp - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - C - A614 Rawcliffe Road (East) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Geometry	3E - Site 3 - A - Link - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.
Warning	Linked Roundabout	3W - Site 3 - C - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	3E - Site 3 - A - Link	If the distance between linked junctions is small, results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Vehicle Mix	3W - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.
Warning	Vehicle Mix	3E - Site 3	HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
3E	Site 3	Standard Roundabout	B,C,D,E,A	4.81	A
3W	Site 3	Standard Roundabout	B,C,D,A	12.07	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
3E - Site 3	A - Link	3W	C	Simple (vertical queueing)	Normal	0	100.00	
3W - Site 3	C - Link	3E	A	Simple (vertical queueing)	Normal	0	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
3E - Site 3	A - Link	✓				
	B - M62 Southbound Off-Ramp		ONE HOUR	✓	336	100.000
	C - A614 Rawcliffe Road (East)		ONE HOUR	✓	777	100.000
	D - A161		ONE HOUR	✓	580	100.000
	E - M62 Southbound On-Ramp					
3W - Site 3	A - A614 Rawcliffe Road (West)		ONE HOUR	✓	1089	100.000
	B - M62 Northbound On-Ramp					
	C - Link	✓				
	D - M62 Northbound Off-Ramp		ONE HOUR	✓	928	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	253	83 6	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	750	213	0	0
	D - M62 Northbound Off-Ramp	324	5	59 9	0

Proportions

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0.00	0.23	0.7 7	0.00
	B - M62 Northbound On-Ramp	0.25	0.25	0.2 5	0.25
	C - Link	0.78	0.22	0.0 0	0.00
	D - M62 Northbound Off-Ramp	0.35	0.01	0.6 5	0.00

Demand (PCU/hr)

	To					
Fr o m		A - Li nk	B - M62 South bound Off- Ramp	C - A61 4 Raw cliff e Roa d (Eas t)	D - A1 61	E - M62 South bound On- Ramp
	A - Link	0	0	573	44 5	417
	B - M62 Southbound Off- Ramp	16 2	0	69	96	9
	C - A614 Rawcliffe Road (East)	48 5	0	0	29	263
	D - A161	31 6	0	11	0	253
	E - M62 Southbound On- Ramp	Ex it- onl y	Exit- only	Exit- only	Exi t- onl y	Exit- only

Proportions

	To					
Fr o m		A - Li nk	B - M62 South bound Off- Ramp	C - A61 4 Raw cliff e Roa d (Eas t)	D - A1 61	E - M62 South bound On- Ramp
	A - Link	0. 00	0.00	0.40	0.3 1	0.29
	B - M62 Southbound Off- Ramp	0. 48	0.00	0.21	0.2 9	0.03
	C - A614 Rawcliffe Road (East)	0. 62	0.00	0.00	0.0 4	0.34
	D - A161	0. 54	0.00	0.02	0.0 0	0.44
	E - M62 Southbound On- Ramp	0. 20	0.20	0.20	0.2 0	0.20

Vehicle Mix

Heavy Vehicle Percentages

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	0	0	0	0
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	0	0	0	0
	D - M62 Northbound Off-Ramp	0	0	0	0

Average PCU Per Veh

	To				
Fr o m		A - A614 Rawc liffe Road (Wes t)	B - M62 Northb ound On- Ramp	C - Li nk	D - M62 Northb ound Off- Ramp
	A - A614 Rawcliffe Road (West)	1.000	1.000	1.0 00	1.000
	B - M62 Northbound On-Ramp	Exit- only	Exit- only	Exi t- onl y	Exit- only
	C - Link	1.000	1.000	1.0 00	1.000
	D - M62 Northbound Off-Ramp	1.000	1.000	1.0 00	1.000

Heavy Vehicle Percentages

	To					
		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
From	A - Link	0	0	0	0	0
	B - M62 Southbound Off-Ramp	0	0	0	0	0
	C - A614 Rawcliffe Road (East)	0	0	0	0	0
	D - A161	0	0	0	0	0
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Average PCU Per Veh

	To					
From		A - Link	B - M62 Southbound Off-Ramp	C - A614 Rawcliffe Road (East)	D - A161	E - M62 Southbound On-Ramp
	A - Link	1.000	1.000	1.000	1.000	1.000
	B - M62 Southbound Off-Ramp	1.000	1.000	1.000	1.000	1.000
	C - A614 Rawcliffe Road (East)	1.000	1.000	1.000	1.000	1.000
	D - A161	1.000	1.000	1.000	1.000	1.000
	E - M62 Southbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only	Exit-only

Detailed Demand Data

Demand for each time segment

Junction	Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
3E - Site 3	A - Link	16:15-16:30	1080	1080
		16:30-16:45	1290	1290
		16:45-17:00	1580	1580
		17:00-17:15	1580	1580
		17:15-17:30	1290	1290
		17:30-17:45	1080	1080
	B - M62 Southbound Off-Ramp	16:15-16:30	253	253
		16:30-16:45	302	302
		16:45-17:00	370	370
		17:00-17:15	370	370
		17:15-17:30	302	302

		17:30-17:45	253	253
	C - A614 Rawcliffe Road (East)	16:15-16:30	585	585
		16:30-16:45	699	699
		16:45-17:00	855	855
		17:00-17:15	855	855
		17:15-17:30	699	699
		17:30-17:45	585	585
	D - A161	16:15-16:30	437	437
		16:30-16:45	521	521
		16:45-17:00	639	639
		17:00-17:15	639	639
		17:15-17:30	521	521
		17:30-17:45	437	437
	E - M62 Southbound On-Ramp	16:15-16:30	0	0
		16:30-16:45	0	0
		16:45-17:00	0	0
		17:00-17:15	0	0
		17:15-17:30	0	0
		17:30-17:45	0	0
3W - Site 3	A - A614 Rawcliffe Road (West)	16:15-16:30	820	820
		16:30-16:45	979	979
		16:45-17:00	1199	1199
		17:00-17:15	1199	1199
		17:15-17:30	979	979
		17:30-17:45	820	820
	B - M62 Northbound On-Ramp	16:15-16:30	0	0
		16:30-16:45	0	0
		16:45-17:00	0	0
		17:00-17:15	0	0
		17:15-17:30	0	0
		17:30-17:45	0	0
	C - Link	16:15-16:30	725	725
		16:30-16:45	866	866
		16:45-17:00	1060	1060
		17:00-17:15	1060	1060
		17:15-17:30	866	866
		17:30-17:45	725	725
	D - M62 Northbound Off-Ramp	16:15-16:30	699	699
		16:30-16:45	834	834
		16:45-17:00	1022	1022

		17:00-17:15	1022	1022
		17:15-17:30	834	834
		17:30-17:45	699	699

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
3E - Site 3	A - Link	0.67	4.60	2.0	A	1316	1974
	B - M62 Southbound Off-Ramp	0.21	2.61	0.3	A	308	462
	C - A614 Rawcliffe Road (East)	0.48	3.96	0.9	A	713	1069
	D - A161	0.58	7.73	1.4	A	532	798
	E - M62 Southbound On-Ramp						
3W - Site 3	A - A614 Rawcliffe Road (West)	0.89	22.83	7.2	C	999	1499
	B - M62 Northbound On-Ramp						
	C - Link	0.67	6.97	2.0	A	883	1325
	D - M62 Northbound Off-Ramp	0.57	4.73	1.3	A	852	1277

Main Results for each time segment

16:15 - 16:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1075	269	8	2362	0.455	1072	723	0.0	0.8	2.785	A
	B - M62 Southbound Off-Ramp	253	63	1080	2103	0.120	252	0	0.0	0.1	1.946	A
	C - A614 Rawcliffe Road (East)	585	146	845	2014	0.290	583	488	0.0	0.4	2.515	A
	D - A161	437	109	1002	1360	0.321	435	426	0.0	0.5	3.882	A
	E - M62 Southbound On-Ramp			731				705				

3W - Site 3	A - A614 Rawcliffe Road (West)	820	205	612	1518	0.540	815	803	0.0	1.2	5.091	A
	B - M62 Northbound On-Ramp			1075				352				
	C - Link	723	181	0	1576	0.459	719	1075	0.0	0.8	4.186	A
	D - M62 Northbound Off-Ramp	699	175	719	1988	0.352	696	0	0.0	0.5	2.783	A

16:30 - 16:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1287	322	10	2361	0.545	1285	865	0.8	1.2	3.343	A
	B - M62 Southbound Off-Ramp	302	76	1295	1954	0.155	302	0	0.1	0.2	2.179	A
	C - A614 Rawcliffe Road (East)	699	175	1012	1909	0.366	698	585	0.4	0.6	2.970	A
	D - A161	521	130	1199	1252	0.416	520	511	0.5	0.7	4.912	A
	E - M62 Southbound On-Ramp			875				845				
3W - Site 3	A - A614 Rawcliffe Road (West)	979	245	733	1447	0.677	975	963	1.2	2.0	7.581	A
	B - M62 Northbound On-Ramp			1287				422				
	C - Link	865	216	0	1576	0.549	863	1287	0.8	1.2	5.040	A
	D - M62 Northbound Off-Ramp	834	209	863	1901	0.439	833	0	0.5	0.8	3.369	A

16:45 - 17:00

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1565	391	12	2359	0.663	1562	1058	1.2	1.9	4.495	A
	B - M62 Southbound Off-Ramp	370	92	1574	1761	0.210	370	0	0.2	0.3	2.587	A
	C - A614 Rawcliffe Road (East)	855	214	1232	1772	0.483	854	711	0.6	0.9	3.919	A

	D - A161	639	160	1464	1108	0.577	636	622	0.7	1.3	7.594	A
	E - M62 Southbound On-Ramp			1070				1030				
3W - Site 3	A - A614 Rawcliffe Road (West)	1199	300	897	1351	0.888	1181	1177	2.0	6.6	19.399	C
	B - M62 Northbound On-Ramp			1565				513				
	C - Link	1058	264	0	1576	0.671	1055	1565	1.2	2.0	6.861	A
	D - M62 Northbound Off-Ramp	1022	255	1055	1785	0.572	1020	0	0.8	1.3	4.689	A

17:00 - 17:15

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1578	395	12	2359	0.669	1578	1060	1.9	2.0	4.604	A
	B - M62 Southbound Off-Ramp	370	92	1590	1749	0.211	370	0	0.3	0.3	2.609	A
	C - A614 Rawcliffe Road (East)	855	214	1242	1765	0.485	855	718	0.9	0.9	3.957	A
	D - A161	639	160	1470	1104	0.578	639	627	1.3	1.4	7.727	A
	E - M62 Southbound On-Ramp			1072				1037				
3W - Site 3	A - A614 Rawcliffe Road (West)	1199	300	899	1349	0.889	1197	1182	6.6	7.2	22.827	C
	B - M62 Northbound On-Ramp			1578				518				
	C - Link	1060	265	0	1576	0.673	1060	1578	2.0	2.0	6.971	A
	D - M62 Northbound Off-Ramp	1022	255	1060	1782	0.573	1022	0	1.3	1.3	4.734	A

17:15 - 17:30

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1307	327	10	2361	0.554	1310	868	2.0	1.3	3.434	A

	B - M62 Southbound Off-Ramp	302	76	1320	1937	0.156	302	0	0.3	0.2	2.204	A
	C - A614 Rawcliffe Road (East)	699	175	1027	1900	0.368	700	595	0.9	0.6	3.003	A
	D - A161	521	130	1208	1247	0.418	524	519	1.4	0.7	4.995	A
	E - M62 Southbound On-Ramp			878				854				
3W - Site 3	A - A614 Rawcliffe Road (West)	979	245	737	1444	0.678	999	971	7.2	2.2	8.429	A
	B - M62 Northbound On-Ramp			1307				429				
	C - Link	868	217	0	1576	0.551	871	1307	2.0	1.2	5.129	A
	D - M62 Northbound Off-Ramp	834	209	871	1896	0.440	836	0	1.3	0.8	3.406	A

17:30 - 17:45

Junction	Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
3E - Site 3	A - Link	1084	271	8	2362	0.459	1086	726	1.3	0.9	2.823	A
	B - M62 Southbound Off-Ramp	253	63	1094	2093	0.121	253	0	0.2	0.1	1.958	A
	C - A614 Rawcliffe Road (East)	585	146	853	2008	0.291	586	494	0.6	0.4	2.532	A
	D - A161	437	109	1008	1357	0.322	438	431	0.7	0.5	3.921	A
	E - M62 Southbound On-Ramp			734				711				
3W - Site 3	A - A614 Rawcliffe Road (West)	820	205	616	1515	0.541	824	811	2.2	1.2	5.232	A
	B - M62 Northbound On-Ramp			1084				356				
	C - Link	726	182	0	1576	0.461	728	1084	1.2	0.9	4.251	A
	D - M62 Northbound Off-Ramp	699	175	728	1983	0.352	700	0	0.8	0.5	2.809	A

4) A645 / New Road / Main Road Junction

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 2018.04.02_Site 4.j9

Path: O:\50610325 - Chancery Lane Projects\Development Planning Projects\00000000 - Selby\F
Record of Issue

Report generation date: 4/3/2018 10:59:32 AM

»2018, AM
»2018, PM
»2022 ND, AM
»2022 ND, PM
»2026 ND, AM
»2026 ND, PM
»2022 WD, AM
»2022 WD, PM
»2026 WD, AM
»2026 WD, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2018							
A - A645 (West)	0.5	3.27	0.29	A	0.7	3.47	0.39	A
B - New Road	0.1	3.55	0.07	A	0.2	3.67	0.17	A
C - Main Road	0.1	2.50	0.08	A	0.1	2.73	0.07	A
D - A645 (South)	0.8	4.76	0.43	A	0.4	3.88	0.28	A
E - Sports And Social Club Access	0.0	5.94	0.01	A	0.0	5.43	0.02	A
	2022 ND							
A - A645 (West)	0.4	3.00	0.30	A	0.7	3.41	0.41	A
B - New Road	0.1	2.83	0.07	A	0.2	3.54	0.18	A

C - Main Road	0.1	2.34	0.08	A	0.1	2.63	0.08	A
D - A645 (South)	0.8	4.53	0.45	A	0.4	3.68	0.30	A
E - Sports And Social Club Access	0.0	6.13	0.01	A	0.0	5.54	0.02	A
2026 ND								
A - A645 (West)	0.5	3.12	0.33	A	0.8	3.62	0.44	A
B - New Road	0.1	2.89	0.08	A	0.3	3.74	0.20	A
C - Main Road	0.1	2.39	0.09	A	0.1	2.72	0.08	A
D - A645 (South)	1.0	4.90	0.49	A	0.5	3.85	0.32	A
E - Sports And Social Club Access	0.0	6.44	0.01	A	0.0	5.76	0.02	A
2022 WD								
A - A645 (West)	0.5	3.29	0.34	A	0.7	3.43	0.41	A
B - New Road	0.1	2.86	0.08	A	0.5	4.25	0.32	A
C - Main Road	0.1	2.36	0.08	A	0.1	2.85	0.08	A
D - A645 (South)	1.1	5.25	0.53	A	0.5	3.82	0.31	A
E - Sports And Social Club Access	0.0	6.66	0.01	A	0.0	5.78	0.02	A
2026 WD								
A - A645 (West)	0.6	3.41	0.36	A	0.8	3.65	0.44	A
B - New Road	0.1	2.92	0.09	A	0.5	4.43	0.33	A
C - Main Road	0.1	2.40	0.09	A	0.1	2.94	0.09	A
D - A645 (South)	1.3	5.66	0.56	A	0.5	4.00	0.34	A
E - Sports And Social Club Access	0.0	6.97	0.01	A	0.0	5.99	0.02	A

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

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

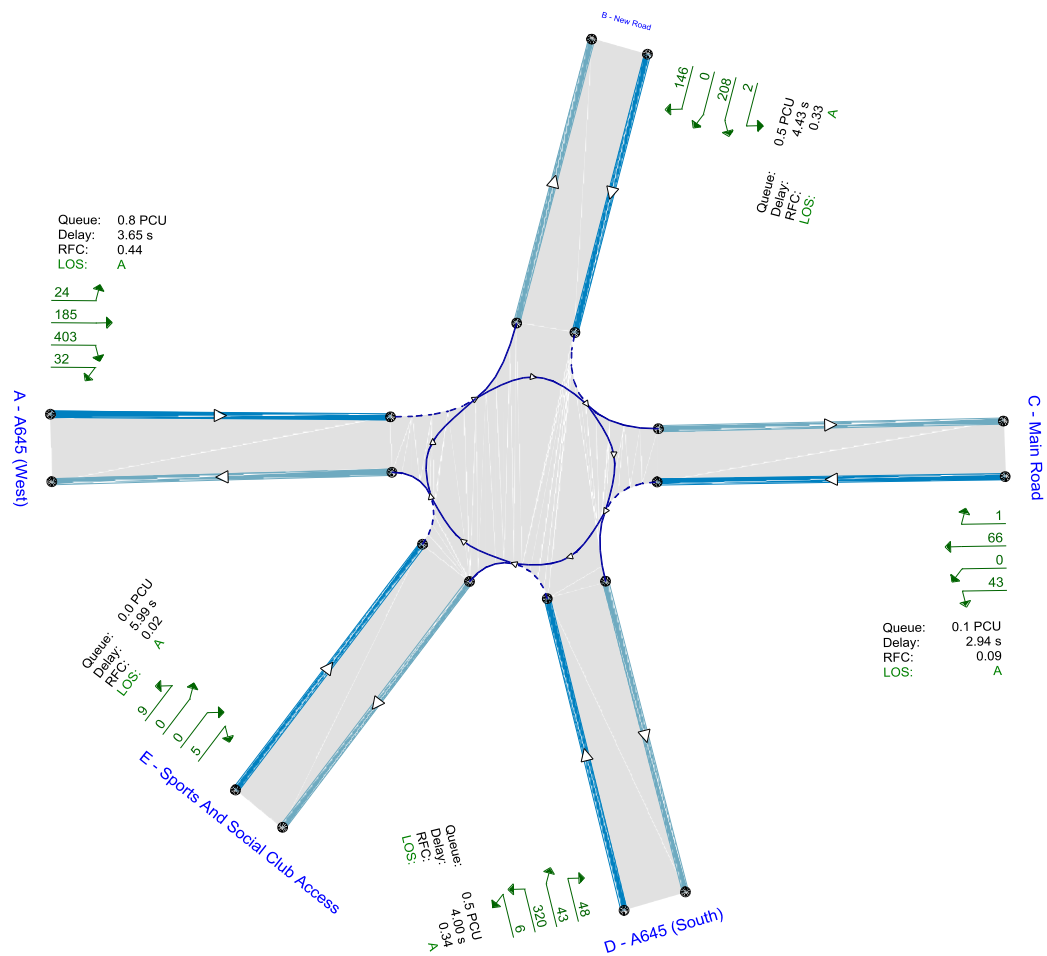
File summary

File Description

Title	Site 4
Location	
Site number	
Date	3/28/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INTW00749
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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:30	09:00	15	✓
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓
D3	2022 ND	AM	ONE HOUR	07:30	09:00	15	✓
D4	2022 ND	PM	ONE HOUR	16:15	17:45	15	✓
D5	2026 ND	AM	ONE HOUR	07:30	09:00	15	✓
D6	2026 ND	PM	ONE HOUR	16:15	17:45	15	✓
D7	2022 WD	AM	ONE HOUR	07:30	09:00	15	✓
D8	2022 WD	PM	ONE HOUR	16:15	17:45	15	✓
D9	2026 WD	AM	ONE HOUR	07:30	09:00	15	✓
D10	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - Main Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
4	Site 4	Standard Roundabout	B,C,D,E,A	3.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
-----	------	-------------

A	A645 (West)	
B	New Road	
C	Main Road	
D	A645 (South)	
E	Sports And Social Club Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A645 (West)	4.12	7.45	12.2	48.4	55.6	31.0	
B - New Road	3.23	6.68	20.0	28.4	55.6	30.0	
C - Main Road	2.45	8.43	30.9	43.8	55.6	23.5	
D - A645 (South)	2.68	7.54	24.8	9.9	55.6	45.5	
E - Sports And Social Club Access	2.64	5.83	2.4	11.2	55.6	30.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A645 (West)	0.612	1832
B - New Road	0.581	1676
C - Main Road	0.640	1953
D - A645 (South)	0.524	1539
E - Sports And Social Club Access	0.434	946

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	451	100.000
B - New Road		ONE HOUR	✓	87	100.000
C - Main Road		ONE HOUR	✓	118	100.000

D - A645 (South)		ONE HOUR	✓	569	100.000
E - Sports And Social Club Access		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

Fr om	To					
		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	11	68	91	274	7
	B - New Road	41	0	2	44	0
	C - Main Road	76	4	0	38	0
	D - A645 (South)	422	81	63	0	3
	E - Sports And Social Club Access	3	0	2	1	0

Proportions

Fr om	To					
		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0.02	0.15	0.20	0.61	0.02
	B - New Road	0.47	0.00	0.02	0.51	0.00
	C - Main Road	0.64	0.03	0.00	0.32	0.00
	D - A645 (South)	0.74	0.14	0.11	0.00	0.01
	E - Sports And Social Club Access	0.50	0.00	0.33	0.17	0.00

Vehicle Mix

Average PCU Per Veh

Heavy Vehicle Percentages

	To					
Fr om		A - A645 (West)	B - New Road	C - Main Road	D - A645 (South)	E - Sports And Social Club Access
	A - A645 (West)	20	6	12	14	0
	B - New Road	9	0	0	54	0
	C - Main Road	5	43	0	12	0
	D - A645 (South)	11	10	6	0	0
	E - Sports And Social Club Access	0	0	0	0	0

	To					
Fr om		A - A645 (West)	B - New Road	C - Main Road	D - A645 (South)	E - Sports And Social Club Access
	A - A645 (West)	1.200	1.060	1.120	1.140	1.000
	B - New Road	1.090	1.000	1.000	1.540	1.000
	C - Main Road	1.050	1.430	1.000	1.120	1.000
	D - A645 (South)	1.110	1.100	1.060	1.000	1.000
	E - Sports And Social Club Access	1.000	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	07:30-07:45	340	340
	07:45-08:00	405	405
	08:00-08:15	497	497
	08:15-08:30	497	497
	08:30-08:45	405	405
	08:45-09:00	340	340
B - New Road	07:30-07:45	65	65
	07:45-08:00	78	78
	08:00-08:15	96	96
	08:15-08:30	96	96
	08:30-08:45	78	78
	08:45-09:00	65	65
C - Main Road	07:30-07:45	89	89
	07:45-08:00	106	106
	08:00-08:15	130	130
	08:15-08:30	130	130

	08:30-08:45	106	106
	08:45-09:00	89	89
D - A645 (South)	07:30-07:45	428	428
	07:45-08:00	512	512
	08:00-08:15	626	626
	08:15-08:30	626	626
	08:30-08:45	512	512
	08:45-09:00	428	428
E - Sports And Social Club Access	07:30-07:45	5	5
	07:45-08:00	5	5
	08:00-08:15	7	7
	08:15-08:30	7	7
	08:30-08:45	5	5
	08:45-09:00	5	5

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.29	3.27	0.5	A	414	621
B - New Road	0.07	3.55	0.1	A	80	120
C - Main Road	0.08	2.50	0.1	A	108	162
D - A645 (South)	0.43	4.76	0.8	A	522	783
E - Sports And Social Club Access	0.01	5.94	0.0	A	6	8

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	340	85	113	1763	0.193	338	415	0.0	0.3	2.835	A
B - New Road	65	16	337	1480	0.044	65	115	0.0	0.1	3.245	A

C - Main Road	89	22	284	1771	0.050	89	119	0.0	0.1	2.314	A
D - A645 (South)	428	107	104	1485	0.289	427	268	0.0	0.4	3.743	A
E - Sports And Social Club Access	5	1	523	719	0.006	4	8	0.0	0.0	5.039	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	405	101	136	1749	0.232	405	497	0.3	0.3	3.006	A
B - New Road	78	20	403	1442	0.054	78	137	0.1	0.1	3.367	A
C - Main Road	106	27	340	1735	0.061	106	142	0.1	0.1	2.389	A
D - A645 (South)	512	128	125	1474	0.347	511	321	0.4	0.6	4.119	A
E - Sports And Social Club Access	5	1	627	674	0.008	5	9	0.0	0.0	5.384	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	497	124	166	1730	0.287	496	608	0.3	0.4	3.273	A
B - New Road	96	24	494	1389	0.069	96	168	0.1	0.1	3.550	A
C - Main Road	130	32	416	1686	0.077	130	174	0.1	0.1	2.500	A
D - A645 (South)	626	157	153	1459	0.429	626	393	0.6	0.8	4.755	A
E - Sports And Social Club Access	7	2	767	613	0.011	7	11	0.0	0.0	5.937	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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A - A645 (West)	497	124	166	1730	0.287	497	609	0.4	0.5	3.273	A
B - New Road	96	24	494	1389	0.069	96	168	0.1	0.1	3.550	A
C - Main Road	130	32	416	1686	0.077	130	174	0.1	0.1	2.501	A
D - A645 (South)	626	157	153	1459	0.429	626	393	0.8	0.8	4.764	A
E - Sports And Social Club Access	7	2	768	612	0.011	7	11	0.0	0.0	5.941	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	405	101	136	1749	0.232	406	498	0.5	0.3	3.008	A
B - New Road	78	20	404	1441	0.054	78	138	0.1	0.1	3.369	A
C - Main Road	106	27	340	1735	0.061	106	142	0.1	0.1	2.390	A
D - A645 (South)	512	128	125	1474	0.347	512	321	0.8	0.6	4.131	A
E - Sports And Social Club Access	5	1	629	673	0.008	5	9	0.0	0.0	5.390	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	340	85	114	1762	0.193	340	417	0.3	0.3	2.839	A
B - New Road	65	16	338	1480	0.044	66	115	0.1	0.1	3.247	A
C - Main Road	89	22	285	1770	0.050	89	119	0.1	0.1	2.315	A
D - A645 (South)	428	107	105	1484	0.289	429	269	0.6	0.4	3.760	A
E - Sports And Social Club Access	5	1	526	718	0.006	5	8	0.0	0.0	5.049	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - Main Road - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
4	Site 4	Standard Roundabout	B,C,D,E,A	3.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	624	100.000
B - New Road		ONE HOUR	✓	192	100.000
C - Main Road		ONE HOUR	✓	97	100.000
D - A645 (South)		ONE HOUR	✓	359	100.000
E - Sports And Social Club Access		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	56	21	164	355	28
	B - New Road	94	0	2	96	0
	C - Main Road	59	1	0	37	0
	D - A645 (South)	283	28	42	1	5
	E - Sports And Social Club Access	8	0	0	4	0

Proportions

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0.09	0.03	0.26	0.57	0.04
	B - New Road	0.49	0.00	0.01	0.50	0.00
	C - Main Road	0.61	0.01	0.00	0.38	0.00
	D - A645 (South)	0.79	0.08	0.12	0.00	0.01
	E - Sports And Social Club Access	0.67	0.00	0.00	0.33	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	4	0	4	7	0
	B - New Road	4	0	0	10	0
	C - Main Road	6	0	0	6	0
	D - A645 (South)	8	33	0	0	0
	E - Sports And Social Club Access	0	0	0	0	0

Average PCU Per Veh

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	1.040	1.000	1.040	1.070	1.000
	B - New Road	1.040	1.000	1.000	1.100	1.000
	C - Main Road	1.060	1.000	1.000	1.060	1.000
	D - A645 (South)	1.080	1.330	1.000	1.000	1.000
	E - Sports And Social Club Access	1.000	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	16:15-16:30	470	470
	16:30-16:45	561	561
	16:45-17:00	687	687
	17:00-17:15	687	687
	17:15-17:30	561	561
	17:30-17:45	470	470
B - New Road	16:15-16:30	145	145
	16:30-16:45	173	173
	16:45-17:00	211	211
	17:00-17:15	211	211
	17:15-17:30	173	173
	17:30-17:45	145	145
C - Main Road	16:15-16:30	73	73
	16:30-16:45	87	87
	16:45-17:00	107	107
	17:00-17:15	107	107
	17:15-17:30	87	87
	17:30-17:45	73	73
D - A645 (South)	16:15-16:30	270	270
	16:30-16:45	323	323
	16:45-17:00	395	395
	17:00-17:15	395	395
	17:15-17:30	323	323
	17:30-17:45	270	270
E - Sports And Social Club Access	16:15-16:30	9	9
	16:30-16:45	11	11
	16:45-17:00	13	13
	17:00-17:15	13	13
	17:15-17:30	11	11
	17:30-17:45	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)

A - A645 (West)	0.39	3.47	0.7	A	573	859
B - New Road	0.17	3.67	0.2	A	176	264
C - Main Road	0.07	2.73	0.1	A	89	134
D - A645 (South)	0.28	3.88	0.4	A	329	494
E - Sports And Social Club Access	0.02	5.43	0.0	A	11	17

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	470	117	57	1797	0.261	468	375	0.0	0.4	2.852	A
B - New Road	145	36	488	1393	0.104	144	38	0.0	0.1	3.078	A
C - Main Road	73	18	476	1648	0.044	73	156	0.0	0.0	2.420	A
D - A645 (South)	270	68	179	1446	0.187	269	370	0.0	0.2	3.314	A
E - Sports And Social Club Access	9	2	423	762	0.012	9	25	0.0	0.0	4.777	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	561	140	68	1790	0.313	561	449	0.4	0.5	3.084	A
B - New Road	173	43	584	1337	0.129	172	45	0.1	0.2	3.303	A
C - Main Road	87	22	570	1588	0.055	87	187	0.0	0.1	2.540	A
D - A645 (South)	323	81	214	1427	0.226	322	443	0.2	0.3	3.533	A
E - Sports And Social Club Access	11	3	507	726	0.015	11	30	0.0	0.0	5.031	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	687	172	84	1781	0.386	686	550	0.5	0.7	3.463	A
B - New Road	211	53	715	1261	0.168	211	55	0.2	0.2	3.664	A
C - Main Road	107	27	697	1506	0.071	107	229	0.1	0.1	2.724	A
D - A645 (South)	395	99	262	1402	0.282	395	542	0.3	0.4	3.873	A
E - Sports And Social Club Access	13	3	620	677	0.020	13	36	0.0	0.0	5.424	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	687	172	84	1781	0.386	687	551	0.7	0.7	3.466	A
B - New Road	211	53	716	1260	0.168	211	55	0.2	0.2	3.666	A
C - Main Road	107	27	698	1506	0.071	107	229	0.1	0.1	2.725	A
D - A645 (South)	395	99	262	1402	0.282	395	543	0.4	0.4	3.876	A
E - Sports And Social Club Access	13	3	621	676	0.020	13	36	0.0	0.0	5.427	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	561	140	68	1790	0.313	562	450	0.7	0.5	3.090	A
B - New Road	173	43	585	1336	0.129	173	45	0.2	0.2	3.306	A
C - Main Road	87	22	571	1587	0.055	87	187	0.1	0.1	2.544	A
D - A645 (South)	323	81	214	1427	0.226	323	444	0.4	0.3	3.539	A

E - Sports And Social Club Access	11	3	508	726	0.015	11	30	0.0	0.0	5.035	A
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17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	470	117	57	1797	0.261	470	377	0.5	0.4	2.858	A
B - New Road	145	36	490	1392	0.104	145	38	0.2	0.1	3.084	A
C - Main Road	73	18	478	1647	0.044	73	157	0.1	0.0	2.422	A
D - A645 (South)	270	68	179	1445	0.187	271	371	0.3	0.3	3.322	A
E - Sports And Social Club Access	9	2	425	762	0.012	9	25	0.0	0.0	4.785	A

2022 ND, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - Main Road - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
4	Site 4	Standard Roundabout	B,C,D,E,A	3.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 ND	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	475	100.000
B - New Road		ONE HOUR	✓	91	100.000
C - Main Road		ONE HOUR	✓	124	100.000
D - A645 (South)		ONE HOUR	✓	601	100.000
E - Sports And Social Club Access		ONE HOUR	✓	6	100.000

Origin-Destination Data

Proportions

Demand (PCU/hr)

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	11	72	96	289	7
	B - New Road	43	0	2	46	0
	C - Main Road	80	4	0	40	0
	D - A645 (South)	445	86	67	0	3
	E - Sports And Social Club Access	3	0	2	1	0

	To					
From		A - A645 (West)	B - New Road	C - Main Road	D - A645 (South)	E - Sports And Social Club Access
	A - A645 (West)	0.02	0.15	0.20	0.61	0.01
	B - New Road	0.47	0.00	0.02	0.51	0.00
	C - Main Road	0.65	0.03	0.00	0.32	0.00
	D - A645 (South)	0.74	0.14	0.11	0.00	0.00
	E - Sports And Social Club Access	0.50	0.00	0.33	0.17	0.00

Vehicle Mix

Average PCU Per Veh

Heavy Vehicle Percentages

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0	0	0	0	0
	B - New Road	0	0	0	0	0
	C - Main Road	0	0	0	0	0
	D - A645 (South)	0	0	0	0	0
	E - Sports And Social Club Access	0	0	0	0	0

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	B - New Road	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	C - Main Road	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	D - A645 (South)	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	E - Sports And Social Club Access	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	07:30-07:45	358	358
	07:45-08:00	427	427
	08:00-08:15	523	523
	08:15-08:30	523	523
	08:30-08:45	427	427
	08:45-09:00	358	358
B - New Road	07:30-07:45	69	69
	07:45-08:00	82	82
	08:00-08:15	100	100
	08:15-08:30	100	100
	08:30-08:45	82	82
	08:45-09:00	69	69
C - Main Road	07:30-07:45	93	93
	07:45-08:00	111	111
	08:00-08:15	137	137
	08:15-08:30	137	137

	08:30-08:45	111	111
	08:45-09:00	93	93
D - A645 (South)	07:30-07:45	452	452
	07:45-08:00	540	540
	08:00-08:15	662	662
	08:15-08:30	662	662
	08:30-08:45	540	540
	08:45-09:00	452	452
E - Sports And Social Club Access	07:30-07:45	5	5
	07:45-08:00	5	5
	08:00-08:15	7	7
	08:15-08:30	7	7
	08:30-08:45	5	5
	08:45-09:00	5	5

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.30	3.00	0.4	A	436	654
B - New Road	0.07	2.83	0.1	A	84	125
C - Main Road	0.08	2.34	0.1	A	114	171
D - A645 (South)	0.45	4.53	0.8	A	551	827
E - Sports And Social Club Access	0.01	6.13	0.0	A	6	8

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	358	89	120	1759	0.203	357	437	0.0	0.3	2.567	A
B - New Road	69	17	355	1470	0.047	68	122	0.0	0.0	2.568	A

C - Main Road	93	23	298	1762	0.053	93	125	0.0	0.1	2.157	A
D - A645 (South)	452	113	109	1482	0.305	451	282	0.0	0.4	3.484	A
E - Sports And Social Club Access	5	1	552	706	0.006	4	8	0.0	0.0	5.128	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	427	107	144	1744	0.245	427	523	0.3	0.3	2.732	A
B - New Road	82	20	425	1429	0.057	82	146	0.0	0.1	2.670	A
C - Main Road	111	28	357	1724	0.065	111	150	0.1	0.1	2.231	A
D - A645 (South)	540	135	130	1471	0.367	540	338	0.4	0.6	3.863	A
E - Sports And Social Club Access	5	1	661	659	0.008	5	9	0.0	0.0	5.506	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	523	131	176	1724	0.303	523	640	0.3	0.4	2.995	A
B - New Road	100	25	520	1374	0.073	100	178	0.1	0.1	2.825	A
C - Main Road	137	34	437	1673	0.082	136	184	0.1	0.1	2.342	A
D - A645 (South)	662	165	160	1456	0.455	661	414	0.6	0.8	4.522	A
E - Sports And Social Club Access	7	2	809	595	0.011	7	11	0.0	0.0	6.120	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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A - A645 (West)	523	131	176	1724	0.303	523	641	0.4	0.4	2.996	A
B - New Road	100	25	521	1374	0.073	100	178	0.1	0.1	2.826	A
C - Main Road	137	34	437	1673	0.082	137	184	0.1	0.1	2.342	A
D - A645 (South)	662	165	160	1456	0.455	662	414	0.8	0.8	4.533	A
E - Sports And Social Club Access	7	2	810	594	0.011	7	11	0.0	0.0	6.125	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	427	107	144	1744	0.245	427	524	0.4	0.3	2.735	A
B - New Road	82	20	426	1429	0.057	82	146	0.1	0.1	2.672	A
C - Main Road	111	28	357	1724	0.065	112	150	0.1	0.1	2.234	A
D - A645 (South)	540	135	130	1471	0.367	541	338	0.8	0.6	3.876	A
E - Sports And Social Club Access	5	1	663	658	0.008	5	9	0.0	0.0	5.513	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	358	89	121	1758	0.203	358	439	0.3	0.3	2.570	A
B - New Road	69	17	356	1469	0.047	69	122	0.1	0.0	2.569	A
C - Main Road	93	23	299	1761	0.053	93	126	0.1	0.1	2.158	A
D - A645 (South)	452	113	109	1482	0.305	453	283	0.6	0.4	3.502	A
E - Sports And Social Club Access	5	1	555	705	0.006	5	8	0.0	0.0	5.138	A

2022 ND, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - Main Road - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
4	Site 4	Standard Roundabout	B,C,D,E,A	3.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022 ND	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	655	100.000
B - New Road		ONE HOUR	✓	203	100.000
C - Main Road		ONE HOUR	✓	102	100.000
D - A645 (South)		ONE HOUR	✓	378	100.000
E - Sports And Social Club Access		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	59	22	171	373	30
	B - New Road	99	0	2	102	0
	C - Main Road	61	1	0	40	0
	D - A645 (South)	297	30	45	1	5
	E - Sports And Social Club Access	8	0	0	4	0

Proportions

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0.09	0.03	0.26	0.57	0.05
	B - New Road	0.49	0.00	0.01	0.50	0.00
	C - Main Road	0.60	0.01	0.00	0.39	0.00
	D - A645 (South)	0.79	0.08	0.12	0.00	0.01
	E - Sports And Social Club Access	0.67	0.00	0.00	0.33	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0	0	0	0	0
	B - New Road	0	0	0	0	0
	C - Main Road	0	0	0	0	0
	D - A645 (South)	0	0	0	0	0
	E - Sports And Social Club Access	0	0	0	0	0

Average PCU Per Veh

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	1.000	1.000	1.000	1.000	1.000
	B - New Road	1.000	1.000	1.000	1.000	1.000
	C - Main Road	1.000	1.000	1.000	1.000	1.000
	D - A645 (South)	1.000	1.000	1.000	1.000	1.000
	E - Sports And Social Club Access	1.000	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	16:15-16:30	493	493
	16:30-16:45	589	589
	16:45-17:00	721	721
	17:00-17:15	721	721
	17:15-17:30	589	589
	17:30-17:45	493	493
B - New Road	16:15-16:30	153	153
	16:30-16:45	182	182
	16:45-17:00	224	224
	17:00-17:15	224	224
	17:15-17:30	182	182
	17:30-17:45	153	153
C - Main Road	16:15-16:30	77	77
	16:30-16:45	92	92
	16:45-17:00	112	112
	17:00-17:15	112	112
	17:15-17:30	92	92
	17:30-17:45	77	77
D - A645 (South)	16:15-16:30	285	285
	16:30-16:45	340	340
	16:45-17:00	416	416
	17:00-17:15	416	416
	17:15-17:30	340	340
	17:30-17:45	285	285
E - Sports And Social Club Access	16:15-16:30	9	9
	16:30-16:45	11	11
	16:45-17:00	13	13
	17:00-17:15	13	13
	17:15-17:30	11	11
	17:30-17:45	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)

A - A645 (West)	0.41	3.41	0.7	A	601	902
B - New Road	0.18	3.54	0.2	A	186	279
C - Main Road	0.08	2.63	0.1	A	94	140
D - A645 (South)	0.30	3.68	0.4	A	347	520
E - Sports And Social Club Access	0.02	5.54	0.0	A	11	17

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	493	123	61	1795	0.275	492	393	0.0	0.4	2.760	A
B - New Road	153	38	513	1378	0.111	152	40	0.0	0.1	2.934	A
C - Main Road	77	19	501	1632	0.047	77	164	0.0	0.0	2.314	A
D - A645 (South)	285	71	188	1441	0.197	284	390	0.0	0.2	3.107	A
E - Sports And Social Club Access	9	2	445	753	0.012	9	26	0.0	0.0	4.838	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	589	147	73	1787	0.329	588	471	0.4	0.5	3.002	A
B - New Road	182	46	614	1320	0.138	182	48	0.1	0.2	3.164	A
C - Main Road	92	23	600	1568	0.058	92	196	0.0	0.1	2.437	A
D - A645 (South)	340	85	225	1422	0.239	340	467	0.2	0.3	3.326	A
E - Sports And Social Club Access	11	3	533	715	0.015	11	31	0.0	0.0	5.112	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	721	180	89	1777	0.406	720	576	0.5	0.7	3.404	A
B - New Road	224	56	751	1240	0.180	223	58	0.2	0.2	3.541	A
C - Main Road	112	28	735	1482	0.076	112	240	0.1	0.1	2.627	A
D - A645 (South)	416	104	275	1395	0.298	416	572	0.3	0.4	3.673	A
E - Sports And Social Club Access	13	3	652	663	0.020	13	38	0.0	0.0	5.540	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	721	180	89	1777	0.406	721	577	0.7	0.7	3.407	A
B - New Road	224	56	752	1239	0.180	224	58	0.2	0.2	3.542	A
C - Main Road	112	28	735	1482	0.076	112	240	0.1	0.1	2.628	A
D - A645 (South)	416	104	275	1395	0.298	416	573	0.4	0.4	3.676	A
E - Sports And Social Club Access	13	3	653	663	0.020	13	39	0.0	0.0	5.542	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	589	147	73	1787	0.329	590	472	0.7	0.5	3.006	A
B - New Road	182	46	615	1319	0.138	183	48	0.2	0.2	3.167	A
C - Main Road	92	23	601	1568	0.058	92	196	0.1	0.1	2.438	A
D - A645 (South)	340	85	225	1421	0.239	340	468	0.4	0.3	3.332	A

E - Sports And Social Club Access	11	3	534	714	0.015	11	32	0.0	0.0	5.118	A
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17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	493	123	61	1795	0.275	494	395	0.5	0.4	2.767	A
B - New Road	153	38	515	1377	0.111	153	40	0.2	0.1	2.942	A
C - Main Road	77	19	503	1630	0.047	77	164	0.1	0.0	2.316	A
D - A645 (South)	285	71	188	1441	0.198	285	392	0.3	0.2	3.117	A
E - Sports And Social Club Access	9	2	447	752	0.012	9	26	0.0	0.0	4.844	A

2026 ND, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - Main Road - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
4	Site 4	Standard Roundabout	B,C,D,E,A	3.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 ND	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	512	100.000
B - New Road		ONE HOUR	✓	96	100.000
C - Main Road		ONE HOUR	✓	134	100.000
D - A645 (South)		ONE HOUR	✓	649	100.000
E - Sports And Social Club Access		ONE HOUR	✓	7	100.000

Origin-Destination Data

Proportions

Demand (PCU/hr)

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	12	78	103	311	8
	B - New Road	46	0	2	48	0
	C - Main Road	87	4	0	43	0
	D - A645 (South)	481	92	72	0	4
	E - Sports And Social Club Access	4	0	2	1	0

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0.02	0.15	0.20	0.61	0.02
	B - New Road	0.48	0.00	0.02	0.50	0.00
	C - Main Road	0.65	0.03	0.00	0.32	0.00
	D - A645 (South)	0.74	0.14	0.11	0.00	0.01
	E - Sports And Social Club Access	0.57	0.00	0.29	0.14	0.00

Vehicle Mix

Average PCU Per Veh

Heavy Vehicle Percentages

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0	0	0	0	0
	B - New Road	0	0	0	0	0
	C - Main Road	0	0	0	0	0
	D - A645 (South)	0	0	0	0	0
	E - Sports And Social Club Access	0	0	0	0	0

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	B - New Road	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	C - Main Road	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	D - A645 (South)	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	E - Sports And Social Club Access	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	07:30-07:45	385	385
	07:45-08:00	460	460
	08:00-08:15	564	564
	08:15-08:30	564	564
	08:30-08:45	460	460
	08:45-09:00	385	385
B - New Road	07:30-07:45	72	72
	07:45-08:00	86	86
	08:00-08:15	106	106
	08:15-08:30	106	106
	08:30-08:45	86	86
	08:45-09:00	72	72
C - Main Road	07:30-07:45	101	101
	07:45-08:00	120	120
	08:00-08:15	148	148
	08:15-08:30	148	148

	08:30-08:45	120	120
	08:45-09:00	101	101
D - A645 (South)	07:30-07:45	489	489
	07:45-08:00	583	583
	08:00-08:15	715	715
	08:15-08:30	715	715
	08:30-08:45	583	583
	08:45-09:00	489	489
E - Sports And Social Club Access	07:30-07:45	5	5
	07:45-08:00	6	6
	08:00-08:15	8	8
	08:15-08:30	8	8
	08:30-08:45	6	6
	08:45-09:00	5	5

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.33	3.12	0.5	A	470	705
B - New Road	0.08	2.89	0.1	A	88	132
C - Main Road	0.09	2.39	0.1	A	123	184
D - A645 (South)	0.49	4.90	1.0	A	596	893
E - Sports And Social Club Access	0.01	6.44	0.0	A	6	10

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	385	96	128	1754	0.220	384	473	0.0	0.3	2.626	A
B - New Road	72	18	382	1454	0.050	72	131	0.0	0.1	2.604	A

C - Main Road	101	25	320	1748	0.058	101	134	0.0	0.1	2.185	A
D - A645 (South)	489	122	118	1478	0.331	487	303	0.0	0.5	3.625	A
E - Sports And Social Club Access	5	1	596	688	0.008	5	9	0.0	0.0	5.275	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	460	115	154	1738	0.265	460	566	0.3	0.4	2.816	A
B - New Road	86	22	457	1411	0.061	86	156	0.1	0.1	2.717	A
C - Main Road	120	30	383	1708	0.071	120	161	0.1	0.1	2.267	A
D - A645 (South)	583	146	141	1465	0.398	583	362	0.5	0.7	4.076	A
E - Sports And Social Club Access	6	2	713	636	0.010	6	11	0.0	0.0	5.711	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	564	141	188	1717	0.328	563	693	0.4	0.5	3.118	A
B - New Road	106	26	560	1351	0.078	106	191	0.1	0.1	2.890	A
C - Main Road	148	37	469	1653	0.089	147	197	0.1	0.1	2.391	A
D - A645 (South)	715	179	173	1449	0.493	713	443	0.7	1.0	4.887	A
E - Sports And Social Club Access	8	2	873	567	0.014	8	13	0.0	0.0	6.435	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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A - A645 (West)	564	141	188	1717	0.328	564	694	0.5	0.5	3.121	A
B - New Road	106	26	560	1351	0.078	106	192	0.1	0.1	2.891	A
C - Main Road	148	37	469	1652	0.089	148	197	0.1	0.1	2.391	A
D - A645 (South)	715	179	173	1449	0.493	715	444	1.0	1.0	4.902	A
E - Sports And Social Club Access	8	2	874	566	0.014	8	13	0.0	0.0	6.441	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	460	115	154	1738	0.265	461	567	0.5	0.4	2.819	A
B - New Road	86	22	458	1410	0.061	86	157	0.1	0.1	2.719	A
C - Main Road	120	30	383	1707	0.071	121	161	0.1	0.1	2.268	A
D - A645 (South)	583	146	141	1465	0.398	585	363	1.0	0.7	4.094	A
E - Sports And Social Club Access	6	2	715	636	0.010	6	11	0.0	0.0	5.720	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	385	96	129	1753	0.220	386	475	0.4	0.3	2.633	A
B - New Road	72	18	384	1453	0.050	72	131	0.1	0.1	2.606	A
C - Main Road	101	25	321	1747	0.058	101	135	0.1	0.1	2.188	A
D - A645 (South)	489	122	118	1477	0.331	489	304	0.7	0.5	3.645	A
E - Sports And Social Club Access	5	1	599	686	0.008	5	9	0.0	0.0	5.288	A

2026 ND, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - Main Road - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
4	Site 4	Standard Roundabout	B,C,D,E,A	3.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 ND	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	708	100.000
B - New Road		ONE HOUR	✓	220	100.000
C - Main Road		ONE HOUR	✓	110	100.000
D - A645 (South)		ONE HOUR	✓	407	100.000
E - Sports And Social Club Access		ONE HOUR	✓	14	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	64	24	185	403	32
	B - New Road	108	0	2	110	0
	C - Main Road	66	1	0	43	0
	D - A645 (South)	320	32	48	1	6
	E - Sports And Social Club Access	9	0	0	5	0

Proportions

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0.09	0.03	0.26	0.57	0.05
	B - New Road	0.49	0.00	0.01	0.50	0.00
	C - Main Road	0.60	0.01	0.00	0.39	0.00
	D - A645 (South)	0.79	0.08	0.12	0.00	0.01
	E - Sports And Social Club Access	0.64	0.00	0.00	0.36	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0	0	0	0	0
	B - New Road	0	0	0	0	0
	C - Main Road	0	0	0	0	0
	D - A645 (South)	0	0	0	0	0
	E - Sports And Social Club Access	0	0	0	0	0

Average PCU Per Veh

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	1.000	1.000	1.000	1.000	1.000
	B - New Road	1.000	1.000	1.000	1.000	1.000
	C - Main Road	1.000	1.000	1.000	1.000	1.000
	D - A645 (South)	1.000	1.000	1.000	1.000	1.000
	E - Sports And Social Club Access	1.000	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	16:15-16:30	533	533
	16:30-16:45	636	636
	16:45-17:00	780	780
	17:00-17:15	780	780
	17:15-17:30	636	636
	17:30-17:45	533	533
B - New Road	16:15-16:30	166	166
	16:30-16:45	198	198
	16:45-17:00	242	242
	17:00-17:15	242	242
	17:15-17:30	198	198
	17:30-17:45	166	166
C - Main Road	16:15-16:30	83	83
	16:30-16:45	99	99
	16:45-17:00	121	121
	17:00-17:15	121	121
	17:15-17:30	99	99
	17:30-17:45	83	83
D - A645 (South)	16:15-16:30	306	306
	16:30-16:45	366	366
	16:45-17:00	448	448
	17:00-17:15	448	448
	17:15-17:30	366	366
	17:30-17:45	306	306
E - Sports And Social Club Access	16:15-16:30	11	11
	16:30-16:45	13	13
	16:45-17:00	15	15
	17:00-17:15	15	15
	17:15-17:30	13	13
	17:30-17:45	11	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)

A - A645 (West)	0.44	3.62	0.8	A	650	975
B - New Road	0.20	3.74	0.3	A	202	303
C - Main Road	0.08	2.72	0.1	A	101	151
D - A645 (South)	0.32	3.85	0.5	A	373	560
E - Sports And Social Club Access	0.02	5.76	0.0	A	13	19

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	533	133	65	1792	0.297	531	425	0.0	0.4	2.852	A
B - New Road	166	41	554	1354	0.122	165	43	0.0	0.1	3.025	A
C - Main Road	83	21	543	1605	0.052	83	176	0.0	0.1	2.364	A
D - A645 (South)	306	77	203	1433	0.214	305	422	0.0	0.3	3.190	A
E - Sports And Social Club Access	11	3	480	738	0.014	10	29	0.0	0.0	4.950	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	636	159	78	1784	0.357	636	509	0.4	0.6	3.133	A
B - New Road	198	49	663	1291	0.153	198	51	0.1	0.2	3.291	A
C - Main Road	99	25	649	1537	0.064	99	211	0.1	0.1	2.503	A
D - A645 (South)	366	91	243	1412	0.259	366	505	0.3	0.3	3.441	A
E - Sports And Social Club Access	13	3	575	697	0.018	13	34	0.0	0.0	5.263	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	780	195	96	1773	0.440	779	624	0.6	0.8	3.615	A
B - New Road	242	61	812	1205	0.201	242	63	0.2	0.3	3.739	A
C - Main Road	121	30	795	1444	0.084	121	258	0.1	0.1	2.721	A
D - A645 (South)	448	112	298	1383	0.324	448	618	0.3	0.5	3.846	A
E - Sports And Social Club Access	15	4	704	640	0.024	15	42	0.0	0.0	5.758	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	780	195	96	1773	0.440	780	624	0.8	0.8	3.621	A
B - New Road	242	61	813	1204	0.201	242	63	0.3	0.3	3.741	A
C - Main Road	121	30	796	1443	0.084	121	259	0.1	0.1	2.722	A
D - A645 (South)	448	112	298	1383	0.324	448	619	0.5	0.5	3.850	A
E - Sports And Social Club Access	15	4	705	640	0.024	15	42	0.0	0.0	5.761	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	636	159	78	1784	0.357	637	510	0.8	0.6	3.141	A
B - New Road	198	49	664	1290	0.153	198	51	0.3	0.2	3.296	A
C - Main Road	99	25	651	1536	0.064	99	212	0.1	0.1	2.504	A
D - A645 (South)	366	91	244	1412	0.259	366	506	0.5	0.4	3.448	A

E - Sports And Social Club Access	13	3	576	696	0.018	13	34	0.0	0.0	5.267	A
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17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	533	133	66	1792	0.297	534	427	0.6	0.4	2.863	A
B - New Road	166	41	556	1353	0.122	166	43	0.2	0.1	3.034	A
C - Main Road	83	21	545	1604	0.052	83	177	0.1	0.1	2.366	A
D - A645 (South)	306	77	204	1432	0.214	307	424	0.4	0.3	3.200	A
E - Sports And Social Club Access	11	3	482	737	0.014	11	29	0.0	0.0	4.959	A

2022 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - Main Road - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
4	Site 4	Standard Roundabout	B,C,D,E,A	4.14	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 WD	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	513	100.000
B - New Road		ONE HOUR	✓	103	100.000
C - Main Road		ONE HOUR	✓	124	100.000
D - A645 (South)		ONE HOUR	✓	699	100.000
E - Sports And Social Club Access		ONE HOUR	✓	6	100.000

Origin-Destination Data

Proportions

Demand (PCU/hr)

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	11	110	96	289	7
	B - New Road	43	0	2	58	0
	C - Main Road	80	4	0	40	0
	D - A645 (South)	445	184	67	0	3
	E - Sports And Social Club Access	3	0	2	1	0

	To					
From		A - A645 (West)	B - New Road	C - Main Road	D - A645 (South)	E - Sports And Social Club Access
	A - A645 (West)	0.02	0.21	0.19	0.56	0.01
	B - New Road	0.42	0.00	0.02	0.56	0.00
	C - Main Road	0.65	0.03	0.00	0.32	0.00
	D - A645 (South)	0.64	0.26	0.10	0.00	0.00
	E - Sports And Social Club Access	0.50	0.00	0.33	0.17	0.00

Vehicle Mix

Average PCU Per Veh

Heavy Vehicle Percentages

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0	0	0	0	0
	B - New Road	0	0	0	0	0
	C - Main Road	0	0	0	0	0
	D - A645 (South)	0	0	0	0	0
	E - Sports And Social Club Access	0	0	0	0	0

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	B - New Road	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	C - Main Road	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	D - A645 (South)	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	E - Sports And Social Club Access	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	07:30-07:45	386	386
	07:45-08:00	461	461
	08:00-08:15	565	565
	08:15-08:30	565	565
	08:30-08:45	461	461
	08:45-09:00	386	386
B - New Road	07:30-07:45	78	78
	07:45-08:00	93	93
	08:00-08:15	113	113
	08:15-08:30	113	113
	08:30-08:45	93	93
	08:45-09:00	78	78
C - Main Road	07:30-07:45	93	93
	07:45-08:00	111	111
	08:00-08:15	137	137
	08:15-08:30	137	137

	08:30-08:45	111	111
	08:45-09:00	93	93
D - A645 (South)	07:30-07:45	526	526
	07:45-08:00	628	628
	08:00-08:15	770	770
	08:15-08:30	770	770
	08:30-08:45	628	628
	08:45-09:00	526	526
E - Sports And Social Club Access	07:30-07:45	5	5
	07:45-08:00	5	5
	08:00-08:15	7	7
	08:15-08:30	7	7
	08:30-08:45	5	5
	08:45-09:00	5	5

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.34	3.29	0.5	A	471	706
B - New Road	0.08	2.86	0.1	A	95	142
C - Main Road	0.08	2.36	0.1	A	114	171
D - A645 (South)	0.53	5.25	1.1	A	641	962
E - Sports And Social Club Access	0.01	6.66	0.0	A	6	8

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	386	97	193	1714	0.225	385	436	0.0	0.3	2.707	A
B - New Road	78	19	355	1470	0.053	77	224	0.0	0.1	2.584	A

C - Main Road	93	23	307	1756	0.053	93	125	0.0	0.1	2.164	A
D - A645 (South)	526	132	109	1482	0.355	524	291	0.0	0.5	3.749	A
E - Sports And Social Club Access	5	1	625	675	0.007	4	8	0.0	0.0	5.372	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	461	115	232	1690	0.273	461	523	0.3	0.4	2.928	A
B - New Road	93	23	425	1429	0.065	93	268	0.1	0.1	2.692	A
C - Main Road	111	28	367	1717	0.065	111	150	0.1	0.1	2.241	A
D - A645 (South)	628	157	130	1471	0.427	628	349	0.5	0.7	4.265	A
E - Sports And Social Club Access	5	1	749	621	0.009	5	9	0.0	0.0	5.848	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	565	141	284	1658	0.341	564	640	0.4	0.5	3.288	A
B - New Road	113	28	520	1374	0.083	113	328	0.1	0.1	2.855	A
C - Main Road	137	34	450	1665	0.082	136	184	0.1	0.1	2.355	A
D - A645 (South)	770	192	160	1456	0.529	768	427	0.7	1.1	5.223	A
E - Sports And Social Club Access	7	2	917	548	0.012	7	11	0.0	0.0	6.648	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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A - A645 (West)	565	141	284	1658	0.34 1	565	641	0.5	0.5	3.291	A
B - New Road	113	28	521	1374	0.08 3	113	328	0.1	0.1	2.855	A
C - Main Road	137	34	450	1664	0.08 2	137	184	0.1	0.1	2.355	A
D - A645 (South)	770	192	160	1456	0.52 9	770	427	1.1	1.1	5.246	A
E - Sports And Social Club Access	7	2	918	547	0.01 2	7	11	0.0	0.0	6.656	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	461	115	232	1690	0.27 3	462	524	0.5	0.4	2.932	A
B - New Road	93	23	426	1429	0.06 5	93	268	0.1	0.1	2.693	A
C - Main Road	111	28	368	1717	0.06 5	112	150	0.1	0.1	2.242	A
D - A645 (South)	628	157	130	1471	0.42 7	630	349	1.1	0.8	4.288	A
E - Sports And Social Club Access	5	1	751	620	0.00 9	5	9	0.0	0.0	5.858	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	386	97	195	1713	0.22 5	387	439	0.4	0.3	2.716	A
B - New Road	78	19	356	1469	0.05 3	78	225	0.1	0.1	2.588	A
C - Main Road	93	23	308	1755	0.05 3	93	126	0.1	0.1	2.167	A
D - A645 (South)	526	132	109	1482	0.35 5	527	292	0.8	0.6	3.771	A
E - Sports And Social Club Access	5	1	629	673	0.00 7	5	8	0.0	0.0	5.386	A

2022 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - Main Road - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
4	Site 4	Standard Roundabout	B,C,D,E,A	3.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	655	100.000
B - New Road		ONE HOUR	✓	356	100.000
C - Main Road		ONE HOUR	✓	102	100.000
D - A645 (South)		ONE HOUR	✓	390	100.000
E - Sports And Social Club Access		ONE HOUR	✓	12	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	59	22	171	373	30
	B - New Road	142	0	2	212	0
	C - Main Road	61	1	0	40	0
	D - A645 (South)	297	42	45	1	5
	E - Sports And Social Club Access	8	0	0	4	0

Proportions

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0.09	0.03	0.26	0.57	0.05
	B - New Road	0.40	0.00	0.01	0.60	0.00
	C - Main Road	0.60	0.01	0.00	0.39	0.00
	D - A645 (South)	0.76	0.11	0.12	0.00	0.01
	E - Sports And Social Club Access	0.67	0.00	0.00	0.33	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0	0	0	0	0
	B - New Road	0	0	0	0	0
	C - Main Road	0	0	0	0	0
	D - A645 (South)	0	0	0	0	0
	E - Sports And Social Club Access	0	0	0	0	0

Average PCU Per Veh

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	1.000	1.000	1.000	1.000	1.000
	B - New Road	1.000	1.000	1.000	1.000	1.000
	C - Main Road	1.000	1.000	1.000	1.000	1.000
	D - A645 (South)	1.000	1.000	1.000	1.000	1.000
	E - Sports And Social Club Access	1.000	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	16:15-16:30	493	493
	16:30-16:45	589	589
	16:45-17:00	721	721
	17:00-17:15	721	721
	17:15-17:30	589	589
	17:30-17:45	493	493
B - New Road	16:15-16:30	268	268
	16:30-16:45	320	320
	16:45-17:00	392	392
	17:00-17:15	392	392
	17:15-17:30	320	320
	17:30-17:45	268	268
C - Main Road	16:15-16:30	77	77
	16:30-16:45	92	92
	16:45-17:00	112	112
	17:00-17:15	112	112
	17:15-17:30	92	92
	17:30-17:45	77	77
D - A645 (South)	16:15-16:30	294	294
	16:30-16:45	351	351
	16:45-17:00	429	429
	17:00-17:15	429	429
	17:15-17:30	351	351
	17:30-17:45	294	294
E - Sports And Social Club Access	16:15-16:30	9	9
	16:30-16:45	11	11
	16:45-17:00	13	13
	17:00-17:15	13	13
	17:15-17:30	11	11
	17:30-17:45	9	9

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)

A - A645 (West)	0.41	3.43	0.7	A	601	902
B - New Road	0.32	4.25	0.5	A	327	490
C - Main Road	0.08	2.85	0.1	A	94	140
D - A645 (South)	0.31	3.82	0.5	A	358	537
E - Sports And Social Club Access	0.02	5.78	0.0	A	11	17

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	493	123	70	1789	0.276	492	425	0.0	0.4	2.772	A
B - New Road	268	67	513	1378	0.194	267	49	0.0	0.2	3.236	A
C - Main Road	77	19	616	1558	0.049	77	164	0.0	0.1	2.429	A
D - A645 (South)	294	73	220	1424	0.206	293	473	0.0	0.3	3.178	A
E - Sports And Social Club Access	9	2	486	735	0.012	9	26	0.0	0.0	4.958	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	589	147	84	1781	0.331	588	509	0.4	0.5	3.019	A
B - New Road	320	80	614	1320	0.242	320	58	0.2	0.3	3.599	A
C - Main Road	92	23	737	1481	0.062	92	196	0.1	0.1	2.591	A
D - A645 (South)	351	88	263	1401	0.250	350	566	0.3	0.3	3.425	A
E - Sports And Social Club Access	11	3	582	693	0.016	11	31	0.0	0.0	5.273	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	721	180	102	1769	0.408	720	624	0.5	0.7	3.430	A
B - New Road	392	98	751	1240	0.316	391	71	0.3	0.5	4.240	A
C - Main Road	112	28	903	1375	0.082	112	240	0.1	0.1	2.851	A
D - A645 (South)	429	107	322	1371	0.313	429	693	0.3	0.5	3.821	A
E - Sports And Social Club Access	13	3	713	637	0.021	13	38	0.0	0.0	5.773	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	721	180	102	1769	0.408	721	624	0.7	0.7	3.433	A
B - New Road	392	98	752	1239	0.316	392	72	0.5	0.5	4.247	A
C - Main Road	112	28	904	1374	0.082	112	240	0.1	0.1	2.852	A
D - A645 (South)	429	107	323	1370	0.313	429	694	0.5	0.5	3.825	A
E - Sports And Social Club Access	13	3	713	636	0.021	13	39	0.0	0.0	5.776	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	589	147	84	1781	0.331	590	510	0.7	0.5	3.023	A
B - New Road	320	80	615	1319	0.243	321	59	0.5	0.3	3.606	A
C - Main Road	92	23	739	1479	0.062	92	196	0.1	0.1	2.596	A
D - A645 (South)	351	88	264	1401	0.250	351	567	0.5	0.3	3.431	A

E - Sports And Social Club Access	11	3	583	693	0.016	11	32	0.0	0.0	5.280	A
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17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	493	123	70	1789	0.276	494	427	0.5	0.4	2.781	A
B - New Road	268	67	515	1377	0.195	268	49	0.3	0.2	3.246	A
C - Main Road	77	19	619	1557	0.049	77	164	0.1	0.1	2.434	A
D - A645 (South)	294	73	221	1424	0.206	294	475	0.3	0.3	3.186	A
E - Sports And Social Club Access	9	2	488	734	0.012	9	26	0.0	0.0	4.966	A

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - Main Road - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
4	Site 4	Standard Roundabout	B,C,D,E,A	4.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 WD	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	545	100.000
B - New Road		ONE HOUR	✓	108	100.000
C - Main Road		ONE HOUR	✓	134	100.000
D - A645 (South)		ONE HOUR	✓	738	100.000
E - Sports And Social Club Access		ONE HOUR	✓	7	100.000

Origin-Destination Data

Proportions

Demand (PCU/hr)

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	12	111	103	311	8
	B - New Road	46	0	2	60	0
	C - Main Road	87	4	0	43	0
	D - A645 (South)	481	181	72	0	4
	E - Sports And Social Club Access	4	0	2	1	0

	To					
From		A - A645 (West)	B - New Road	C - Main Road	D - A645 (South)	E - Sports And Social Club Access
	A - A645 (West)	0.02	0.20	0.19	0.57	0.01
	B - New Road	0.43	0.00	0.02	0.56	0.00
	C - Main Road	0.65	0.03	0.00	0.32	0.00
	D - A645 (South)	0.65	0.25	0.10	0.00	0.01
	E - Sports And Social Club Access	0.57	0.00	0.29	0.14	0.00

Vehicle Mix

Average PCU Per Veh

Heavy Vehicle Percentages

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0	0	0	0	0
	B - New Road	0	0	0	0	0
	C - Main Road	0	0	0	0	0
	D - A645 (South)	0	0	0	0	0
	E - Sports And Social Club Access	0	0	0	0	0

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	B - New Road	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	C - Main Road	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	D - A645 (South)	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0
	E - Sports And Social Club Access	1.00 0	1.0 00	1.0 00	1.00 0	1.00 0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	07:30-07:45	410	410
	07:45-08:00	490	490
	08:00-08:15	600	600
	08:15-08:30	600	600
	08:30-08:45	490	490
	08:45-09:00	410	410
B - New Road	07:30-07:45	81	81
	07:45-08:00	97	97
	08:00-08:15	119	119
	08:15-08:30	119	119
	08:30-08:45	97	97
	08:45-09:00	81	81
C - Main Road	07:30-07:45	101	101
	07:45-08:00	120	120
	08:00-08:15	148	148
	08:15-08:30	148	148

	08:30-08:45	120	120
	08:45-09:00	101	101
D - A645 (South)	07:30-07:45	556	556
	07:45-08:00	663	663
	08:00-08:15	813	813
	08:15-08:30	813	813
	08:30-08:45	663	663
	08:45-09:00	556	556
E - Sports And Social Club Access	07:30-07:45	5	5
	07:45-08:00	6	6
	08:00-08:15	8	8
	08:15-08:30	8	8
	08:30-08:45	6	6
	08:45-09:00	5	5

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A645 (West)	0.36	3.41	0.6	A	500	750
B - New Road	0.09	2.92	0.1	A	99	149
C - Main Road	0.09	2.40	0.1	A	123	184
D - A645 (South)	0.56	5.66	1.3	A	677	1016
E - Sports And Social Club Access	0.01	6.97	0.0	A	6	10

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	410	103	195	1713	0.240	409	472	0.0	0.3	2.759	A
B - New Road	81	20	382	1454	0.056	81	222	0.0	0.1	2.621	A

C - Main Road	101	25	329	1742	0.058	101	134	0.0	0.1	2.192	A
D - A645 (South)	556	139	118	1478	0.376	553	312	0.0	0.6	3.884	A
E - Sports And Social Club Access	5	1	662	659	0.008	5	9	0.0	0.0	5.509	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	490	122	233	1689	0.290	490	566	0.3	0.4	3.001	A
B - New Road	97	24	457	1411	0.069	97	266	0.1	0.1	2.740	A
C - Main Road	120	30	393	1701	0.071	120	161	0.1	0.1	2.277	A
D - A645 (South)	663	166	141	1465	0.453	663	373	0.6	0.8	4.479	A
E - Sports And Social Club Access	6	2	793	602	0.010	6	11	0.0	0.0	6.044	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	600	150	286	1657	0.362	599	692	0.4	0.6	3.402	A
B - New Road	119	30	560	1351	0.088	119	325	0.1	0.1	2.921	A
C - Main Road	148	37	482	1644	0.090	147	197	0.1	0.1	2.404	A
D - A645 (South)	813	203	173	1449	0.561	811	456	0.8	1.3	5.626	A
E - Sports And Social Club Access	8	2	970	525	0.015	8	13	0.0	0.0	6.962	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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A - A645 (West)	600	150	286	1657	0.362	600	694	0.6	0.6	3.405	A
B - New Road	119	30	560	1351	0.088	119	326	0.1	0.1	2.922	A
C - Main Road	148	37	482	1644	0.090	148	197	0.1	0.1	2.405	A
D - A645 (South)	813	203	173	1449	0.561	813	457	1.3	1.3	5.658	A
E - Sports And Social Club Access	8	2	972	524	0.015	8	13	0.0	0.0	6.973	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	490	122	234	1689	0.290	491	568	0.6	0.4	3.005	A
B - New Road	97	24	458	1410	0.069	97	267	0.1	0.1	2.741	A
C - Main Road	120	30	394	1700	0.071	121	161	0.1	0.1	2.280	A
D - A645 (South)	663	166	141	1465	0.453	665	374	1.3	0.8	4.510	A
E - Sports And Social Club Access	6	2	796	601	0.010	6	11	0.0	0.0	6.057	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	410	103	196	1712	0.240	411	475	0.4	0.3	2.766	A
B - New Road	81	20	384	1453	0.056	81	223	0.1	0.1	2.625	A
C - Main Road	101	25	330	1741	0.058	101	135	0.1	0.1	2.194	A
D - A645 (South)	556	139	118	1477	0.376	557	313	0.8	0.6	3.913	A
E - Sports And Social Club Access	5	1	666	657	0.008	5	9	0.0	0.0	5.523	A

2026 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	C - Main Road - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
4	Site 4	Standard Roundabout	B,C,D,E,A	3.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A645 (West)		ONE HOUR	✓	708	100.000
B - New Road		ONE HOUR	✓	356	100.000
C - Main Road		ONE HOUR	✓	110	100.000
D - A645 (South)		ONE HOUR	✓	418	100.000
E - Sports And Social Club Access		ONE HOUR	✓	14	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	64	24	185	403	32
	B - New Road	146	0	2	208	0
	C - Main Road	66	1	0	43	0
	D - A645 (South)	320	43	48	1	6
	E - Sports And Social Club Access	9	0	0	5	0

Proportions

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0.09	0.03	0.26	0.57	0.05
	B - New Road	0.41	0.00	0.01	0.58	0.00
	C - Main Road	0.60	0.01	0.00	0.39	0.00
	D - A645 (South)	0.77	0.10	0.11	0.00	0.01
	E - Sports And Social Club Access	0.64	0.00	0.00	0.36	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	0	0	0	0	0
	B - New Road	0	0	0	0	0
	C - Main Road	0	0	0	0	0
	D - A645 (South)	0	0	0	0	0
	E - Sports And Social Club Access	0	0	0	0	0

Average PCU Per Veh

	To					
Fr om		A - A64 5 (We st)	B - Ne w Ro ad	C - Mai n Ro ad	D - A645 (Sou th)	E - Spor ts And Soci al Club Acc ess
	A - A645 (West)	1.000	1.000	1.000	1.000	1.000
	B - New Road	1.000	1.000	1.000	1.000	1.000
	C - Main Road	1.000	1.000	1.000	1.000	1.000
	D - A645 (South)	1.000	1.000	1.000	1.000	1.000
	E - Sports And Social Club Access	1.000	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A645 (West)	16:15-16:30	533	533
	16:30-16:45	636	636
	16:45-17:00	780	780
	17:00-17:15	780	780
	17:15-17:30	636	636
	17:30-17:45	533	533
B - New Road	16:15-16:30	268	268
	16:30-16:45	320	320
	16:45-17:00	392	392
	17:00-17:15	392	392
	17:15-17:30	320	320
	17:30-17:45	268	268
C - Main Road	16:15-16:30	83	83
	16:30-16:45	99	99
	16:45-17:00	121	121
	17:00-17:15	121	121
	17:15-17:30	99	99
	17:30-17:45	83	83
D - A645 (South)	16:15-16:30	315	315
	16:30-16:45	376	376
	16:45-17:00	460	460
	17:00-17:15	460	460
	17:15-17:30	376	376
	17:30-17:45	315	315
E - Sports And Social Club Access	16:15-16:30	11	11
	16:30-16:45	13	13
	16:45-17:00	15	15
	17:00-17:15	15	15
	17:15-17:30	13	13
	17:30-17:45	11	11

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)

A - A645 (West)	0.44	3.65	0.8	A	650	975
B - New Road	0.33	4.43	0.5	A	327	490
C - Main Road	0.09	2.94	0.1	A	101	151
D - A645 (South)	0.34	4.00	0.5	A	384	575
E - Sports And Social Club Access	0.02	5.99	0.0	A	13	19

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	533	133	74	1787	0.298	531	454	0.0	0.4	2.863	A
B - New Road	268	67	554	1354	0.198	267	51	0.0	0.2	3.307	A
C - Main Road	83	21	645	1540	0.054	83	176	0.0	0.1	2.470	A
D - A645 (South)	315	79	232	1418	0.222	314	495	0.0	0.3	3.257	A
E - Sports And Social Club Access	11	3	517	722	0.015	10	29	0.0	0.0	5.061	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	636	159	88	1778	0.358	636	543	0.4	0.6	3.150	A
B - New Road	320	80	663	1291	0.248	320	61	0.2	0.3	3.706	A
C - Main Road	99	25	772	1459	0.068	99	211	0.1	0.1	2.646	A
D - A645 (South)	376	94	278	1394	0.270	375	593	0.3	0.4	3.534	A
E - Sports And Social Club Access	13	3	619	677	0.019	13	34	0.0	0.0	5.414	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	780	195	108	1766	0.441	779	665	0.6	0.8	3.642	A
B - New Road	392	98	812	1205	0.325	391	75	0.3	0.5	4.423	A
C - Main Road	121	30	945	1348	0.090	121	258	0.1	0.1	2.933	A
D - A645 (South)	460	115	340	1361	0.338	460	726	0.4	0.5	3.990	A
E - Sports And Social Club Access	15	4	758	617	0.025	15	42	0.0	0.0	5.982	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	780	195	108	1766	0.441	780	666	0.8	0.8	3.648	A
B - New Road	392	98	813	1204	0.325	392	75	0.5	0.5	4.431	A
C - Main Road	121	30	946	1347	0.090	121	259	0.1	0.1	2.935	A
D - A645 (South)	460	115	340	1361	0.338	460	727	0.5	0.5	3.995	A
E - Sports And Social Club Access	15	4	759	617	0.025	15	42	0.0	0.0	5.986	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	636	159	88	1778	0.358	637	545	0.8	0.6	3.158	A
B - New Road	320	80	664	1290	0.248	321	61	0.5	0.3	3.714	A
C - Main Road	99	25	773	1457	0.068	99	212	0.1	0.1	2.651	A
D - A645 (South)	376	94	278	1394	0.270	376	594	0.5	0.4	3.542	A

E - Sports And Social Club Access	13	3	620	677	0.019	13	34	0.0	0.0	5.422	A
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17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A645 (West)	533	133	74	1787	0.298	534	456	0.6	0.4	2.875	A
B - New Road	268	67	556	1353	0.198	268	51	0.3	0.2	3.321	A
C - Main Road	83	21	647	1538	0.054	83	177	0.1	0.1	2.473	A
D - A645 (South)	315	79	233	1417	0.222	315	497	0.4	0.3	3.268	A
E - Sports And Social Club Access	11	3	519	721	0.015	11	29	0.0	0.0	5.071	A

5) A1041/A645 Junction

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 2018.04.02_Site 5.j9

Path: O:\50610325 - Chancery Lane Projects\Development Planning Projects\00000000 - Selby\F
Record of Issue

Report generation date: 4/3/2018 11:02:48 AM

»2018, AM
»2018, PM
»2022 ND, AM
»2022 ND, PM
»2026 ND, AM
»2026 ND, PM
»2022 WD, AM
»2022 WD, PM
»2026 WD, AM
»2026 WD, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2018							
A - A1041	2.6	12.60	0.71	B	1.7	9.17	0.62	A
B - A645	0.8	5.82	0.41	A	1.3	7.43	0.55	A
C - A1041 Station Road	1.0	7.50	0.50	A	0.9	7.37	0.47	A
	2022 ND							
A - A1041	2.9	13.28	0.75	B	1.9	9.66	0.66	A
B - A645	0.8	5.42	0.44	A	1.4	7.66	0.59	A
C - A1041 Station Road	1.2	7.93	0.54	A	1.0	7.78	0.50	A

	2026 ND							
A - A1041	4.1	17.89	0.81	C	2.4	11.66	0.71	B
B - A645	0.9	5.91	0.48	A	1.8	9.11	0.65	A
C - A1041 Station Road	1.4	9.16	0.59	A	1.2	8.96	0.55	A
	2022 WD							
A - A1041	3.5	15.66	0.79	C	1.9	9.66	0.66	A
B - A645	0.8	5.42	0.44	A	1.7	8.52	0.63	A
C - A1041 Station Road	1.2	7.93	0.54	A	1.0	8.27	0.51	A
	2026 WD							
A - A1041	5.2	21.76	0.85	C	2.4	11.66	0.71	B
B - A645	0.9	5.91	0.48	A	2.1	10.18	0.69	B
C - A1041 Station Road	1.4	9.16	0.59	A	1.3	9.53	0.57	A

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

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

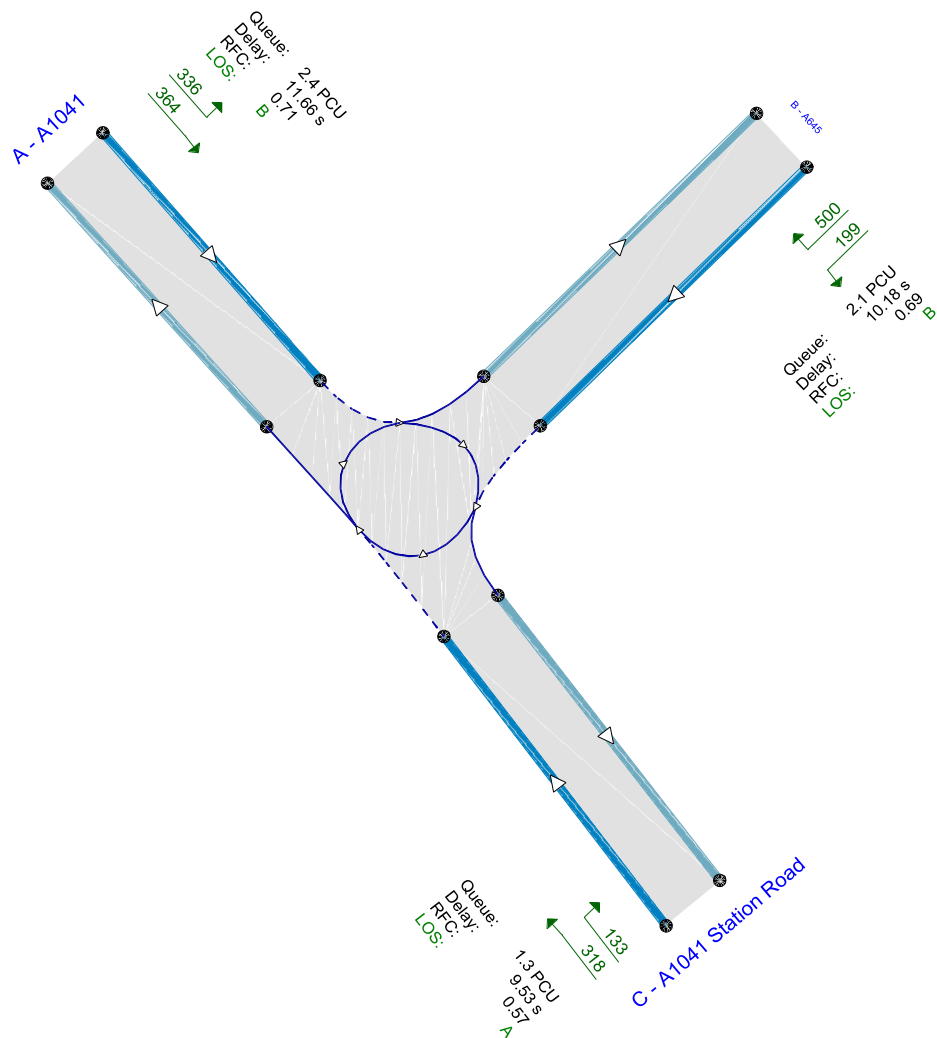
File summary

File Description

Title	Site 5
Location	
Site number	
Date	3/28/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INTW00749
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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:30	09:00	15	✓
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓
D3	2022 ND	AM	ONE HOUR	07:30	09:00	15	✓

D4	2022 ND	PM	ONE HOUR	16:15	17:45	15	✓
D5	2026 ND	AM	ONE HOUR	07:30	09:00	15	✓
D6	2026 ND	PM	ONE HOUR	16:15	17:45	15	✓
D7	2022 WD	AM	ONE HOUR	07:30	09:00	15	✓
D8	2022 WD	PM	ONE HOUR	16:15	17:45	15	✓
D9	2026 WD	AM	ONE HOUR	07:30	09:00	15	✓
D10	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A645 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
5	Site 5	Standard Roundabout	B,C,A	9.25	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A1041	
B	A645	
C	A1041 Station 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)	Exit only
A - A1041	2.64	5.27	5.3	28.3	30.1	19.5	
B - A645	2.94	4.44	38.9	26.9	30.1	17.5	
C - A1041 Station Road	3.30	3.64	20.3	24.3	30.1	6.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A1041	0.564	1163
B - A645	0.607	1368
C - A1041 Station Road	0.584	1199

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1041		ONE HOUR	✓	690	100.000
B - A645		ONE HOUR	✓	444	100.000
C - A1041 Station Road		ONE HOUR	✓	453	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	425	265
	B - A645	316	0	128
	C - A1041 Station Road	311	141	1

Proportions

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0.00	0.62	0.38
	B - A645	0.71	0.00	0.29
	C - A1041 Station Road	0.69	0.31	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	13	7
	B - A645	14	0	12
	C - A1041 Station Road	2	7	0

Average PCU Per Veh

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	1.000	1.130	1.070
	B - A645	1.140	1.000	1.120
	C - A1041 Station Road	1.020	1.070	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A1041	07:30-07:45	519	519
	07:45-08:00	620	620
	08:00-08:15	760	760
	08:15-08:30	760	760
	08:30-08:45	620	620
	08:45-09:00	519	519
B - A645	07:30-07:45	334	334
	07:45-08:00	399	399
	08:00-08:15	489	489
	08:15-08:30	489	489
	08:30-08:45	399	399
	08:45-09:00	334	334
C - A1041 Station Road	07:30-07:45	341	341
	07:45-08:00	407	407

	08:00-08:15	499	499
	08:15-08:30	499	499
	08:30-08:45	407	407
	08:45-09:00	341	341

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1041	0.71	12.60	2.6	B	633	950
B - A645	0.41	5.82	0.8	A	407	611
C - A1041 Station Road	0.50	7.50	1.0	A	416	624

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	519	130	106	1103	0.471	516	470	0.0	1.0	6.734	A
B - A645	334	84	199	1247	0.268	333	423	0.0	0.4	4.456	A
C - A1041 Station Road	341	85	237	1060	0.322	339	295	0.0	0.5	5.153	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	620	155	127	1091	0.568	618	563	1.0	1.4	8.390	A
B - A645	399	100	238	1223	0.326	399	507	0.4	0.5	4.949	A
C - A1041 Station Road	407	102	284	1033	0.394	407	353	0.5	0.7	5.944	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	760	190	156	1075	0.707	755	689	1.4	2.6	12.274	B
B - A645	489	122	291	1191	0.410	488	620	0.5	0.8	5.800	A

C - A1041 Station Road	499	125	347	996	0.501	497	432	0.7	1.0	7.454	A
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08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	760	190	156	1075	0.707	759	690	2.6	2.6	12.602	B
B - A645	489	122	293	1190	0.411	489	623	0.8	0.8	5.822	A
C - A1041 Station Road	499	125	348	995	0.501	499	434	1.0	1.0	7.500	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	620	155	128	1091	0.569	625	565	2.6	1.5	8.626	A
B - A645	399	100	241	1222	0.327	400	512	0.8	0.6	4.975	A
C - A1041 Station Road	407	102	285	1032	0.394	409	356	1.0	0.7	5.987	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	519	130	107	1103	0.471	521	473	1.5	1.0	6.874	A
B - A645	334	84	201	1246	0.268	335	428	0.6	0.4	4.486	A
C - A1041 Station Road	341	85	238	1059	0.322	342	298	0.7	0.5	5.199	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A645 - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
5	Site 5	Standard Roundabout	B,C,A	8.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1041		ONE HOUR	✓	616	100.000
B - A645		ONE HOUR	✓	581	100.000
C - A1041 Station Road		ONE HOUR	✓	398	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	299	317
	B - A645	406	0	175
	C - A1041 Station Road	279	116	3

Proportions

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0.00	0.49	0.51
	B - A645	0.70	0.00	0.30
	C - A1041 Station Road	0.70	0.29	0.01

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	9	1
	B - A645	8	0	2
	C - A1041 Station Road	2	3	0

Average PCU Per Veh

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	1.000	1.090	1.010
	B - A645	1.080	1.000	1.020
	C - A1041 Station Road	1.020	1.030	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A1041	16:15-16:30	464	464
	16:30-16:45	554	554
	16:45-17:00	678	678
	17:00-17:15	678	678
	17:15-17:30	554	554
	17:30-17:45	464	464
B - A645	16:15-16:30	437	437
	16:30-16:45	522	522
	16:45-17:00	640	640
	17:00-17:15	640	640
	17:15-17:30	522	522
	17:30-17:45	437	437
C - A1041 Station Road	16:15-16:30	300	300
	16:30-16:45	358	358
	16:45-17:00	438	438
	17:00-17:15	438	438
	17:15-17:30	358	358
	17:30-17:45	300	300

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1041	0.62	9.17	1.7	A	565	848
B - A645	0.55	7.43	1.3	A	533	800
C - A1041 Station Road	0.47	7.37	0.9	A	365	548

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	464	116	89	1113	0.417	461	513	0.0	0.7	5.758	A
B - A645	437	109	239	1222	0.358	435	311	0.0	0.6	4.837	A
C - A1041 Station Road	300	75	304	1021	0.293	298	370	0.0	0.4	5.081	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	554	138	107	1103	0.502	553	615	0.7	1.0	6.836	A
B - A645	522	131	287	1193	0.438	521	372	0.6	0.8	5.675	A
C - A1041 Station Road	358	89	364	986	0.363	357	444	0.4	0.6	5.850	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	678	170	131	1089	0.623	676	752	1.0	1.7	9.055	A
B - A645	640	160	351	1155	0.554	638	455	0.8	1.3	7.362	A
C - A1041 Station Road	438	110	446	938	0.467	437	543	0.6	0.9	7.325	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	678	170	131	1089	0.623	678	754	1.7	1.7	9.167	A
B - A645	640	160	352	1154	0.554	640	457	1.3	1.3	7.428	A
C - A1041 Station Road	438	110	447	938	0.467	438	545	0.9	0.9	7.371	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	554	138	107	1102	0.502	556	618	1.7	1.1	6.933	A
B - A645	522	131	289	1192	0.438	524	375	1.3	0.8	5.735	A
C - A1041 Station Road	358	89	366	985	0.363	359	447	0.9	0.6	5.895	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	464	116	90	1112	0.417	465	517	1.1	0.8	5.834	A
B - A645	437	109	242	1221	0.358	438	313	0.8	0.6	4.888	A

C - A1041 Station Road	300	75	306	1020	0.294	300	374	0.6	0.4	5.121	A
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2022 ND, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A645 - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
5	Site 5	Standard Roundabout	B,C,A	9.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 ND	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1041		ONE HOUR	✓	726	100.000
B - A645		ONE HOUR	✓	469	100.000
C - A1041 Station Road		ONE HOUR	✓	481	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	446	280
	B - A645	335	0	134
	C - A1041 Station Road	330	150	1

Proportions

From	To			
		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0.00	0.61	0.39
	B - A645	0.71	0.00	0.29
	C - A1041 Station Road	0.69	0.31	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	0	0
	B - A645	0	0	0
	C - A1041 Station Road	0	0	0

Average PCU Per Veh

From	To			
		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	1.000	1.000	1.000
	B - A645	1.000	1.000	1.000
	C - A1041 Station Road	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A1041	07:30-07:45	547	547
	07:45-08:00	653	653
	08:00-08:15	799	799
	08:15-08:30	799	799
	08:30-08:45	653	653
	08:45-09:00	547	547
B - A645	07:30-07:45	353	353
	07:45-08:00	422	422
	08:00-08:15	516	516
	08:15-08:30	516	516
	08:30-08:45	422	422
	08:45-09:00	353	353
C - A1041 Station Road	07:30-07:45	362	362
	07:45-08:00	432	432

	08:00-08:15	530	530
	08:15-08:30	530	530
	08:30-08:45	432	432
	08:45-09:00	362	362

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1041	0.75	13.28	2.9	B	666	999
B - A645	0.44	5.42	0.8	A	430	646
C - A1041 Station Road	0.54	7.93	1.2	A	441	662

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	547	137	113	1099	0.497	543	498	0.0	1.0	6.423	A
B - A645	353	88	210	1240	0.285	352	446	0.0	0.4	4.043	A
C - A1041 Station Road	362	91	251	1052	0.344	360	310	0.0	0.5	5.187	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	653	163	135	1087	0.601	651	597	1.0	1.5	8.219	A
B - A645	422	105	252	1215	0.347	421	534	0.4	0.5	4.532	A
C - A1041 Station Road	432	108	301	1023	0.423	432	372	0.5	0.7	6.078	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	799	200	166	1070	0.747	794	730	1.5	2.8	12.816	B
B - A645	516	129	307	1181	0.437	515	652	0.5	0.8	5.399	A

C - A1041 Station Road	530	132	368	984	0.538	528	455	0.7	1.1	7.869	A
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08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	799	200	166	1069	0.748	799	732	2.8	2.9	13.280	B
B - A645	516	129	309	1180	0.438	516	656	0.8	0.8	5.424	A
C - A1041 Station Road	530	132	369	983	0.539	530	457	1.1	1.2	7.934	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	653	163	136	1086	0.601	658	600	2.9	1.5	8.509	A
B - A645	422	105	255	1213	0.348	423	540	0.8	0.5	4.560	A
C - A1041 Station Road	432	108	302	1022	0.423	434	375	1.2	0.7	6.136	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	547	137	114	1099	0.497	549	502	1.5	1.0	6.572	A
B - A645	353	88	212	1239	0.285	354	450	0.5	0.4	4.070	A
C - A1041 Station Road	362	91	253	1051	0.345	363	313	0.7	0.5	5.239	A

2022 ND, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A645 - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
5	Site 5	Standard Roundabout	B,C,A	8.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022 ND	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1041		ONE HOUR	✓	647	100.000
B - A645		ONE HOUR	✓	610	100.000
C - A1041 Station Road		ONE HOUR	✓	419	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	From		A - A1041	B - A645
	A - A1041		0	311
	B - A645		427	0
	C - A1041 Station Road		293	123

Proportions

	To			
	From		A - A1041	B - A645
	A - A1041		0.00	0.48
	B - A645		0.70	0.00
	C - A1041 Station Road		0.70	0.29

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	0	0
	B - A645	0	0	0
	C - A1041 Station Road	0	0	0

Average PCU Per Veh

From	To			
		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	1.000	1.000	1.000
	B - A645	1.000	1.000	1.000
	C - A1041 Station Road	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A1041	16:15-16:30	487	487
	16:30-16:45	582	582
	16:45-17:00	712	712
	17:00-17:15	712	712
	17:15-17:30	582	582
	17:30-17:45	487	487
B - A645	16:15-16:30	459	459
	16:30-16:45	548	548
	16:45-17:00	672	672
	17:00-17:15	672	672
	17:15-17:30	548	548
	17:30-17:45	459	459
C - A1041 Station Road	16:15-16:30	315	315
	16:30-16:45	377	377
	16:45-17:00	461	461
	17:00-17:15	461	461
	17:15-17:30	377	377
	17:30-17:45	315	315

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1041	0.66	9.66	1.9	A	594	891

B - A645	0.59	7.66	1.4	A	560	840
C - A1041 Station Road	0.50	7.78	1.0	A	384	577

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	487	122	94	1110	0.439	484	539	0.0	0.8	5.726	A
B - A645	459	115	254	1214	0.378	457	325	0.0	0.6	4.740	A
C - A1041 Station Road	315	79	320	1012	0.312	314	391	0.0	0.4	5.142	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	582	145	113	1099	0.529	580	646	0.8	1.1	6.918	A
B - A645	548	137	304	1183	0.463	547	389	0.6	0.9	5.652	A
C - A1041 Station Road	377	94	383	975	0.386	376	468	0.4	0.6	6.002	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	712	178	138	1085	0.657	709	790	1.1	1.9	9.504	A
B - A645	672	168	372	1142	0.588	669	476	0.9	1.4	7.581	A
C - A1041 Station Road	461	115	469	925	0.499	460	573	0.6	1.0	7.717	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	712	178	139	1085	0.657	712	793	1.9	1.9	9.656	A
B - A645	672	168	373	1141	0.589	672	478	1.4	1.4	7.662	A
C - A1041 Station Road	461	115	470	924	0.499	461	575	1.0	1.0	7.777	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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A - A1041	582	145	114	1099	0.529	585	650	1.9	1.1	7.041	A
B - A645	548	137	306	1182	0.464	551	392	1.4	0.9	5.721	A
C - A1041 Station Road	377	94	385	974	0.387	378	471	1.0	0.6	6.058	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	487	122	95	1109	0.439	488	543	1.1	0.8	5.810	A
B - A645	459	115	256	1212	0.379	460	328	0.9	0.6	4.792	A
C - A1041 Station Road	315	79	322	1010	0.312	316	394	0.6	0.5	5.192	A

2026 ND, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A645 - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
5	Site 5	Standard Roundabout	B,C,A	12.04	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 ND	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1041		ONE HOUR	✓	784	100.000
B - A645		ONE HOUR	✓	505	100.000
C - A1041 Station Road		ONE HOUR	✓	521	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	481	303
	B - A645	361	0	144
	C - A1041 Station Road	358	162	1

Proportions

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0.00	0.61	0.39
	B - A645	0.71	0.00	0.29
	C - A1041 Station Road	0.69	0.31	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	0	0
	B - A645	0	0	0
	C - A1041 Station Road	0	0	0

Average PCU Per Veh

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	1.000	1.000	1.000
	B - A645	1.000	1.000	1.000
	C - A1041 Station Road	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A1041	07:30-07:45	590	590
	07:45-08:00	705	705
	08:00-08:15	863	863
	08:15-08:30	863	863
	08:30-08:45	705	705
	08:45-09:00	590	590

B - A645	07:30-07:45	380	380
	07:45-08:00	454	454
	08:00-08:15	556	556
	08:15-08:30	556	556
	08:30-08:45	454	454
	08:45-09:00	380	380
C - A1041 Station Road	07:30-07:45	392	392
	07:45-08:00	468	468
	08:00-08:15	574	574
	08:15-08:30	574	574
	08:30-08:45	468	468
	08:45-09:00	392	392

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1041	0.81	17.89	4.1	C	719	1079
B - A645	0.48	5.91	0.9	A	463	695
C - A1041 Station Road	0.59	9.16	1.4	A	478	717

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	590	148	122	1094	0.539	586	538	0.0	1.2	7.016	A
B - A645	380	95	227	1230	0.309	378	481	0.0	0.4	4.219	A
C - A1041 Station Road	392	98	271	1041	0.377	390	335	0.0	0.6	5.512	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	705	176	146	1081	0.652	702	645	1.2	1.8	9.443	A
B - A645	454	113	272	1202	0.378	453	576	0.4	0.6	4.801	A

C - A1041 Station Road	468	117	324	1009	0.464	467	402	0.6	0.9	6.630	A
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08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	863	216	179	1062	0.813	855	789	1.8	4.0	16.680	C
B - A645	556	139	331	1167	0.477	555	702	0.6	0.9	5.872	A
C - A1041 Station Road	574	143	397	967	0.593	571	490	0.9	1.4	9.045	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	863	216	179	1062	0.813	862	792	4.0	4.1	17.892	C
B - A645	556	139	334	1165	0.477	556	708	0.9	0.9	5.913	A
C - A1041 Station Road	574	143	397	967	0.594	574	493	1.4	1.4	9.157	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	705	176	147	1080	0.653	714	649	4.1	1.9	10.050	B
B - A645	454	113	277	1200	0.378	455	584	0.9	0.6	4.843	A
C - A1041 Station Road	468	117	325	1009	0.464	471	406	1.4	0.9	6.718	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	590	148	123	1094	0.540	593	542	1.9	1.2	7.235	A
B - A645	380	95	230	1228	0.310	381	486	0.6	0.5	4.253	A
C - A1041 Station Road	392	98	272	1040	0.377	393	339	0.9	0.6	5.581	A

2026 ND, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A645 - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
5	Site 5	Standard Roundabout	B,C,A	10.06	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 ND	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1041		ONE HOUR	✓	700	100.000
B - A645		ONE HOUR	✓	661	100.000
C - A1041 Station Road		ONE HOUR	✓	454	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	336	364
	B - A645	462	0	199
	C - A1041 Station Road	318	133	3

Proportions

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0.00	0.48	0.52
	B - A645	0.70	0.00	0.30
	C - A1041 Station Road	0.70	0.29	0.01

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	0	0
	B - A645	0	0	0
	C - A1041 Station Road	0	0	0

Average PCU Per Veh

From	To			
		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	1.000	1.000	1.000
	B - A645	1.000	1.000	1.000
	C - A1041 Station Road	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A1041	16:15-16:30	527	527
	16:30-16:45	629	629
	16:45-17:00	771	771
	17:00-17:15	771	771
	17:15-17:30	629	629
	17:30-17:45	527	527
B - A645	16:15-16:30	498	498
	16:30-16:45	594	594
	16:45-17:00	728	728
	17:00-17:15	728	728
	17:15-17:30	594	594
	17:30-17:45	498	498
C - A1041 Station Road	16:15-16:30	342	342
	16:30-16:45	408	408
	16:45-17:00	500	500
	17:00-17:15	500	500
	17:15-17:30	408	408
	17:30-17:45	342	342

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1041	0.71	11.66	2.4	B	642	963

B - A645	0.65	9.11	1.8	A	607	910
C - A1041 Station Road	0.55	8.96	1.2	A	417	625

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	527	132	102	1106	0.477	523	584	0.0	0.9	6.145	A
B - A645	498	124	274	1201	0.414	495	351	0.0	0.7	5.076	A
C - A1041 Station Road	342	85	346	997	0.343	340	423	0.0	0.5	5.464	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	629	157	122	1094	0.575	628	700	0.9	1.3	7.685	A
B - A645	594	149	329	1168	0.509	593	421	0.7	1.0	6.246	A
C - A1041 Station Road	408	102	414	957	0.427	407	508	0.5	0.7	6.542	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	771	193	149	1079	0.714	766	855	1.3	2.4	11.362	B
B - A645	728	182	402	1124	0.648	725	514	1.0	1.8	8.951	A
C - A1041 Station Road	500	125	507	903	0.554	498	620	0.7	1.2	8.849	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	771	193	150	1079	0.715	771	859	2.4	2.4	11.664	B
B - A645	728	182	404	1122	0.648	728	516	1.8	1.8	9.110	A
C - A1041 Station Road	500	125	509	902	0.554	500	623	1.2	1.2	8.956	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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A - A1041	629	157	123	1094	0.575	634	705	2.4	1.4	7.893	A
B - A645	594	149	332	1166	0.510	597	424	1.8	1.1	6.361	A
C - A1041 Station Road	408	102	417	955	0.427	410	512	1.2	0.8	6.629	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	527	132	103	1105	0.477	529	589	1.4	0.9	6.265	A
B - A645	498	124	277	1199	0.415	499	354	1.1	0.7	5.150	A
C - A1041 Station Road	342	85	349	995	0.344	343	427	0.8	0.5	5.526	A

2022 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A645 - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
5	Site 5	Standard Roundabout	B,C,A	10.69	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 WD	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1041		ONE HOUR	✓	764	100.000
B - A645		ONE HOUR	✓	469	100.000
C - A1041 Station Road		ONE HOUR	✓	481	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	484	280
	B - A645	335	0	134
	C - A1041 Station Road	330	150	1

Proportions

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0.00	0.63	0.37
	B - A645	0.71	0.00	0.29
	C - A1041 Station Road	0.69	0.31	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	0	0
	B - A645	0	0	0
	C - A1041 Station Road	0	0	0

Average PCU Per Veh

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	1.000	1.000	1.000
	B - A645	1.000	1.000	1.000
	C - A1041 Station Road	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A1041	07:30-07:45	575	575
	07:45-08:00	687	687
	08:00-08:15	841	841
	08:15-08:30	841	841
	08:30-08:45	687	687
	08:45-09:00	575	575

B - A645	07:30-07:45	353	353
	07:45-08:00	422	422
	08:00-08:15	516	516
	08:15-08:30	516	516
	08:30-08:45	422	422
	08:45-09:00	353	353
C - A1041 Station Road	07:30-07:45	362	362
	07:45-08:00	432	432
	08:00-08:15	530	530
	08:15-08:30	530	530
	08:30-08:45	432	432
	08:45-09:00	362	362

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1041	0.79	15.66	3.5	C	701	1052
B - A645	0.44	5.42	0.8	A	430	646
C - A1041 Station Road	0.54	7.93	1.2	A	441	662

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	575	144	113	1099	0.523	571	498	0.0	1.1	6.760	A
B - A645	353	88	210	1240	0.285	352	474	0.0	0.4	4.043	A
C - A1041 Station Road	362	91	251	1052	0.344	360	310	0.0	0.5	5.187	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	687	172	135	1087	0.632	684	597	1.1	1.7	8.896	A
B - A645	422	105	252	1215	0.347	421	568	0.4	0.5	4.532	A

C - A1041 Station Road	432	108	301	1023	0.423	432	372	0.5	0.7	6.078	A
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08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	841	210	166	1070	0.786	834	730	1.7	3.4	14.856	B
B - A645	516	129	307	1181	0.437	515	693	0.5	0.8	5.397	A
C - A1041 Station Road	530	132	368	984	0.538	528	454	0.7	1.1	7.869	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	841	210	166	1069	0.787	841	732	3.4	3.5	15.659	C
B - A645	516	129	309	1180	0.438	516	698	0.8	0.8	5.423	A
C - A1041 Station Road	530	132	369	983	0.539	530	457	1.1	1.2	7.934	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	687	172	136	1086	0.632	694	600	3.5	1.8	9.339	A
B - A645	422	105	255	1213	0.348	423	575	0.8	0.5	4.562	A
C - A1041 Station Road	432	108	302	1022	0.423	434	376	1.2	0.7	6.138	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	575	144	114	1099	0.523	578	502	1.8	1.1	6.943	A
B - A645	353	88	213	1239	0.285	354	479	0.5	0.4	4.071	A
C - A1041 Station Road	362	91	253	1051	0.345	363	314	0.7	0.5	5.239	A

2022 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A645 - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
5	Site 5	Standard Roundabout	B,C,A	8.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1041		ONE HOUR	✓	647	100.000
B - A645		ONE HOUR	✓	653	100.000
C - A1041 Station Road		ONE HOUR	✓	419	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	311	336
	B - A645	470	0	183
	C - A1041 Station Road	293	123	3

Proportions

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0.00	0.48	0.52
	B - A645	0.72	0.00	0.28
	C - A1041 Station Road	0.70	0.29	0.01

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A1041	B - A645	C - A1041 Station Road
A - A1041		0	0	0
B - A645		0	0	0
C - A1041 Station Road		0	0	0

Average PCU Per Veh

From	To			
		A - A1041	B - A645	C - A1041 Station Road
A - A1041		1.000	1.000	1.000
B - A645		1.000	1.000	1.000
C - A1041 Station Road		1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A1041	16:15-16:30	487	487
	16:30-16:45	582	582
	16:45-17:00	712	712
	17:00-17:15	712	712
	17:15-17:30	582	582
	17:30-17:45	487	487
B - A645	16:15-16:30	492	492
	16:30-16:45	587	587
	16:45-17:00	719	719
	17:00-17:15	719	719
	17:15-17:30	587	587
	17:30-17:45	492	492
C - A1041 Station Road	16:15-16:30	315	315
	16:30-16:45	377	377
	16:45-17:00	461	461
	17:00-17:15	461	461
	17:15-17:30	377	377
	17:30-17:45	315	315

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1041	0.66	9.66	1.9	A	594	891

B - A645	0.63	8.52	1.7	A	599	899
C - A1041 Station Road	0.51	8.27	1.0	A	384	577

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	487	122	94	1110	0.439	484	571	0.0	0.8	5.726	A
B - A645	492	123	254	1214	0.405	489	325	0.0	0.7	4.949	A
C - A1041 Station Road	315	79	352	993	0.318	314	391	0.0	0.5	5.284	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	582	145	113	1099	0.529	580	685	0.8	1.1	6.918	A
B - A645	587	147	304	1183	0.496	586	389	0.7	1.0	6.014	A
C - A1041 Station Road	377	94	422	952	0.396	376	468	0.5	0.6	6.237	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	712	178	138	1085	0.657	709	837	1.1	1.9	9.503	A
B - A645	719	180	372	1142	0.630	716	476	1.0	1.7	8.397	A
C - A1041 Station Road	461	115	516	898	0.514	460	572	0.6	1.0	8.193	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	712	178	139	1085	0.657	712	840	1.9	1.9	9.655	A
B - A645	719	180	373	1141	0.630	719	478	1.7	1.7	8.519	A
C - A1041 Station Road	461	115	517	896	0.515	461	575	1.0	1.0	8.271	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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A - A1041	582	145	114	1099	0.529	585	689	1.9	1.1	7.041	A
B - A645	587	147	306	1182	0.497	590	392	1.7	1.0	6.110	A
C - A1041 Station Road	377	94	424	951	0.396	378	472	1.0	0.7	6.304	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	487	122	95	1109	0.439	488	576	1.1	0.8	5.812	A
B - A645	492	123	256	1212	0.406	493	328	1.0	0.7	5.011	A
C - A1041 Station Road	315	79	355	991	0.318	316	394	0.7	0.5	5.339	A

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A645 - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
5	Site 5	Standard Roundabout	B,C,A	13.86	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 WD	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1041		ONE HOUR	✓	818	100.000
B - A645		ONE HOUR	✓	505	100.000
C - A1041 Station Road		ONE HOUR	✓	521	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	515	303
	B - A645	361	0	144
	C - A1041 Station Road	358	162	1

Proportions

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0.00	0.63	0.37
	B - A645	0.71	0.00	0.29
	C - A1041 Station Road	0.69	0.31	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	0	0
	B - A645	0	0	0
	C - A1041 Station Road	0	0	0

Average PCU Per Veh

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	1.000	1.000	1.000
	B - A645	1.000	1.000	1.000
	C - A1041 Station Road	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A1041	07:30-07:45	616	616
	07:45-08:00	735	735
	08:00-08:15	901	901
	08:15-08:30	901	901
	08:30-08:45	735	735
	08:45-09:00	616	616

B - A645	07:30-07:45	380	380
	07:45-08:00	454	454
	08:00-08:15	556	556
	08:15-08:30	556	556
	08:30-08:45	454	454
	08:45-09:00	380	380
C - A1041 Station Road	07:30-07:45	392	392
	07:45-08:00	468	468
	08:00-08:15	574	574
	08:15-08:30	574	574
	08:30-08:45	468	468
	08:45-09:00	392	392

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1041	0.85	21.76	5.2	C	751	1126
B - A645	0.48	5.91	0.9	A	463	695
C - A1041 Station Road	0.59	9.16	1.4	A	478	717

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	616	154	122	1094	0.563	611	538	0.0	1.3	7.371	A
B - A645	380	95	227	1230	0.309	378	506	0.0	0.4	4.219	A
C - A1041 Station Road	392	98	271	1041	0.377	390	335	0.0	0.6	5.512	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	735	184	146	1081	0.681	732	645	1.3	2.1	10.236	B
B - A645	454	113	272	1203	0.378	453	606	0.4	0.6	4.801	A

C - A1041 Station Road	468	117	324	1009	0.464	467	401	0.6	0.9	6.630	A
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08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	901	225	179	1062	0.848	889	789	2.1	4.9	19.624	C
B - A645	556	139	331	1167	0.476	555	738	0.6	0.9	5.867	A
C - A1041 Station Road	574	143	397	967	0.593	571	489	0.9	1.4	9.045	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	901	225	179	1062	0.848	899	792	4.9	5.2	21.761	C
B - A645	556	139	334	1165	0.477	556	745	0.9	0.9	5.912	A
C - A1041 Station Road	574	143	397	967	0.594	574	493	1.4	1.4	9.157	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	735	184	147	1080	0.681	747	649	5.2	2.2	11.184	B
B - A645	454	113	278	1199	0.379	455	617	0.9	0.6	4.845	A
C - A1041 Station Road	468	117	325	1009	0.464	471	408	1.4	0.9	6.718	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	616	154	123	1094	0.563	619	543	2.2	1.3	7.649	A
B - A645	380	95	230	1228	0.310	381	512	0.6	0.5	4.254	A
C - A1041 Station Road	392	98	272	1040	0.377	393	339	0.9	0.6	5.581	A

2026 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	B - A645 - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
5	Site 5	Standard Roundabout	B,C,A	10.58	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A1041		ONE HOUR	✓	700	100.000
B - A645		ONE HOUR	✓	699	100.000
C - A1041 Station Road		ONE HOUR	✓	454	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	336	364
	B - A645	500	0	199
	C - A1041 Station Road	318	133	3

Proportions

	To			
From		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0.00	0.48	0.52
	B - A645	0.72	0.00	0.28
	C - A1041 Station Road	0.70	0.29	0.01

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	0	0	0
	B - A645	0	0	0
	C - A1041 Station Road	0	0	0

Average PCU Per Veh

From	To			
		A - A1041	B - A645	C - A1041 Station Road
	A - A1041	1.000	1.000	1.000
	B - A645	1.000	1.000	1.000
	C - A1041 Station Road	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A1041	16:15-16:30	527	527
	16:30-16:45	629	629
	16:45-17:00	771	771
	17:00-17:15	771	771
	17:15-17:30	629	629
	17:30-17:45	527	527
B - A645	16:15-16:30	526	526
	16:30-16:45	628	628
	16:45-17:00	770	770
	17:00-17:15	770	770
	17:15-17:30	628	628
	17:30-17:45	526	526
C - A1041 Station Road	16:15-16:30	342	342
	16:30-16:45	408	408
	16:45-17:00	500	500
	17:00-17:15	500	500
	17:15-17:30	408	408
	17:30-17:45	342	342

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A1041	0.71	11.66	2.4	B	642	963

B - A645	0.69	10.18	2.1	B	641	962
C - A1041 Station Road	0.57	9.53	1.3	A	417	625

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	527	132	102	1106	0.477	523	612	0.0	0.9	6.145	A
B - A645	526	132	274	1201	0.438	523	351	0.0	0.8	5.287	A
C - A1041 Station Road	342	85	374	980	0.349	340	423	0.0	0.5	5.604	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	629	157	122	1094	0.575	628	734	0.9	1.3	7.685	A
B - A645	628	157	329	1168	0.538	627	421	0.8	1.1	6.634	A
C - A1041 Station Road	408	102	448	937	0.436	407	507	0.5	0.8	6.785	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	771	193	149	1079	0.714	766	896	1.3	2.4	11.361	B
B - A645	770	192	402	1124	0.685	766	514	1.1	2.1	9.949	A
C - A1041 Station Road	500	125	548	879	0.569	498	620	0.8	1.3	9.396	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	771	193	150	1079	0.715	771	900	2.4	2.4	11.664	B
B - A645	770	192	404	1122	0.686	769	516	2.1	2.1	10.185	B
C - A1041 Station Road	500	125	550	877	0.570	500	623	1.3	1.3	9.533	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
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A - A1041	629	157	123	1094	0.575	634	740	2.4	1.4	7.893	A
B - A645	628	157	332	1166	0.539	632	424	2.1	1.2	6.791	A
C - A1041 Station Road	408	102	452	935	0.437	410	512	1.3	0.8	6.892	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A1041	527	132	103	1105	0.477	529	618	1.4	0.9	6.266	A
B - A645	526	132	277	1199	0.439	528	354	1.2	0.8	5.372	A
C - A1041 Station Road	342	85	378	978	0.349	343	428	0.8	0.5	5.674	A

6) A63 / A1041 Bawdry Junction

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.0.1.4646 []
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Filename: 2018.04.02_Site 6.j9

Path: O:\50610325 - Chancery Lane Projects\Development Planning Projects\00000000 - Selby\F
Record of Issue\2018.04.02\J9 Models

Report generation date: 4/3/2018 1:18:40 PM

»2018, AM
»2018, PM
»2022 ND, AM
»2022 ND, PM
»2026 ND, AM
»2026 ND, PM
»2022 WD, AM
»2022 WD, PM
»2026 WD, AM
»2026 WD, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2018								
A - A63 (West)	1.3	5.69	0.53	A	1.0	4.86	0.48	A
B - A1041 Bawdry Road (North)	0.7	3.71	0.40	A	1.5	5.03	0.60	A
C - A63 (East)	0.8	4.53	0.39	A	1.0	5.37	0.47	A
D - A1041 Bawdry Road (South)	0.9	3.37	0.45	A	0.8	3.49	0.45	A
2022 ND								
A - A63 (West)	1.3	5.42	0.56	A	0.9	4.49	0.48	A
B - A1041 Bawdry Road (North)	0.7	3.55	0.43	A	1.5	4.89	0.60	A
C - A63 (East)	0.7	4.06	0.42	A	0.9	4.93	0.47	A

D - A1041 Bawdry Road (South)	0.9	3.37	0.48	A	0.8	3.34	0.45	A
2026 ND								
A - A63 (West)	1.6	6.47	0.62	A	1.3	5.70	0.58	A
B - A1041 Bawdry Road (North)	0.9	3.90	0.47	A	2.3	6.75	0.70	A
C - A63 (East)	0.8	4.49	0.46	A	1.3	6.41	0.56	A
D - A1041 Bawdry Road (South)	1.1	3.76	0.53	A	1.1	4.04	0.53	A
2022 WD								
A - A63 (West)	1.3	5.44	0.56	A	1.1	5.06	0.53	A
B - A1041 Bawdry Road (North)	0.8	3.65	0.44	A	1.8	5.53	0.64	A
C - A63 (East)	0.7	4.18	0.43	A	1.0	5.40	0.50	A
D - A1041 Bawdry Road (South)	0.9	3.37	0.48	A	1.0	3.75	0.50	A
2026 WD								
A - A63 (West)	1.6	6.48	0.62	A	1.4	5.89	0.58	A
B - A1041 Bawdry Road (North)	0.9	4.02	0.49	A	2.4	6.83	0.70	A
C - A63 (East)	0.9	4.63	0.47	A	1.3	6.41	0.56	A
D - A1041 Bawdry Road (South)	1.1	3.76	0.53	A	1.2	4.24	0.55	A

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

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

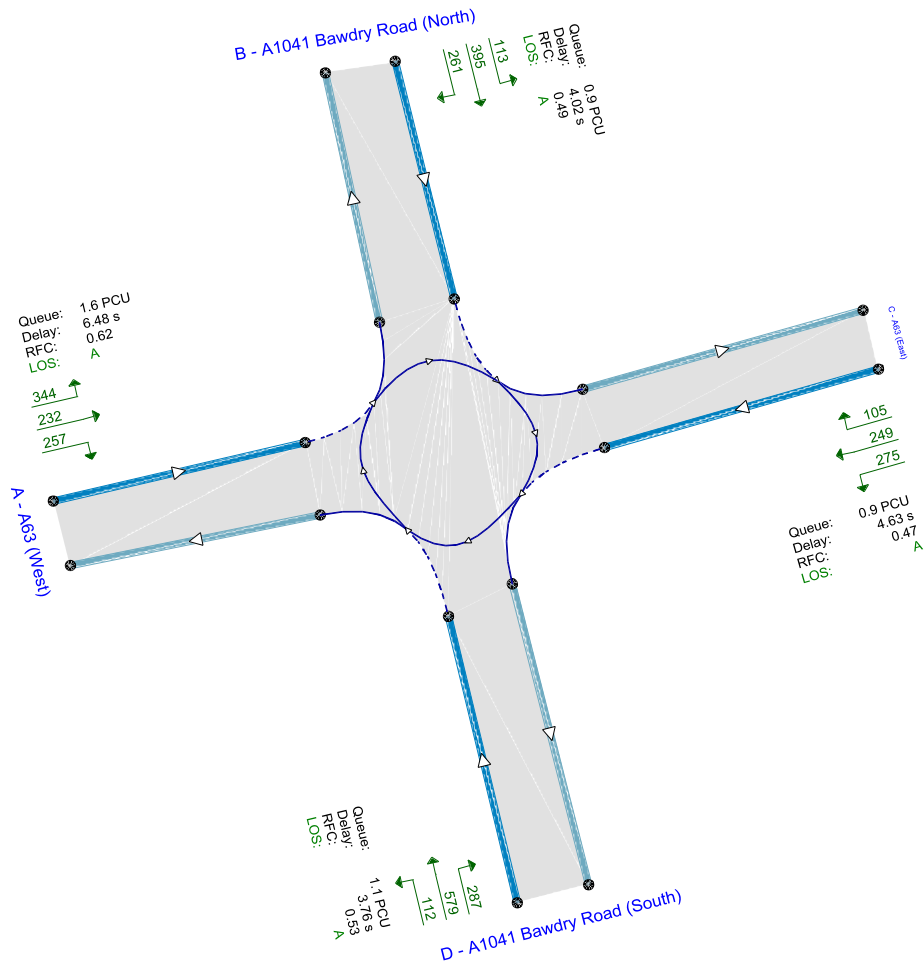
File summary

File Description

Title	Site 6
Location	
Site number	
Date	3/28/2018
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	CORP\INTW00749
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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:30	09:00	15	✓
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓
D3	2022 ND	AM	ONE HOUR	07:30	09:00	15	✓

D4	2022 ND	PM	ONE HOUR	16:15	17:45	15	✓
D5	2026 ND	AM	ONE HOUR	07:30	09:00	15	✓
D6	2026 ND	PM	ONE HOUR	16:15	17:45	15	✓
D7	2022 WD	AM	ONE HOUR	07:30	09:00	15	✓
D8	2022 WD	PM	ONE HOUR	16:15	17:45	15	✓
D9	2026 WD	AM	ONE HOUR	07:30	09:00	15	✓
D10	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2018, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A1041 Bawdry Road (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
6	Site 6	Standard Roundabout	C,D,A,B	4.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A63 (West)	
B	A1041 Bawdry Road (North)	
C	A63 (East)	
D	A1041 Bawdry Road (South)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A63 (West)	3.07	9.91	25.6	31.4	80.1	38.0	
B - A1041 Bawdry Road (North)	5.13	8.79	21.5	20.7	80.1	39.0	
C - A63 (East)	3.60	10.35	16.5	39.9	80.1	35.0	
D - A1041 Bawdry Road (South)	3.90	8.99	55.0	32.8	80.1	28.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A63 (West)	0.518	2027
B - A1041 Bawdry Road (North)	0.540	2205
C - A63 (East)	0.516	1990
D - A1041 Bawdry Road (South)	0.585	2433

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2018	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A63 (West)		ONE HOUR	✓	738	100.000
B - A1041 Bawdry Road (North)		ONE HOUR	✓	656	100.000
C - A63 (East)		ONE HOUR	✓	546	100.000
D - A1041 Bawdry Road (South)		ONE HOUR	✓	858	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	303	208	227
	B - A1041 Bawdry Road (North)	231	0	100	325
	C - A63 (East)	222	90	0	234
	D - A1041 Bawdry Road (South)	98	504	254	2

Proportions

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0.00	0.41	0.28	0.31
	B - A1041 Bawdry Road (North)	0.35	0.00	0.15	0.50
	C - A63 (East)	0.41	0.16	0.00	0.43
	D - A1041 Bawdry Road (South)	0.11	0.59	0.30	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	8	38	9
	B - A1041 Bawdry Road (North)	12	0	16	8
	C - A63 (East)	27	3	0	18
	D - A1041 Bawdry Road (South)	12	3	12	100

Average PCU Per Veh

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	1.000	1.080	1.380	1.090
	B - A1041 Bawdry Road (North)	1.120	1.000	1.160	1.080
	C - A63 (East)	1.270	1.030	1.000	1.180
	D - A1041 Bawdry Road (South)	1.120	1.030	1.120	2.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A63 (West)	07:30-07:45	556	556

	07:45-08:00	663	663
	08:00-08:15	813	813
	08:15-08:30	813	813
	08:30-08:45	663	663
	08:45-09:00	556	556
B - A1041 Bawdry Road (North)	07:30-07:45	494	494
	07:45-08:00	590	590
	08:00-08:15	722	722
	08:15-08:30	722	722
	08:30-08:45	590	590
	08:45-09:00	494	494
C - A63 (East)	07:30-07:45	411	411
	07:45-08:00	491	491
	08:00-08:15	601	601
	08:15-08:30	601	601
	08:30-08:45	491	491
	08:45-09:00	411	411
D - A1041 Bawdry Road (South)	07:30-07:45	646	646
	07:45-08:00	771	771
	08:00-08:15	945	945
	08:15-08:30	945	945
	08:30-08:45	771	771
	08:45-09:00	646	646

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A63 (West)	0.53	5.69	1.3	A	677	1016
B - A1041 Bawdry Road (North)	0.40	3.71	0.7	A	602	903
C - A63 (East)	0.39	4.53	0.8	A	501	752
D - A1041 Bawdry Road (South)	0.45	3.37	0.9	A	787	1181

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	556	139	638	1697	0.327	553	413	0.0	0.6	3.628	A
B - A1041 Bawdry Road (North)	494	123	518	1926	0.256	492	673	0.0	0.4	2.774	A
C - A63 (East)	411	103	589	1686	0.244	410	422	0.0	0.4	3.338	A
D - A1041 Bawdry Road (South)	646	161	407	2195	0.294	644	591	0.0	0.4	2.474	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	663	166	764	1632	0.407	663	495	0.6	0.8	4.283	A
B - A1041 Bawdry Road (North)	590	147	620	1870	0.315	589	806	0.4	0.5	3.104	A
C - A63 (East)	491	123	705	1627	0.302	490	505	0.4	0.5	3.754	A
D - A1041 Bawdry Road (South)	771	193	488	2148	0.359	771	708	0.4	0.6	2.786	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	813	203	935	1543	0.527	811	606	0.8	1.3	5.657	A
B - A1041 Bawdry Road (North)	722	181	759	1796	0.402	721	986	0.5	0.7	3.701	A
C - A63 (East)	601	150	863	1545	0.389	600	618	0.5	0.7	4.513	A
D - A1041 Bawdry Road (South)	945	236	597	2084	0.453	944	866	0.6	0.9	3.364	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	813	203	936	1542	0.527	813	607	1.3	1.3	5.691	A
B - A1041 Bawdry Road (North)	722	181	761	1795	0.402	722	988	0.7	0.7	3.709	A
C - A63 (East)	601	150	864	1544	0.389	601	619	0.7	0.8	4.525	A
D - A1041 Bawdry Road (South)	945	236	598	2083	0.453	945	868	0.9	0.9	3.371	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	663	166	765	1631	0.407	665	496	1.3	0.8	4.313	A
B - A1041 Bawdry Road (North)	590	147	623	1869	0.315	591	808	0.7	0.5	3.114	A
C - A63 (East)	491	123	707	1625	0.302	492	506	0.8	0.5	3.770	A
D - A1041 Bawdry Road (South)	771	193	489	2147	0.359	772	710	0.9	0.6	2.796	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	556	139	641	1695	0.328	557	415	0.8	0.6	3.652	A
B - A1041 Bawdry Road (North)	494	123	521	1924	0.257	494	676	0.5	0.4	2.786	A
C - A63 (East)	411	103	592	1685	0.244	412	424	0.5	0.4	3.355	A
D - A1041 Bawdry Road (South)	646	161	409	2194	0.294	647	594	0.6	0.4	2.483	A

2018, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A1041 Bawdry Road (South) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
6	Site 6	Standard Roundabout	C,D,A,B	4.66	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2018	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A63 (West)		ONE HOUR	✓	683	100.000
B - A1041 Bawdry Road (North)		ONE HOUR	✓	1000	100.000
C - A63 (East)		ONE HOUR	✓	584	100.000
D - A1041 Bawdry Road (South)		ONE HOUR	✓	787	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	304	211	168
	B - A1041 Bawdry Road (North)	405	2	85	508
	C - A63 (East)	167	183	0	234
	D - A1041 Bawdry Road (South)	142	404	239	2

Proportions

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0.00	0.45	0.31	0.25
	B - A1041 Bawdry Road (North)	0.41	0.00	0.09	0.51
	C - A63 (East)	0.29	0.31	0.00	0.40
	D - A1041 Bawdry Road (South)	0.18	0.51	0.30	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	3	23	2
	B - A1041 Bawdry Road (North)	2	100	4	3
	C - A63 (East)	20	2	0	8
	D - A1041 Bawdry Road (South)	11	2	5	100

Average PCU Per Veh

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	1.000	1.030	1.230	1.020
	B - A1041 Bawdry Road (North)	1.020	2.000	1.040	1.030
	C - A63 (East)	1.200	1.020	1.000	1.080
	D - A1041 Bawdry Road (South)	1.110	1.020	1.050	2.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A63 (West)	16:15-16:30	514	514

	16:30-16:45	614	614
	16:45-17:00	752	752
	17:00-17:15	752	752
	17:15-17:30	614	614
	17:30-17:45	514	514
B - A1041 Bawdry Road (North)	16:15-16:30	753	753
	16:30-16:45	899	899
	16:45-17:00	1101	1101
	17:00-17:15	1101	1101
	17:15-17:30	899	899
	17:30-17:45	753	753
C - A63 (East)	16:15-16:30	440	440
	16:30-16:45	525	525
	16:45-17:00	643	643
	17:00-17:15	643	643
	17:15-17:30	525	525
	17:30-17:45	440	440
D - A1041 Bawdry Road (South)	16:15-16:30	592	592
	16:30-16:45	707	707
	16:45-17:00	867	867
	17:00-17:15	867	867
	17:15-17:30	707	707
	17:30-17:45	592	592

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A63 (West)	0.48	4.86	1.0	A	627	940
B - A1041 Bawdry Road (North)	0.60	5.03	1.5	A	918	1376
C - A63 (East)	0.47	5.37	1.0	A	536	804
D - A1041 Bawdry Road (South)	0.45	3.49	0.8	A	722	1083

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	514	129	623	1704	0.302	512	536	0.0	0.5	3.263	A
B - A1041 Bawdry Road (North)	753	188	465	1954	0.385	750	670	0.0	0.6	3.066	A
C - A63 (East)	440	110	814	1570	0.280	438	401	0.0	0.4	3.465	A
D - A1041 Bawdry Road (South)	592	148	568	2101	0.282	591	684	0.0	0.4	2.491	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	614	154	745	1641	0.374	613	641	0.5	0.6	3.787	A
B - A1041 Bawdry Road (North)	899	225	557	1905	0.472	898	802	0.6	0.9	3.671	A
C - A63 (East)	525	131	974	1488	0.353	524	480	0.4	0.6	4.075	A
D - A1041 Bawdry Road (South)	707	177	680	2035	0.348	707	819	0.4	0.6	2.832	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	752	188	912	1555	0.484	751	785	0.6	1.0	4.834	A
B - A1041 Bawdry Road (North)	1101	275	681	1838	0.599	1099	982	0.9	1.5	4.991	A
C - A63 (East)	643	161	1192	1375	0.468	642	588	0.6	0.9	5.342	A
D - A1041 Bawdry Road (South)	867	217	832	1946	0.445	865	1002	0.6	0.8	3.479	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	752	188	914	1554	0.484	752	786	1.0	1.0	4.856	A
B - A1041 Bawdry Road (North)	1101	275	683	1837	0.599	1101	983	1.5	1.5	5.026	A
C - A63 (East)	643	161	1195	1374	0.468	643	589	0.9	1.0	5.374	A
D - A1041 Bawdry Road (South)	867	217	833	1945	0.445	866	1004	0.8	0.8	3.488	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	614	154	748	1640	0.374	615	643	1.0	0.7	3.808	A
B - A1041 Bawdry Road (North)	899	225	558	1904	0.472	901	804	1.5	0.9	3.698	A
C - A63 (East)	525	131	978	1486	0.353	526	482	1.0	0.6	4.102	A
D - A1041 Bawdry Road (South)	707	177	682	2034	0.348	709	822	0.8	0.6	2.842	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	514	129	626	1703	0.302	515	538	0.7	0.5	3.278	A
B - A1041 Bawdry Road (North)	753	188	467	1953	0.385	754	673	0.9	0.6	3.087	A
C - A63 (East)	440	110	818	1568	0.280	440	403	0.6	0.4	3.486	A
D - A1041 Bawdry Road (South)	592	148	571	2099	0.282	593	688	0.6	0.4	2.500	A

2022 ND, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A1041 Bawdry Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
6	Site 6	Standard Roundabout	C,D,A,B	4.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2022 ND	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A63 (West)		ONE HOUR	✓	773	100.000
B - A1041 Bawdry Road (North)		ONE HOUR	✓	691	100.000
C - A63 (East)		ONE HOUR	✓	576	100.000
D - A1041 Bawdry Road (South)		ONE HOUR	✓	905	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	318	218	237
	B - A1041 Bawdry Road (North)	242	0	105	344
	C - A63 (East)	233	96	0	247
	D - A1041 Bawdry Road (South)	103	534	266	2

Proportions

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0.00	0.41	0.28	0.31
	B - A1041 Bawdry Road (North)	0.35	0.00	0.15	0.50
	C - A63 (East)	0.40	0.17	0.00	0.43
	D - A1041 Bawdry Road (South)	0.11	0.59	0.29	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	0	0	0
	B - A1041 Bawdry Road (North)	0	0	0	0
	C - A63 (East)	0	0	0	0
	D - A1041 Bawdry Road (South)	0	0	0	0

Average PCU Per Veh

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	1.000	1.000	1.000	1.000
	B - A1041 Bawdry Road (North)	1.000	1.000	1.000	1.000
	C - A63 (East)	1.000	1.000	1.000	1.000
	D - A1041 Bawdry Road (South)	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A63 (West)	07:30-07:45	582	582

	07:45-08:00	695	695
	08:00-08:15	851	851
	08:15-08:30	851	851
	08:30-08:45	695	695
	08:45-09:00	582	582
B - A1041 Bawdry Road (North)	07:30-07:45	520	520
	07:45-08:00	621	621
	08:00-08:15	761	761
	08:15-08:30	761	761
	08:30-08:45	621	621
	08:45-09:00	520	520
C - A63 (East)	07:30-07:45	434	434
	07:45-08:00	518	518
	08:00-08:15	634	634
	08:15-08:30	634	634
	08:30-08:45	518	518
	08:45-09:00	434	434
D - A1041 Bawdry Road (South)	07:30-07:45	681	681
	07:45-08:00	814	814
	08:00-08:15	996	996
	08:15-08:30	996	996
	08:30-08:45	814	814
	08:45-09:00	681	681

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A63 (West)	0.56	5.42	1.3	A	709	1064
B - A1041 Bawdry Road (North)	0.43	3.55	0.7	A	634	951
C - A63 (East)	0.42	4.06	0.7	A	529	793
D - A1041 Bawdry Road (South)	0.48	3.37	0.9	A	830	1246

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	582	145	674	1678	0.347	580	434	0.0	0.5	3.273	A
B - A1041 Bawdry Road (North)	520	130	543	1913	0.272	519	712	0.0	0.4	2.581	A
C - A63 (East)	434	108	619	1671	0.260	432	442	0.0	0.3	2.904	A
D - A1041 Bawdry Road (South)	681	170	429	2182	0.312	680	623	0.0	0.5	2.392	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	695	174	807	1609	0.432	694	519	0.5	0.8	3.928	A
B - A1041 Bawdry Road (North)	621	155	649	1855	0.335	621	851	0.4	0.5	2.914	A
C - A63 (East)	518	129	741	1608	0.322	517	529	0.3	0.5	3.298	A
D - A1041 Bawdry Road (South)	814	203	513	2133	0.381	813	745	0.5	0.6	2.725	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	851	213	987	1516	0.562	849	636	0.8	1.3	5.384	A
B - A1041 Bawdry Road (North)	761	190	794	1777	0.428	760	1042	0.5	0.7	3.537	A
C - A63 (East)	634	159	907	1522	0.417	633	647	0.5	0.7	4.045	A
D - A1041 Bawdry Road (South)	996	249	628	2066	0.482	995	912	0.6	0.9	3.360	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	851	213	989	1515	0.562	851	636	1.3	1.3	5.421	A
B - A1041 Bawdry Road (North)	761	190	796	1776	0.428	761	1044	0.7	0.7	3.546	A
C - A63 (East)	634	159	908	1522	0.417	634	648	0.7	0.7	4.056	A
D - A1041 Bawdry Road (South)	996	249	629	2065	0.483	996	914	0.9	0.9	3.367	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	695	174	809	1608	0.432	697	520	1.3	0.8	3.959	A
B - A1041 Bawdry Road (North)	621	155	652	1854	0.335	622	854	0.7	0.5	2.926	A
C - A63 (East)	518	129	743	1607	0.322	519	531	0.7	0.5	3.310	A
D - A1041 Bawdry Road (South)	814	203	514	2132	0.382	815	748	0.9	0.6	2.736	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	582	145	677	1677	0.347	583	436	0.8	0.5	3.293	A
B - A1041 Bawdry Road (North)	520	130	545	1911	0.272	521	715	0.5	0.4	2.591	A
C - A63 (East)	434	108	622	1669	0.260	434	444	0.5	0.4	2.917	A
D - A1041 Bawdry Road (South)	681	170	430	2181	0.312	682	626	0.6	0.5	2.401	A

2022 ND, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A1041 Bawdry Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
6	Site 6	Standard Roundabout	C,D,A,B	4.41	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2022 ND	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A63 (West)		ONE HOUR	✓	683	100.000
B - A1041 Bawdry Road (North)		ONE HOUR	✓	1000	100.000
C - A63 (East)		ONE HOUR	✓	584	100.000
D - A1041 Bawdry Road (South)		ONE HOUR	✓	787	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	304	211	168
	B - A1041 Bawdry Road (North)	405	2	85	508
	C - A63 (East)	167	183	0	234
	D - A1041 Bawdry Road (South)	142	404	239	2

Proportions

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0.00	0.45	0.31	0.25
	B - A1041 Bawdry Road (North)	0.41	0.00	0.09	0.51
	C - A63 (East)	0.29	0.31	0.00	0.40
	D - A1041 Bawdry Road (South)	0.18	0.51	0.30	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	0	0	0
	B - A1041 Bawdry Road (North)	0	0	0	0
	C - A63 (East)	0	0	0	0
	D - A1041 Bawdry Road (South)	0	0	0	0

Average PCU Per Veh

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	1.000	1.000	1.000	1.000
	B - A1041 Bawdry Road (North)	1.000	1.000	1.000	1.000
	C - A63 (East)	1.000	1.000	1.000	1.000
	D - A1041 Bawdry Road (South)	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A63 (West)	16:15-16:30	514	514

	16:30-16:45	614	614
	16:45-17:00	752	752
	17:00-17:15	752	752
	17:15-17:30	614	614
	17:30-17:45	514	514
B - A1041 Bawdry Road (North)	16:15-16:30	753	753
	16:30-16:45	899	899
	16:45-17:00	1101	1101
	17:00-17:15	1101	1101
	17:15-17:30	899	899
	17:30-17:45	753	753
C - A63 (East)	16:15-16:30	440	440
	16:30-16:45	525	525
	16:45-17:00	643	643
	17:00-17:15	643	643
	17:15-17:30	525	525
	17:30-17:45	440	440
D - A1041 Bawdry Road (South)	16:15-16:30	592	592
	16:30-16:45	707	707
	16:45-17:00	867	867
	17:00-17:15	867	867
	17:15-17:30	707	707
	17:30-17:45	592	592

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A63 (West)	0.48	4.49	0.9	A	627	940
B - A1041 Bawdry Road (North)	0.60	4.89	1.5	A	918	1376
C - A63 (East)	0.47	4.93	0.9	A	536	804
D - A1041 Bawdry Road (South)	0.45	3.34	0.8	A	722	1083

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	514	129	623	1704	0.302	512	536	0.0	0.4	3.017	A
B - A1041 Bawdry Road (North)	753	188	465	1954	0.385	750	670	0.0	0.6	2.984	A
C - A63 (East)	440	110	814	1570	0.280	438	402	0.0	0.4	3.176	A
D - A1041 Bawdry Road (South)	592	148	568	2101	0.282	591	684	0.0	0.4	2.382	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	614	154	746	1641	0.374	613	641	0.4	0.6	3.501	A
B - A1041 Bawdry Road (North)	899	225	557	1905	0.472	898	802	0.6	0.9	3.572	A
C - A63 (East)	525	131	974	1488	0.353	524	480	0.4	0.5	3.736	A
D - A1041 Bawdry Road (South)	707	177	680	2035	0.348	707	819	0.4	0.5	2.708	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	752	188	913	1554	0.484	751	785	0.6	0.9	4.471	A
B - A1041 Bawdry Road (North)	1101	275	682	1838	0.599	1099	982	0.9	1.5	4.856	A
C - A63 (East)	643	161	1192	1375	0.468	642	588	0.5	0.9	4.899	A
D - A1041 Bawdry Road (South)	867	217	832	1946	0.445	865	1002	0.5	0.8	3.328	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	752	188	914	1554	0.484	752	786	0.9	0.9	4.489	A
B - A1041 Bawdry Road (North)	1101	275	683	1837	0.599	1101	983	1.5	1.5	4.891	A
C - A63 (East)	643	161	1195	1374	0.468	643	589	0.9	0.9	4.925	A
D - A1041 Bawdry Road (South)	867	217	833	1945	0.445	866	1004	0.8	0.8	3.336	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	614	154	747	1640	0.374	615	643	0.9	0.6	3.517	A
B - A1041 Bawdry Road (North)	899	225	558	1904	0.472	901	804	1.5	0.9	3.597	A
C - A63 (East)	525	131	978	1486	0.353	526	482	0.9	0.5	3.756	A
D - A1041 Bawdry Road (South)	707	177	682	2034	0.348	709	822	0.8	0.5	2.718	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	514	129	626	1703	0.302	515	538	0.6	0.4	3.030	A
B - A1041 Bawdry Road (North)	753	188	467	1953	0.385	754	673	0.9	0.6	3.006	A
C - A63 (East)	440	110	818	1568	0.280	440	403	0.5	0.4	3.195	A
D - A1041 Bawdry Road (South)	592	148	571	2099	0.282	593	688	0.5	0.4	2.392	A

2026 ND, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A1041 Bawdry Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
6	Site 6	Standard Roundabout	C,D,A,B	4.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 ND	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A63 (West)		ONE HOUR	✓	832	100.000
B - A1041 Bawdry Road (North)		ONE HOUR	✓	746	100.000
C - A63 (East)		ONE HOUR	✓	620	100.000
D - A1041 Bawdry Road (South)		ONE HOUR	✓	980	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	344	232	256
	B - A1041 Bawdry Road (North)	261	0	113	372
	C - A63 (East)	249	105	0	266
	D - A1041 Bawdry Road (South)	112	579	287	2

Proportions

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0.00	0.41	0.28	0.31
	B - A1041 Bawdry Road (North)	0.35	0.00	0.15	0.50
	C - A63 (East)	0.40	0.17	0.00	0.43
	D - A1041 Bawdry Road (South)	0.11	0.59	0.29	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	0	0	0
	B - A1041 Bawdry Road (North)	0	0	0	0
	C - A63 (East)	0	0	0	0
	D - A1041 Bawdry Road (South)	0	0	0	0

Average PCU Per Veh

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	1.000	1.000	1.000	1.000
	B - A1041 Bawdry Road (North)	1.000	1.000	1.000	1.000
	C - A63 (East)	1.000	1.000	1.000	1.000
	D - A1041 Bawdry Road (South)	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A63 (West)	07:30-07:45	626	626

	07:45-08:00	748	748
	08:00-08:15	916	916
	08:15-08:30	916	916
	08:30-08:45	748	748
	08:45-09:00	626	626
B - A1041 Bawdry Road (North)	07:30-07:45	562	562
	07:45-08:00	671	671
	08:00-08:15	821	821
	08:15-08:30	821	821
	08:30-08:45	671	671
	08:45-09:00	562	562
C - A63 (East)	07:30-07:45	467	467
	07:45-08:00	557	557
	08:00-08:15	683	683
	08:15-08:30	683	683
	08:30-08:45	557	557
	08:45-09:00	467	467
D - A1041 Bawdry Road (South)	07:30-07:45	738	738
	07:45-08:00	881	881
	08:00-08:15	1079	1079
	08:15-08:30	1079	1079
	08:30-08:45	881	881
	08:45-09:00	738	738

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A63 (West)	0.62	6.47	1.6	A	763	1145
B - A1041 Bawdry Road (North)	0.47	3.90	0.9	A	685	1027
C - A63 (East)	0.46	4.49	0.8	A	569	853
D - A1041 Bawdry Road (South)	0.53	3.76	1.1	A	899	1349

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	626	157	730	1649	0.380	624	467	0.0	0.6	3.503	A
B - A1041 Bawdry Road (North)	562	140	583	1891	0.297	560	771	0.0	0.4	2.701	A
C - A63 (East)	467	117	669	1645	0.284	465	474	0.0	0.4	3.046	A
D - A1041 Bawdry Road (South)	738	184	462	2163	0.341	736	672	0.0	0.5	2.519	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	748	187	874	1575	0.475	747	559	0.6	0.9	4.343	A
B - A1041 Bawdry Road (North)	671	168	698	1829	0.367	670	923	0.4	0.6	3.105	A
C - A63 (East)	557	139	800	1577	0.353	557	568	0.4	0.5	3.525	A
D - A1041 Bawdry Road (South)	881	220	552	2110	0.418	880	805	0.5	0.7	2.926	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	916	229	1070	1473	0.622	913	684	0.9	1.6	6.395	A
B - A1041 Bawdry Road (North)	821	205	853	1745	0.471	820	1130	0.6	0.9	3.888	A
C - A63 (East)	683	171	979	1485	0.460	681	694	0.5	0.8	4.473	A
D - A1041 Bawdry Road (South)	1079	270	676	2037	0.530	1077	985	0.7	1.1	3.743	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	916	229	1071	1472	0.622	916	685	1.6	1.6	6.468	A
B - A1041 Bawdry Road (North)	821	205	855	1744	0.471	821	1132	0.9	0.9	3.902	A
C - A63 (East)	683	171	981	1484	0.460	683	696	0.8	0.8	4.491	A
D - A1041 Bawdry Road (South)	1079	270	677	2037	0.530	1079	986	1.1	1.1	3.757	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	748	187	876	1573	0.475	751	560	1.6	0.9	4.393	A
B - A1041 Bawdry Road (North)	671	168	701	1827	0.367	672	926	0.9	0.6	3.120	A
C - A63 (East)	557	139	803	1576	0.354	559	570	0.8	0.6	3.544	A
D - A1041 Bawdry Road (South)	881	220	554	2109	0.418	883	807	1.1	0.7	2.941	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	626	157	733	1647	0.380	628	469	0.9	0.6	3.533	A
B - A1041 Bawdry Road (North)	562	140	586	1889	0.297	562	775	0.6	0.4	2.715	A
C - A63 (East)	467	117	672	1644	0.284	467	476	0.6	0.4	3.063	A
D - A1041 Bawdry Road (South)	738	184	464	2162	0.341	739	675	0.7	0.5	2.530	A

2026 ND, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A1041 Bawdry Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
6	Site 6	Standard Roundabout	C,D,A,B	5.75	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 ND	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A63 (West)		ONE HOUR	✓	779	100.000
B - A1041 Bawdry Road (North)		ONE HOUR	✓	1140	100.000
C - A63 (East)		ONE HOUR	✓	660	100.000
D - A1041 Bawdry Road (South)		ONE HOUR	✓	899	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	349	239	191
	B - A1041 Bawdry Road (North)	462	2	97	579
	C - A63 (East)	188	205	0	267
	D - A1041 Bawdry Road (South)	162	464	271	2

Proportions

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0.00	0.45	0.31	0.25
	B - A1041 Bawdry Road (North)	0.41	0.00	0.09	0.51
	C - A63 (East)	0.28	0.31	0.00	0.40
	D - A1041 Bawdry Road (South)	0.18	0.52	0.30	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	0	0	0
	B - A1041 Bawdry Road (North)	0	0	0	0
	C - A63 (East)	0	0	0	0
	D - A1041 Bawdry Road (South)	0	0	0	0

Average PCU Per Veh

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	1.000	1.000	1.000	1.000
	B - A1041 Bawdry Road (North)	1.000	1.000	1.000	1.000
	C - A63 (East)	1.000	1.000	1.000	1.000
	D - A1041 Bawdry Road (South)	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A63 (West)	16:15-16:30	586	586

	16:30-16:45	700	700
	16:45-17:00	858	858
	17:00-17:15	858	858
	17:15-17:30	700	700
	17:30-17:45	586	586
B - A1041 Bawdry Road (North)	16:15-16:30	858	858
	16:30-16:45	1025	1025
	16:45-17:00	1255	1255
	17:00-17:15	1255	1255
	17:15-17:30	1025	1025
	17:30-17:45	858	858
C - A63 (East)	16:15-16:30	497	497
	16:30-16:45	593	593
	16:45-17:00	727	727
	17:00-17:15	727	727
	17:15-17:30	593	593
	17:30-17:45	497	497
D - A1041 Bawdry Road (South)	16:15-16:30	677	677
	16:30-16:45	808	808
	16:45-17:00	990	990
	17:00-17:15	990	990
	17:15-17:30	808	808
	17:30-17:45	677	677

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A63 (West)	0.58	5.70	1.3	A	715	1072
B - A1041 Bawdry Road (North)	0.70	6.75	2.3	A	1046	1569
C - A63 (East)	0.56	6.41	1.3	A	606	908
D - A1041 Bawdry Road (South)	0.53	4.04	1.1	A	825	1237

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	586	147	708	1660	0.353	584	609	0.0	0.5	3.339	A
B - A1041 Bawdry Road (North)	858	215	527	1921	0.447	855	765	0.0	0.8	3.369	A
C - A63 (East)	497	124	927	1512	0.329	495	455	0.0	0.5	3.534	A
D - A1041 Bawdry Road (South)	677	169	643	2057	0.329	675	779	0.0	0.5	2.601	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	700	175	848	1588	0.441	699	729	0.5	0.8	4.046	A
B - A1041 Bawdry Road (North)	1025	256	631	1865	0.550	1023	916	0.8	1.2	4.271	A
C - A63 (East)	593	148	1109	1418	0.419	592	545	0.5	0.7	4.357	A
D - A1041 Bawdry Road (South)	808	202	769	1983	0.408	807	933	0.5	0.7	3.061	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	858	214	1037	1490	0.576	855	891	0.8	1.3	5.655	A
B - A1041 Bawdry Road (North)	1255	314	772	1789	0.702	1251	1120	1.2	2.3	6.640	A
C - A63 (East)	727	182	1356	1290	0.563	724	667	0.7	1.3	6.336	A
D - A1041 Bawdry Road (South)	990	247	940	1883	0.526	988	1140	0.7	1.1	4.017	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	858	214	1039	1489	0.576	858	894	1.3	1.3	5.703	A
B - A1041 Bawdry Road (North)	1255	314	774	1788	0.702	1255	1123	2.3	2.3	6.754	A
C - A63 (East)	727	182	1361	1288	0.564	727	668	1.3	1.3	6.412	A
D - A1041 Bawdry Road (South)	990	247	943	1881	0.526	990	1144	1.1	1.1	4.040	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	700	175	851	1587	0.441	703	733	1.3	0.8	4.082	A
B - A1041 Bawdry Road (North)	1025	256	634	1863	0.550	1029	919	2.3	1.2	4.339	A
C - A63 (East)	593	148	1116	1415	0.419	596	547	1.3	0.7	4.407	A
D - A1041 Bawdry Road (South)	808	202	774	1980	0.408	810	938	1.1	0.7	3.081	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	586	147	712	1659	0.354	587	612	0.8	0.6	3.366	A
B - A1041 Bawdry Road (North)	858	215	530	1919	0.447	860	769	1.2	0.8	3.405	A
C - A63 (East)	497	124	932	1509	0.329	498	458	0.7	0.5	3.562	A
D - A1041 Bawdry Road (South)	677	169	646	2055	0.329	678	784	0.7	0.5	2.615	A

2022 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A1041 Bawdry Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
6	Site 6	Standard Roundabout	C,D,A,B	4.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2022 WD	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A63 (West)		ONE HOUR	✓	775	100.000
B - A1041 Bawdry Road (North)		ONE HOUR	✓	717	100.000
C - A63 (East)		ONE HOUR	✓	586	100.000
D - A1041 Bawdry Road (South)		ONE HOUR	✓	905	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	318	218	239
	B - A1041 Bawdry Road (North)	242	0	105	370
	C - A63 (East)	233	96	0	257
	D - A1041 Bawdry Road (South)	103	534	266	2

Proportions

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0.00	0.41	0.28	0.31
	B - A1041 Bawdry Road (North)	0.34	0.00	0.15	0.52
	C - A63 (East)	0.40	0.16	0.00	0.44
	D - A1041 Bawdry Road (South)	0.11	0.59	0.29	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	0	0	0
	B - A1041 Bawdry Road (North)	0	0	0	0
	C - A63 (East)	0	0	0	0
	D - A1041 Bawdry Road (South)	0	0	0	0

Average PCU Per Veh

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	1.000	1.000	1.000	1.000
	B - A1041 Bawdry Road (North)	1.000	1.000	1.000	1.000
	C - A63 (East)	1.000	1.000	1.000	1.000
	D - A1041 Bawdry Road (South)	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A63 (West)	07:30-07:45	583	583

	07:45-08:00	697	697
	08:00-08:15	853	853
	08:15-08:30	853	853
	08:30-08:45	697	697
	08:45-09:00	583	583
B - A1041 Bawdry Road (North)	07:30-07:45	540	540
	07:45-08:00	645	645
	08:00-08:15	789	789
	08:15-08:30	789	789
	08:30-08:45	645	645
	08:45-09:00	540	540
C - A63 (East)	07:30-07:45	441	441
	07:45-08:00	527	527
	08:00-08:15	645	645
	08:15-08:30	645	645
	08:30-08:45	527	527
	08:45-09:00	441	441
D - A1041 Bawdry Road (South)	07:30-07:45	681	681
	07:45-08:00	814	814
	08:00-08:15	996	996
	08:15-08:30	996	996
	08:30-08:45	814	814
	08:45-09:00	681	681

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A63 (West)	0.56	5.44	1.3	A	711	1067
B - A1041 Bawdry Road (North)	0.44	3.65	0.8	A	658	987
C - A63 (East)	0.43	4.18	0.7	A	538	807
D - A1041 Bawdry Road (South)	0.48	3.37	0.9	A	830	1246

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	583	146	674	1678	0.348	581	434	0.0	0.5	3.278	A
B - A1041 Bawdry Road (North)	540	135	544	1912	0.282	538	712	0.0	0.4	2.619	A
C - A63 (East)	441	110	640	1660	0.266	440	442	0.0	0.4	2.946	A
D - A1041 Bawdry Road (South)	681	170	429	2182	0.312	680	651	0.0	0.5	2.392	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	697	174	807	1609	0.433	696	519	0.5	0.8	3.936	A
B - A1041 Bawdry Road (North)	645	161	651	1854	0.348	644	851	0.4	0.5	2.973	A
C - A63 (East)	527	132	766	1595	0.330	526	529	0.4	0.5	3.366	A
D - A1041 Bawdry Road (South)	814	203	513	2133	0.381	813	780	0.5	0.6	2.725	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	853	213	987	1516	0.563	851	635	0.8	1.3	5.402	A
B - A1041 Bawdry Road (North)	789	197	797	1775	0.445	788	1042	0.5	0.8	3.644	A
C - A63 (East)	645	161	938	1506	0.428	644	647	0.5	0.7	4.169	A
D - A1041 Bawdry Road (South)	996	249	628	2066	0.482	995	954	0.6	0.9	3.360	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	853	213	989	1515	0.563	853	636	1.3	1.3	5.439	A
B - A1041 Bawdry Road (North)	789	197	798	1775	0.445	789	1044	0.8	0.8	3.653	A
C - A63 (East)	645	161	939	1506	0.429	645	648	0.7	0.7	4.183	A
D - A1041 Bawdry Road (South)	996	249	629	2065	0.483	996	956	0.9	0.9	3.367	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	697	174	809	1608	0.433	699	521	1.3	0.8	3.967	A
B - A1041 Bawdry Road (North)	645	161	653	1853	0.348	646	854	0.8	0.5	2.984	A
C - A63 (East)	527	132	768	1594	0.331	528	531	0.7	0.5	3.382	A
D - A1041 Bawdry Road (South)	814	203	514	2132	0.382	815	782	0.9	0.6	2.734	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	583	146	677	1677	0.348	584	436	0.8	0.5	3.298	A
B - A1041 Bawdry Road (North)	540	135	547	1910	0.283	540	715	0.5	0.4	2.630	A
C - A63 (East)	441	110	643	1659	0.266	442	444	0.5	0.4	2.959	A
D - A1041 Bawdry Road (South)	681	170	430	2181	0.312	682	654	0.6	0.5	2.403	A

2022 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A1041 Bawdry Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
6	Site 6	Standard Roundabout	C,D,A,B	4.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2022 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A63 (West)		ONE HOUR	✓	722	100.000
B - A1041 Bawdry Road (North)		ONE HOUR	✓	1054	100.000
C - A63 (East)		ONE HOUR	✓	612	100.000
D - A1041 Bawdry Road (South)		ONE HOUR	✓	873	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	322	223	177
	B - A1041 Bawdry Road (North)	427	2	90	535
	C - A63 (East)	175	190	0	247
	D - A1041 Bawdry Road (South)	152	457	262	2

Proportions

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0.00	0.45	0.31	0.25
	B - A1041 Bawdry Road (North)	0.41	0.00	0.09	0.51
	C - A63 (East)	0.29	0.31	0.00	0.40
	D - A1041 Bawdry Road (South)	0.17	0.52	0.30	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	0	0	0
	B - A1041 Bawdry Road (North)	0	0	0	0
	C - A63 (East)	0	0	0	0
	D - A1041 Bawdry Road (South)	0	0	0	0

Average PCU Per Veh

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	1.000	1.000	1.000	1.000
	B - A1041 Bawdry Road (North)	1.000	1.000	1.000	1.000
	C - A63 (East)	1.000	1.000	1.000	1.000
	D - A1041 Bawdry Road (South)	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A63 (West)	16:15-16:30	544	544

	16:30-16:45	649	649
	16:45-17:00	795	795
	17:00-17:15	795	795
	17:15-17:30	649	649
	17:30-17:45	544	544
B - A1041 Bawdry Road (North)	16:15-16:30	794	794
	16:30-16:45	948	948
	16:45-17:00	1160	1160
	17:00-17:15	1160	1160
	17:15-17:30	948	948
	17:30-17:45	794	794
C - A63 (East)	16:15-16:30	461	461
	16:30-16:45	550	550
	16:45-17:00	674	674
	17:00-17:15	674	674
	17:15-17:30	550	550
	17:30-17:45	461	461
D - A1041 Bawdry Road (South)	16:15-16:30	657	657
	16:30-16:45	785	785
	16:45-17:00	961	961
	17:00-17:15	961	961
	17:15-17:30	785	785
	17:30-17:45	657	657

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A63 (West)	0.53	5.06	1.1	A	663	994
B - A1041 Bawdry Road (North)	0.64	5.53	1.8	A	967	1451
C - A63 (East)	0.50	5.40	1.0	A	562	842
D - A1041 Bawdry Road (South)	0.50	3.75	1.0	A	801	1202

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	544	136	685	1672	0.325	542	566	0.0	0.5	3.179	A
B - A1041 Bawdry Road (North)	794	198	498	1936	0.410	791	729	0.0	0.7	3.134	A
C - A63 (East)	461	115	858	1548	0.298	459	432	0.0	0.4	3.303	A
D - A1041 Bawdry Road (South)	657	164	596	2084	0.315	655	721	0.0	0.5	2.515	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	649	162	820	1602	0.405	648	677	0.5	0.7	3.769	A
B - A1041 Bawdry Road (North)	948	237	596	1884	0.503	946	872	0.7	1.0	3.836	A
C - A63 (East)	550	138	1026	1461	0.377	549	516	0.4	0.6	3.947	A
D - A1041 Bawdry Road (South)	785	196	713	2016	0.389	784	863	0.5	0.6	2.921	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	795	199	1004	1507	0.527	793	828	0.7	1.1	5.028	A
B - A1041 Bawdry Road (North)	1160	290	730	1812	0.641	1157	1067	1.0	1.8	5.479	A
C - A63 (East)	674	168	1255	1342	0.502	672	632	0.6	1.0	5.358	A
D - A1041 Bawdry Road (South)	961	240	872	1923	0.500	960	1055	0.6	1.0	3.734	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	795	199	1005	1507	0.528	795	830	1.1	1.1	5.058	A
B - A1041 Bawdry Road (North)	1160	290	731	1811	0.641	1160	1069	1.8	1.8	5.534	A
C - A63 (East)	674	168	1258	1341	0.503	674	633	1.0	1.0	5.396	A
D - A1041 Bawdry Road (South)	961	240	874	1921	0.500	961	1058	1.0	1.0	3.748	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	649	162	822	1601	0.405	651	680	1.1	0.7	3.793	A
B - A1041 Bawdry Road (North)	948	237	598	1882	0.503	951	875	1.8	1.0	3.874	A
C - A63 (East)	550	138	1031	1458	0.377	552	518	1.0	0.6	3.978	A
D - A1041 Bawdry Road (South)	785	196	716	2014	0.390	786	866	1.0	0.6	2.934	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	544	136	688	1671	0.325	544	569	0.7	0.5	3.197	A
B - A1041 Bawdry Road (North)	794	198	501	1935	0.410	795	732	1.0	0.7	3.159	A
C - A63 (East)	461	115	862	1546	0.298	461	433	0.6	0.4	3.324	A
D - A1041 Bawdry Road (South)	657	164	599	2083	0.316	658	725	0.6	0.5	2.527	A

2026 WD, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A1041 Bawdry Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
6	Site 6	Standard Roundabout	C,D,A,B	4.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 WD	AM	ONE HOUR	07:30	09:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A63 (West)		ONE HOUR	✓	833	100.000
B - A1041 Bawdry Road (North)		ONE HOUR	✓	769	100.000
C - A63 (East)		ONE HOUR	✓	629	100.000
D - A1041 Bawdry Road (South)		ONE HOUR	✓	980	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	344	232	257
	B - A1041 Bawdry Road (North)	261	0	113	395
	C - A63 (East)	249	105	0	275
	D - A1041 Bawdry Road (South)	112	579	287	2

Proportions

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0.00	0.41	0.28	0.31
	B - A1041 Bawdry Road (North)	0.34	0.00	0.15	0.51
	C - A63 (East)	0.40	0.17	0.00	0.44
	D - A1041 Bawdry Road (South)	0.11	0.59	0.29	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	0	0	0
	B - A1041 Bawdry Road (North)	0	0	0	0
	C - A63 (East)	0	0	0	0
	D - A1041 Bawdry Road (South)	0	0	0	0

Average PCU Per Veh

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	1.000	1.000	1.000	1.000
	B - A1041 Bawdry Road (North)	1.000	1.000	1.000	1.000
	C - A63 (East)	1.000	1.000	1.000	1.000
	D - A1041 Bawdry Road (South)	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A63 (West)	07:30-07:45	627	627

	07:45-08:00	749	749
	08:00-08:15	917	917
	08:15-08:30	917	917
	08:30-08:45	749	749
	08:45-09:00	627	627
B - A1041 Bawdry Road (North)	07:30-07:45	579	579
	07:45-08:00	691	691
	08:00-08:15	847	847
	08:15-08:30	847	847
	08:30-08:45	691	691
	08:45-09:00	579	579
C - A63 (East)	07:30-07:45	474	474
	07:45-08:00	565	565
	08:00-08:15	693	693
	08:15-08:30	693	693
	08:30-08:45	565	565
	08:45-09:00	474	474
D - A1041 Bawdry Road (South)	07:30-07:45	738	738
	07:45-08:00	881	881
	08:00-08:15	1079	1079
	08:15-08:30	1079	1079
	08:30-08:45	881	881
	08:45-09:00	738	738

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A63 (West)	0.62	6.48	1.6	A	764	1147
B - A1041 Bawdry Road (North)	0.49	4.02	0.9	A	706	1058
C - A63 (East)	0.47	4.63	0.9	A	577	866
D - A1041 Bawdry Road (South)	0.53	3.76	1.1	A	899	1349

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	627	157	730	1649	0.380	625	467	0.0	0.6	3.506	A
B - A1041 Bawdry Road (North)	579	145	584	1890	0.306	577	771	0.0	0.4	2.738	A
C - A63 (East)	474	118	687	1636	0.289	472	474	0.0	0.4	3.088	A
D - A1041 Bawdry Road (South)	738	184	461	2163	0.341	736	697	0.0	0.5	2.519	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	749	187	874	1575	0.476	748	559	0.6	0.9	4.347	A
B - A1041 Bawdry Road (North)	691	173	698	1828	0.378	691	923	0.4	0.6	3.162	A
C - A63 (East)	565	141	822	1566	0.361	565	568	0.4	0.6	3.593	A
D - A1041 Bawdry Road (South)	881	220	552	2110	0.418	880	834	0.5	0.7	2.926	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	917	229	1070	1473	0.623	914	684	0.9	1.6	6.408	A
B - A1041 Bawdry Road (North)	847	212	854	1744	0.485	845	1129	0.6	0.9	3.999	A
C - A63 (East)	693	173	1005	1471	0.471	691	694	0.6	0.9	4.607	A
D - A1041 Bawdry Road (South)	1079	270	676	2037	0.530	1077	1021	0.7	1.1	3.743	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	917	229	1071	1472	0.623	917	685	1.6	1.6	6.481	A
B - A1041 Bawdry Road (North)	847	212	857	1743	0.486	847	1132	0.9	0.9	4.015	A
C - A63 (East)	693	173	1007	1470	0.471	693	696	0.9	0.9	4.627	A
D - A1041 Bawdry Road (South)	1079	270	677	2037	0.530	1079	1023	1.1	1.1	3.757	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	749	187	876	1573	0.476	752	560	1.6	0.9	4.396	A
B - A1041 Bawdry Road (North)	691	173	702	1827	0.378	693	926	0.9	0.6	3.177	A
C - A63 (East)	565	141	825	1565	0.361	567	570	0.9	0.6	3.613	A
D - A1041 Bawdry Road (South)	881	220	554	2109	0.418	883	837	1.1	0.7	2.941	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	627	157	733	1647	0.381	628	469	0.9	0.6	3.536	A
B - A1041 Bawdry Road (North)	579	145	587	1889	0.307	580	775	0.6	0.4	2.752	A
C - A63 (East)	474	118	690	1634	0.290	474	476	0.6	0.4	3.106	A
D - A1041 Bawdry Road (South)	738	184	464	2162	0.341	739	700	0.7	0.5	2.530	A

2026 WD, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	D - A1041 Bawdry Road (South) - 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.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
6	Site 6	Standard Roundabout	C,D,A,B	5.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2026 WD	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A63 (West)		ONE HOUR	✓	779	100.000
B - A1041 Bawdry Road (North)		ONE HOUR	✓	1140	100.000
C - A63 (East)		ONE HOUR	✓	660	100.000
D - A1041 Bawdry Road (South)		ONE HOUR	✓	937	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	349	239	191
	B - A1041 Bawdry Road (North)	462	2	97	579
	C - A63 (East)	188	205	0	267
	D - A1041 Bawdry Road (South)	164	490	281	2

Proportions

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0.00	0.45	0.31	0.25
	B - A1041 Bawdry Road (North)	0.41	0.00	0.09	0.51
	C - A63 (East)	0.28	0.31	0.00	0.40
	D - A1041 Bawdry Road (South)	0.18	0.52	0.30	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	0	0	0	0
	B - A1041 Bawdry Road (North)	0	0	0	0
	C - A63 (East)	0	0	0	0
	D - A1041 Bawdry Road (South)	0	0	0	0

Average PCU Per Veh

From	To				
		A - A63 (West)	B - A104 1 Bawdry Road (North)	C - A63 (East)	D - A104 1 Bawdry Road (South)
	A - A63 (West)	1.000	1.000	1.000	1.000
	B - A1041 Bawdry Road (North)	1.000	1.000	1.000	1.000
	C - A63 (East)	1.000	1.000	1.000	1.000
	D - A1041 Bawdry Road (South)	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
A - A63 (West)	16:15-16:30	586	586

	16:30-16:45	700	700
	16:45-17:00	858	858
	17:00-17:15	858	858
	17:15-17:30	700	700
	17:30-17:45	586	586
B - A1041 Bawdry Road (North)	16:15-16:30	858	858
	16:30-16:45	1025	1025
	16:45-17:00	1255	1255
	17:00-17:15	1255	1255
	17:15-17:30	1025	1025
	17:30-17:45	858	858
C - A63 (East)	16:15-16:30	497	497
	16:30-16:45	593	593
	16:45-17:00	727	727
	17:00-17:15	727	727
	17:15-17:30	593	593
	17:30-17:45	497	497
D - A1041 Bawdry Road (South)	16:15-16:30	705	705
	16:30-16:45	842	842
	16:45-17:00	1032	1032
	17:00-17:15	1032	1032
	17:15-17:30	842	842
	17:30-17:45	705	705

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A63 (West)	0.58	5.89	1.4	A	715	1072
B - A1041 Bawdry Road (North)	0.70	6.83	2.4	A	1046	1569
C - A63 (East)	0.56	6.41	1.3	A	606	908
D - A1041 Bawdry Road (South)	0.55	4.24	1.2	A	860	1290

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	586	147	735	1646	0.356	584	611	0.0	0.6	3.383	A
B - A1041 Bawdry Road (North)	858	215	535	1917	0.448	855	785	0.0	0.8	3.381	A
C - A63 (East)	497	124	927	1512	0.329	495	463	0.0	0.5	3.534	A
D - A1041 Bawdry Road (South)	705	176	643	2057	0.343	703	779	0.0	0.5	2.656	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	700	175	880	1571	0.446	699	731	0.6	0.8	4.124	A
B - A1041 Bawdry Road (North)	1025	256	640	1860	0.551	1023	939	0.8	1.2	4.294	A
C - A63 (East)	593	148	1109	1418	0.418	592	554	0.5	0.7	4.357	A
D - A1041 Bawdry Road (South)	842	211	769	1983	0.425	841	933	0.5	0.7	3.153	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	858	214	1077	1469	0.584	855	893	0.8	1.4	5.840	A
B - A1041 Bawdry Road (North)	1255	314	783	1783	0.704	1251	1149	1.2	2.3	6.711	A
C - A63 (East)	727	182	1356	1290	0.563	724	678	0.7	1.3	6.335	A
D - A1041 Bawdry Road (South)	1032	258	940	1883	0.548	1030	1140	0.7	1.2	4.211	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	858	214	1079	1468	0.584	858	896	1.4	1.4	5.894	A
B - A1041 Bawdry Road (North)	1255	314	785	1782	0.704	1255	1152	2.3	2.4	6.830	A
C - A63 (East)	727	182	1361	1288	0.564	727	679	1.3	1.3	6.412	A
D - A1041 Bawdry Road (South)	1032	258	943	1881	0.549	1032	1144	1.2	1.2	4.239	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	700	175	883	1570	0.446	703	735	1.4	0.8	4.162	A
B - A1041 Bawdry Road (North)	1025	256	643	1858	0.551	1029	943	2.4	1.2	4.364	A
C - A63 (East)	593	148	1116	1414	0.419	596	556	1.3	0.7	4.407	A
D - A1041 Bawdry Road (South)	842	211	774	1980	0.425	844	938	1.2	0.7	3.173	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	LOS
A - A63 (West)	586	147	739	1644	0.357	587	614	0.8	0.6	3.411	A
B - A1041 Bawdry Road (North)	858	215	538	1915	0.448	860	789	1.2	0.8	3.416	A
C - A63 (East)	497	124	932	1509	0.329	498	465	0.7	0.5	3.564	A
D - A1041 Bawdry Road (South)	705	176	646	2055	0.343	706	784	0.7	0.5	2.670	A